SFO COMMUNITY ROUNDTABLE

Meeting Agenda
Regular Meeting

Wednesday, October 1, 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: August 6, 2025	*Action*	Page 3
6.	Approve SFO Community Roundtable FY 25-26 Budget	*Action*	Page 8
7.	Airport Director's Report: • July 2025 • August 2025	*Action*	Page 11
8.	HMMH FAA IFP Information Gateway: • August 2025 • September 2025	*Information*	Page 25

REGULAR AGENDA

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

9.	SFO International Airport Update • Aircraft Noise Office Update	*Information*	Page 29
10.	Technical Working Group (TWG) Report Out	*Information*	Verbal
11.	SFO's Noise Insulation Program Overview *Gerardo Fries, SFO Program Supervisor, Noise Insulation Program*	*Information*	Page 38
12.	Fly Quiet Comparison of Peer Review Reports *Eugene M. Reindel, Vice President, HMMH*	*Information*	Page 54

UPDATES

13.	Member Updates	*Information*	Verbal
14.	Adjourn		

SFO Airport/Community Roundtable
Meeting No 357 -- Minutes
Wednesday, August 6, 2025

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

Roundtable Chair Christine Krolik called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, August 6, at 7:00 p.m., at the David J. Chetcuti Community Room, 450 Poplar Avenue, Millbrae, CA.

REGULAR MEMBERS' PRESENT
City and County of San Francisco Mayor's Office, City and County of San Francisco Airport Commission, City of Belmont, Town of Colma, City of Foster City, City of Half Moon Bay, Town of Hillsborough, City of Millbrae, City of Pacifica, Town of Portola Valley, City of Redwood City, City of San Carlos, City of South San Francisco, Town of Woodside

Members from County of San Mateo Board of Supervisors and C/CAG Airport Land Use Committee (ALUC) arrived after the roll call.

REGULAR MEMBERS ABSENT
City and County of San Board of Supervisors, Town of Atherton, City of Brisbane, City of Burlingame, City of Daly City, City of East Palo Alto, City of Menlo Park, City of San Bruno, City of San Mateo

A quorum 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
Anthony Carpeneti, Noise Abatement Specialist

AGENDA

2. Public Comments for Items NOT on the Agenda (00:05:45)
Chair Krolik opened public comments for items not on the agenda. Public comments were heard by:

- Ann Schneider, a resident of Millbrae, voiced concerns in response to recent *San Francisco Chronicle* articles about the growing use of air taxis, emphasizing uncertainty around the exact flight paths and the potential negative effects on her community.

- Jon Hamilton, a member of the Bay Farm Islands community, stated that he has requested Oakland Airport to facilitate a meeting with SFO's Noise Office to discuss the Anom (Airport Noise and Operations Monitoring System) software.

Chair Krolik closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:10:47)
Member Niederhofer reported an increase in aircraft noise complaints originating from Foster City. Bert confirmed that the surge was due to a bot automatically generating the calls and noted that efforts are underway to have the bot removed. Chair Krolik requested several revisions to the minutes, including adding the names and cities of members present in the attendance section, verifying and correcting any misspelled member names using the official roster, and updating public speaker Remi Tan's city of residence from Palo Alto to Pacifica.

Member Niederhofer moved to approve to set and approve this item. Member Nagales seconded the motion. The motion passed with all present members.

4. Chairman Update (0:13:55)
The Chair announced that the FAA has discontinued the Noise Ombudsman email and now requires all noise complaints to be submitted via the new ANCIR Portal on the FAA website, aimed at improving efficiency and response times. Chair Krolik thanked the Technical Working Group (TWG) subcommittee and community members for their input in the FY 25/26 Work Plan. Key initiatives include a review of the Fly Quiet Program, improved public outreach, and a study on innovative noise mitigation and advanced air mobility. Once approved, the TWG subcommittee will begin work on these efforts. Lastly, members were reminded to submit overdue dues to support the Roundtable's budget.

CONSENT AGENDA

5. *ACTION:* Approval of SFO Community Roundtable Minutes: February 5, 2025 (00:15:00)
This was approved in item three.

6. *INFORMATION:* Airport Director's Report: March 2025 and April 2025 (00:17:30)
Bert Ganoung provided updates including the upgrade and installation of the ANOMS software and improvements to the Artificial Neural Network (ANN). He noted that there were no new developments in the Repair and Replacement Initiative (RRI) and the removal of duplicate data within the Second Chance Initiative (SCI).

Member Speier asked about the total number of potentially eligible properties and why this number was lower than the number of applications received. Mr. Ganoung explained that the figure represented a potential pool of properties that had not yet been approved.

Chair Krolik opened public comments for items not on the agenda. Public comments were heard by:

- Darleen Yaplee, a resident of Palo Alto, encouraged the Roundtable to support the deployment of portable noise monitoring systems in Palo Alto.
- Remi Tan, a resident of Pacifica, echoed Ms. Yaplee's suggestion, supporting the idea of providing noise-monitoring systems to additional cities as well.

Chair Krolik closed public comments.

Member Boles asked about the construction timeline for the initiatives, and Mr. Ganoung explained that it depends on available funding. Mr. Frias from the Noise Insulation Program Office added further details about the budgeting process and the number of units currently under construction.

7. *ACTION:* HMMH FAA IFP Information Gateway: June 2025 through July 2025 (00:17:50)
Chair Krolik opened and closed public comments for this item. No Public comments were received.

REGULAR AGENDA

8. *INFORMATION:* SFO International Airport Update (00:17:30)
Bert Ganoung reported that the SFO Director is absent today as there are no new updates to provide for the Roundtable but will attend the next meeting.

Chair Krolik opened and closed public comments for this item. No public comments were received.

9. *INFORMATION:* Review Approval of SFORT 2025-2026 Work Plan (00:35:30)
Vanessa Lee, Roundtable Coordinator, presented the 2025–2026 Work Plan for approval, reflecting extensive input from the Technical Working Group, community members, the SFO Noise Office, and consultants. The plan outlines six strategic goals: strengthening advocacy with government delegations on noise reduction legislation; enhancing coordination and oversight of air and ground noise, including emerging technologies; collaborating with SFO on operational noise and environmental justice concerns; conducting a comprehensive review of the Fly Quiet Program to improve accountability; expanding public education and outreach with a focus on underrepresented communities; and improving member education to support informed participation.

Chair Krolik opened public comments. Public comments were heard by:

- Darleen Yaplee proposed two edits to the work plan. First, in Goal 2, Item 1, she recommended using stronger language by changing "monitor" to "review and assess" or "analyze and provide input" to emphasize the action. Second, for Goal 4, Item 3, she suggested clarifying the terminology to include both the elements and criteria related to the aircraft noise reduction effectiveness of the Fly Quiet Program.
- Ann Schneider suggested including air pollution as an additional area of review for the Roundtable.

- Remi Tan suggested that the work plan incorporate the topic of airport expansion.

Member Nagales emphasized the need for further Roundtable discussions on air taxis, referencing recent proposals from companies in South San Francisco supporting their development. He also expressed interest in receiving guidance from the Roundtable on regulatory direction for this emerging technology.

Member Rainaldi shared that he recently attended a presentation on advanced air mobility and expressed support for being proactive in learning about this emerging field.

Member Boles noted that some companies are already in negotiations with corporations about takeoff and landing procedures for air taxis. She agreed on the importance of cities being proactive in developing policies to regulate this emerging technology, particularly to prevent increased noise disruption in their communities.

Carlette Young, FAA Supervisory Senior Advisor, confirmed that the FAA remain committed to working with the Roundtable to address any public questions or concerns.

Member Jonsson asked whether noise levels have increased due to the rise in air traffic at SFO. Bert Ganoung confirmed that passenger loads and air traffic at SFO have indeed increased and noted that efforts are underway to reduce aircraft noise through several airline-focused initiatives.

Chair Krolik closed public comments.

10. *INFORMATION:* SFO Flow Presentation (01:11:50)
Jason Stoddard, Managing Consultant, from HMMH opened the presentation which shows both arrival and departure routes for SFO and OAK based on the “flow” of traffic or plan in place.

Chair Krolik opened public comments. Public comments were heard by:

- John Hamilton asked a question about the nighttime departure plan, specifically regarding the additional departure route used by cargo planes and the direction of westbound departures.
- Ann Schneider expressed interest in obtaining a more detailed map of aircraft flight paths and flyovers specifically for the city of Millbrae.
- Remi Tan commented on nighttime flights from Runway 28 and reiterated his concerns about the impact of aircraft noise on his community.

Chair Krolik closed public comments.

Member Jonsson requested a guide or legend that clearly labels the runway numbers for easier reference. Member Flynn also recommended adding city names to the map for better clarity, noting

that areas like Portola Valley and the Town of Woodside experience significant aircraft noise during arrivals despite their distance from the airport.

UPDATES

11. *INFORMATION:* Member Updates (01:57:05)
Member Goeld expressed gratitude to the public for their ongoing support and contributions to the Roundtable. Bert Ganoung also acknowledged the presence of a student intern from the SFO Noise Office in the audience.

12. Adjournment
Chairman Krolik adjourned the meeting at approximately 8:37 P.M.

San Francisco International
Airport/Community Roundtable
455 County Center, 2nd Floor
Redwood City, CA 94063
www.sforoundtable.org

September 24, 2025

TO: Members of the SFO Roundtable

FROM Vanessa Lee, SFO Roundtable Coordinator

RE: Approval of the SFO Community Roundtable FY 25-26 Budget

BACKGROUND

Roundtable Bylaws Article VIII states that the Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting held between May 31 and October 31 of each calendar year. It is recommended that the Roundtable approve the FY 25-26 budget by a majority vote of all members present.

BUDGET SUMMARY

The budget represents a financial plan that compares the previous fiscal year actuals to the projected revenue and expenses for the current fiscal year. All SFORT revenue, expenses and reimbursements are processed out of the Roundtables Trust Fund.

REVENUE: FY 2025-2026 revenue remains unchanged with the twenty cities in San Mateo County and C/CAG contributing $1500 each, San Mateo County contributing $12,000, and the City and County of San Francisco International Airport (SFO) contributing $220,000.

Note: For FY 2024-2025, SFO's contribution was not received due to MOU negotiations and administrative delays. This amount is reflected as a pending accrual in the FY 2025-2026 fund balance.

EXPENSES: Expenses represent the following categories; staffing and technical consultants, administration/ operations, and projects, programs, & other.

Staffing: Roundtable staffing is managed and administered through the County of San Mateo. In Oct 2024, the County went through a 3-year contract negotiation where most unions and management groups secured a 5-5.4% increase. This increase is reflected in the proposed budget amount for the two part-time staff positions at the Roundtable.

Additionally on June 24, 2025, the Roundtable extended its technical consulting contract with Harris Miller Miller & Hanson for an amount of $66,684 for FY 25-26. This extension represented the final extension under this contract and the Roundtable will need to go through a formal procurement and solicitation for a new technical consultant contract in the next fiscal year. The proposed budget amount represents a modest 5% increase over the approved contract amount as contingency for any additional technical services through the contract extension date.

Admin/Operations: Several of the categories in this area are charges billed as reimbursements by the County of San Mateo to the Roundtable except for the Roundtable website and video services. Roundtable staff was able to negotiate to keep all reimbursements administered by the County consistent from previous years although it is planned that these expenses will increase over time. There is an increase shown in the proposed budget versus the previous years actuals for the Roundtable website due to its anticipated revamp. There is also a contracted COLA increase included in the cost of video services represented in the proposed budget.

Projects, Programs & Other costs remain consistent but show a cancellation of the N.O.I.S.E membership due to inactivity and a decrease in budget for staff professional development since all staff was adequately trained and onboarded during the last budget cycle. There is also an increase in the budget amount for the Fly quiet

program incentive awards that may be incumbered as a result of the completion of the review of the program.

The FY 24-25 Fund Balance was $504,609 and will need to include a San Francisco International Airport Retroactive Accrual of $220,000.00. The total expenses for FY 25-26 budget are estimated to be $260,756 which will leave an end of FY 25-26 Trust Fund balance of $463,854.

SFO Airport/Community Roundtable
FY 2025/26 PROPOSED BUDGET

	2024-2025 Actuals	2025-2026 Proposed Budget
REVENUE		
[1] San Francisco Airport Commission	$ -	$ 220,000.00
Roundtable Membership	$ 37,500.00	$ 43,500.00
[2] Fund Balance Contribution to balance budget	$ 6,148.00	$ -
REVENUE SOURCES TOTAL	**$ 43,648.00**	**$ 263,500.00**
EXPENSES		
STAFFING AND TECHNICAL CONSULTANT		
[3] County of San Mateo Coordination Services	$ 170,848.94	$ 175,000.00
Roundtable Aviation Technical Consultant	$ 75,954.17	$ 70,000.00
SOURCE SUBTOTAL	$ 246,803.11	$ 245,000.00
ADMINISTRATION / OPERATIONS		
Photo Conference and Expense	$ 300.00	$ 300.00
[4] Website	$ 158.27	$ 2,500.00
Data Storage & Conference Services	$ 990.00	$ 990.00
Miscellaneous Office Expenses/Equipment	$ 1,500.00	$ 1,500.00
[5] Video Services	$ 5,253.50	$ 5,500.00
SOURCE SUBTOTAL	$ 8,201.77	$ 10,790.00
PROJECTS, PROGRAMS, & OTHER		
Member Conferences Attendence	$ 430.00	$ 450.00
Airport Noise Report subscription	$ 2,500.00	$ 2,500.00
[6] N.O.I.S.E. Membership	$ 4,300.00	$ -
Fly Quiet Awards	$ -	$ 1,000.00
[7] Staff Professional Development	$ 1,600.00	$ 1,000.00
SOURCE SUBTOTAL	$ 8,830.00	$ 4,950.00
EXPENSES SOURCES TOTAL	**$ 263,834.88**	**$ 260,740.00**
End of Year Trust Fund Balance		
FY 24/25 Fund Balance	$ 504,609.57	
San Francisco International Airport FY 24/25 Retro Accrual	$ 220,000.00	
FY 25/26 Projected Uncommitted Trust Fund Balance	$ 724,609.57	
FY 25/26 Projected Year End Balance		**$ 463,869.57**

[1] SFO allocation of $220,000 was committed in FY24/25 but will not be received until FY25-26.

