SFO COMMUNITY ROUNDTABLE

Meeting Agenda
Regular Meeting

Wednesday, December 3, 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

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.

4.	Approval of SFO Community Roundtable Minutes: October 1, 2025	*Action*	Page 3
5.	Acceptance of SFO's Airport Director's Report: • September 2025 • October 2025	*Action*	Page 8
6.	Acceptance of HMMH FAA IFP Information Gateway: • October 2025 • October 2025 (2)	*Information*	Page 22

REGULAR AGENDA

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

7.	Chairperson Update	*Information*	
8.	SFO International Airport Updates *Mike Nakornkhet, SFO Airport Director* *Bert Ganoung, SFO Aircraft Noise Abatement Manager*	*Information*	Page 26
9.	Technical Working Group (TWG) Report Out: Fly Quiet Program Review Session 2	*Information*	Verbal
10.	SFO's Advanced Air Mobility (AAM) Program Overview *Anwar Elgonemy, SFO Hotel, Parking, and Special Projects Director*	*Information*	Page 42

UPDATES

11.	Member Updates	*Information*	Verbal
12.	Adjourn		

SFO Airport/Community Roundtable
Meeting No 358 -- Minutes
Wednesday, October 1, 2025

Call to Order / Roll Call / Declaration of a Quorum Present (00:00:48)

Roundtable Chair Christine Krolik called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, October 1, 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 – Ben White
City and County of San Francisco Airport Commission – Michael Nakornkhet
City of Belmont – Cathy Jordan
City of Brisbane – Terry O'Connell
City of Burlingame – Desiree Thayer
City of Daly City – Pamela DiGiovanni
City of Foster City – Suzy Niederhofer
City of Half Moon Bay – Patric Jonsson
Town of Hillsborough – Christine Krolik
City of Millbrae – Stephen Rainaldi
City of Pacifica – Christine Boles
Town of Portola Valley – Rebecca Flynn
City of Redwood City – Kaia Eakin
City of South San Francisco – Mark Nagales
Town of Woodside – Paul Goeld

Member Ford from the C/CAG Airport Land Use Committee (ALUC) joined virtually during Item 4.

REGULAR MEMBERS ABSENT
City and County of San Francisco Board of Supervisors
County of San Mateo Board of Supervisors
Town of Atherton
Town of Colma
City of East Palo Alto
City of Menlo Park
City of San Bruno
City of San Carlos
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
Luis Moreno, Noise Insulation Program Project Manager

AGENDA

2. Public Comments for Items NOT on the Agenda (00:03:30)
Chair Krolik opened public comments for items not on the agenda. Public comments were heard by:

- Yvette Michel, resident of Portola Valley, expressed concerns about increased airline noise since COVID, particularly regarding flight vectors.
- Ann Schneider, resident of Millbrae, commented on the need for improved communication from SFO, suggesting alerts for loud aircraft flying overhead.
- Remi Tan, a resident of Pacifica, restated his concerns about noise from nighttime flights.

Chair Krolik closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:11:30)
Chair Krolik pulled Item 7 and Member Nagales pulled Item 6 for further discussion.

4. Chairman Update (00:30:40)
The Chair noted that the Technical Working Group (TWG) met earlier in the evening to discuss a study the Roundtable will be advancing on emerging technologies, including advanced air mobility and air taxi operations. The TWG Chair will provide a summary of that discussion and outline the next steps.

The Chair stated that the Roundtable would also receive an overview of SFO's Noise Insulation Program, which offers soundproofing and noise mitigation for eligible residential properties impacted by aircraft operations. The presentation will include the program's history, current progress, and its role in supporting community quality of life and complementing broader noise reduction initiatives.

Additionally, the Chair reported that the Roundtable would receive a presentation on the Fly Quiet Program peer comparison study prepared by HMMH. The study analyzes how other major airports assess airline noise performance and the effectiveness of their incentive programs. The results will help inform potential enhancements to SFO's Fly Quiet Program and guide future discussions on best practices and accountability.

CONSENT AGENDA

5. *ACTION:* Approval of SFO Community Roundtable Minutes: August 6, 2025 (00:15:03)
Chair Krolik made following corrections to the minutes and budget item: 1) the San Francisco County Board of Supervisors was absent; 2) Supervisor Spiere, not Member Neiderhofer made the

motion on Item 3; 3) Full names of all members will be included in the roll call of the minutes; 4) Member Boles requested that the minutes note a follow-up on the FAA's Night Hush Program and an update on the previously discussed noise and health study.

Member Boles moved to approve Items 5 as amended and Item 8. Member Niederhofer seconded the motion. The motion passed with all present members.

6. *ACTION:* Approve SFO Community Roundtable FY 25-26 Budget (00:24:02)
Member Nagales inquired whether the SFO Roundtable budget was in deficit due to the delayed SFO payment. Ms. Lee, Roundtable Coordinator, confirmed that the payments for FY 2024–2025 and part of FY 2025–2026 have been received, along with the current member dues contributions so there was no current budget deficit.

Member Eakin acknowledged and thanked Ms. Lee for her hard work on the budget.

Member Nagales moved to approve Item 6. Vice-Chair O'Connell seconded the motion. The motion passed with all present members.

7. *ACTION:* Airport Director's Report: July 2025 and August 2025 (00:15:49)
Mr. Nakornkhet, SFO Director, provided an update on passenger traffic and flight operations. He also reported that SFO has approved a pilot program with Waymo, which will include multiple phases of autonomous vehicle operations, though no specific timelines have been announced. Mr. Nakornkhet also noted that October 1st marked the first day of the federal government's shutdown. Essential federal employees at SFO will remain on-site, however, TSA employees, who are contracted through a private vendor, are not considered essential under the shutdown.

Member Goeld requested an update on the Oakland Airport renaming controversy, and Mr. Nakornkhet confirmed that SFO is still engaged in the legal process with Oakland.

Vice-Chair O'Connell moved to accept the Airport Director's written report for July and August. Member Nagales seconded the motion. The motion passed with all present members.

8. *INFORMATION:* HMMH FAA IFP Information Gateway: August 2025 through September 2025
This was approved with the above motion.

REGULAR AGENDA

9. *INFORMATION:* SFO International Airport Update (00:18:50)
Mr. Ganoung's update included rate changes for the Repair/Replacement Initiative, continuation of the Second Chance Initiative as planned, and no significant changes to the expanded Eligibility Initiative.

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

- Mr. Tan asked whether additional homes in Pacifica and neighboring cities, such as Daly City and South San Francisco, could be included in the Noise Insulation Program. Mr. Ganoung responded that these areas are not currently within the program's parameters.

Chair Krolik closed public comments.

10. *INFORMATION:* Technical Working Group (TWG) Report Out (00:32:35)
Vice-chair O'Connell reported that the Technical Working Group met earlier in the evening to discuss parameters for a study the Roundtable can develop with HMMH consultants regarding innovative noise mitigation and emerging air mobility technologies. The purpose of the study is to evaluate new and developing tools that may reduce aircraft noise or influence airspace use as advanced air mobility expands. The subcommittee reviewed proposed research areas, including scanning available technologies, assessing community impacts, identifying private land and airspace implications, and developing a list of key stakeholders. The subcommittee also introduced the concept of an evaluation framework with guiding principles focused on community noise impacts, safety and public health, environmental sustainability, and equity. As a next step, Roundtable staff and HMMH consultants will refine the draft framework for TWG review prior to presenting policy and advocacy recommendations to the full Roundtable at a future meeting.

UPDATES

11. *INFORMATION:* SFO's Noise Insulation Program Overview (00:35:42)
Luis Moreno, SFO Project Manager, provided an overview of the Noise Insulation Program, which emphasizes insulation improvements, noise mitigation measures, and the provision of over twelve thousand aviation easements at no cost to eligible property owners. He noted that the current initiatives included the Second Chance Initiative (SCI), adopted in 2008, which provides insulation for doors, windows, and HVAC systems of eligible residential properties that were not addressed in previous phases of the Noise Insulation Program (NIP) and is funded by the FAA. The Repair/Replace Initiative (RRI), enacted in 2018, repairs or replaces aging insulation components installed during prior NIP phases and lastly, the Expanded Eligibility Initiative (EEI), created in 2012, partially funded by the FAA, allows for the re-installation of insulation in eligible residential properties that were treated before 1993.

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

- Ms. Schneider expressed her dissatisfaction with the Noise Insulation Program (NIP), noting that her home had sustained damage during the process and that it was no longer eligible for the program due to changes in noise contour requirements.
- Mr. Tan stated that he believed the 65-decibel contour did not accurately reflect the frequency of larger aircraft operations that continue to elevate noise levels in his community.

Chair Krolik closed public comments.

Member Ford clarified that larger aircraft are permitted to fly over residential areas and that obtaining a navigation easement in exchange for noise insulation improvements is considered courteous and standard practice.

Member Boles wanted confirmation that the CNEL contours are average. Mr. Moreno confirmed that CNEL contours are federally regulated averages taken over a specific timeframe.

Member Nagales inquired why condominium units were not eligible for the NIP noting that many residents in South San Francisco had expressed frustration regarding their exclusion. Mr. Moreno explained that the NIP currently focuses on single-family residences.

Member Niederhofer from Foster City expressed confusion on data on the provided map and noted that she was trying to understand how Foster City is not considered. Mr. Ganoung explained the details of the map and gave examples of how the data is gathered.

Vice-Chair O'Connell noted that many incompatible land uses remain within the 65-decibel contour and expressed concern that new developments continue to be added. Mr. Ganoung responded that SFO continues to monitor residential properties using data from the San Mateo County Assessor's Office and indicated that most homes built after 1998 are considered compatible due to improved environmental efficiency.

Member Flynn inquired about the criteria for selecting homes for the insulation program. Mr. Moreno explained that eligibility is determined on a first-come, first-served basis.

12. *INFORMATION:* Fly Quiet Comparison of Peer Review Reports (01:09:41)
Eugene Reindel, HMMH consultant, delivered a presentation examining SFO Airport's Fly Quiet Program in comparison with five other national airport programs. The analysis covered key elements, including Fleet Noise Quality Rating, Noise Exceedance Rating, Nighttime Preferential Runway Use Rating, and Gap Departure Quality Ratings.

Member Goeld noted that Fly Quiet programs seem largely voluntary at airports and are not taken seriously enough. He recommended assessing performance based on absolute numbers rather than on a curve to allow for stronger enforcement. In response, Mr. Reindel stated that SFO agreed that the system requires ongoing updates and improvements.

Vice-Chair O'Connell asked whether London Heathrow Airport's Continuous Descent Approach (CDA) is like the GBAS concept. Mr. Reindel clarified that GBAS is a navigational tool used during arrivals, while Continuous Descent is a cockpit-executed procedure requiring FAA approval.

Member Jonsson expressed support for having airline representatives present to hear the Roundtable's ideas. He also inquired about delivering the messaging directly to pilots and asked which airline generates the most noise, as well as whether data could show reductions in noise on the approach and departure sides to help drive change.

Member Flynn stated that she is unsure how flight paths are determined for departures from Oakland, San Jose, and SFO airports, and mentioned that she has been reviewing several apps to track noise and improve her understanding.

13. Member Updates (01:39:25)
Chair Krolik recommended that members bring their personal devices to view the presentation more clearly, noting that the in-house monitors are difficult to see. She announced that the next regular meeting will be held on December 3 at 7:00 p.m., with the Technical Working Group. meeting scheduled for the same day at 5:45 p.m.

14. Adjournment
Chairman Krolik adjourned the meeting at approximately 8:47 P.M.

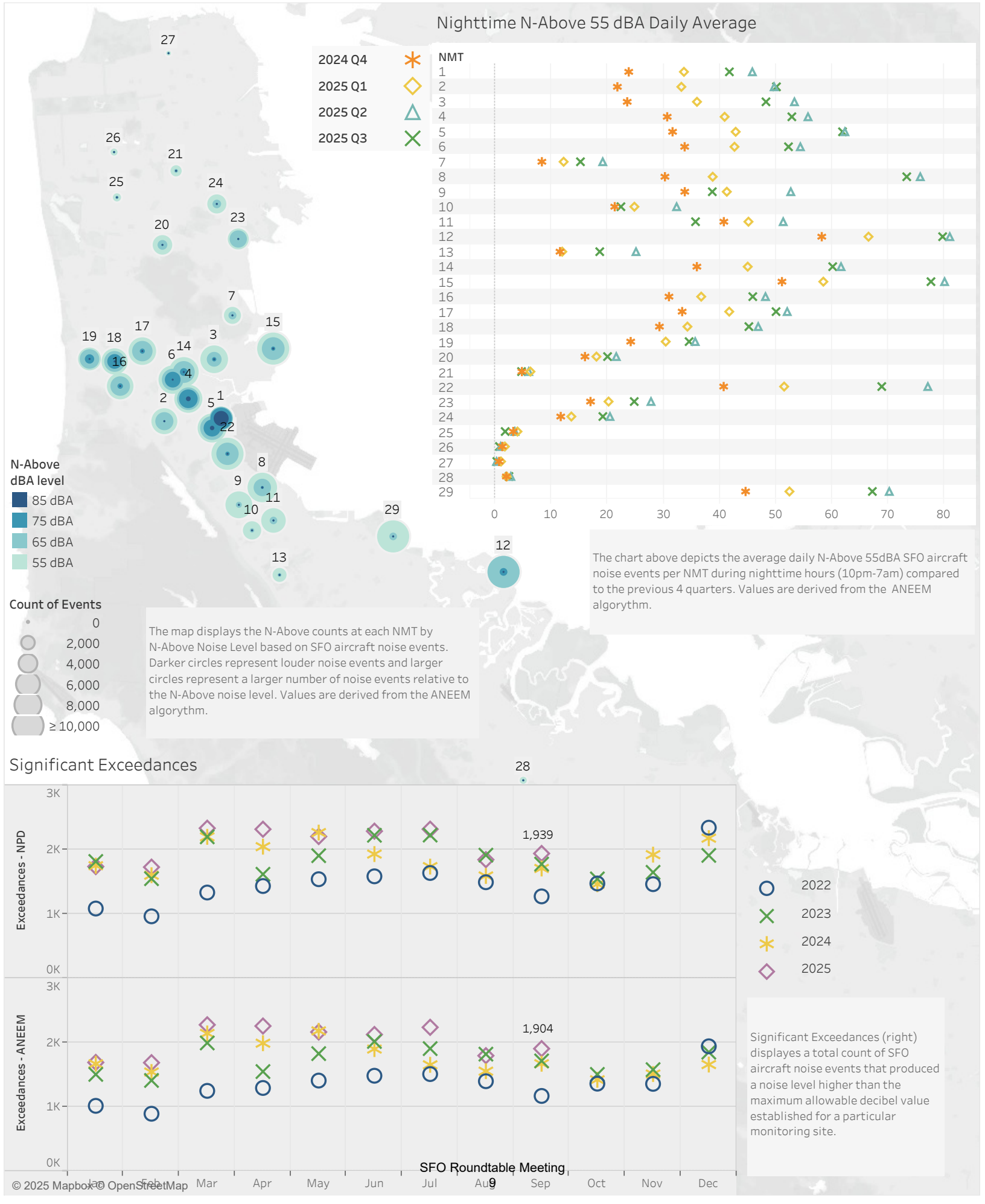
Airport Director's Report

Presented at the December 3, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
September 2025

Aircraft Noise Levels Summary

September 2025



Aircraft Noise Levels Details

September 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	178	73	94	83	67	55	185	73	94	82
2	San Bruno	87	56	80	68	63	50	231	57	78	65
3	SSF	62	55	84	69	59	44	304	56	76	62
4	SSF	161	68	89	77	59	45	286	68	87	70
5	San Bruno	160	67	88	76	60	47	292	67	85	69
6	SSF	148	65	87	75	57	43	292	65	84	67
7	Brisbane	23	49	79	69	55	43	166	51	73	59
8	Millbrae	6	47	83	72	64	50	299	55	74	63
9	Millbrae	5	35	75	64	57	42	402	50	68	56
10	Burlingame	4	34	94	66	56	42	212	47	68	56
11	Burlingame	6	37	76	65	56	42	319	50	69	57
12	Foster City	385	62	82	71	57	40	485	63	81	68
13	Hillsborough	2	32	79	65	58	46	84	46	70	58
14	SSF	144	61	83	71	59	43	340	61	79	64
15	SSF	165	57	81	69	58	44	402	58	78	63
16	SSF	122	59	82	71	56	41	267	59	79	64
17	SSF	130	59	82	70	58	43	269	60	79	65
18	Daly City	130	64	87	75	58	44	250	64	84	68
19	Pacifica	114	61	84	73	55	38	177	61	82	68
20	Daly City	82	50	82	65	59	42	163	50	74	61
21	San Francisco	19	41	75	64	57	45	85	44	72	60
22	San Bruno	80	56	81	71	61	44	383	59	77	64
23	San Francisco	96	53	82	69	58	46	188	55	77	65
24	San Francisco	38	46	76	65	59	44	173	50	73	61
25	San Francisco	17	39	97	67	126	42	55	41	71	59
26	San Francisco	4	37	77	65	56	43	43	40	71	58
27	San Francisco	5	36	78	66	58	44	37	39	71	59
28	Redwood City	6	37	76	64	54	40	41	40	70	57
29	San Mateo	70	49	78	65	56	40	436	53	71	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	66:102	5,253	5,253	5,253	5,097	4,586	3,665
2	61:86	2,579	2,579	2,275	698	30	6
3	62:94	1,762	1,762	1,576	567	196	55
4	61:94	4,808	4,808	4,703	4,146	3,391	1,697
5	64:89	4,759	4,759	4,743	4,194	2,797	1,278
6	62:91	4,440	4,440	4,335	3,763	2,403	607
7	61:84	627	627	547	219	34	4
8	69:82	167	167	167	138	33	1
9	60:74	63	61	16	3	0	0
10	60:71	58	56	15	2	0	0
11	60:76	65	65	25	5	1	0
12	63:86	11,650	11,650	11,571	7,651	621	20
13	60:73	25	25	4	3	0	0
14	61:85	4,309	4,309	4,140	2,397	583	24
15	61:87	4,974	4,974	4,624	1,716	206	19
16	61:82	3,664	3,664	3,512	2,038	289	4
17	61:82	3,898	3,898	3,645	1,848	256	13
18	64:88	3,914	3,914	3,910	3,488	2,107	477
19	65:83	3,421	3,421	3,419	2,584	847	39
20	59:90	2,253	2,214	1,041	271	86	13
21	59:76	302	298	111	11	1	0
22	64:85	2,333	2,333	2,321	1,403	145	7
23	63:83	2,812	2,812	2,631	737	22	4
24	59:76	974	964	452	58	4	0
25	59:77	229	219	98	21	5	0
26	60:71	75	74	29	3	0	0
27	63:71	18	18	10	1	0	0
28	59:73	119	109	19	4	0	0
29	59:82	2,164	2,098	705	232	68	2

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
54:102	5,464	5,438	5,333	5,060	4,549	3,635
52:79	6,512	6,186	3,183	716	19	0
49:90	7,434	4,907	2,122	549	180	47
50:94	7,643	6,549	4,976	4,139	3,383	1,695
49:89	8,143	7,039	5,557	4,273	2,803	1,277
49:91	7,809	6,331	4,575	3,766	2,399	605
49:84	2,799	1,355	617	218	34	4
47:86	8,458	6,533	2,941	596	90	10
48:79	6,983	1,667	349	56	7	0
39:81	3,230	974	187	44	8	2
40:85	5,861	2,161	556	108	14	2
50:85	14,243	12,802	11,611	7,622	579	9
49:71	1,879	730	146	3	0	0
43:83	8,593	6,864	4,629	2,420	576	19
49:83	10,957	7,904	5,021	1,679	171	5
49:82	6,843	5,262	3,699	2,046	291	3
50:82	7,372	6,146	4,046	1,864	250	12
49:88	6,644	5,422	4,200	3,478	2,100	476
50:83	5,032	4,459	3,709	2,592	847	39
50:90	3,706	2,625	926	129	15	2
49:74	1,207	556	150	13	0	0
49:85	10,570	7,902	4,852	1,838	185	6
51:82	4,243	3,861	2,888	748	19	2
50:83	3,522	2,487	718	88	5	1
48:76	638	372	111	13	1	0
49:72	464	173	42	5	0	0
49:71	209	79	15	1	0	0
49:69	482	170	16	0	0	0
49:78	11,973	5,210	569	56	10	0

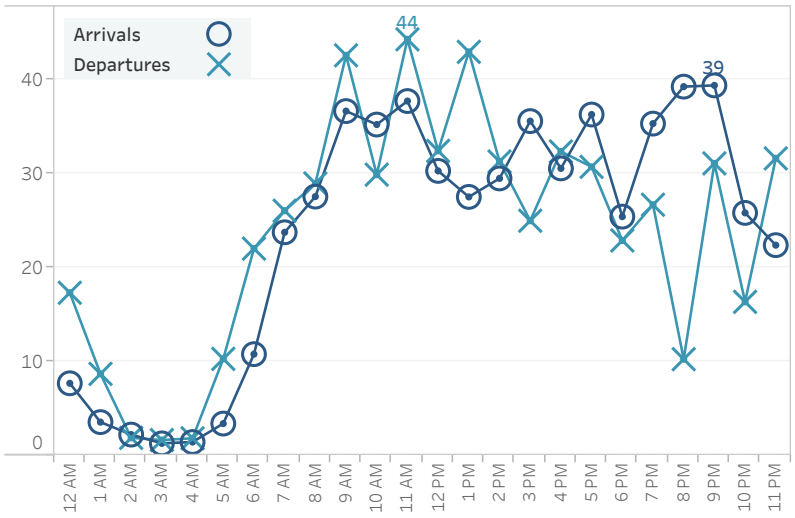
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

September 2025

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
34,073	1,136	34,260	2%

September 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%

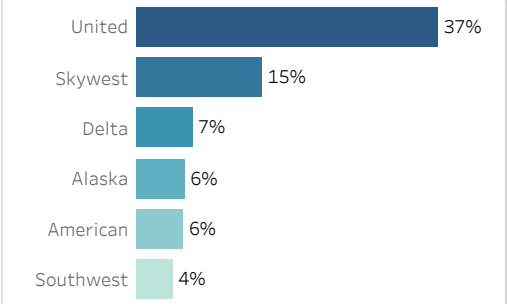
Arrival Route	
1. BDEGA	32%
2. DYAMD	37%
3. SERFR	25%
4. PIRAT	6%

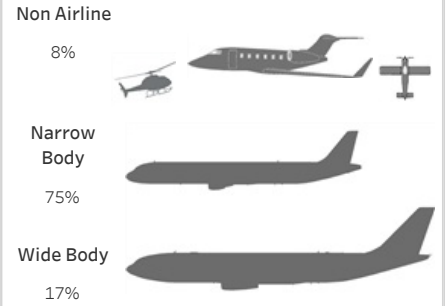
Departure Route	
A. GAP	26%
B. SSTIK	25%
C. NIITE	9%
D. TRUKN RWY 01	35%
D. TRUKN RWY 28	5%

Top Destinations		
Los Angeles	San Diego	Seattle
6%	4%	3%

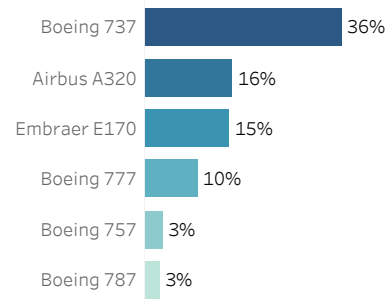
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	31%
1.2 BDEGA Arrival	69%

Airlines with the Most Operations

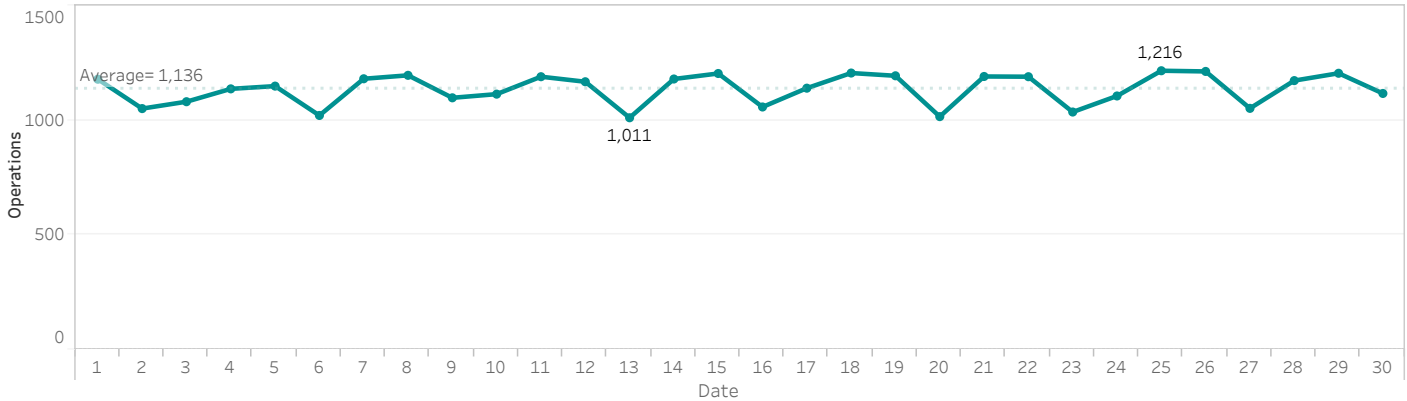




Most Utilized Aircraft Types



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		72% 11,284
28 L/R	100% 15,619	28% 4,341

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

	Departures
01 L/R	52% 351
28 L/R	48% 330

Runway Utilization

Arrivals

28L	28R
43%	57%

Night (10pm-7am)

31%	69%

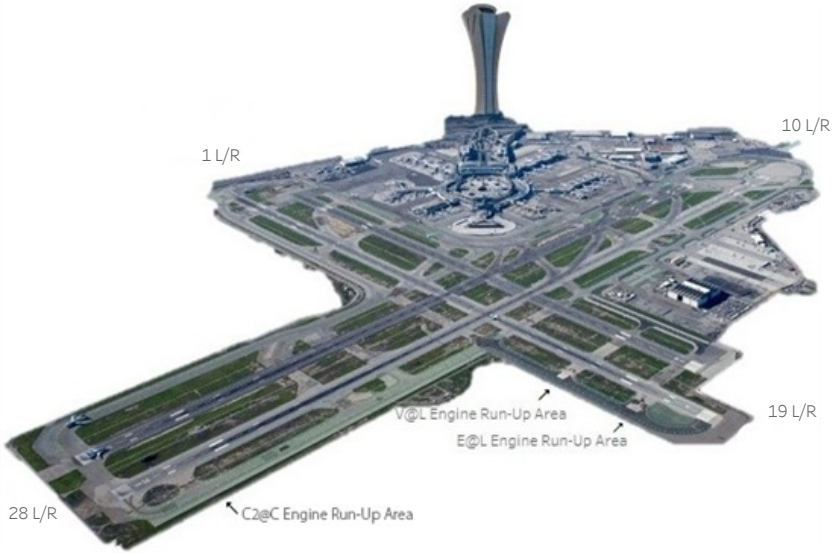
Nighttime Power Run-Ups

10pm-7am

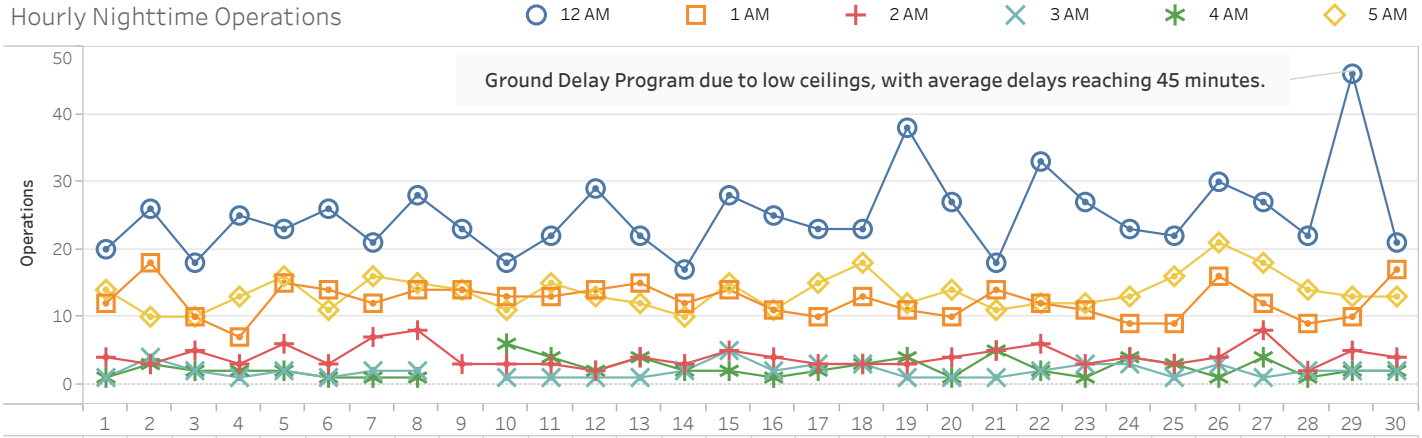
Alaska Airlines	2
American Airlines	15
Korean Air	1
United Airlines	21