[2] A fund balance transfer was needed in FY 24/25 to reconcile the budget. This will not be needed in the FY 25/26 budget

[3] Includes Unions and Management Group negotiated COLA increases over 3 years

[4] Increase over actuals due to approved website revamp

[5] Reflects negotiated contract increase

[6] Cancelled due to inactivity

[7] Decrease due to full staff transition and onboarding

Airport Director's Report

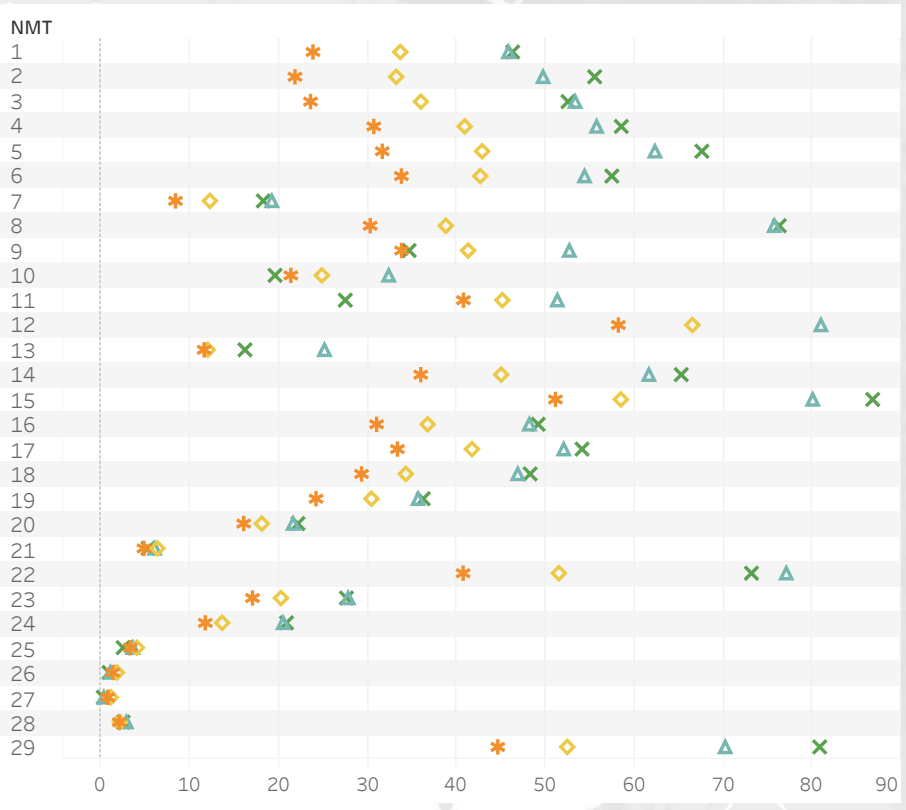
Presented at the October 1, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
July 2025

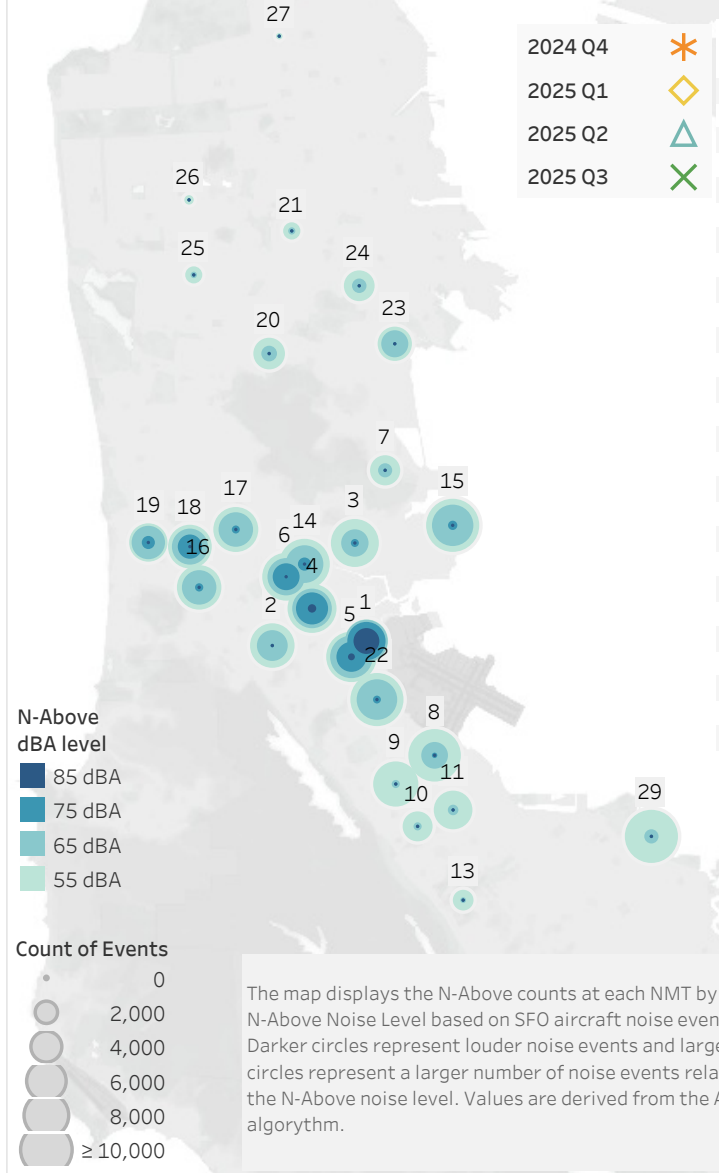
Aircraft Noise Levels Summary

July 2025

Nighttime N-Above 55 dBA Daily Average

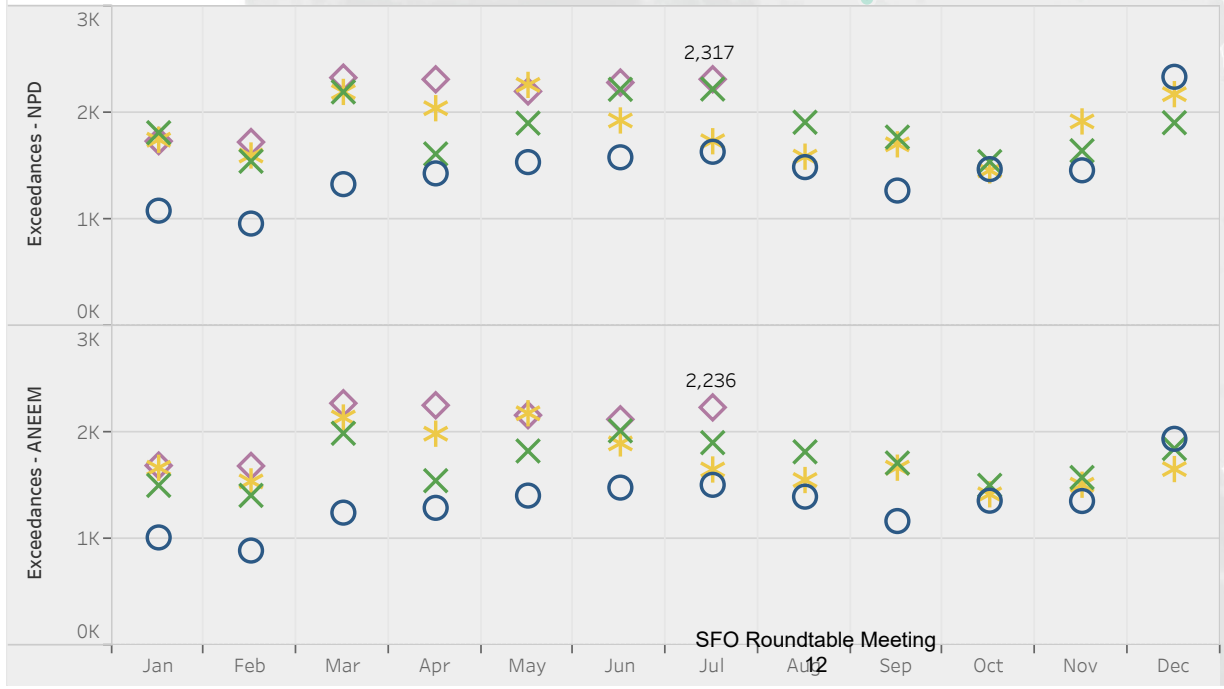


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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 algorythm.

Significant Exceedances



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

Aircraft Noise Levels Details

July 2025

		ANOMS						ANEEM			
		Aircaft				Community		Aircaft			
NMT	City	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	199	74	94	83	70	55	217	73	93	81
2	San Bruno	83	55	80	68	63	50	242	57	78	65
3	SSF	79	56	82	70	64	42	324	56	76	62
4	SSF	170	68	89	77	60	43	306	68	86	70
5	San Bruno	184	67	88	76	66	45	310	67	85	70
6	SSF	152	65	87	75	58	43	290	64	84	68
7	Brisbane	25	49	79	68	56	43	173	51	73	59
8	Millbrae	5	46	84	73	63	48	335	55	74	62
9	Millbrae	4	35	75	64	56	38	460	48	67	56
10	Burlingame	3	34	76	65	57	41	236	48	69	56
11	Burlingame	4	35	76	65	55	39	350	48	67	55
12	Foster City	411	63	82	71	57	40	531	63	81	69
13	Hillsborough	2	31	77	65	58	45	69	46	71	58
14	SSF	153	60	83	71	71	43	356	61	81	65
15	SSF	173	58	81	70	59	45	435	59	78	64
16	SSF	121	58	82	70	59	43	264	59	79	65
17	SSF	132	59	82	70	61	44	252	59	79	65
18	Daly City	135	63	86	75	61	44	247	63	83	68
19	Pacifica	114	59	83	72	63	40	178	60	81	68
20	Daly City	68	50	78	66	66	43	154	50	73	61
21	San Francisco	19	44	77	65	60	46	77	45	73	61
22	San Bruno	103	57	81	71	68	42	420	59	77	64
23	San Francisco	80	53	79	69	74	45	181	55	77	64
24	San Francisco	24	45	77	65	64	44	168	50	73	61
25	San Francisco	12	38	76	64	60	41	70	41	70	58
26	San Francisco	5	37	77	64	61	51	29	39	72	59
27	San Francisco	3	41	81	68	57	43	32	38	71	59
28	Redwood City	6	36	75	64	51	33	47	40	69	57
29	San Mateo	79	49	77	64	61	41	485	54	71	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

NMT	Min:Max LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	6,122	6,122	6,122	5,959	5,224	4,037
2	61:88	2,578	2,578	2,294	724	40	6
3	63:89	2,391	2,391	2,163	895	301	77
4	61:98	5,266	5,266	5,165	4,544	3,656	1,830
5	63:97	5,674	5,674	5,646	5,001	3,203	1,324
6	62:89	4,701	4,701	4,622	4,109	2,589	585
7	61:81	729	729	605	211	32	4
8	68:88	141	141	141	112	30	5
9	59:71	72	70	22	4	0	0
10	60:74	49	49	12	3	0	0
11	59:73	51	49	19	4	0	0
12	63:87	12,853	12,853	12,796	9,082	970	20
13	59:66	16	12	1	0	0	0
14	61:88	4,716	4,716	4,542	2,631	628	19
15	62:82	5,358	5,358	5,087	2,293	306	8
16	62:89	3,748	3,748	3,565	1,973	222	9
17	61:85	4,092	4,092	3,849	2,001	252	14
18	65:91	4,190	4,190	4,189	3,569	2,076	376
19	65:91	3,542	3,542	3,541	2,398	616	26
20	59:88	1,962	1,934	967	252	77	22
21	59:76	283	278	131	18	2	0
22	63:92	3,127	3,127	3,118	1,813	209	21
23	63:84	2,436	2,436	2,299	673	24	4
24	59:80	666	661	329	51	7	0
25	59:77	274	262	107	12	1	0
26	59:75	76	74	22	4	1	0
27	62:80	12	12	5	1	1	1
28	59:75	105	97	15	1	0	0
29	58:89	2,496	2,452	723	184	55	13

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
54:99	6,626	6,571	6,397	5,986	5,177	3,983
51:86	7,013	6,595	3,363	765	28	1
49:89	8,144	5,590	2,652	785	226	46
49:95	8,496	7,336	5,558	4,567	3,649	1,822
49:91	9,019	7,905	6,435	5,064	3,190	1,314
48:89	8,093	6,705	4,932	4,106	2,559	584
49:81	3,220	1,712	705	211	32	4
45:88	9,774	6,870	2,527	514	104	13
49:78	7,231	1,400	232	22	5	0
39:80	3,176	1,095	234	38	6	0
39:78	5,290	1,773	393	59	4	0
50:85	16,261	14,681	12,898	9,057	948	16
49:70	1,515	616	117	2	0	0
43:85	9,052	7,401	5,027	2,641	613	11
50:82	12,304	9,673	6,069	2,390	306	7
49:85	7,002	5,726	4,208	2,152	241	4
49:83	7,161	6,109	4,218	1,955	227	5
49:91	6,772	5,710	4,592	3,619	2,080	375
49:83	5,201	4,649	3,949	2,392	608	19
50:80	3,543	2,366	870	125	15	1
50:76	1,050	545	182	14	1	0
48:86	11,809	9,041	5,819	2,176	219	10
50:78	4,162	3,700	2,595	700	20	0
49:77	3,344	2,256	741	102	5	0
49:73	1,031	481	144	7	0	0
49:73	313	176	33	3	0	0
49:73	147	60	11	2	0	0
49:75	571	172	16	1	0	0
49:75	14,080	6,625	718	64	2	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

July 2025

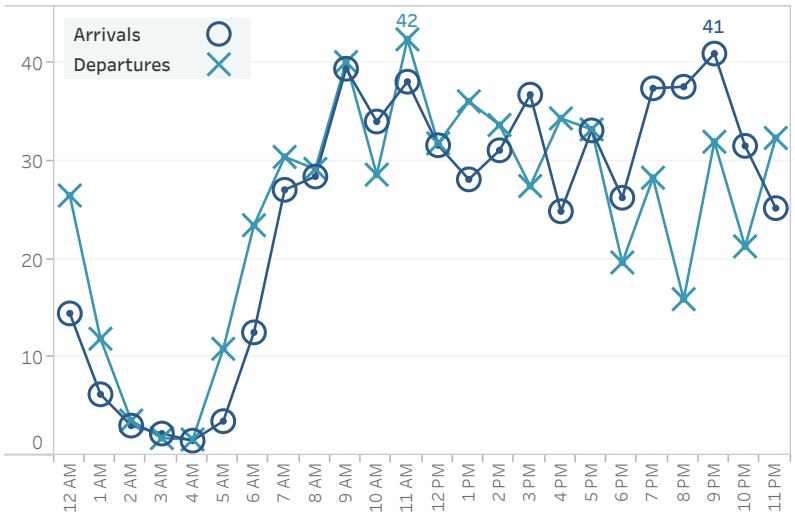
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
36,945	1,192	34,041	9%

Major Arrival and Departure Routes (West Flow)

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

West Flow
100%

July 2025 Average Day (Hourly)



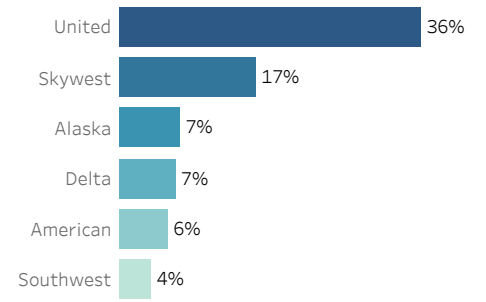
Arrival Route	
1. BDEGA	32%
2. DYAMD	38%
3. SERFR	24%
4. PIRAT	6%

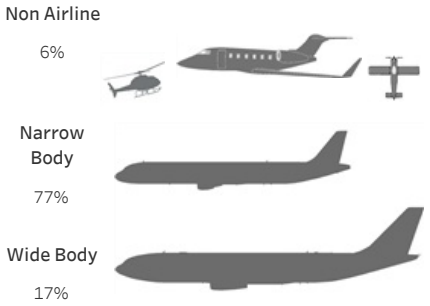
Departure Route	
A. GAP	25%
B. SSTIK	23%
C. NIITE	10%
D. TRUKN RWY 01	33%
D. TRUKN RWY 28	9%

Top Destinations		
Los Angeles	Seattle	San Diego
6%	3%	3%

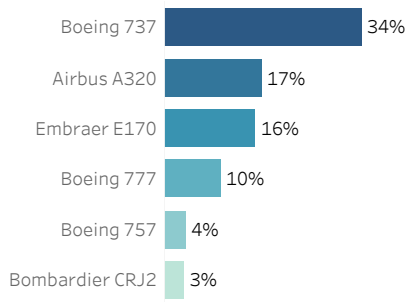
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	32%
1.2 BDEGA Arrival	68%