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
12 AM	20	26	18	25	23	26	21	28	23	18	22	29	22	17	28	25	23	23	38	27	18	33	27	23	22	30	27	22	46	21
1 AM	12	18	10	7	15	14	12	14	14	13	13	14	15	12	14	11	10	13	11	10	14	12	11	9	9	16	12	9	10	17
2 AM	4	3	5	3	6	3	7	8	3	3	3	2	4	3	5	4	3	3	3	4	5	6	3	4	3	4	8	2	5	4
3 AM	1	4	2	1	2	1	2	2		1	1	1	1	2	5	2	3	3	1	1	1	2	3	3	1	3	1	2	2	2
4 AM	1	3	2	2	2	1	1	1		6	4	2	4	2	2	1	2	3	4	1	5	2	1	4	3	1	4	1	2	2
5 AM	14	10	10	13	16	11	16	15	14	11	15	13	12	10	15	11	15	18	12	14	11	12	12	13	16	21	18	14	13	13

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	2	84
	Belmont	3	6
	Brisbane	16	386
	Burlingame	1	8
	Daly City	8	1,564
	East Palo Alto	1	1
	El Granada	1	1,058
	Emerald Hills	4	81
	Foster City	8	36
	Hillsborough	3	6
	La Honda	1	3
	Menlo Park	16	237
	Millbrae	2	4
	Montara	1	2,799
	Pacifica	10	745
	Portola Valley	44	7,729
	Redwood City	7	540
	San Bruno	1	1
	San Francisco	17	1,689
	San Mateo	5	54
	South San Francisco	27	371
	Woodside	5	1,794
Other	Alameda	3	36
	Berkeley	2	17
	Boulder Creek	1	3
	Capitola	2	5
	Cupertino	1	65
	El Sobrante	1	1
	Felton	2	57
	Fremont	2	13
	Lafayette	1	68
	Los Altos	35	5,153
	Los Altos Hills	10	744
	Los Gatos	25	2,918
	Martinez	1	1
	Moraga	2	4
	Mountain View	13	3,137
	Oakland	6	2,614
	Orinda	1	87
	Palo Alto	92	12,550
	Penngrove	1	59
	Pleasanton	1	1
	Richmond	3	148
	San Jose	1	7
	Santa Cruz	25	8,516
	Scotts Valley	18	3,616
	Soquel	20	3,337
	Stanford	2	2
	Sunnyvale	2	111
	Watsonville	1	46
Grand Total		**457**	**62,512**

Reporters Annual AVG

411

Reports Annual AVG

59,803

New Reporters

31

New Reporters Top City

Portola Valley

Furthest Report

64 miles

Reports per SFO Operation

2

Top Aircraft Types

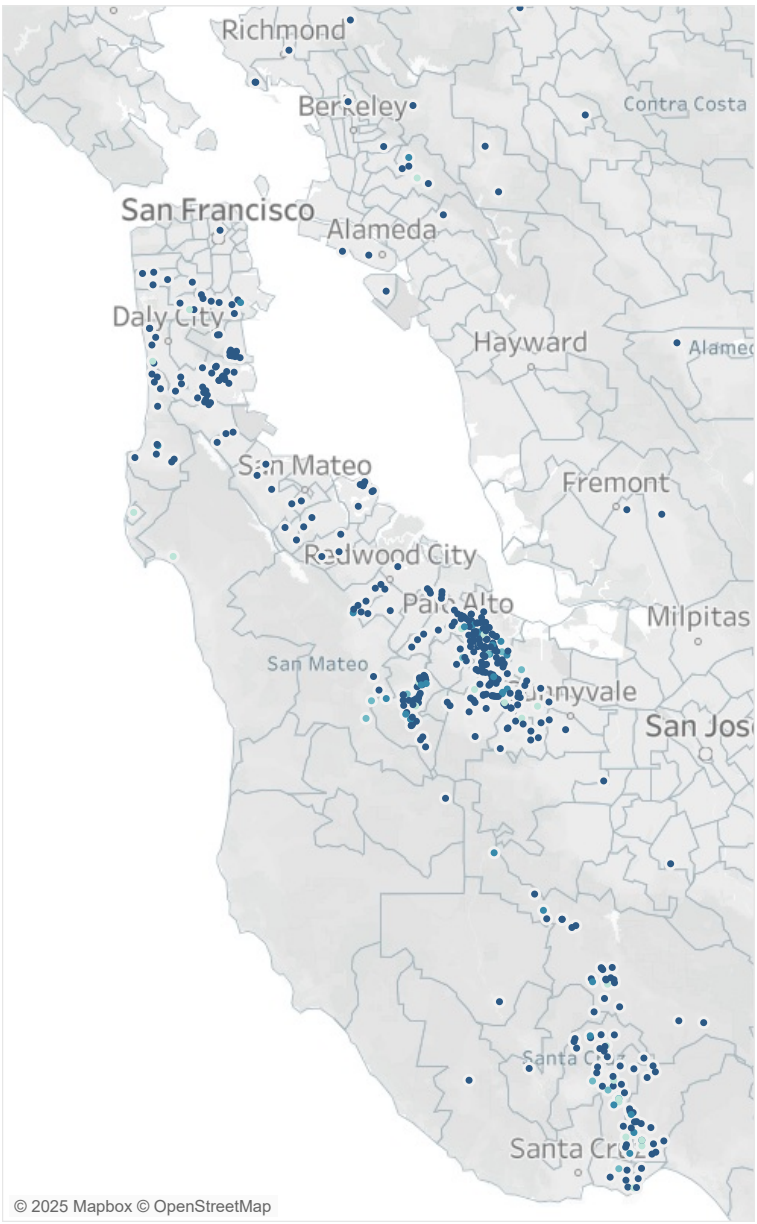
B737
E75L
A320

Top Flight Numbers

KAL214
UAL505
UAL2097

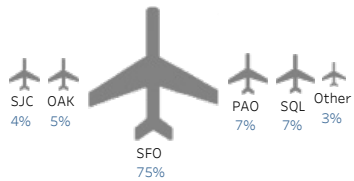
Noise Reporters Location Map

September 2025

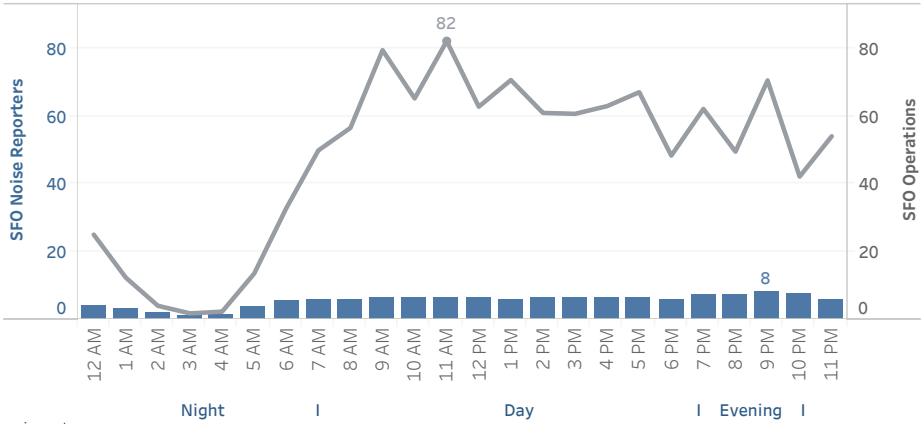


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



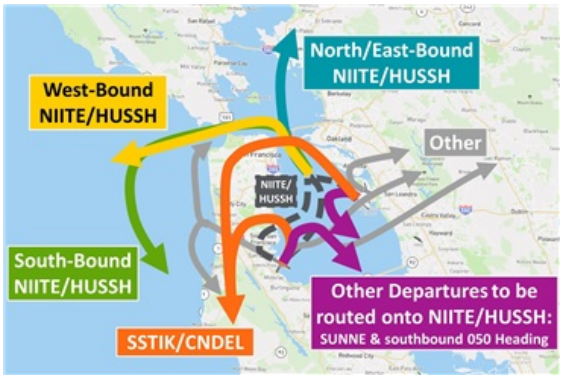
Hourly Noise Reporters (Average Day in a Month)



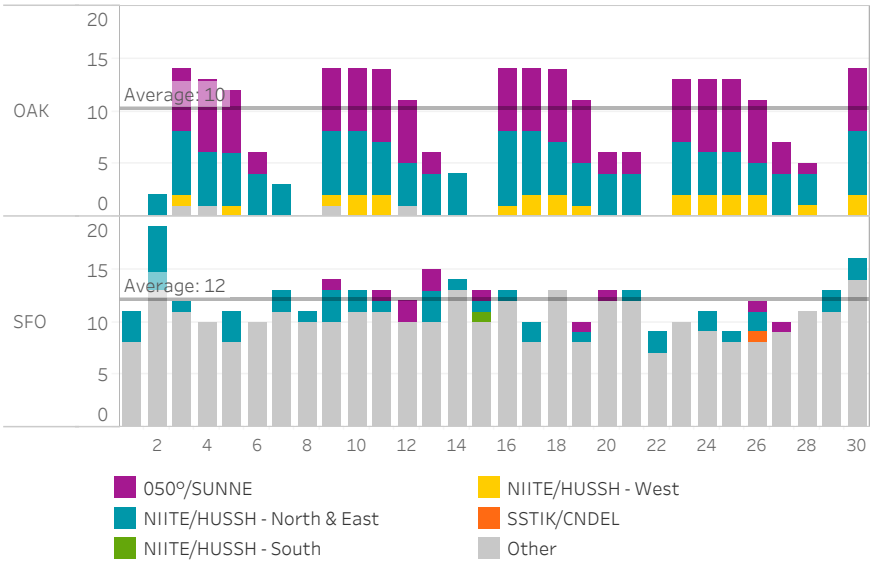
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

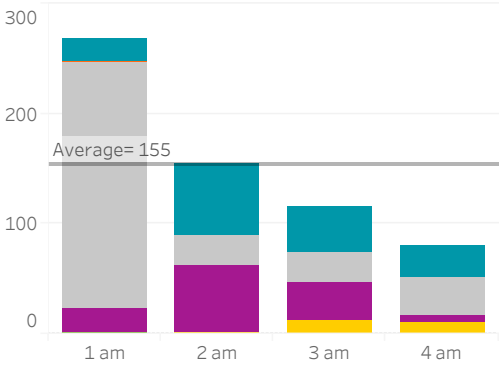
NIITE to GOBBS 1 am to 5 am (September 2025)



Count of Departures per Night



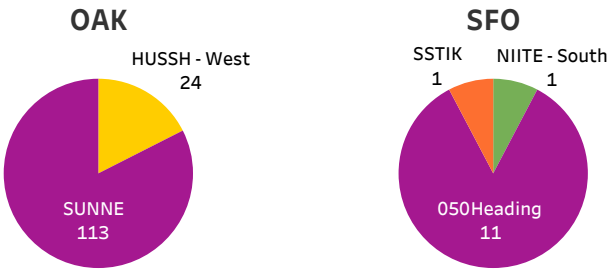
Average Total Departures per Hour



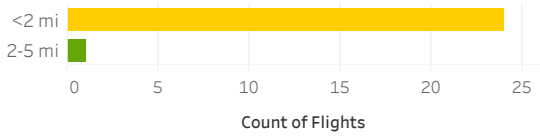
Departure Runway Usage

OAK	SFO			
30	01L	01R	28L	28R
100%	2%	14%	60%	24%

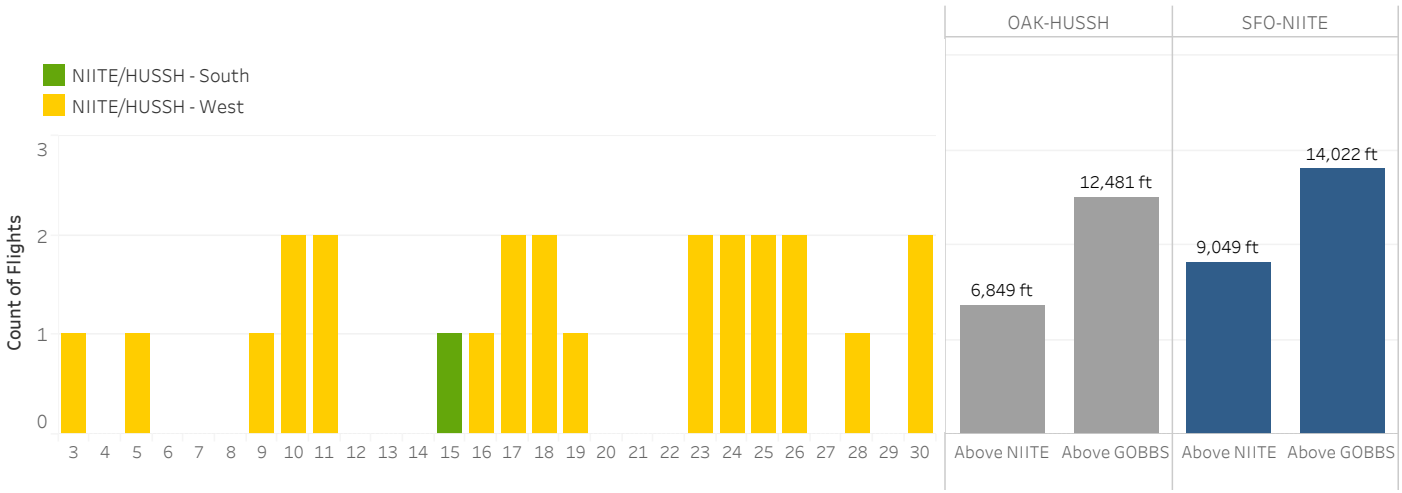
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