Airlines with the Most Operations

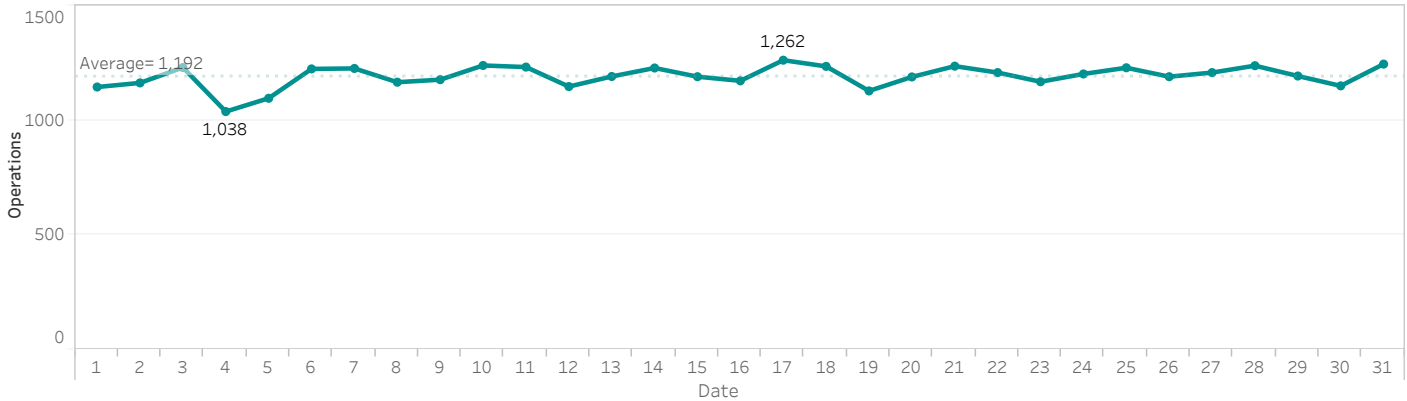




Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

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

Runway Utilization

	Arrivals	Departures
01 L/R		66% 10,863
28 L/R	100% 16,275	34% 5,490

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

	Departures
01 L/R	50% 418
28 L/R	50% 416

Runway Utilization

Arrivals

28L	28R
38%	62%

Night (10pm-7am)

28%	72%

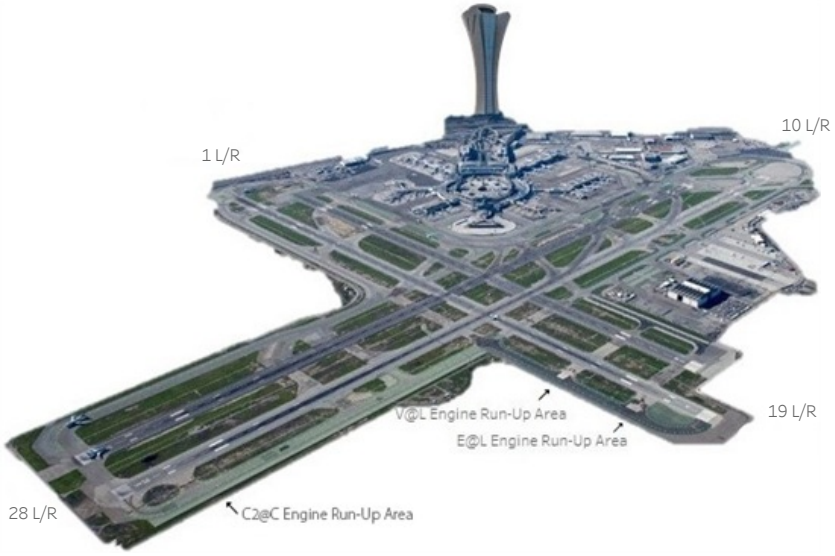
Nighttime Power Run-Ups

10pm-7am

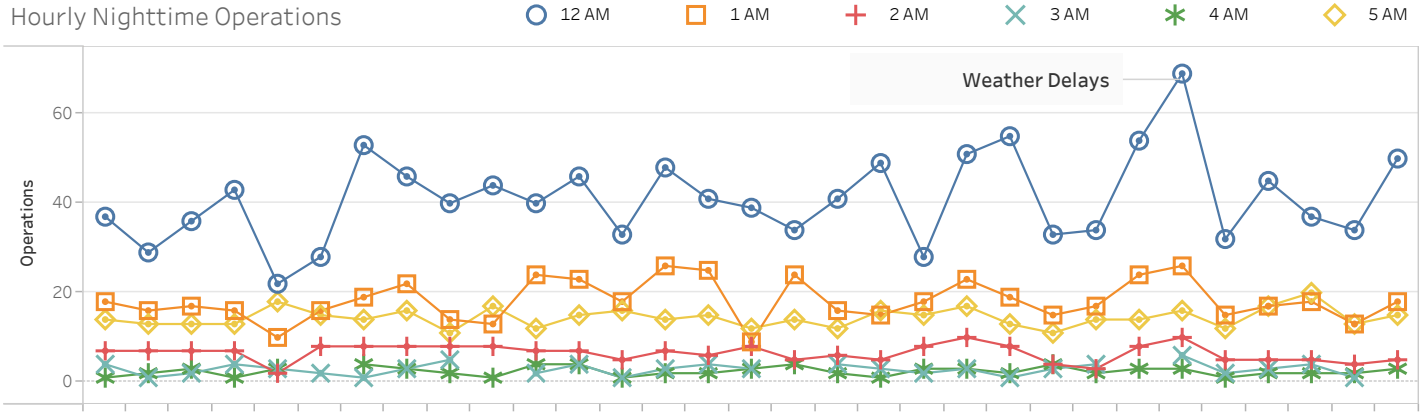
American Airlines 2
United Airlines 21

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



	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	37	29	36	43	22	28	53	46	40	44	40	46	33	48	41	39	34	41	49	28	51	55	33	34	54	69	32	45	37	34	50
1 AM	18	16	17	16	10	16	19	22	14	13	24	23	18	26	25	9	24	16	15	18	23	19	15	17	24	26	15	17	18	13	18
2 AM	7	7	7	7	2	8	8	8	8	8	7	7	5	7	6	8	5	6	5	8	10	8	4	3	8	10	5	5	5	4	5
3 AM	4	1	2	4	3	2	1	3	5		2	4	1	3	4	3		4	3	2	3	1	3	4		6	2	3	4	1	
4 AM	1	2	3	1	3		4	3	2	1	4	4	1	2	2	3	4	2	1	3	3	2	4	2	3	3	1	2	2	2	3
5 AM	14	13	13	13	18	15	14	16	11	17	12	15	16	14	15	12	14	12	16	15	17	13	11	14	14	16	12	17	20	13	15

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	3	76
	Belmont	1	1
	Brisbane	13	137
	Burlingame	1	2
	Daly City	4	1,272
	El Granada	1	735
	Emerald Hills	5	561
	Foster City	88	1,451
	Half Moon Bay	1	1
	Hillsborough	3	7
	Menlo Park	12	129
	Millbrae	1	1
	Montara	1	718
	Pacifica	5	480
	Portola Valley	24	9,895
	Redwood City	6	595
	San Bruno	4	5
	San Francisco	15	1,270
	San Mateo	6	124
	South San Francisco	13	139
	Woodside	6	1,853
Other	Alameda	1	193
	Berkeley	2	19
	Boulder Creek	2	8
	Capitola	1	48
	Cupertino	1	47
	Felton	2	48
	Fremont	2	35
	Lafayette	1	8
	Los Altos	28	4,522
	Los Altos Hills	10	849
	Los Gatos	22	2,587
	Moraga	2	4
	Mountain View	6	3,904
	Newark	1	53
	Oakland	5	2,208
	Orinda	1	86
	Palo Alto	75	16,281
	Penngrove	1	6
	Richmond	3	137
	San Jose	1	3
	Santa Cruz	27	5,837
	Scotts Valley	20	3,294
	Soquel	17	2,914
	Stanford	2	29
	Sunnyvale	3	25
	Watsonville	1	66
Grand Total		**450**	**62,663**

Reporters Annual AVG
413

Reports Annual AVG
61,330

New Reporters
13

New Reporters Top City
Foster City
San Bruno
San Francisco
S San Francisco

Furthest Report
64 miles

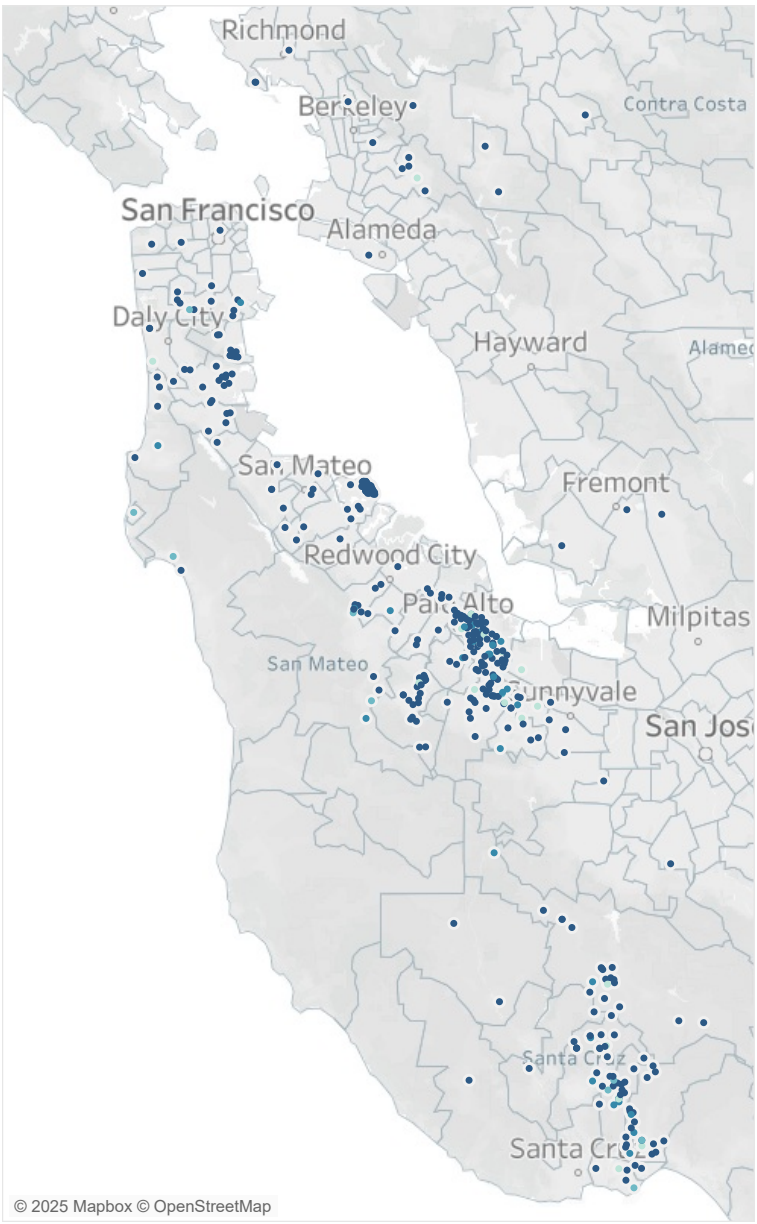
Reports per SFO Operation
2

Top Aircraft Types
B737
A320
E75L

Top Flight Numbers
AAR284
AAR286
JBU277

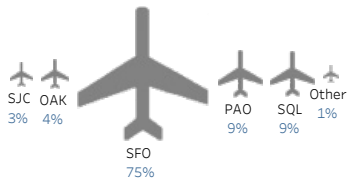
Noise Reporters Location Map

July 2025

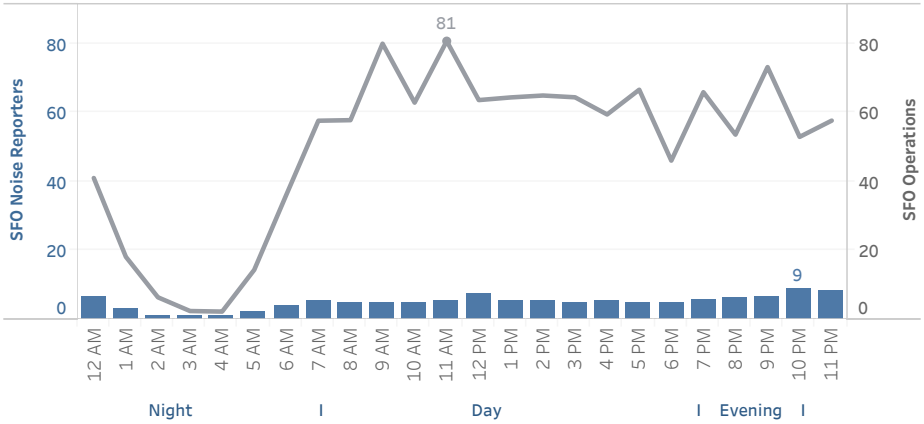


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



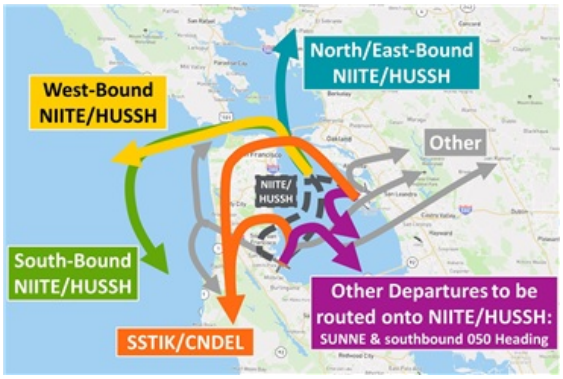
Hourly Noise Reporters (Average Day in a Month)



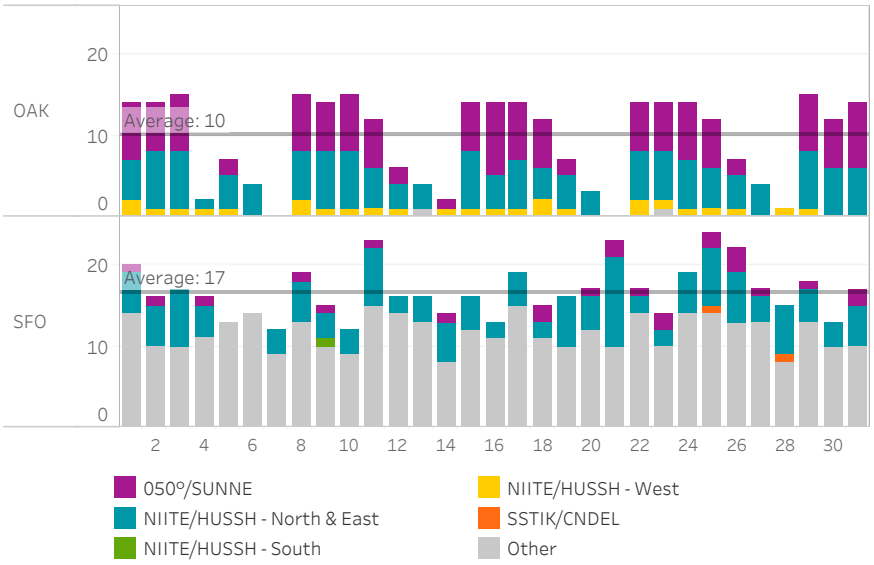
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

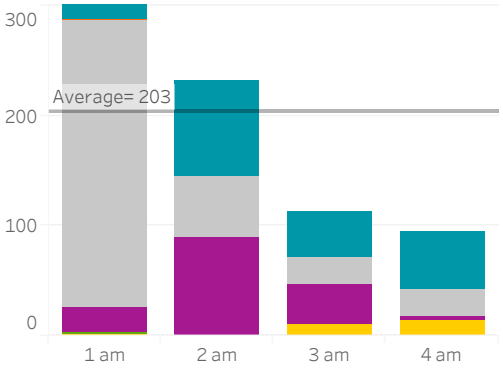
NIITE to GOBBS 1 am to 5 am (July 2025)