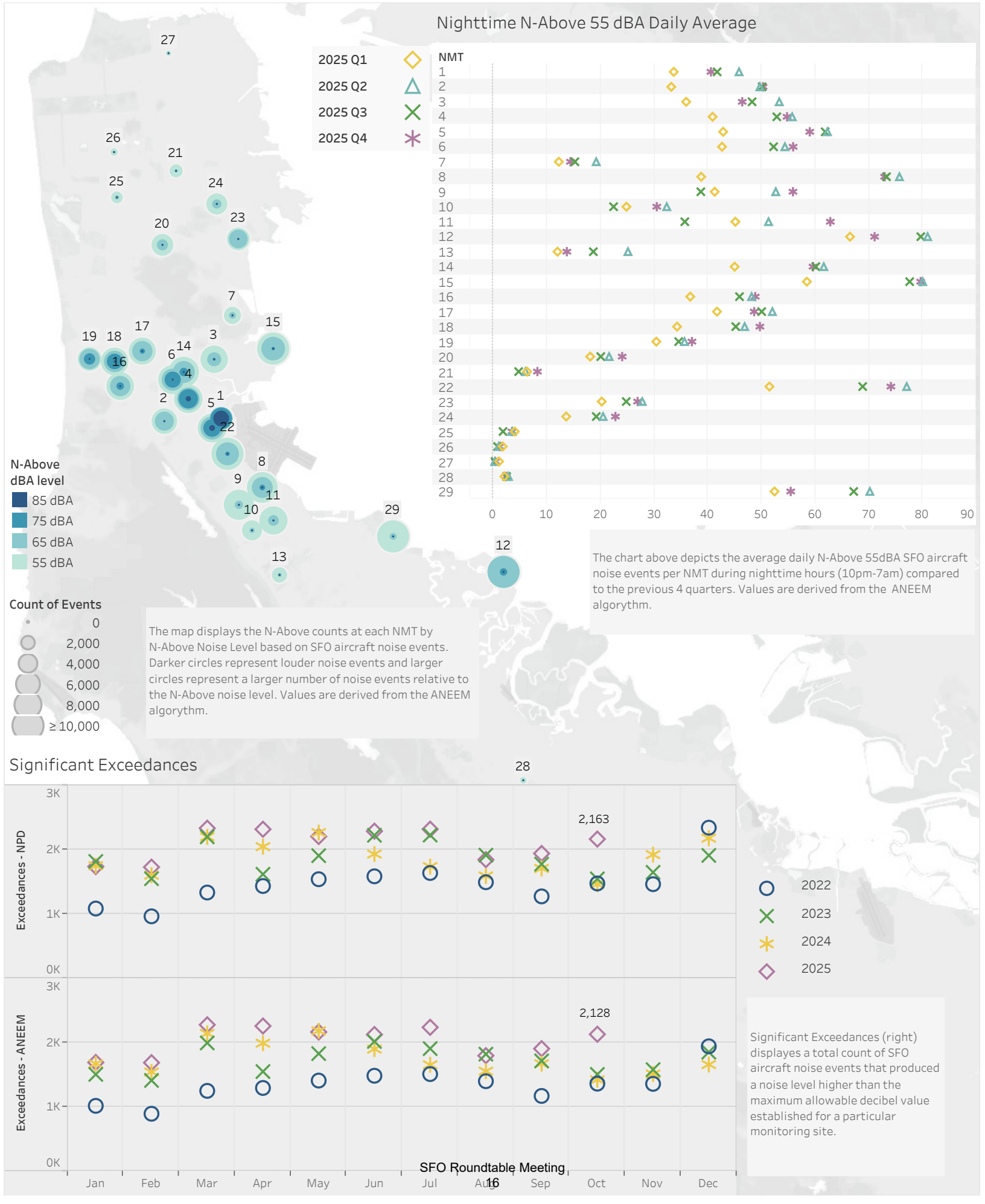
Airport Director's Report

Presented at the December 3, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
October 2025

Aircraft Noise Levels Summary

October 2025



Significant Exceedances

Aircraft Noise Levels Details

October 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	165	74	95	84	67	56	171	74	94	83
2	San Bruno	108	57	80	68	64	51	213	58	79	66
3	SSF	57	54	80	68	60	46	287	56	75	61
4	SSF	160	69	90	78	59	46	287	68	87	70
5	San Bruno	155	68	89	77	61	48	276	67	86	69
6	SSF	150	66	87	75	56	42	299	65	84	67
7	Brisbane	20	47	79	67	56	44	156	50	72	59
8	Millbrae	18	56	89	75	66	52	306	59	79	65
9	Millbrae	9	41	80	66	58	42	419	53	70	57
10	Burlingame	6	42	83	68	57	41	225	49	71	56
11	Burlingame	9	41	80	66	58	43	352	54	71	58
12	Foster City	379	62	82	71	57	42	485	62	81	68
13	Hillsborough	4	35	78	66	56	41	131	46	69	56
14	SSF	146	61	83	71	58	43	349	62	80	64
15	SSF	173	59	81	69	58	44	423	59	78	63
16	SSF	129	61	83	71	56	40	281	61	80	64
17	SSF	135	61	82	70	58	43	267	61	80	65
18	Daly City	134	65	87	76	58	44	263	65	84	68
19	Pacifica	120	62	84	73	56	39	180	62	83	69
20	Daly City	97	51	77	65	59	42	189	52	74	62
21	San Francisco	19	42	75	64	56	45	102	45	71	59
22	San Bruno	85	57	81	71	62	47	374	60	77	64
23	San Francisco	115	54	79	68	59	47	203	56	78	65
24	San Francisco	56	49	76	65	59	46	192	51	74	61
25	San Francisco	17	41	77	65	55	40	75	43	71	59
26	San Francisco	4	37	77	65	55	42	42	41	71	58
27	San Francisco	5	39	79	67	57	43	41	41	73	60
28	Redwood City	8	38	77	65	52	38	38	40	71	58
29	San Mateo	66	47	76	63	56	41	445	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	5,039	5,039	5,039	4,913	4,588	3,786
2	61:83	3,328	3,328	2,833	887	33	3
3	61:85	1,652	1,652	1,380	398	97	17
4	61:93	4,930	4,930	4,800	4,318	3,655	2,008
5	62:90	4,746	4,746	4,721	4,203	3,016	1,456
6	61:88	4,648	4,648	4,518	3,993	2,540	668
7	61:82	527	527	406	137	21	2
8	68:96	506	506	506	461	211	78
9	60:82	151	148	85	57	32	6
10	59:85	101	95	66	55	38	11
11	59:80	102	101	74	46	13	0
12	63:88	11,837	11,837	11,761	7,917	558	22
13	60:78	65	65	47	14	2	0
14	61:85	4,519	4,519	4,323	2,612	689	27
15	61:86	5,377	5,377	5,020	1,786	139	11
16	61:90	3,991	3,991	3,879	2,448	549	3
17	61:83	3,890	3,890	3,662	1,931	274	5
18	65:89	4,157	4,157	4,153	3,782	2,375	650
19	65:83	3,711	3,711	3,710	2,988	1,253	72
20	59:85	2,796	2,727	1,267	278	92	14
21	60:76	293	290	99	13	1	0
22	64:84	2,548	2,548	2,533	1,432	187	5
23	62:83	3,435	3,435	3,176	868	30	2
24	59:84	1,464	1,434	652	76	8	2
25	58:76	399	373	168	29	3	0
26	59:81	97	92	39	5	2	1
27	61:77	45	45	31	19	8	0
28	59:78	131	120	32	5	3	0
29	59:82	2,074	1,963	427	112	17	2

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
54:100	5,187	5,174	5,105	4,896	4,563	3,769
52:80	6,253	6,043	3,513	889	25	0
49:85	7,244	4,740	1,889	367	83	15
49:93	7,871	6,496	4,957	4,315	3,643	2,001
49:90	7,946	6,659	5,205	4,242	3,007	1,451
49:88	8,084	6,443	4,690	3,984	2,532	667
49:81	2,807	1,161	445	136	20	1
46:96	9,127	7,946	4,248	1,254	313	86
48:82	8,744	2,590	664	174	50	7
37:85	3,841	1,224	256	84	43	11
38:81	7,664	3,452	1,098	267	37	1
50:83	14,708	13,004	11,766	7,864	520	10
48:78	2,221	624	149	15	2	0
42:85	8,946	6,911	4,672	2,637	690	21
49:86	11,897	8,579	5,412	1,754	114	5
48:80	7,380	5,493	4,023	2,438	546	0
49:81	7,054	5,838	3,992	1,916	270	4
49:89	7,345	5,852	4,438	3,781	2,371	650
49:83	5,276	4,760	4,027	2,993	1,248	70
49:84	4,555	3,264	1,186	158	27	1
49:71	1,636	556	100	10	0	0
49:83	10,875	8,456	5,095	1,835	192	5
52:81	4,862	4,486	3,366	882	28	1
49:81	4,247	2,949	827	91	4	1
49:77	1,301	635	191	11	1	0
50:73	501	211	40	2	0	0
50:76	269	121	25	11	4	0
49:69	423	154	17	0	0	0
49:80	12,361	4,876	450	48	3	1

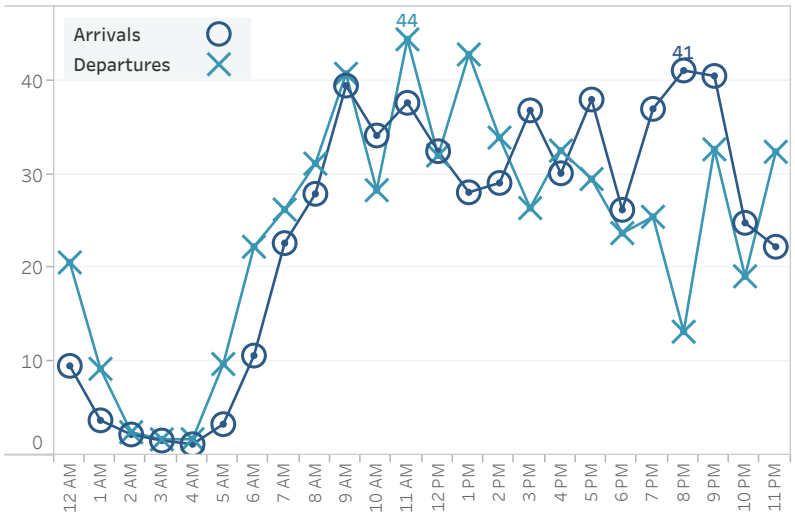
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

October 2025

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
36,003	1,161	34,321	2%

October 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%

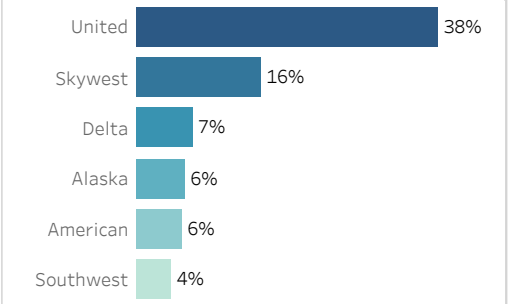
Arrival Route	
1. BDEGA	28%
2. DYAMD	39%
3. SERFR	27%
4. PIRAT	6%

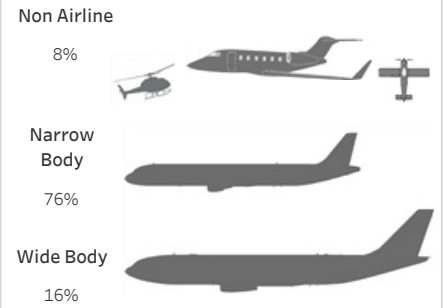
Departure Route	
A. GAP	26%
B. SSTIK	28%
C. NIITE	9%
D. TRUKN RWY 01	36%
D. TRUKN RWY 28	2%

Top Destinations		
Los Angeles	San Diego	JFK
6%	4%	3%

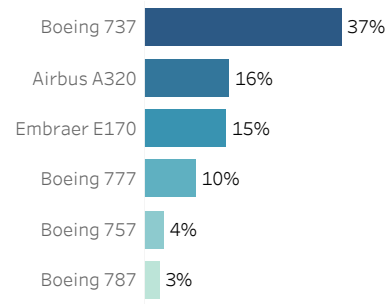
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	28%
1.2 BDEGA Arrival	72%

Airlines with the Most Operations

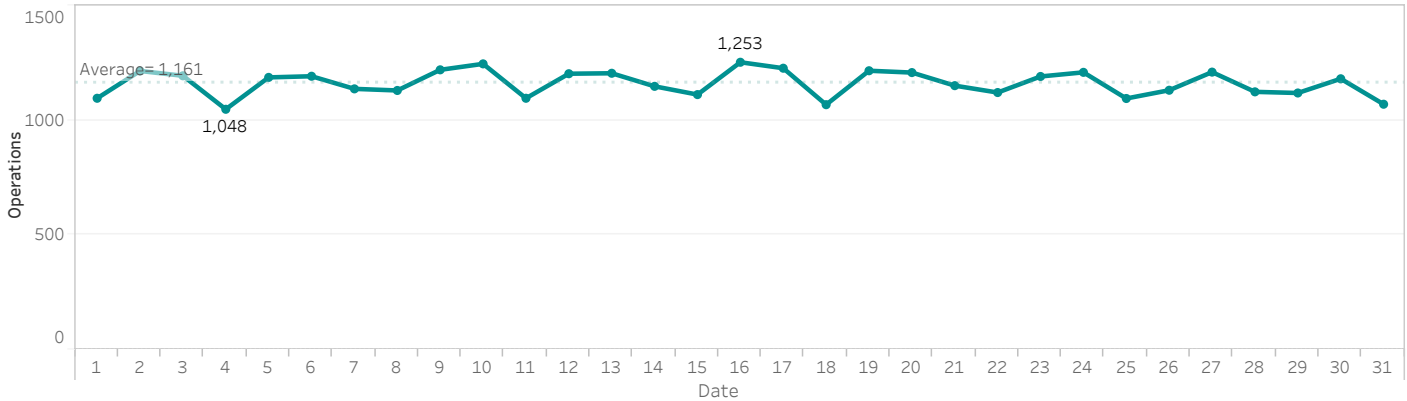




Most Utilized Aircraft Types



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		75% 12,433
10 L/R		0% 18
19 L/R	0% 77	0% 56
28 L/R	100% 16,503	25% 4,094

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

	Departures
01 L/R	48% 344
28 L/R	52% 371

Runway Utilization

Arrivals

28L	28R
41%	59%

Night (10pm-7am)