Count of Departures per Night



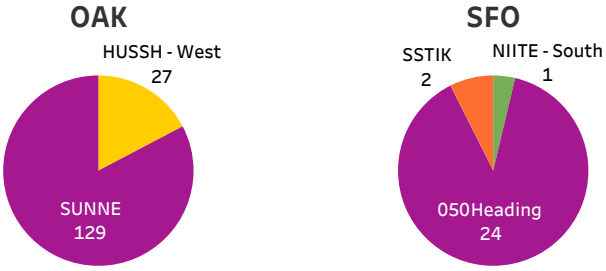
Average Total Departures per Hour



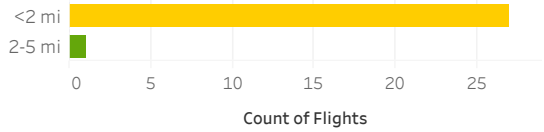
Departure Runway Usage

OAK		SFO			
28L	30	01L	01R	28L	28R
1%	99%	7%	22%	50%	21%

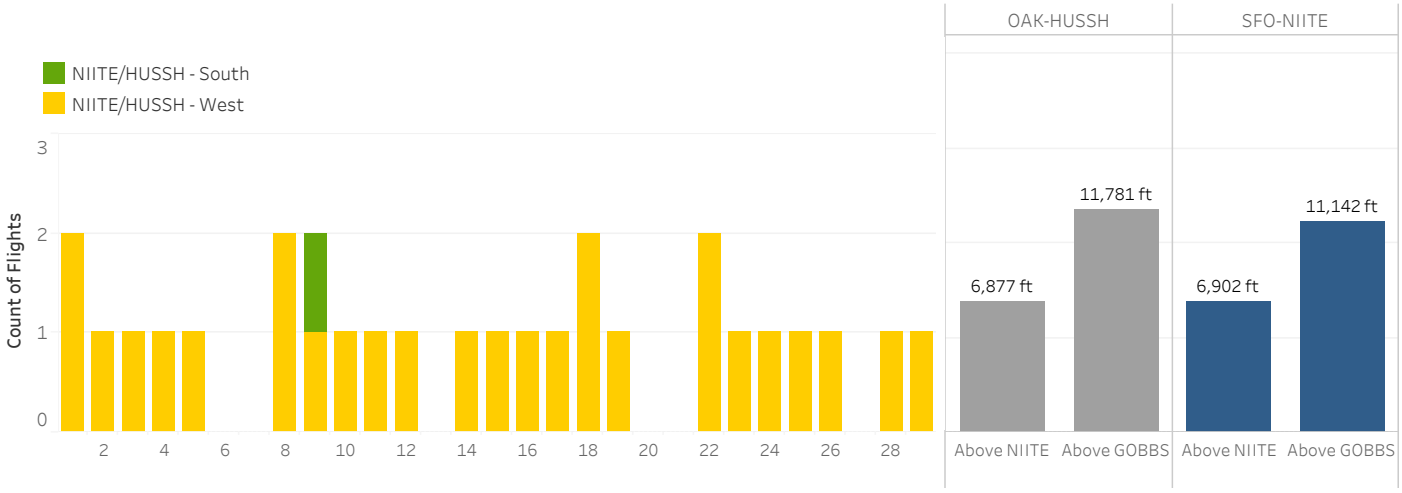
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



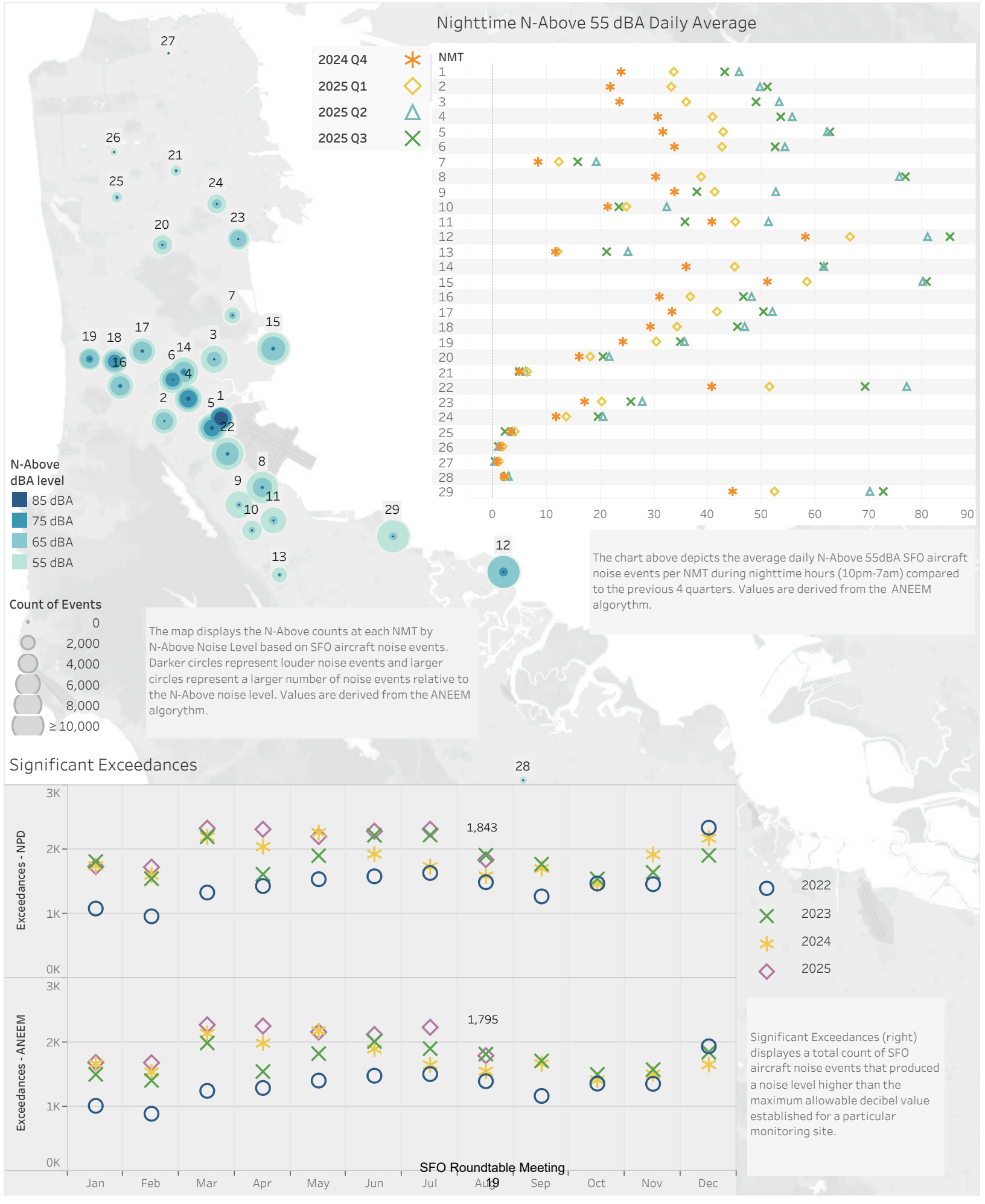
Airport Director's Report

Presented at the October 1, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
August 2025

Aircraft Noise Levels Summary

August 2025



Significant Exceedances

Aircraft Noise Levels Details

August 2025

		ANOMS						ANEEM			
		Aircraft				Community		Aircraft			
NMT	City	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	158	72	94	82	66	55	177	72	93	81
2	San Bruno	77	55	80	68	63	51	212	57	78	65
3	SSF	49	51	79	68	59	43	289	55	75	62
4	SSF	138	67	89	77	59	45	259	67	86	69
5	San Bruno	148	66	88	76	61	46	262	66	85	70
6	SSF	128	64	87	75	58	44	245	63	83	67
7	Brisbane	17	46	79	68	58	45	154	49	75	60
8	Millbrae	6	46	83	73	64	49	323	56	75	64
9	Millbrae	6	35	75	64	57	41	417	50	70	57
10	Burlingame	4	37	78	65	58	43	247	49	76	59
11	Burlingame	6	43	78	65	58	42	341	52	70	57
12	Foster City	370	63	82	71	57	41	486	63	81	68
13	Hillsborough	2	33	79	64	59	47	86	48	71	59
14	SSF	120	60	83	71	60	44	311	60	79	64
15	SSF	167	58	85	69	61	46	415	59	78	64
16	SSF	104	58	82	70	59	45	238	59	79	65
17	SSF	112	58	81	70	59	45	230	59	79	65
18	Daly City	113	63	86	75	60	47	222	63	83	68
19	Pacifica	96	59	83	72	56	40	165	59	81	67
20	Daly City	75	50	78	66	60	44	154	50	73	61
21	San Francisco	18	42	76	64	59	47	76	44	73	61
22	San Bruno	89	56	81	70	61	44	378	59	77	63
23	San Francisco	81	52	79	68	59	45	184	54	77	65
24	San Francisco	25	45	77	65	60	45	167	50	74	62
25	San Francisco	16	41	77	65	56	41	71	42	70	59
26	San Francisco	4	34	75	65	58	45	40	40	71	58
27	San Francisco	4	37	80	67	58	44	34	38	71	59
28	Redwood City	5	35	75	64	52	37	43	40	69	57
29	San Mateo	96	50	80	64	57	41	436	53	72	59

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

NMT	Min:Max LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:100	4,823	4,823	4,823	4,621	4,100	3,097
2	61:82	2,350	2,350	2,078	634	22	2
3	62:87	1,445	1,445	1,265	366	65	9
4	62:97	4,265	4,265	4,179	3,697	2,911	1,536
5	62:89	4,542	4,542	4,530	4,028	2,771	1,244
6	63:90	3,970	3,970	3,907	3,471	2,105	417
7	61:80	463	463	366	123	15	0
8	68:85	156	156	156	136	36	7
9	59:74	69	64	20	3	0	0
10	60:77	37	37	14	8	3	0
11	60:73	37	36	15	3	0	0
12	63:99	11,619	11,619	11,557	7,839	819	26
13	60:72	15	14	5	4	0	0
14	61:85	3,721	3,721	3,577	2,074	458	10
15	61:90	5,224	5,224	4,784	1,873	200	18
16	61:94	3,223	3,223	3,089	1,714	195	8
17	61:84	3,469	3,469	3,231	1,605	173	3
18	64:89	3,514	3,514	3,511	3,015	1,805	368
19	65:82	2,976	2,976	2,976	2,137	534	20
20	59:89	2,096	2,049	975	276	111	17
21	59:74	312	306	132	19	0	0
22	64:90	2,682	2,682	2,662	1,430	140	10
23	63:84	2,462	2,462	2,281	588	31	4
24	59:85	669	665	304	66	14	1
25	58:83	389	362	177	39	10	3
26	59:75	90	88	26	2	1	0
27	62:76	11	11	6	3	1	0
28	60:85	104	98	17	2	1	1
29	59:86	3,063	2,981	892	314	83	8

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
54:100	5,312	5,276	5,115	4,728	4,115	3,061
53:79	6,020	5,741	3,013	720	18	0
49:87	7,087	4,841	2,120	438	55	4
50:97	7,082	5,988	4,515	3,786	2,918	1,528
49:89	7,665	6,714	5,286	4,074	2,752	1,232
49:90	6,806	5,472	4,009	3,356	1,993	394
49:81	2,450	1,216	505	150	21	1
40:85	9,652	8,057	3,561	711	129	25
48:77	6,953	1,809	433	80	6	0
39:80	3,638	1,397	415	105	19	1
42:80	6,393	2,685	701	128	25	0
50:85	14,826	13,118	11,578	7,798	781	12
49:71	2,236	974	216	7	0	0
44:84	8,049	6,332	4,183	2,153	461	11
49:83	11,809	9,081	5,538	1,908	184	10
48:88	6,370	5,084	3,641	1,854	205	4
50:80	6,512	5,485	3,636	1,646	162	0
49:89	6,063	5,087	3,966	3,108	1,817	373
49:82	4,723	4,052	3,412	2,138	532	21
49:82	3,616	2,379	844	124	31	1
49:73	1,088	563	177	26	0	0
49:83	10,641	7,882	4,969	1,791	178	5
51:82	4,332	3,907	2,685	638	28	1
51:80	3,459	2,414	856	130	6	0
48:82	1,136	627	219	19	4	1
50:75	460	191	33	2	1	0
51:73	132	46	5	1	0	0
49:70	519	157	15	0	0	0
49:80	12,491	5,849	639	62	5	0

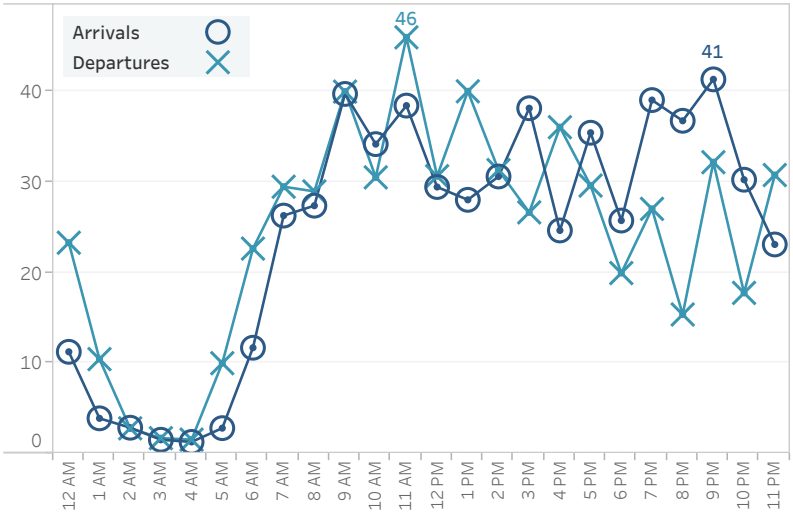
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

August 2025

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
36,226	1,169	34,206	5%

August 2025 Average Day (Hourly)



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%

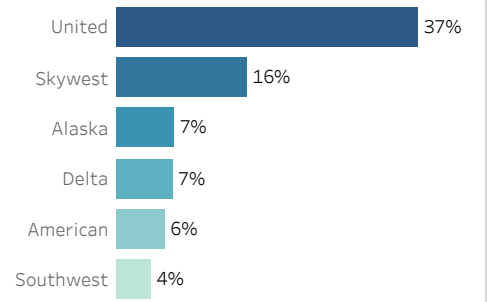
Arrival Route	
1. BDEGA	31%
2. DYAMD	37%
3. SERFR	26%
4. PIRAT	7%

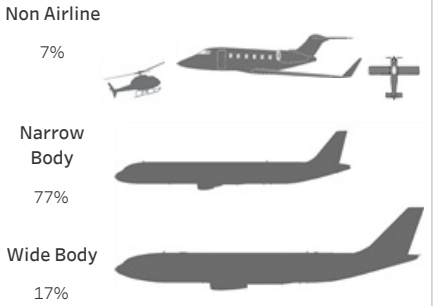
Departure Route	
A. GAP	23%
B. SSTIK	25%
C. NIITE	10%
D. TRUKN RWY 01	37%
D. TRUKN RWY 28	5%

Top Destinations		
Los Angeles	Seattle	San Diego
6%	3%	3%

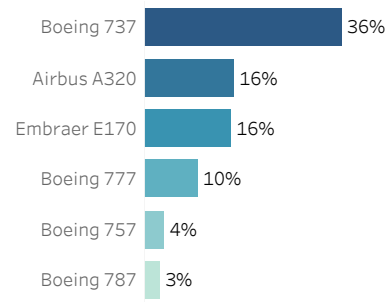
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	35%
1.2 BDEGA Arrival	65%