22%	78%

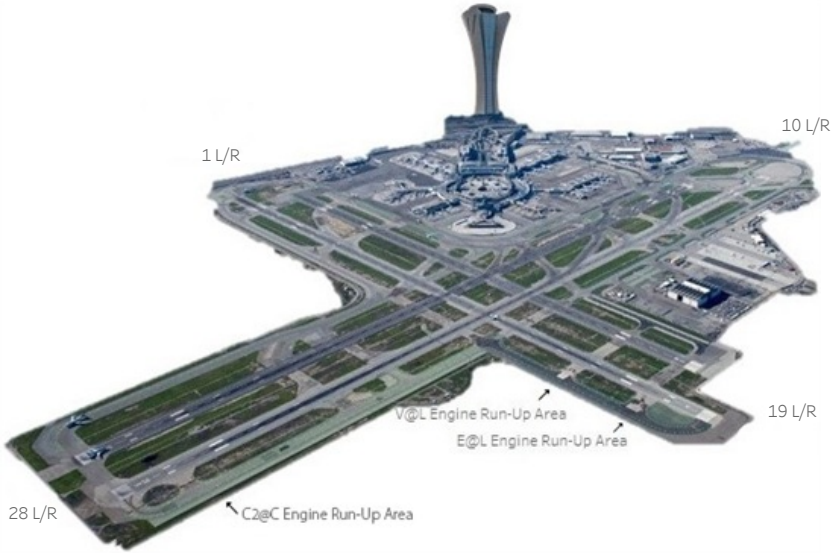
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	3
American Airlines	8
JetBlue Airways	1
United Airlines	27

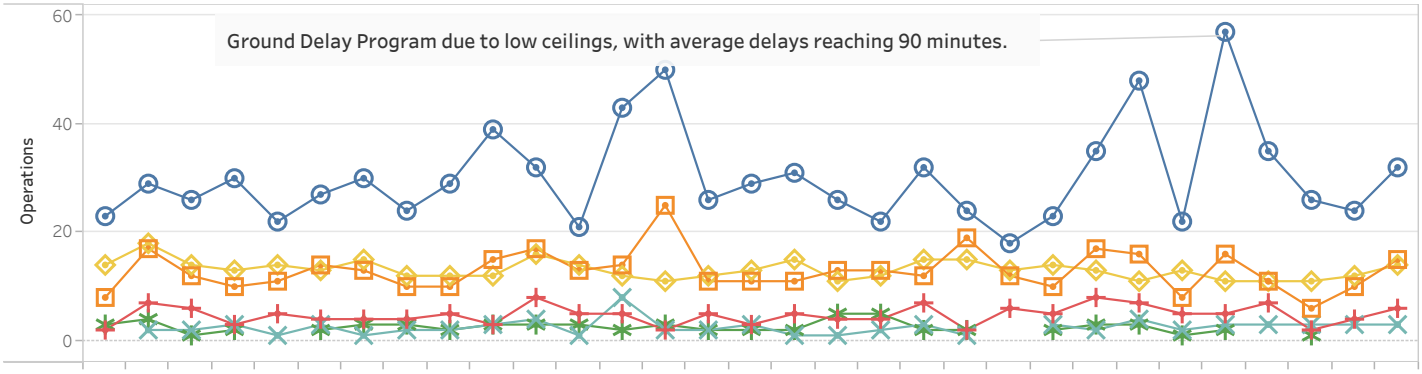
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	23	29	26	30	22	27	30	24	29	39	32	21	43	50	26	29	31	26	22	32	24	18	23	35	48	22	57	35	26	24	32
1 AM	8	17	12	10	11	14	13	10	10	15	17	13	14	25	11	11	11	13	13	12	19	12	10	17	16	8	16	11	6	10	15
2 AM	2	7	6	3	5	4	4	4	5	3	8	5	5	2	5	3	5	4	4	7	2	6	5	8	7	5	5	7	2	4	6
3 AM		2	2	3	1	3	1	2	2	3	4	1	8	2	2	3	1	1	2	3	1		3	2	4	2	3	3	3	3	3
4 AM	3	4	1	2		2	3	3	2	3	3	3	2	3	2	2	2	5	5	2	2		2	3	3	1	2		1		
5 AM	14	18	14	13	14	13	15	12	12	12	16	14	12	11	12	13	15	11	12	15	15	13	14	13	11	13	11	11	11	12	14

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	4	27
	Belmont	2	13
	Brisbane	16	236
	Burlingame	1	1
	Colma	1	1
	Daly City	7	760
	El Granada	1	869
	Emerald Hills	5	611
	Foster City	89	730
	Hillsborough	1	1
	Menlo Park	14	308
	Millbrae	6	17
	Montara	1	3,738
	Pacifica	15	1,078
	Portola Valley	47	12,628
	Redwood City	6	513
	San Bruno	6	9
	San Francisco	20	1,898
	San Mateo	5	88
	South San Francisco	15	191
	Woodside	7	1,938
Other	Alameda	3	60
	Berkeley	2	13
	Boulder Creek	1	2
	Capitola	1	6
	Cupertino	1	204
	Felton	2	44
	Fremont	2	13
	Lafayette	1	63
	Los Altos	29	5,109
	Los Altos Hills	9	519
	Los Gatos	23	2,153
	Moraga	2	6
	Mountain View	7	2,730
	Oakland	6	2,489
	Occidental	1	1
	Orinda	1	31
	Palo Alto	85	13,708
	Penngrove	1	19
	Richmond	3	97
	San Jose	1	1
	San Leandro	1	1
	Santa Cruz	25	7,804
	Scotts Valley	16	3,416
	Soquel	18	3,562
	Stanford	1	4
	Sunnyvale	3	40
	Watsonville	1	73
Grand Total		**515**	**67,823**

Reporters Annual AVG

419

Reports Annual AVG

59,683

New Reporters

36

New Reporters Top City

Portola Valley

Furthest Report

64 miles

Reports per SFO Operation

2

Top Aircraft Types

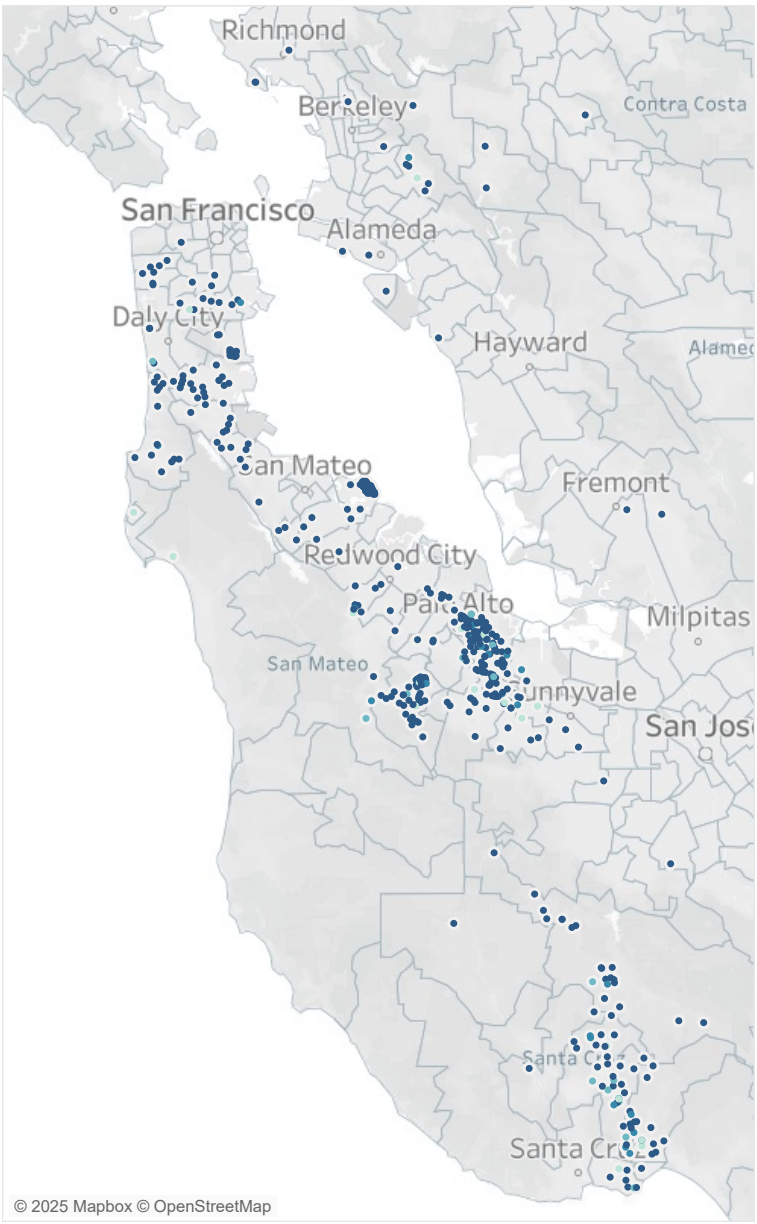
B737
E75L
A320

Top Flight Numbers

UAL505
KAL214
UAL2097

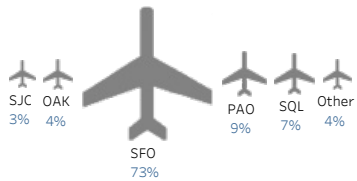
Noise Reporters Location Map

October 2025

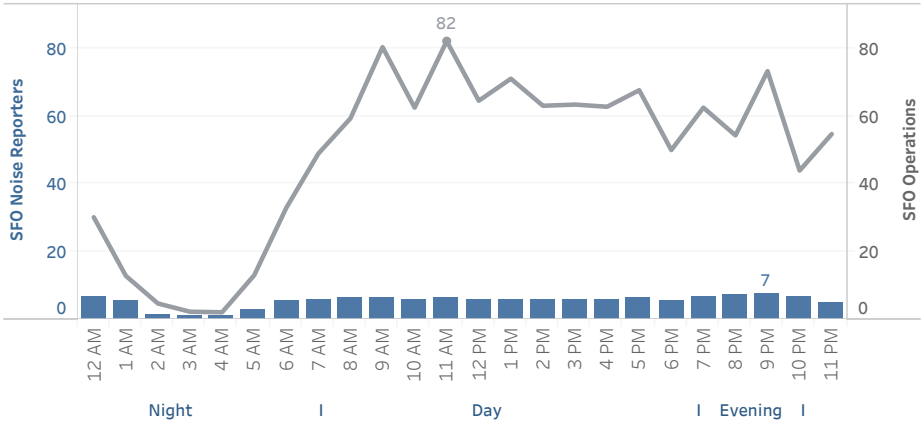


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



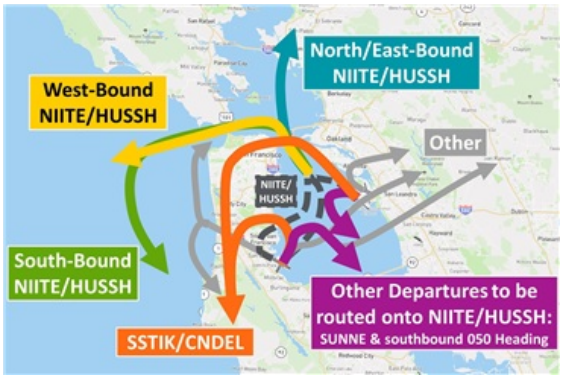
Hourly Noise Reporters (Average Day in a Month)



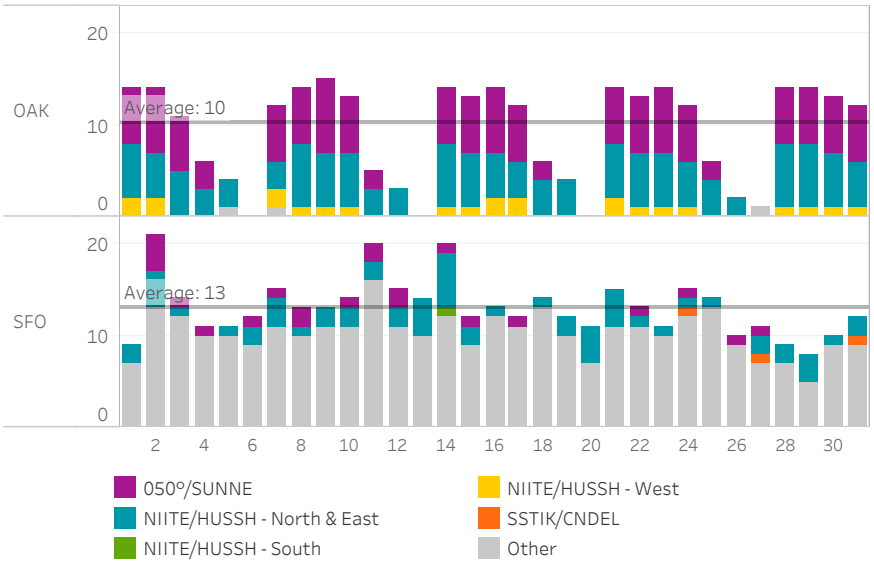
98% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

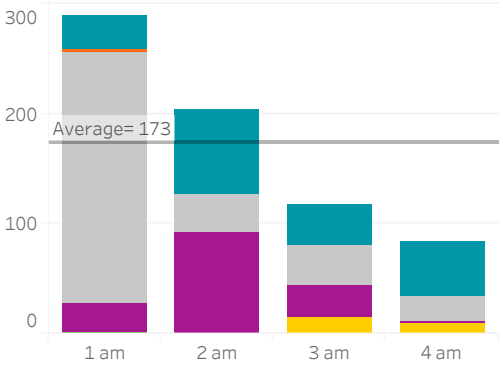
NIITE to GOBBS 1 am to 5 am (October 2025)