Airlines with the Most Operations

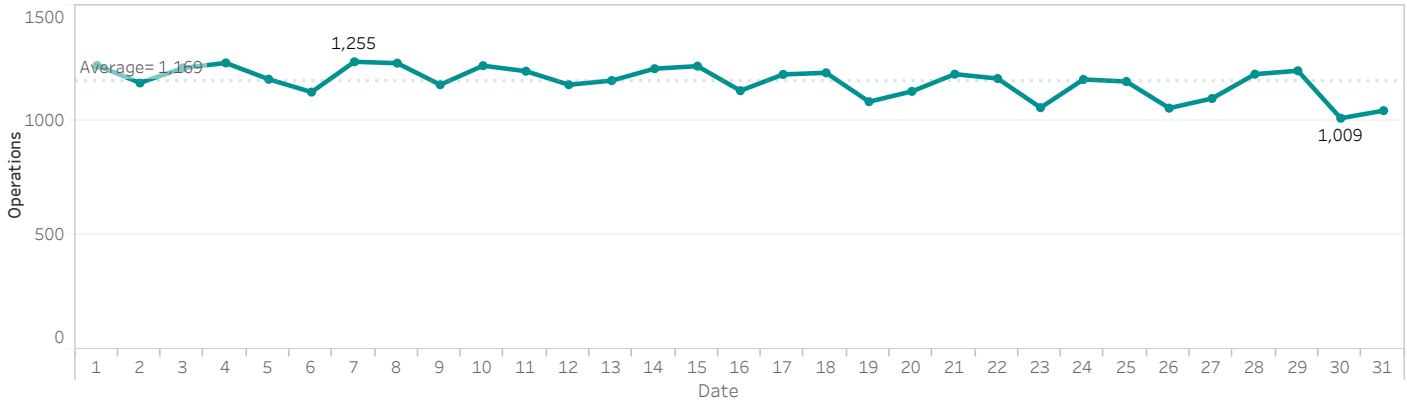




Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

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Runway Utilization

	Arrivals	Departures
01 L/R		74% 12,525
28 L/R	100% 16,892	26% 4,370

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

	Departures
01 L/R	52% 398
28 L/R	48% 369

Runway Utilization

Arrivals

28L	28R
40%	60%

Night (10pm-7am)

24%	76%

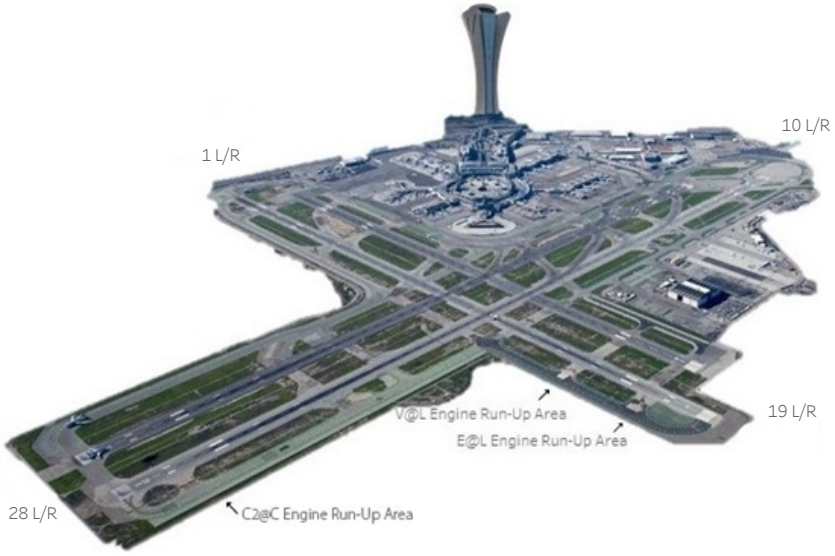
Nighttime Power Run-Ups

10pm-7am

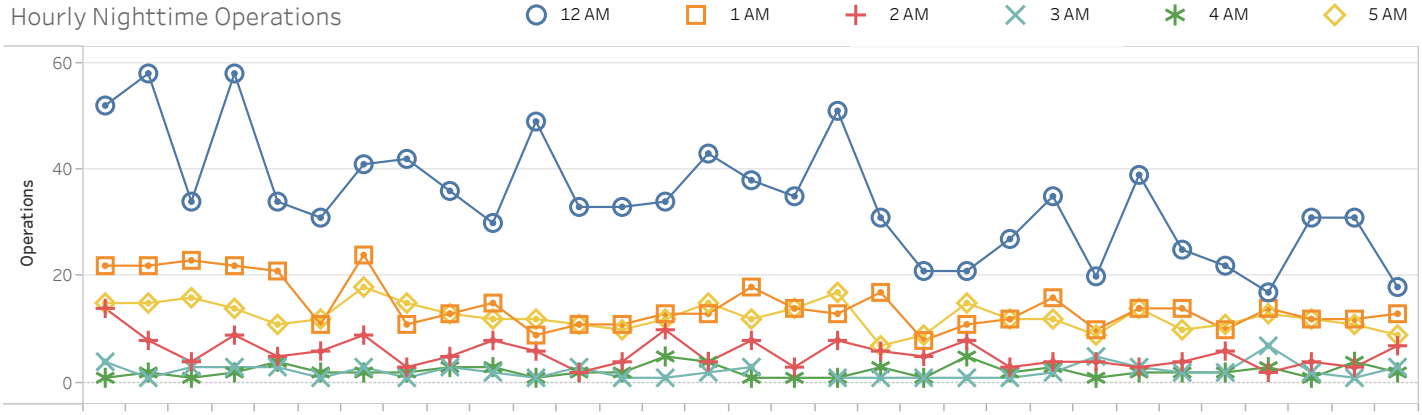
American Airlines	15
JetBlue Airlines	1
United Airlines	14

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



	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	52	58	34	58	34	31	41	42	36	30	49	33	33	34	43	38	35	51	31	21	21	27	35	20	39	25	22	17	31	31	18
1 AM	22	22	23	22	21	11	24	11	13	15	9	11	11	13	13	18	14	13	17	8	11	12	16	10	14	14	10	14	12	12	13
2 AM	14	8	4	9	5	6	9	3	5	8	6	2	4	10	4	8	3	8	6	5	8	3	4	4	3	4	6	2	4	3	7
3 AM	4	1	3	3	3	1	3	1	3	2	1	3	1	1	2	3		1	1	1	1	1	2	5	3	2	2	7	2	1	3
4 AM	1	2	1	2	4	2	2	2	3	3	1	2	2	5	4	1	1	1	3	1	5	2	3	1	2	2	2	3	1	4	2
5 AM	15	15	16	14	11	12	18	15	13	12	12	11	10	12	15	12	14	17	7	9	15	12	12	9	14	10	11	13	12	11	9

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	3	161
	Belmont	1	1
	Brisbane	9	119
	Burlingame	5	25
	Daly City	5	1,239
	East Palo Alto	1	1
	El Granada	1	958
	Emerald Hills	3	100
	Foster City	15	98
	Hillsborough	3	12
	Menlo Park	15	177
	Millbrae	3	4
	Montara	1	636
	Pacifica	13	500
	Portola Valley	54	5,128
	Redwood City	5	421
	San Bruno	1	2
	San Francisco	9	1,682
	San Mateo	5	79
	South San Francisco	10	276
	Woodside	5	1,619
Other	Alameda	3	54
	Aptos	1	1
	Berkeley	2	17
	Boulder Creek	2	5
	Capitola	2	23
	Cupertino	1	3
	Felton	2	62
	Fremont	1	8
	Lafayette	1	38
	Los Altos	29	4,587
	Los Altos Hills	11	729
	Los Gatos	25	2,521
	Moraga	1	4
	Mountain View	7	4,075
	Newark	1	4
	Oakland	4	2,672
	Orinda	1	111
	Palo Alto	73	14,636
	Penngrove	1	5
	Richmond	3	101
	San Jose	1	11
	Santa Cruz	24	6,440
	Scotts Valley	18	3,533
	Soquel	16	3,697
	Stanford	1	12
	Sunnyvale	1	6
	Watsonville	1	71
Grand Total		**400**	**56,664**

Reporters Annual AVG

408

Reports Annual AVG

59,753

New Reporters

36

New Reporters Top City

Portola Valley

Furthest Report

64 miles

Reports per SFO Operation

2

Top Aircraft Types

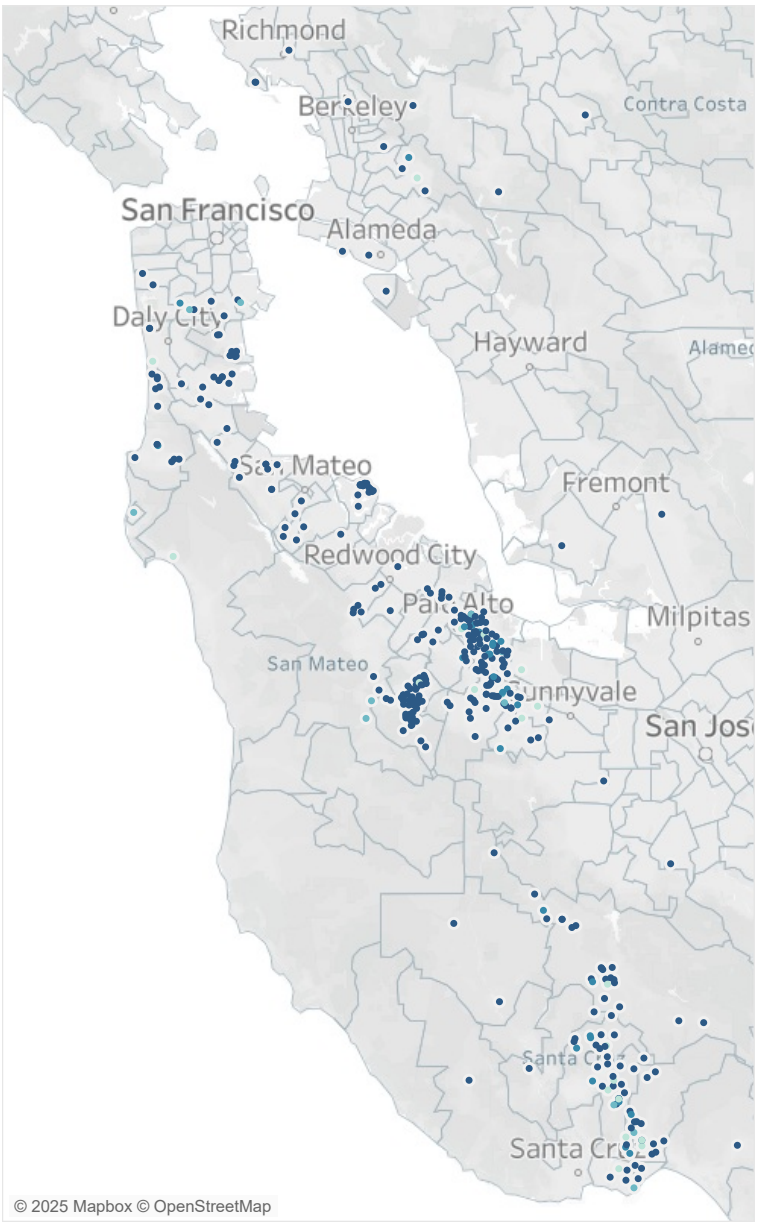
B737
A320
E75L

Top Flight Numbers

KAL214
TAI560
UAL505

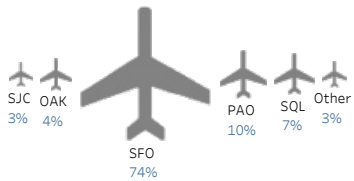
Noise Reporters Location Map

August 2025

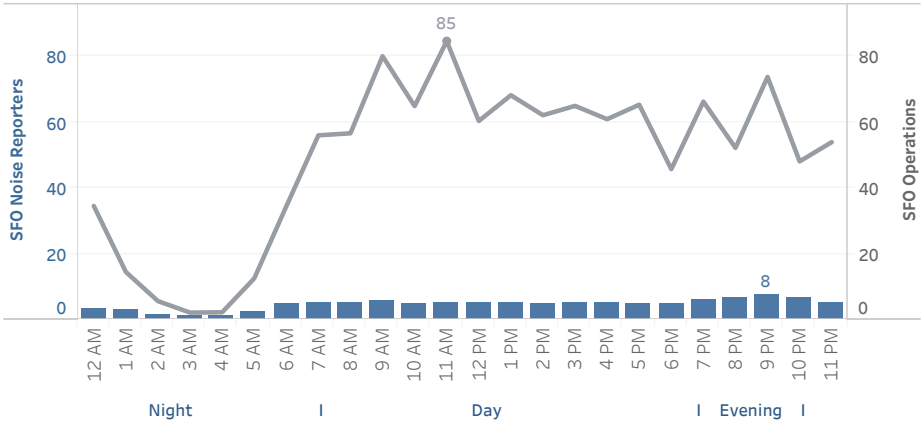


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



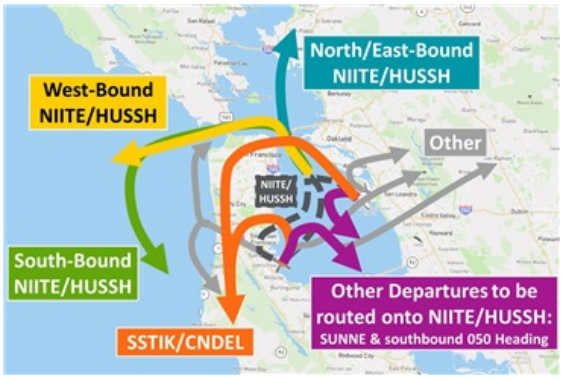
Hourly Noise Reporters (Average Day in a Month)



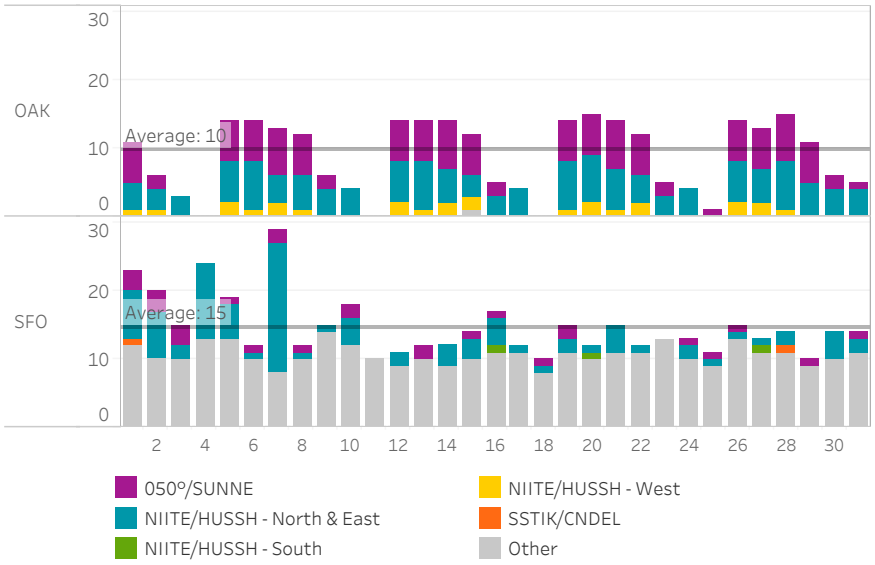
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

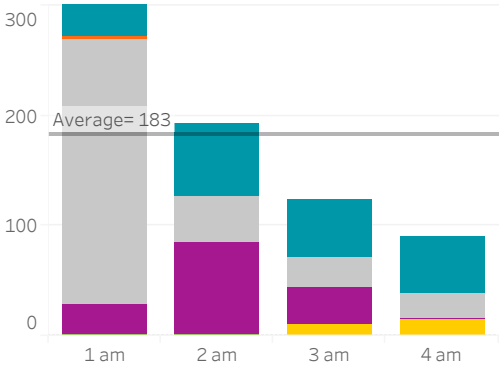
NIITE to GOBBS 1 am to 5 am (August 2025)



Count of Departures per Night



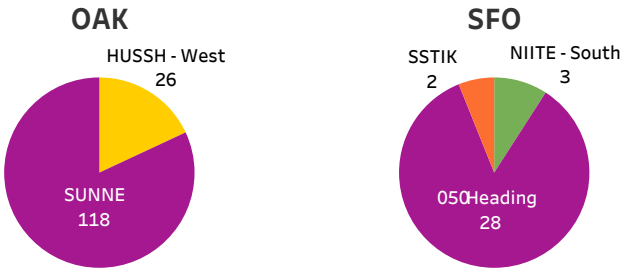
Average Total Departures per Hour



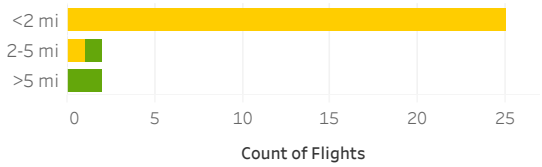
Departure Runway Usage

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

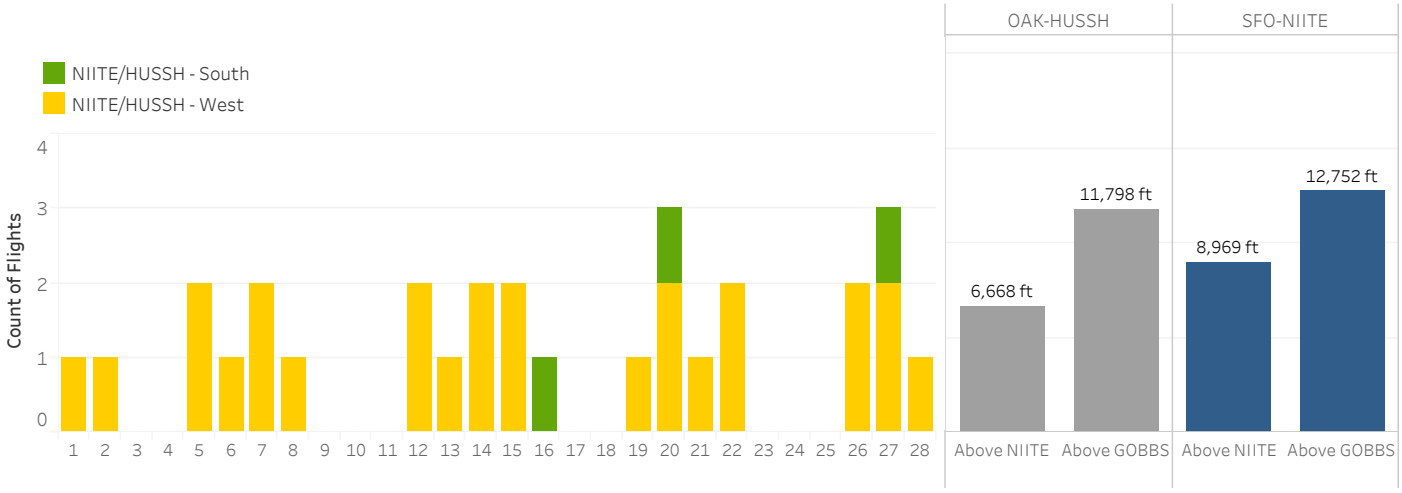
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



HMMH
700 District Avenue, Suite 800
Burlington, MA 01803
781.229.0707

MEMORANDUM

To:	SFO Community Roundtable Members and Interested Parties
From:	Jason R. Stoddard, Senior Airspace Analyst Eugene M. Reindel, Vice President
Date:	September 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 the proposed changes and the reason for the changes. The FAA IFP Information Gateway published 2 updates for SFO. There are currently no open comment periods. The next publication is expected on September 4, 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 ILS OR LOC RWY 19L, AMDT 24
  - Status changed to Pending
  - Publication date of May 14, 2026

- SFO SID SAN FRANCISCO FIVE
  - Status changed to Pending
  - Publication date of May 14, 2026

Open Comment Periods:

- **None**

HMMH
700 District Avenue, Suite 800
Burlington, MA 01803
781.229.0707

MEMORANDUM

To:	SFO Community Roundtable Members and Interested Parties
From:	Jason R. Stoddard, Senior Airspace Analyst Eugene M. Reindel, Vice President
Date:	September 24, 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 the proposed changes and the reason for the changes. The FAA IFP Information Gateway did not publish any updates this cycle. There are currently no open comment periods. The next publication is expected on October 2, 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
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  - SID: Standard Instrument Departure
  - GPS: Global Positioning System
  - ILS: Instrument Landing System
  - LOC: Localizer

Updates:

- None

Open Comment Periods:

- None

SAN FRANCISCO
INTERNATIONAL AIRPORT

Noise Insulation Program (NIP)

Rountable Program Overview

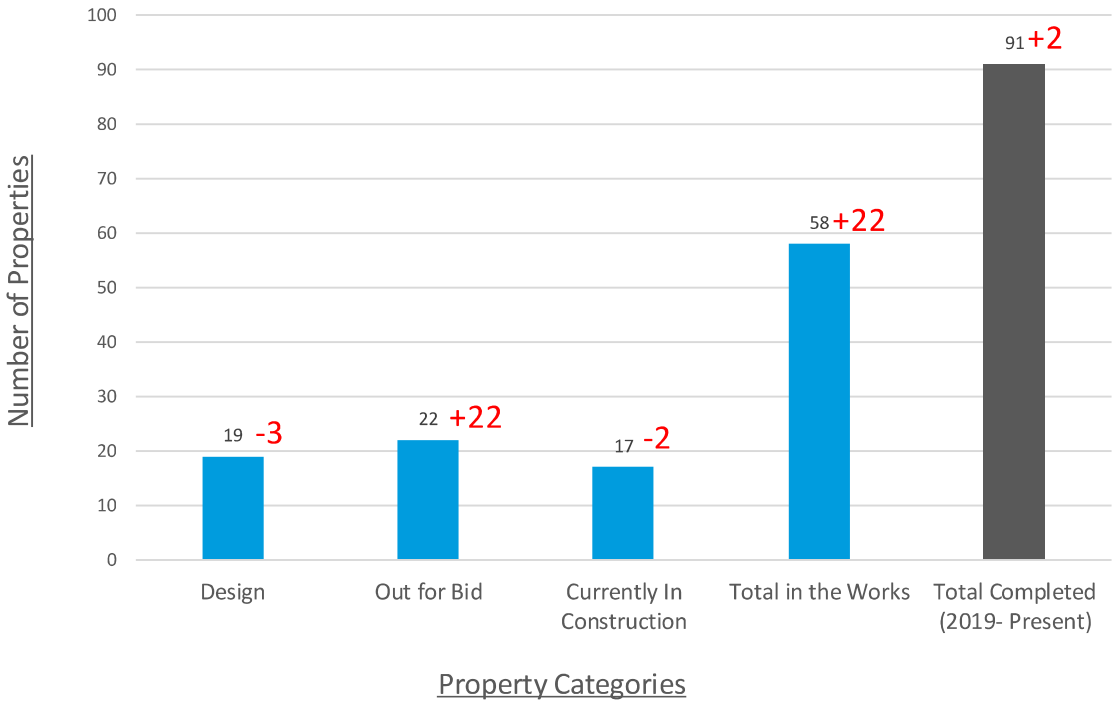
October 1, 2025

AGENDA

1. Repair and/or Replacement Initiative (RRI)
2. Second Chance Initiative (SCI)
3. Expanded Eligibility Initiative (EEI)

REPAIR/REPLACEMENT INITIATIVE (RRI)

Repair/Replacement Of Failed Improvements Installed In Previous Phases of the NIP



* Work Completed up to September 10, 2025

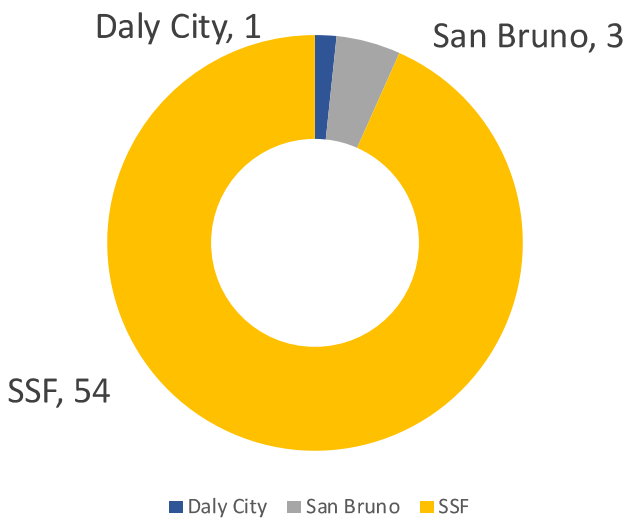
Additional Facts

- Total Potentially Eligible Properties: **3575**
- Total Applications Received: **1023**
- Homeowner Satisfaction Rate: **88.46%**

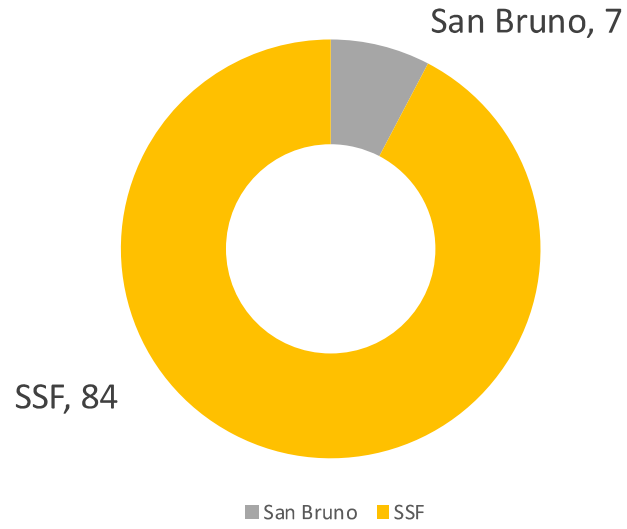
REPAIR/REPLACEMENT INITIATIVE (RRI)

Repair/Replacement Of Failed Improvements Installed In Previous Phases of the NIP

RRI - 58 Properties Being Treated (Under Design and/or Construction)

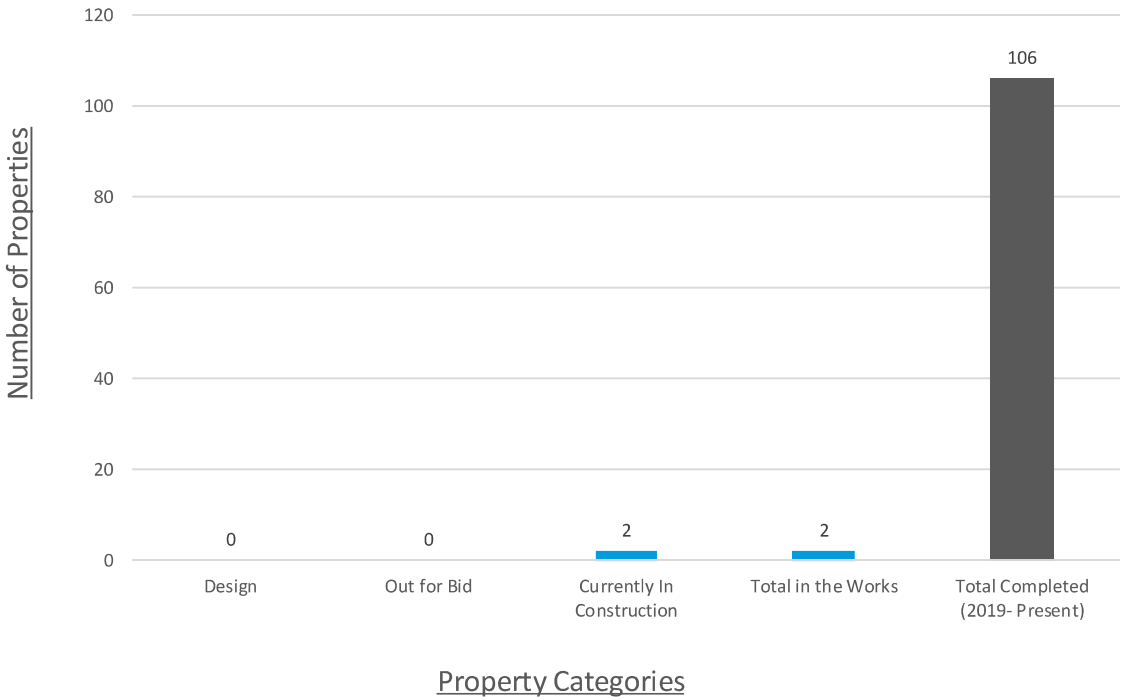


RRI - 91 Completed Properties (2019 - Present)



SECOND CHANCE INITIATIVE (SCI)

Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP



* Work Completed up to September 10, 2025

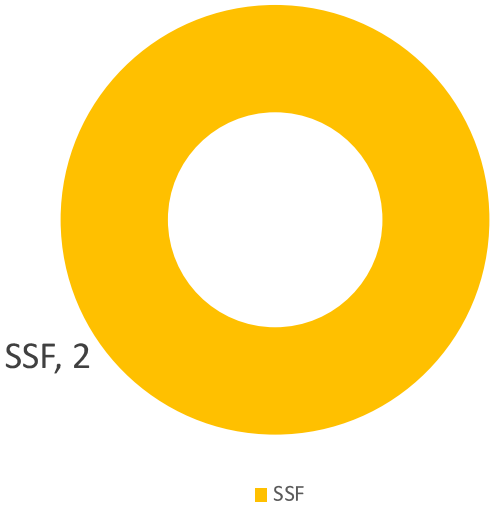
Additional Facts

- Total Potentially Eligible Properties: **284**
- Total Applications Received: **714**
- Homeowner Satisfaction Rate: **97.14%**

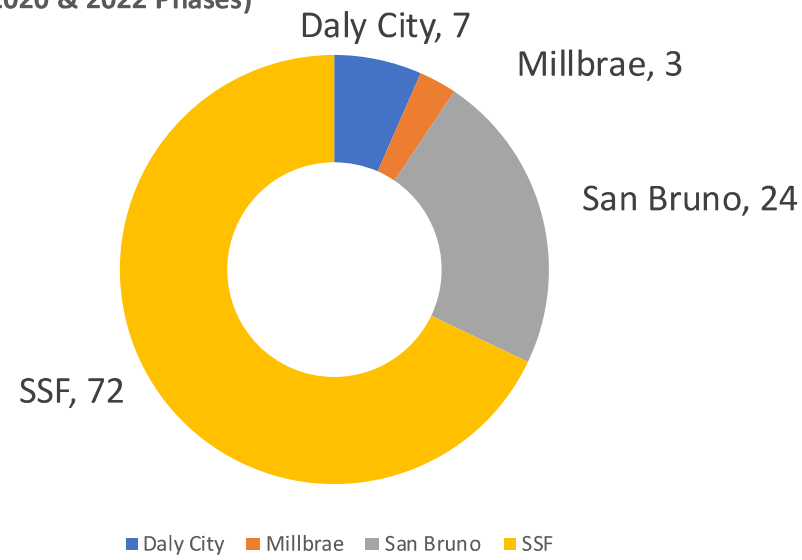
SECOND CHANCE INITIATIVE (SCI)

Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP

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

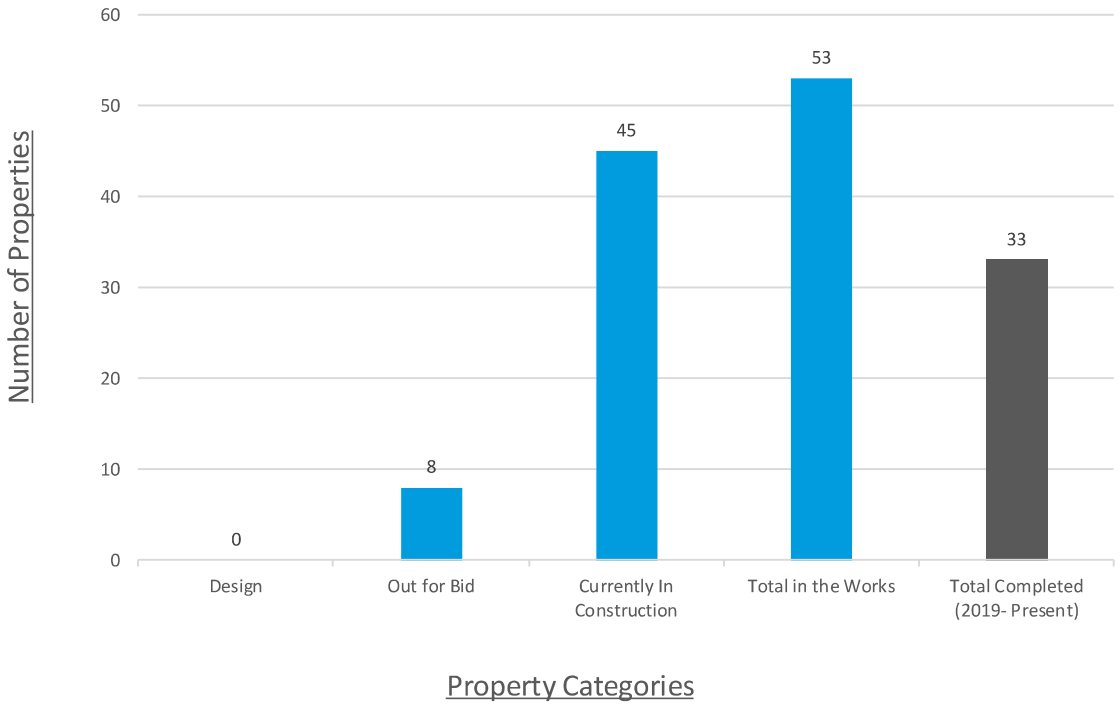


SCI - 106 Completed Properties (2016, 2019, 2020 & 2022 Phases)



EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993



* Work Completed up to September 10, 2025

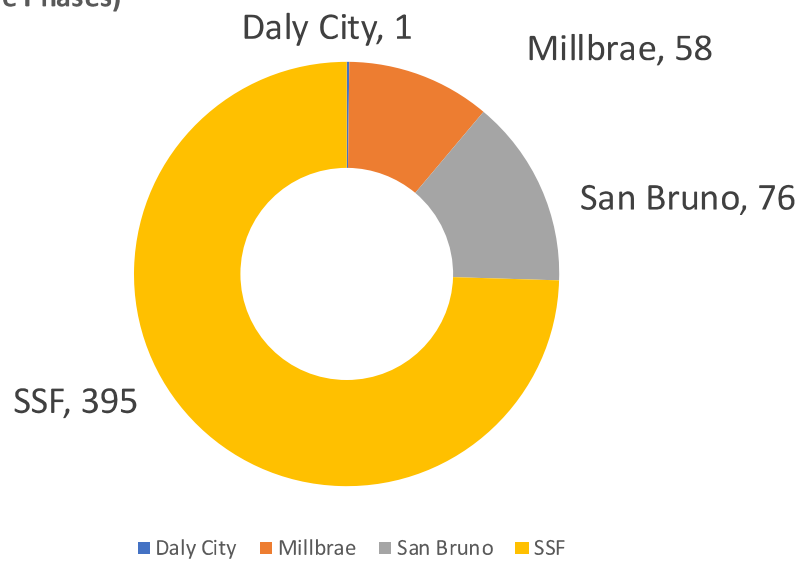
Additional Facts

- Total Potentially Eligible Properties: **530**
- Applications by **Invitation Only**
- Homeowner Satisfaction Rate: **96.67%**

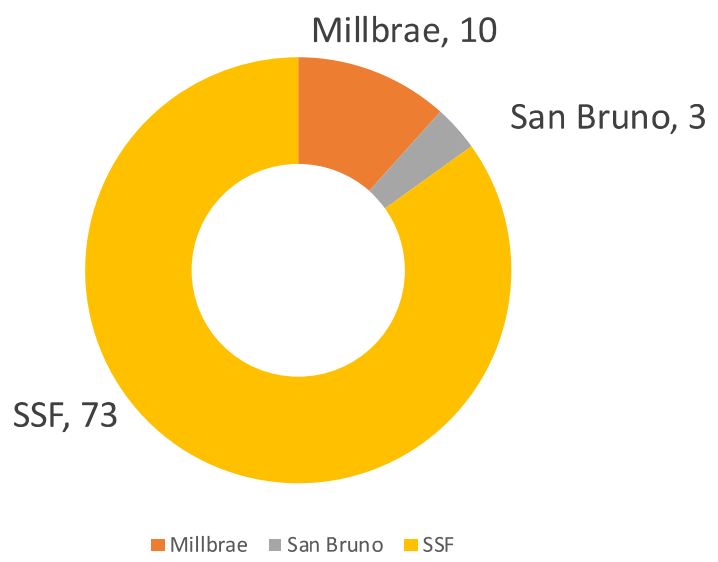
EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

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



EEI - 86 Properties Treated and/or Being Treated (2022 Phase)



THANK YOU

SAN FRANCISCO
INTERNATIONAL AIRPORT

Noise Insulation Program (NIP)

Rountable Program Overview

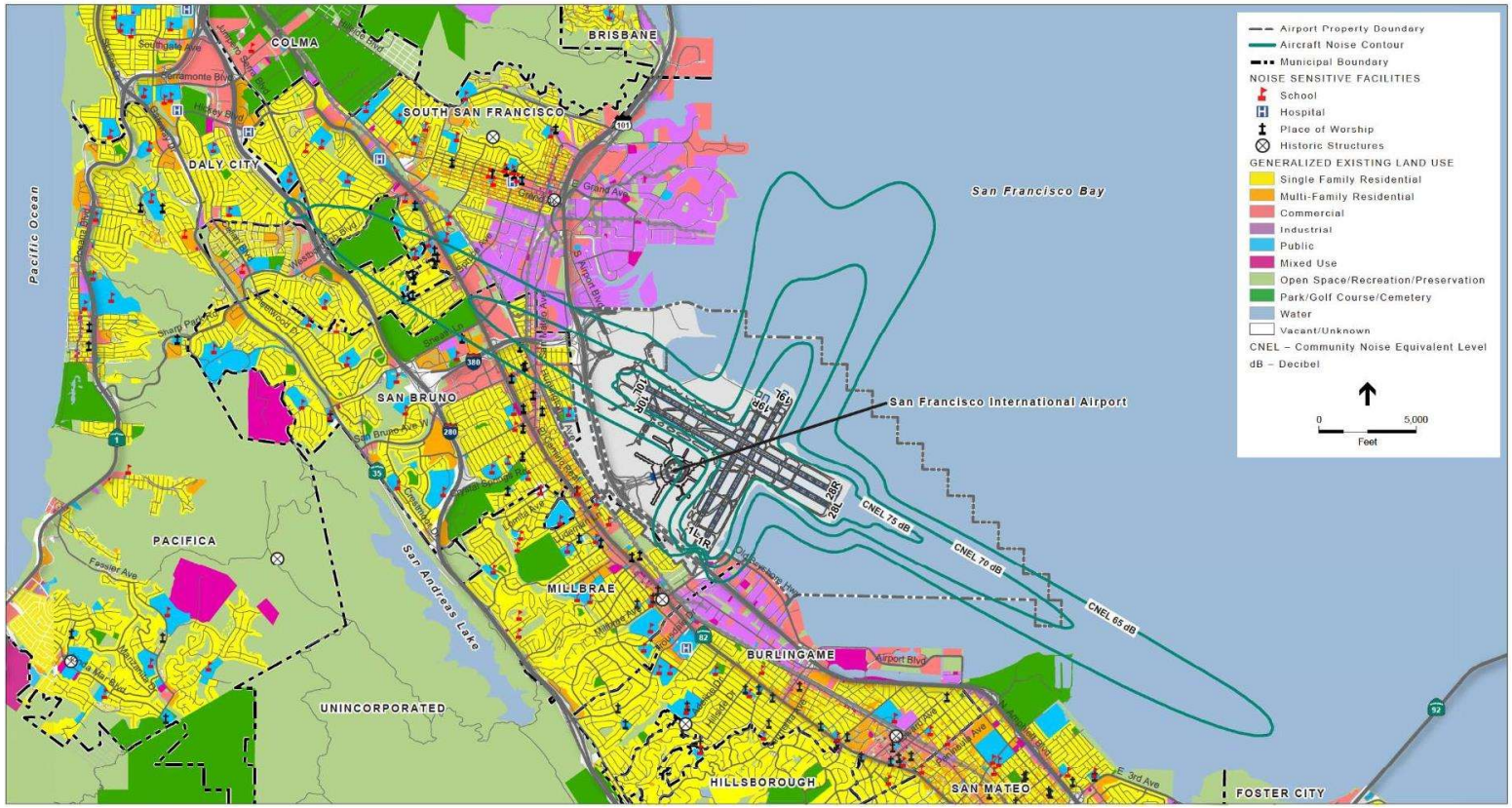
Luis Moreno, SFO PM

October 1, 2025

AGENDA

1. Noise Exposure Map
2. Historical Background
3. Initiatives
4. Key Accomplishments
5. Q&A

NOISE EXPOSURE MAP



HISTORICAL BACKGROUND

Implemented in the Early 1980s

GOAL: Elimination of incompatible land uses
(per California Department of Transportation)

Insulation Improvements	Genuine Effort to Insulate	+12,600 Avigation Easements

Insulation Improvements Offered at

NO COST to Eligible Property Owners

INITIATIVES

I. Second Chance Initiative (SCI)

II. Expanded Eligibility Initiative (EEI)

III. Repair/Replacement Initiative (RRI)

SECOND CHANCE INITIATIVE (SCI)

Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP

- Implemented in 2008
- New doors/windows/HVAC
- Partially Funded by FAA (up to 80%)
- Eligibility Requirements:
  - Within current 65-dB Noise Exposure Map
  - Home must have been built before Oct ’98
  - Interior habitable room noise above 45dB
  - Owner grants avigation easement to SFO

REPAIR/REPLACEMENT INITIATIVE (RRI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

- Implemented in 2018
- Not intended as sound insulation
- Fully funded by SFO ($1.5 million/yr.)
- Eligibility Requirements:
  - Within current 65-dB Noise Exposure Map
  - Previously treated failed improvements
  - Eligibility confirmed after site inspections
  - Owner grants avigation easement to SFO

EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

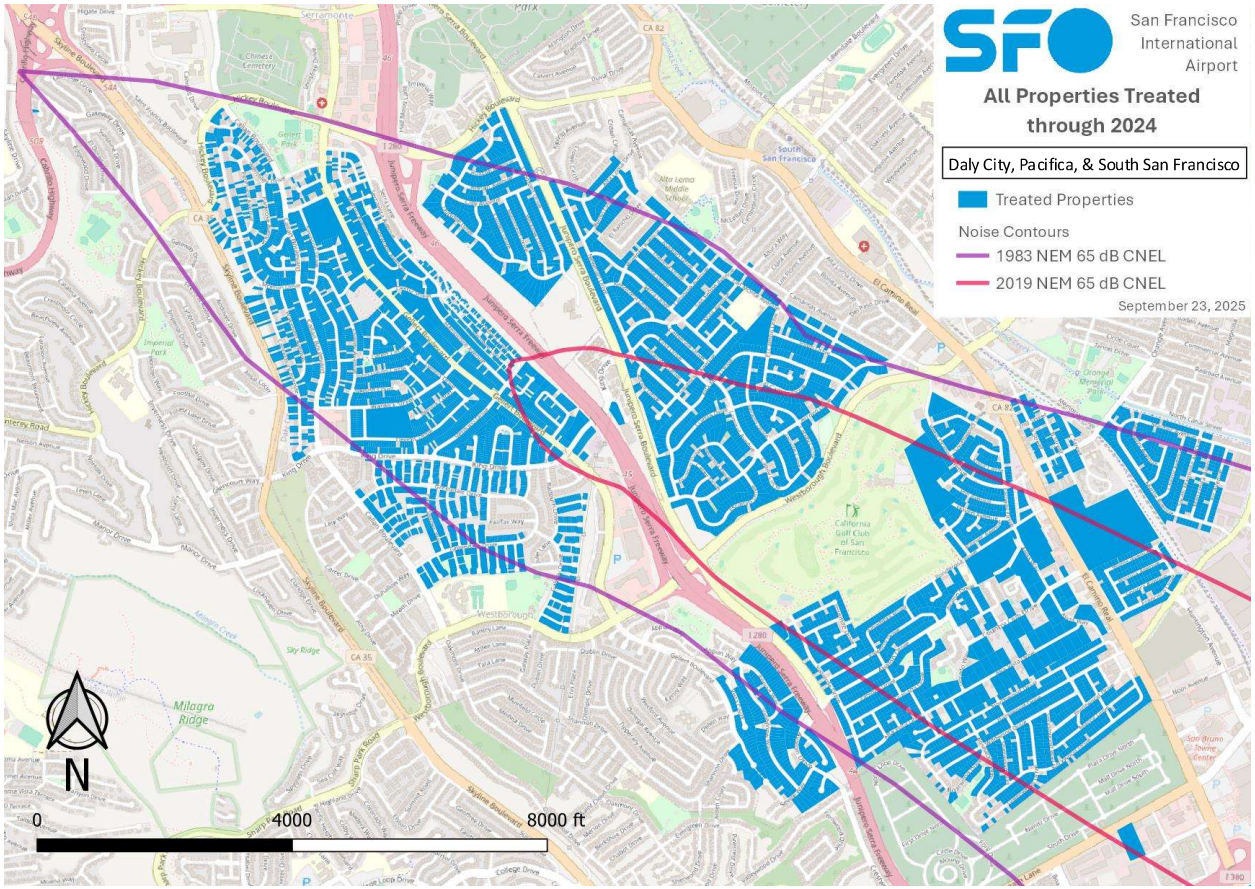
- Implemented in 2022
- New doors/windows/HVAC
- Partially Funded by FAA (up to 80%)
- Eligibility Requirements:
  - Within current 65-dB Noise Exposure Map
  - Previous treatment completed before 1993
  - Interior habitable room noise above 45dB
  - Owner grants avigation easement to SFO

KEY ACCOMPLISHMENTS

1983	• SFO was the first US airport implementing a comprehensive noise program.
2002	• SFO eliminated all incompatible land uses.
2008	• SFO implemented SCI; offering insulation to properties that had not participated.
2018	• SFO implemented RRI; first in the nation, self-funded effort to repair/replace deteriorating insulation components of previous installations.
2022	• SFO implemented EEI; among the first airports in the US to start re-insulation of properties treated prior to 1993.
TODAY	• +15,400 properties treated, +12,800 Avigation Easements • Investing more than $300 million in today's dollars