Count of Departures per Night



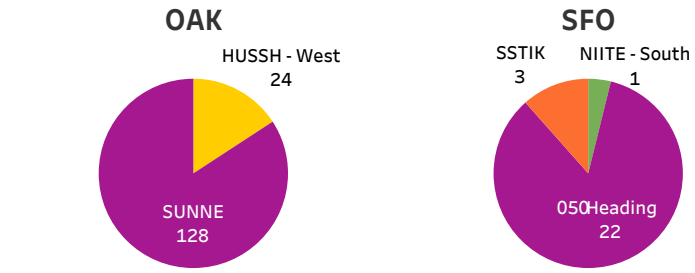
Average Total Departures per Hour



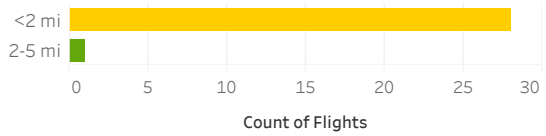
Departure Runway Usage

OAK		SFO			
10L	30	01L	01R	28L	28R
0%	100%	5%	14%	52%	29%

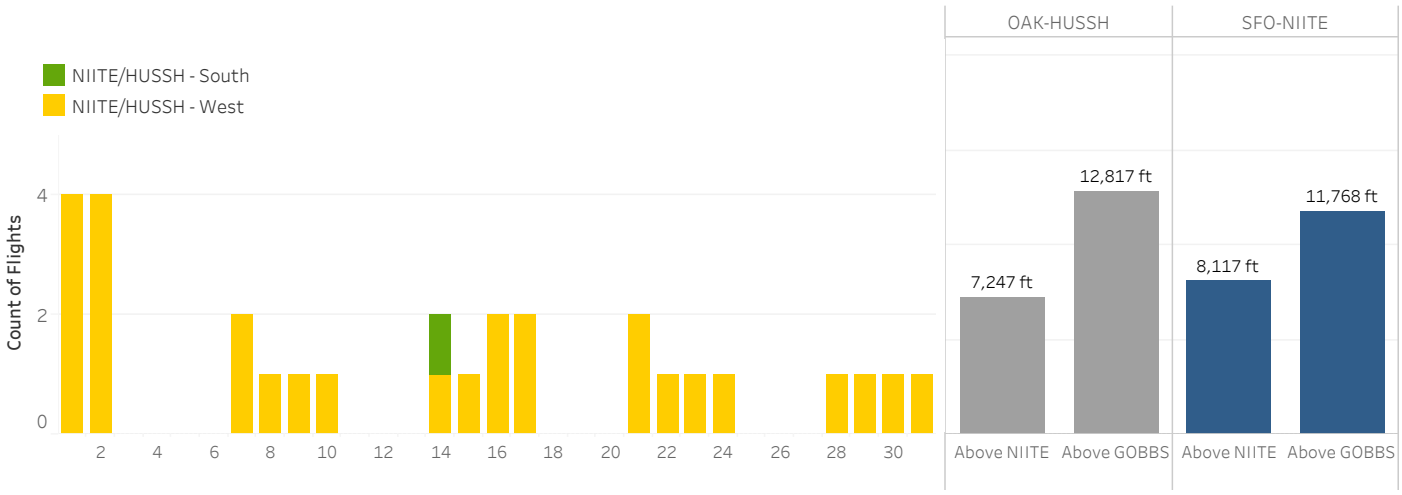
CNDEL and SSTIK Departures vs HUSSH and NIITE



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:	October 20, 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 4 updates for SFO and 2 updates for OAK. There are currently no open comment periods. The next publication is expected on October 30, 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 RWY19L, AMDT 23A
  - Under Development
  - Publication date of May 14, 2026
- SFO QUIET BRIDGE VISUAL AMDT 13
  - Pending
  - Publication date of July 9, 2026
- OAK NIMITZ SIX DEPARTURE
  - Awaiting Publication
  - Publication date of May 14, 2026
- SFO SAN FRANCISCO FIVE DEPARTURE
  - Awaiting Publication
  - Publication date of May 14, 2026
- SFO RNAV (GPS) U RWY 28R
  - Pending
  - Publication date of July 9, 2026
- OAK SID CNDEL SIX (RNAV)
  - Pending
  - February 28, 2027

*Additional information regarding the contents of the pending updates will be available when the updated procedures enter the comment period. This typically occurs 2-4 months prior to the proposed publication date.

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:	November 10, 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 6 updates for SFO. There are currently no open comment periods. The next publication is expected on November 27, 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
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  - STAR: Standard Terminal Arrival Route
  - SID: Standard Instrument Departure
  - GPS: Global Positioning System
  - ILS: Instrument Landing System
  - LOC: Localizer

Updates:

- SFO GLS RWY 19R AMDT 2
  - Pending
  - Publication date of Dec 24, 2026
- SFO RNAV (GPS) RWY 19R AMDT 5
  - Pending
  - Publication date of Dec 24, 2026
- SFO STAR YOSEM FOUR (RNAV)
  - Pending
  - Publication date of Aug 5, 2027
- SFO RNAV (GPS) RWY 19L AMDT 4A
  - Under Development
  - Publication date of May 14, 2026
- SFO SID SAHEY FIVE (RNAV)
  - Pending
  - Publication date of Dec 24, 2026
- SFO RNAV (GPS) Z RWY 19R AMDT A
  - Awaiting Cancellation
  - December 24, 2026

*Additional information regarding the contents of the pending updates will be available when the updated procedures enter the comment period. This typically occurs 2-4 months prior to the proposed publication date.

Open Comment Periods:

- None

SAN FRANCISCO INTERNATIONAL AIRPORT

Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
August 6, 2025

Noise Office Items

Noise Insulation Program Update

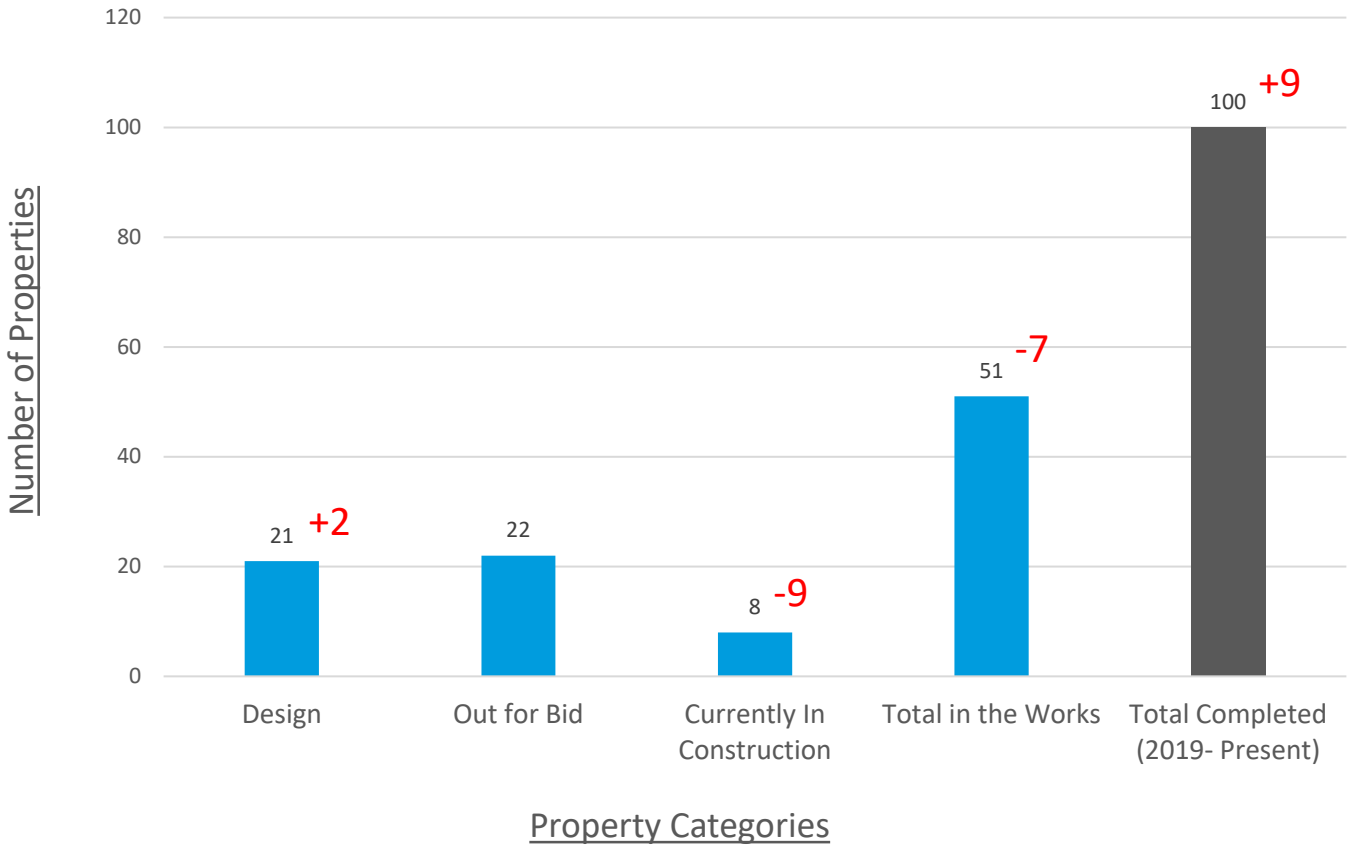
Ground Based Augmentation System (GBAS) Update

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 November 13, 2025

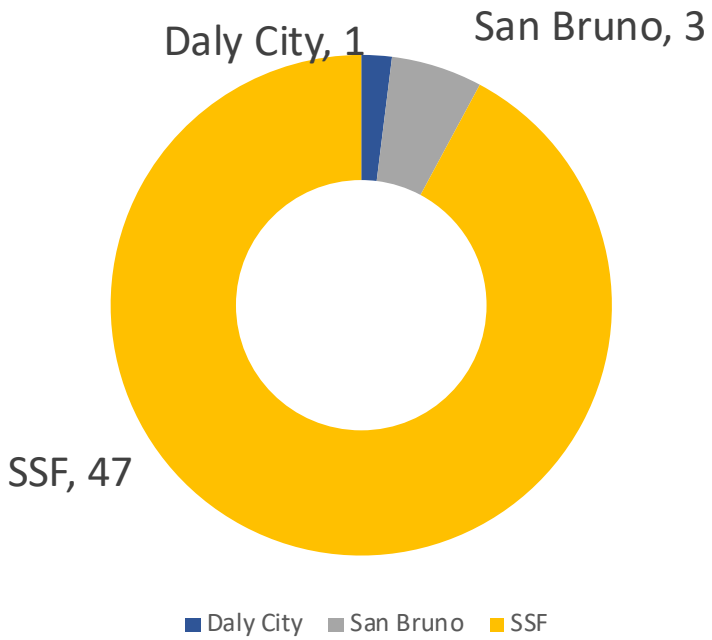
Additional Facts

- Total Potentially Eligible Properties: **3575**
- Total Applications Received: **1025**
- Homeowner Satisfaction Rate: **90%**

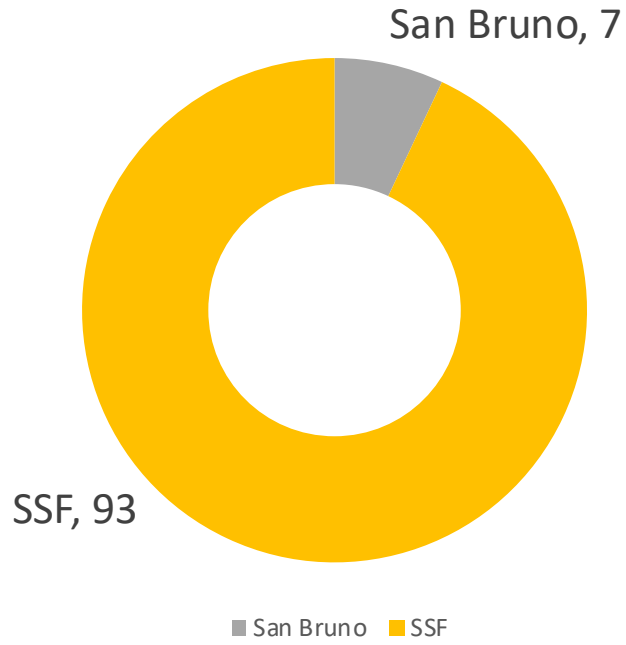
REPAIR/REPLACEMENT INITIATIVE (RRI)

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

RRI - 51 Properties Being Treated (Under Design and/or Construction)

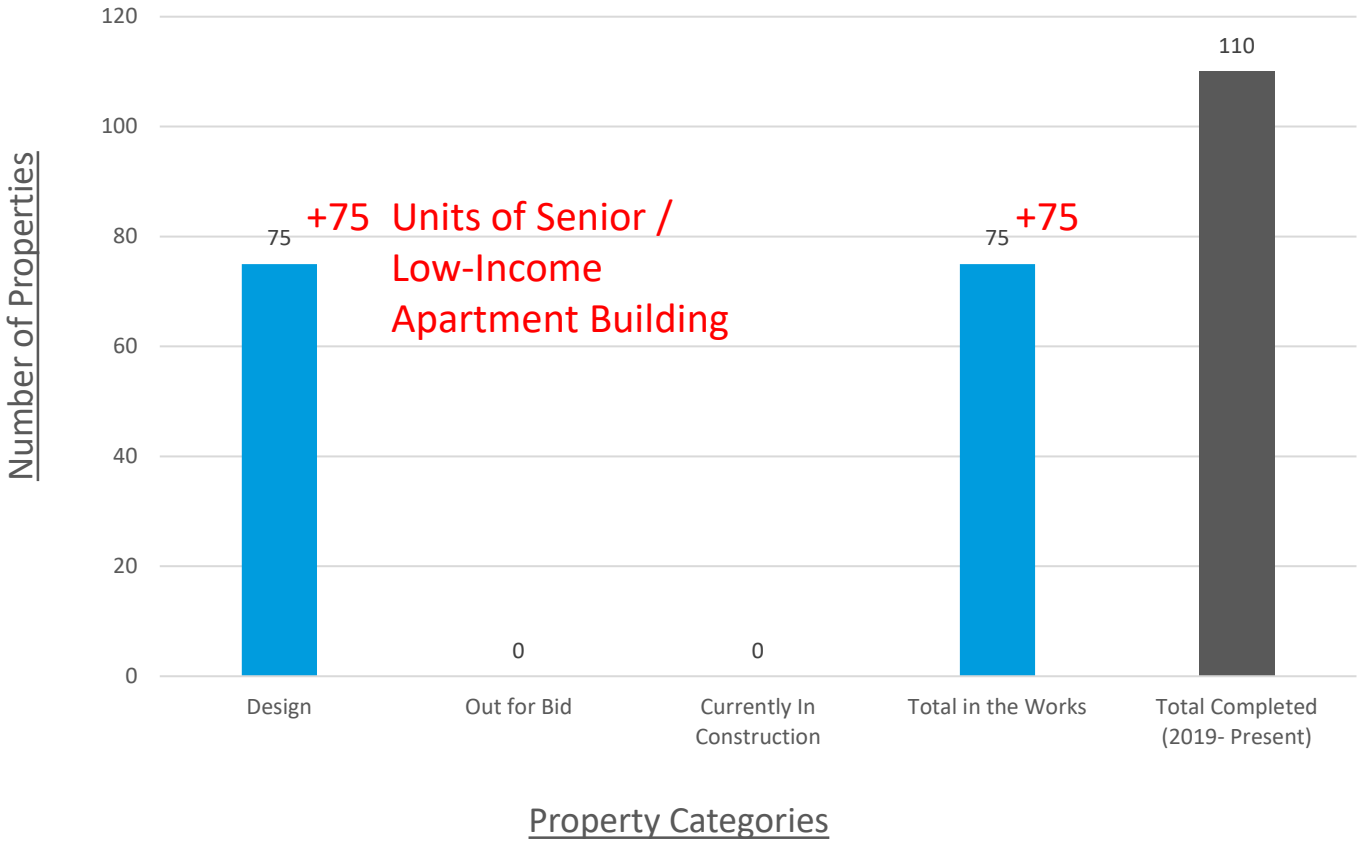


RRI - 100 Completed Properties (2019 - Present)