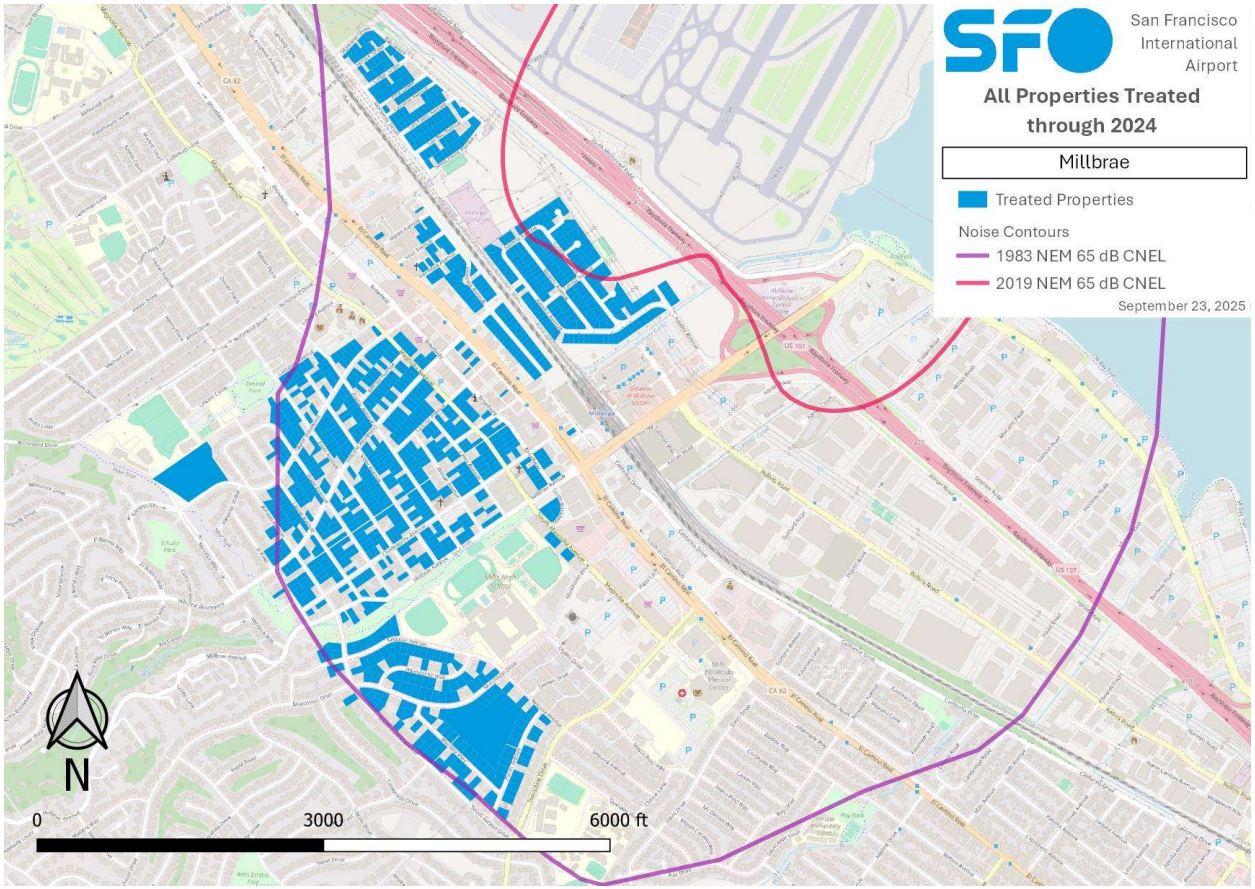
TREATED PROPERTIES

Daly City, Pacifica, & South San Francisco



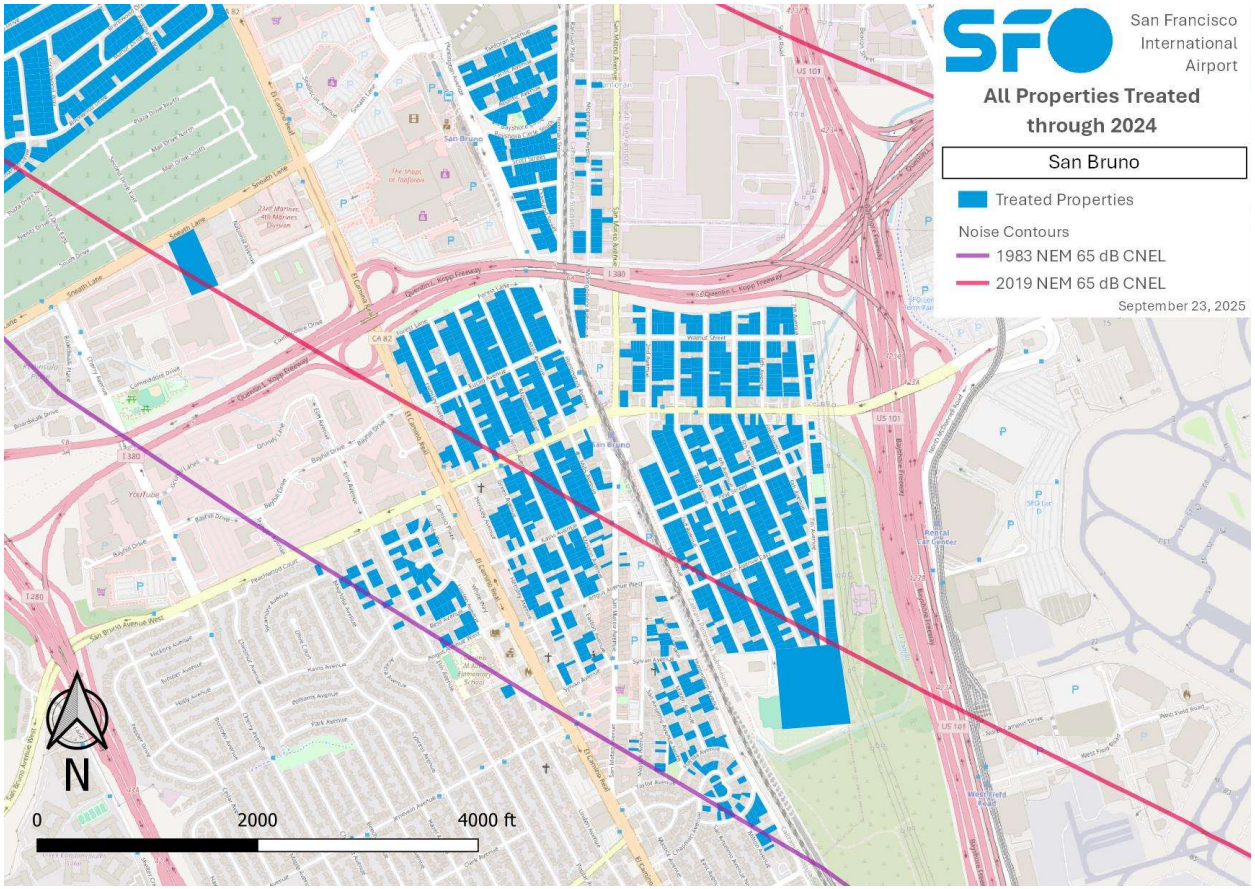
TREATED PROPERTIES

Millbrae



TREATED PROPERTIES

San Bruno



NIP SUMMARY (EXCLUDING RRI)

Period	NIP Phase	Number of Homes / Units	Cost	Status	Completion Date	Cost per Home / Unit
1983-2002	Multiple Initiatives - Managed by San Mateo County & Cities	15,218	$187,015,073	COMPLETED	2002	$12,289
2010-2026	Multiple Initiatives - Managed by SFO	166	$23,435,541	ACTIVE	-	$141,178
2025-2029	2025-2029 SCI Phase (Multi Unit Complex)	75	$4,000,000	ACTIVE	-	$53,333
2018-2029	2022-2029 EEI Phase	184	$27,400,000	ACTIVE	-	$148,913
TOTAL 1983-2029		**15,643**	**$241,850,614**	**Overall Average Cost/Home**		**$15,461**

REPAIR/REPLACEMENT INITIATIVE SUMMARY

Year	Number of Homes / Units	Cost	Status	Completion Date	Cost per Home / Unit
FY 2018- 2024	81	$6,500,000	COMPLETED	Aug-24	* $80,247
FY 2024-2025	27	$1,500,000	ACTIVE	Mar-26	$55,556
FY 2025-2026	22	$1,500,000	ACTIVE	Feb-27	$68,182
FY 2026-2027	21	$1,500,000	PROJECTED	TBD	$71,429
FY 2027-2028	19	$1,500,000	PROJECTED	TBD	$78,947
FY 2028-2029	18	$1,500,000	PROJECTED	TBD	$83,333
TOTAL RRI 2018-2029	**161**	**$12,500,000**	**Overall Average Cost/Home**		**$77,640**
*Includes formulation cost of RRI					

QUESTIONS ?

THANK YOU

San Francisco International
Airport/Community Roundtable

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Redwood City, CA 94063
T (650) 363-4220
F (650) 363-4849
www.sforoundtable.org

September 24, 2025

TO: Members of the SFO Roundtable

FROM Vanessa Lee, SFO Roundtable Coordinator

RE: Fly Quiet Comparison of Peer Review Reports

BACKGROUND

The SFO Community Roundtable FY 2025–2026 Workplan was approved at the August 6, 2025, full Roundtable meeting, establishing a robust and comprehensive review of the Fly Quiet Program as a priority initiative. As the first step in the process, the Roundtable has worked with HMMH to complete a comparative analysis of peer Fly Quiet Programs, establishing a baseline for the Technical Working Group's (TWG) evaluation of how San Francisco International Airport's (SFO) program aligns with or differs from other leading models.

OVERVIEW

HMMH conducted a comparative analysis of Fly Quiet Programs at Seattle-Tacoma International Airport (SEA), Chicago O'Hare International Airport (ORD), Boston Logan International Airport (BOS), Fort Lauderdale International Airport (FLL), and London Heathrow International Airport (LHR). Key takeaways include:

- SEA tracks compliance with engine run-up rules, late-night noise exceedances, and voluntary thrust reversal; report has categories similar to SFO's Shoreline Departure, Gap Departure, and Fleet Noise Quality categories.
- ORD scores nighttime flight volumes and ground run-up compliance and uses metrics on flight deviations for pilot compliance; Chicago Department of Aviation (CDA) submitted a voluntary plan that alternates nighttime runways.
- BOS applies runway-specific decibel restrictions, highlights metrics linked to pilot practices, implements towing requirements, and uses a Cumulative Noise Index (CNI) metric that is based on observations and noise levels.
- FLL focuses on data reporting without public scoring, such as providing ANOMS noise data, noise exceedances, and flight track density.
- LHR scores airlines using noise per seat/movement, tracks continuous descent compliance, penalizes early arrivals, and applies fines for noise infringements; program parallels SFO metrics while emphasizing operational efficiency and arrival-phase noise abatement.

NEXT STEPS

In accordance with the SFO Community Roundtable FY 2025–2026 Workplan, the TWG will advance the Fly Quiet Program review by building upon the comparative analysis prepared by HMMH. The TWG will evaluate

which elements from peer airport programs may be adapted to strengthen SFO's framework, including the potential for new scoring categories, more detailed compliance metrics, and incentive or enforcement mechanisms. This comprehensive review will culminate in a set of recommendations for potential updates to SFO's Fly Quiet Program, which will be presented to the full Roundtable for discussion and direction at upcoming meetings.

1

Fly Quiet Program Comparison

SFO

Comparison with 5 Airports

SEA

FLL

Heathrow
Making every journey better

O'HARE
INTERNATIONAL AIRPORT

BROWARD COUNTY
FLORIDA

bostonlogan
massport

2

2

SFO Fly Quiet Program

Goal: Influence airlines to operate as quietly as possible in the San Francisco Bay Area; Reduce both single-event and total noise levels around the airport.

Consists of six elements:

1. Fleet Noise Quality Rating
2. Noise Exceedance Rating
3. Nighttime Preferential Runway Use Rating
4. Shoreline Departure Quality Rating
5. Gap Departure Quality Rating
6. Foster City Arrival Quality Rating

3

3

Seattle-Tacoma International Airport (SEA)

UNIQUE CATEGORIES

Engine Run-up Rules
- Scoring category for airline compliance with airport ground engine maintenance run-up rules

Late-Night Noise Exceedance
- Focused and emphasized metric on noise levels exceeding late-night thresholds

Voluntary Thrust Reversal
- Encourages and monitors limited use of thrust reversal

COMPARISON TO SFO

- SEA's program has a general "compliance with existing noise abatement flight procedures" category, which is similar to SFO's more specific "Shoreline" and "Gap" departure categories.
- SEA's "Overall noise of their operations" is a broad equivalent of SFO's "Fleet Noise Quality."

4

4

Chicago O'Hare International Airport (ORD)

UNIQUE CATEGORIES

Airline Schedules
- Scoring includes nighttime flight volumes, incentivizing reductions

Ground Run-ups
- Explicit scoring for use of Ground Run-up Enclosure for engine maintenance

Detailed Flight Track Reporting
- Tracks deviation percentages by distance bands, offering insight into pilot compliance

Fly Quiet 21 Proposal
- Voluntary program that alternates nighttime runways; FAA reviewing environmental impacts

5

5

Chicago O'Hare International Airport (ORD)

COMPARISON TO SFO

- Preferential Flight Tracks at ORD are very similar in intent to SFO's Shoreline Departure Quality and Gap Departure Quality. Both programs use radar tracking to ensure aircraft follow specific noise abatement flight paths.
- ORD's Fleet Quality is a direct parallel to SFO's Fleet Noise Quality. Both airports recognize and reward airlines for using quieter aircraft models.
- While SFO's program has a general Nighttime Preferential Runway Use category, ORD's "Fly Quiet Mode" provides a flexible approach to evaluating adherence to the voluntary noise program, which excuse hours when FAA dictate otherwise.

6

6

Boston Logan International Airport (BOS)

UNIQUE CATEGORIES

Specific Runway Restrictions
- Applies runway-specific decibel restrictions

Pilot Compliance
- Highlights metrics such as runway use and flight paths adherence, linking directly to pilot practices

Towing Requirements
- Requires towing to reduce noise

COMPARISON TO SFO

- Like SFO, BOS focuses on adherence with flight paths. However, BOS's metrics are more granular, such as tracking deviations from a specific runway heading.
- Unlike SFO, BOS has a specific metric called Cumulative Noise Index (CNI) based on observations and certificated noise levels.

7

7

Fort Lauderdale International Airport (FLL)

UNIQUE CATEGORIES

Data Reporting
- Shares ANOMS noise data without assigning airlines a public ranking

High Noise Event Reporting
- Lists the number of times a major operator category exceeds a specific noise threshold

Flight Track Density Plots
- Displays aircraft frequency visually by type and operation, without assigning a score

COMPARISON TO SFO

- The FLL program is voluntary and focuses on data reporting. SFO relies on voluntary compliance but uses a competitive, public scoring system to incentivize better performance.

8

8

London Heathrow International Airport (LHR)

UNIQUE CATEGORIES

Noise Quota Count/Seat/Movement
- Scores airlines by dividing a noise quota count by number of seats and movements

Continuous Descent Approach (CDA) Compliance
- Tracks compliance with CDAs, a key noise abatement procedure on arrival

Nighttime Operations (Arrivals before 0430)
- Penalizes early arrivals to reduce early-morning sleep disturbance

Fines for Infringements
- Uses financial penalties for noise infringements

COMPARISON TO SFO

- LHR's "Noise Quota Count" is a more complex version of SFO's "Fleet Noise Quality" category, as it ties noise directly to operational efficiency.
- LHR's focus on "Continuous Descent Approaches" on arrival is a direct parallel to SFO's departure-based categories (Shoreline/Gap), but for the arrival phase of flight.

9

9

Summary of Comparison

SEA	ORD	BOS	FLL	LHR
• Scores airline compliance with ground maintenance run-up rules • Focuses on noise levels exceeding thresholds from 12 a.m. to 5 a.m. • Includes data on voluntary thrust reversal	• Scores flights scheduled during nighttime hours to incentivize reductions • Specific scoring for use of GREs • Granular metrics on flight deviations for pilot compliance • Voluntary program that alternates nighttime runways	• Specific, quantified decibel restrictions on one runway • Highlights metrics that directly tie back to pilot action • Requires towing for certain aircraft to reduce ground noise	• Provides data on noise metrics but does not assign a score • Lists number of times major operator categories exceed noise threshold • Provides flight track density plots without assigning a score	• Uses Noise Quota Count to incentivize airlines to use quieter and larger aircraft • Tracks compliance with CDAs for arrivals • Penalizes airlines for early arrivals • Financial penalties for noise violations

10

10

References

SEA Fly Quiet Incentive Program

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FLL Partnership for Quieter Skies Report

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LHR Fly Quieter and Greener

- https://www.heathrow.com/company/local-community/noise/making-heathrow-quieter/fly-quieter-and-greener
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11