SECOND CHANCE INITIATIVE (SCI)

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



* Work Completed up to November 13, 2025

Additional Facts

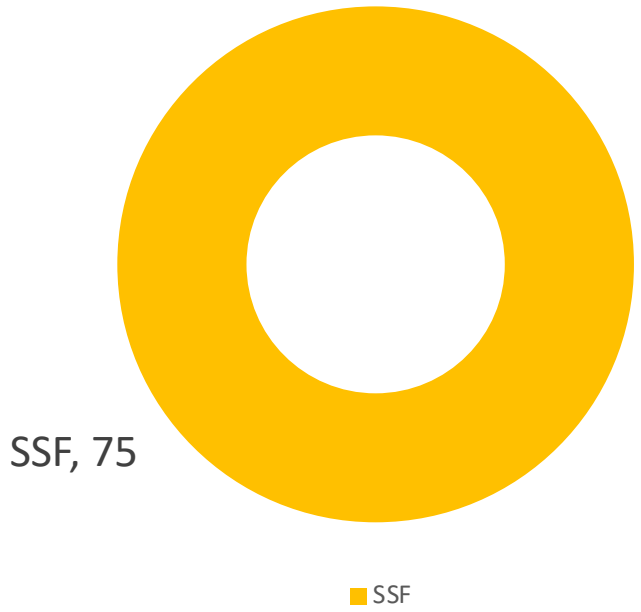
- Total Potentially Eligible Properties: **282**
- Total Applications Received: **714**
- Homeowner Satisfaction Rate: **97.14%**

Aldia Manor Apartment Building:

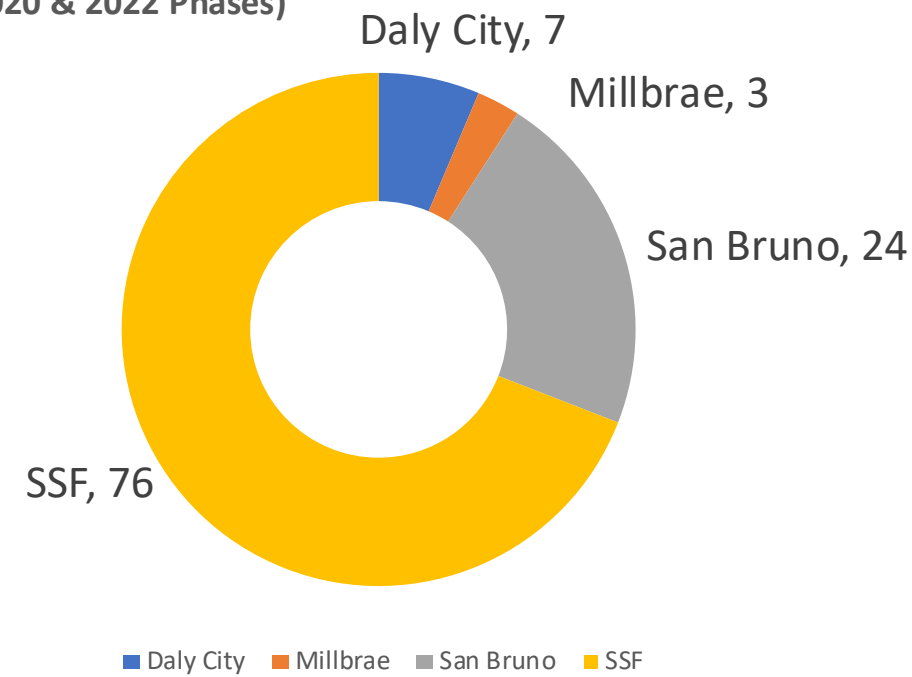
SECOND CHANCE INITIATIVE (SCI)

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

SCI - 75 Units with Treatment in Progress (2022 Phase)

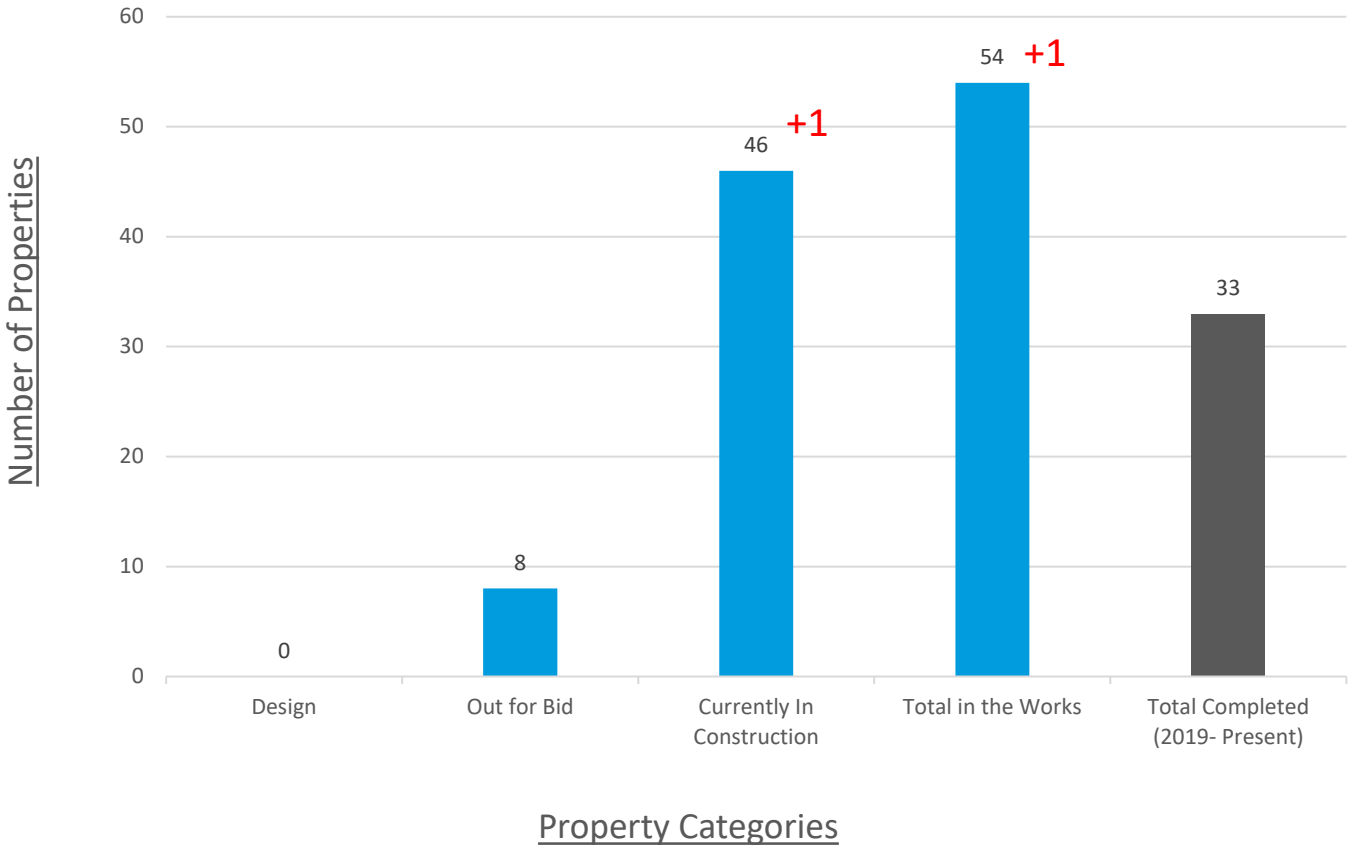


SCI - 110 Completed Properties (2016, 2019, 2020 & 2022 Phases)



EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993



* Work Completed up to November 13, 2025

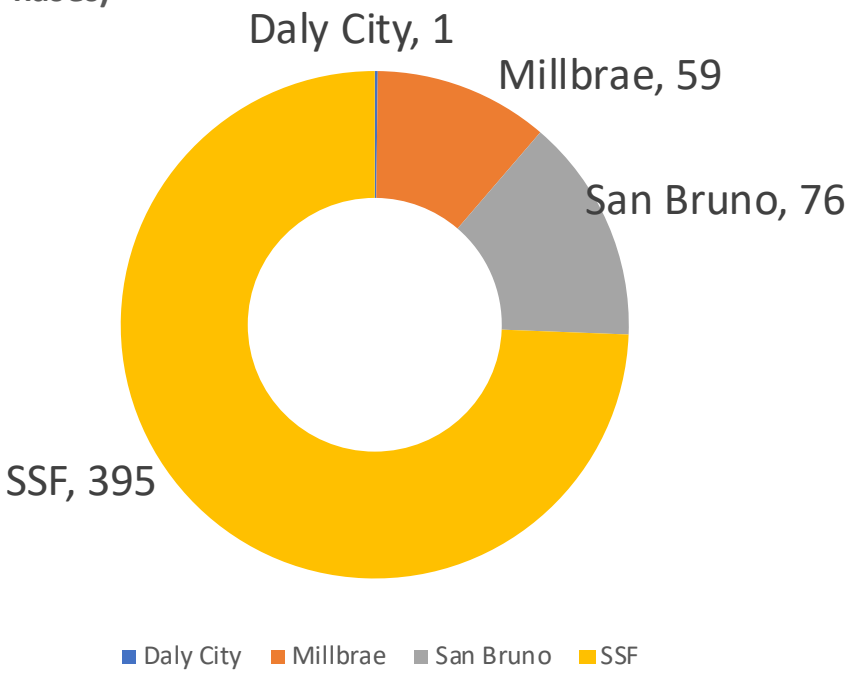
Additional Facts

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

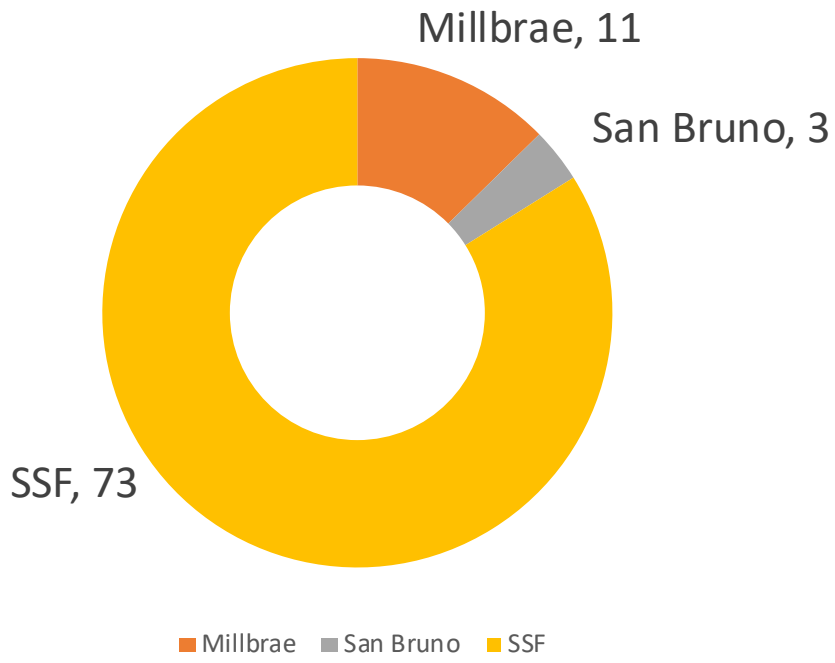
EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

EEI - 531 Potentially Eligible Properties (2022 & Future Phases)



EEI - 87 Properties Treated and/or Being Treated (2022 Phase)



Thank you

San Francisco International Airport GBAS Quarterly Status Update

03DEC25

SFO GBAS Goals

- Noise Reduction
- ILS Redundancy
- Efficiency
- Reduce Delays

Discussion Items

01 PROCEDURE REVIEW

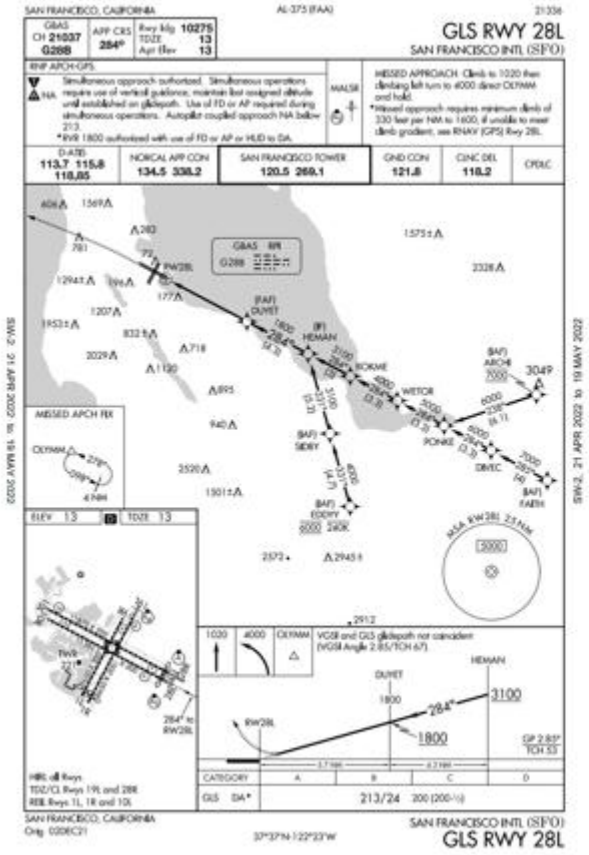
02 STATUS

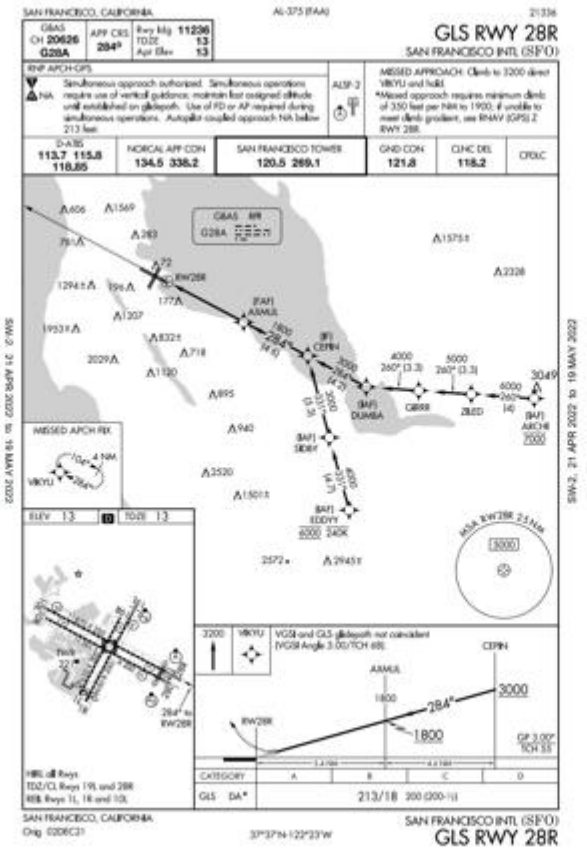
03 GBAS CAT II

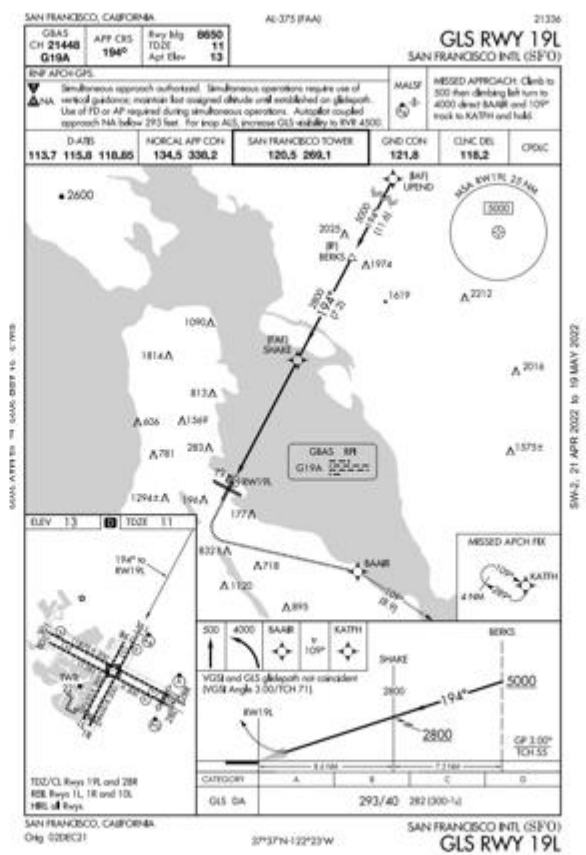
04 NEXT STEPS

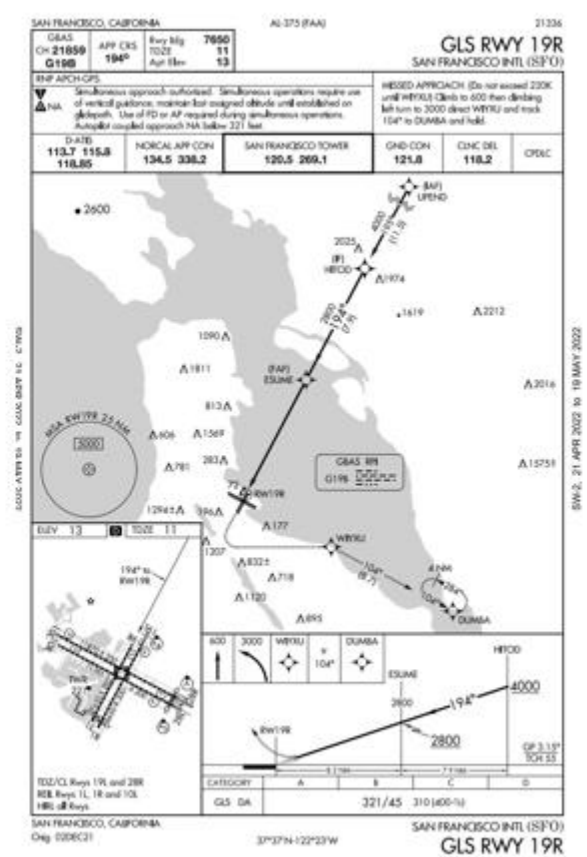
SFO Current GLS Flight Procedures

There are currently four published GLS procedures for SFO. Each of these are overlays of other existing ILS/RNAV procedures.









SFO Innovative GLS Flight Procedures Submitted for Publication

- **GLS W Rwy 28R** - GLS "Down the Bay" approach to replace ATC vector-based approaches
- **GLS Y Rwy 28L** - GLS versions of Tipp Toe Charted Visual Flight Procedure to Rwy 28L
- **GLS Y Rwy 28R** - GLS versions of Tipp Toe Charted Visual Flight Procedure to Rwy 28R
- **GLS U Rwy 28R** - GLS version of the existing RNAV (RNP) Y Rwy 28R
- **GLS Rwy 10L** - Overlay approach, but with precision mins utilizing a 3°offset final approach course
- **GLS Rwy 10R** - Overlay approach, but with precision mins utilizing a 3°offset final approach course

- The GLS versions of the Quiet Bridge Visual have been pulled from submission, however the FAA is creating RNAV overlay versions of this visual approaches.

Status of Innovative & CAT II Procedures

- In early 2025, the FAA suspended development of new instrument procedures that were not directly related to a documented safety case.
- The SFO Group 1 Innovative GLS procedures no longer have a proposed chart date.
- FAA has stated that they are not currently supporting any GBAS projects, and they have not provided any detailed information as to when/if they will resume support.
- FAA has not started developing criteria for GBAS CAT II.

Next Steps

- Outreach Airlines/Airport to make a business case for GBAS as an ILS backup.
- Outreach with Parc NAV Working Group to recommend GBAS as a safety technology.
- Update, gather and demonstrate reliability information for GLS at SFO, PANYNJ, and IAH.
- Create a presentation on the efficacy of GBAS during ILS outages and construction
- Continue to converse with the FAA to encourage the resumption of GBAS support.

SAN FRANCISCO INTERNATIONAL AIRPORT

AAM Briefing

Anwar Elgonemy, Hotel, Parking, and Special Projects Director

Presented to the SFO Community Roundtable

12/3/2025

Presentation Overview

1. AAM Scenario Planning
2. Scenario Planning Next Steps
3. AAM Hackathon
4. Bay Area AAM Market Demand Study
5. eVTOL and AAM Integration Pilot Program (eIPP)
6. FAA Tabletop Exercises

AAM Scenario Planning Goals

Where has SFO been?

Review of historic trends and conditions

Where is SFO going?

Review of potential trends and uncertainties and how combinations of these trends and uncertainties form the basis for alternative futures

Where does SFO want to go?

Identify a shared vision and goals

How does SFO get there?

Identify strategies that will achieve the vision and goals across the broadest range of potential futures

Scenario Planning Purpose and Process

Purpose

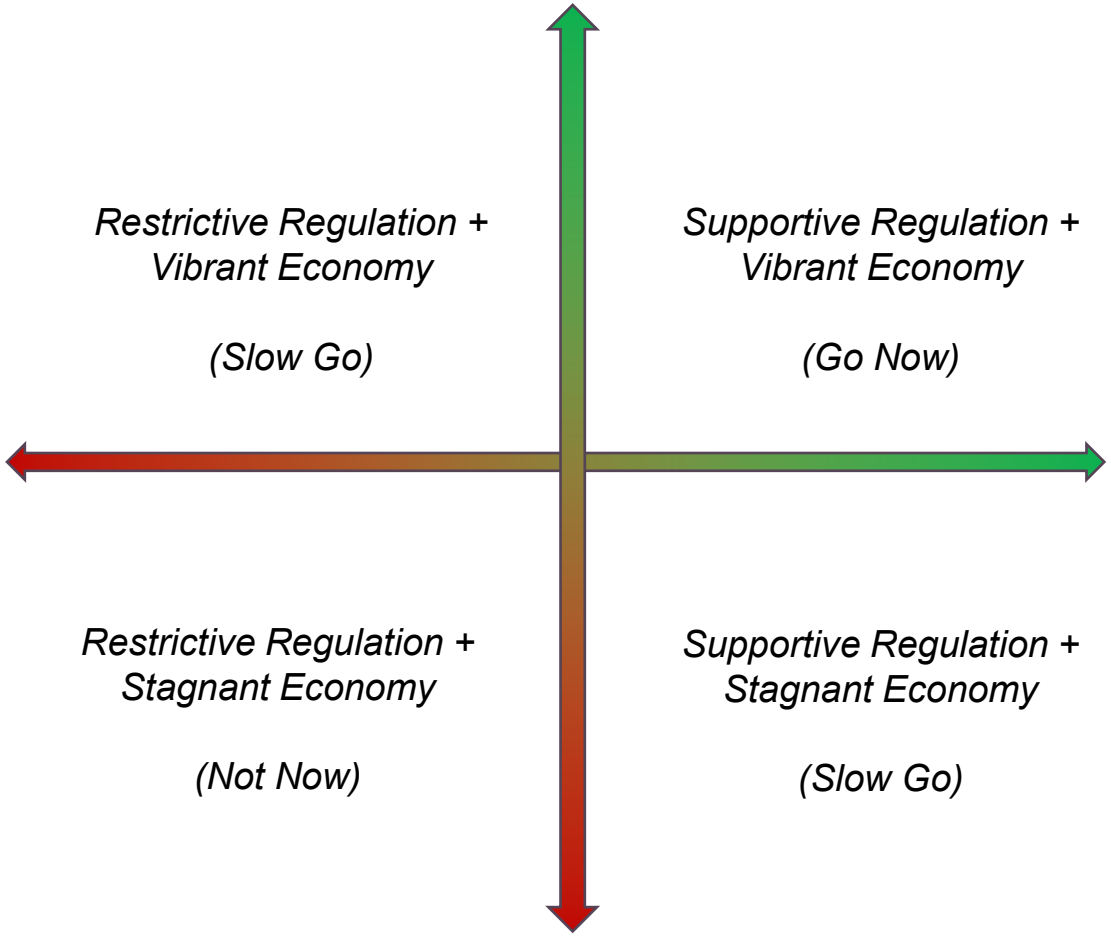
- A strategic tool used by organizations to explore and prepare for multiple possible futures
- Helps organizations prepare for unpredictable changes
- Broadens organizational thinking beyond a single forecast
- Encourages flexible, adaptive strategies rather than rigid plans

Process

- **Understand Potential Futures:** Exploring various possible AAM developments
- **Identify Opportunities and Risks:** Evaluating the impact of different scenarios on SFO
- **Inform Strategic Decisions:** Providing a basis for making informed decisions about AAM integration
- **Engage Stakeholders:** Fostering collaboration and gathering diverse perspectives

Early Findings (Part 1)

- The research team conducted expert interviews and facilitated a workshop at SFO in June 2025 with more than 30 stakeholders
- Stakeholders identified the **economy and regulatory environment as critical uncertainties** that could impact the future of AAM
- A slow economy, restrictive regulation, and/or lack of regulatory stability could constrain the growth of AAM
- A strong economy, and favorable and stable regulation provide a supportive climate for AAM
- **The workshop identified variables that could impact these scenarios, indicators to watch, and potential strategies for the SFO and industry if we enter a particular world**
- Article summarizing key findings is forthcoming



Early Findings: Crosscutting Takeaways (Part 1)

Role of Infrastructure

- Across all scenarios, stakeholders discussed SFO's role as a convener of stakeholders and an infrastructure enabler
- Lease, host, or facilitate infrastructure access (e.g., rooftops, garages); SFO should avoid overbuilding or committing to fixed-use AAM infrastructure
- Support planning and coordination for regional airspace and infrastructure; no single agency or jurisdiction can lead AAM alone
- No matter the scenario world, full autonomy, scaled operations, and FAA rulemaking will not resolve quickly

Role of Stakeholder and Public Trust: The Need for More Engagement

- Public support is tenuous across most scenario worlds
- Many stakeholders expressed support for public good use cases (e.g., disaster response, medevac, wildfire logistics, etc.), but most of these differ from the airport's core mission of passenger travel
- SFO must plan for a slow, fragmented rollout with regional inconsistencies in readiness and public reception
- Effective deployment depends on multilateral coordination across airports, cities, MPOs, Caltrans, utilities, and community groups

Early Findings: Stakeholder Flashpoints (Part 1)

- **New Entrants vs. FAA:** New entrants seek faster certification and more flexible airspace rules; FAA prioritizes safety and public trust
- **Communities vs. Developers:** Residents near airports/vertiports raise noise, equity, and privacy concerns; developers push for rapid deployment
- **Airports vs. Urban Planners:** Airports see regional integration; local governments worry about infrastructure, road access, and who pays for AAM infrastructure
- **Public Transit vs. AAM Service Providers:** Transit agencies fear that public investments in AAM may siphon off transit funding
- **OEMs vs. Investors:** OEMs want to come to market and scale services; investors are more cautious without a clear and stable regulatory environment, and public support
- **Public Sector Speed vs. Industry Innovation:** Public and private sectors have different expectations of timelines and next steps
- **Stability vs. Uncertainty:** Need to track key indicators continuously and plan adaptively

Scenario Planning Next Steps (Part 2)

- The researchers are going to follow-up with stakeholders to:
  - Identify perceived gaps in engagement from the forum (e.g., lack of clear local and regional policies governing AAM land use compatibility; uncertainty around market demand and funding sources to support infrastructure, etc.)
  - Gather suggestions (e.g., who was not in the room from the forum that should be); and
  - Understand what stakeholders would envision as success metrics (e.g., % of Bay Area residents expressing support for AAM, # of operational vertiports integrated with intermodal passenger facilities, number of regional jobs created by AAM, etc.)
- Researchers will facilitate two additional half-day sessions:
  - First session will focus on establishing a shared understanding coordinated planning among airports and local governments in the Bay Area
    - Discuss the risks of fragmented approaches such as infrastructure redundancies (i.e., overbuilding vertiports) and land use compatibility conflicts if stakeholders do not align early in the planning process
  - Second session will discuss interest in establishing a longer-term regional strategy
    - Identify and prioritize regional issues that require attention

AAM Hackathon Effort

- A hackathon is a time-bound event where teams attempt to solve a problem.
- **Teams were able to respond to one of three challenge questions:**
  - *"Understanding Future Demand for AAM and Integrating AAM with Other Modes"*
  - *"Preparing SFO for Electric and Hydrogen AAM"*
  - *"Understanding the Economic and Financial Viability of AAM in the Bay Area"*
- Participants had 3-days to respond in December 2024
- Received six submissions from around the world responding to topics 1 and 3
- Submissions were scored by SMEs based on content and presentation
  - Selected two winners from The Netherlands and NYU

- **Hackathon revealed/reinforced substantial uncertainty about:**
  - Future demand for AAM at SFO and the Bay Area
  - Consumer use cases that could drive AAM demand (e.g., air taxi, airport connections, regional air mobility, etc.)
  - Potential impact of AAM airport access

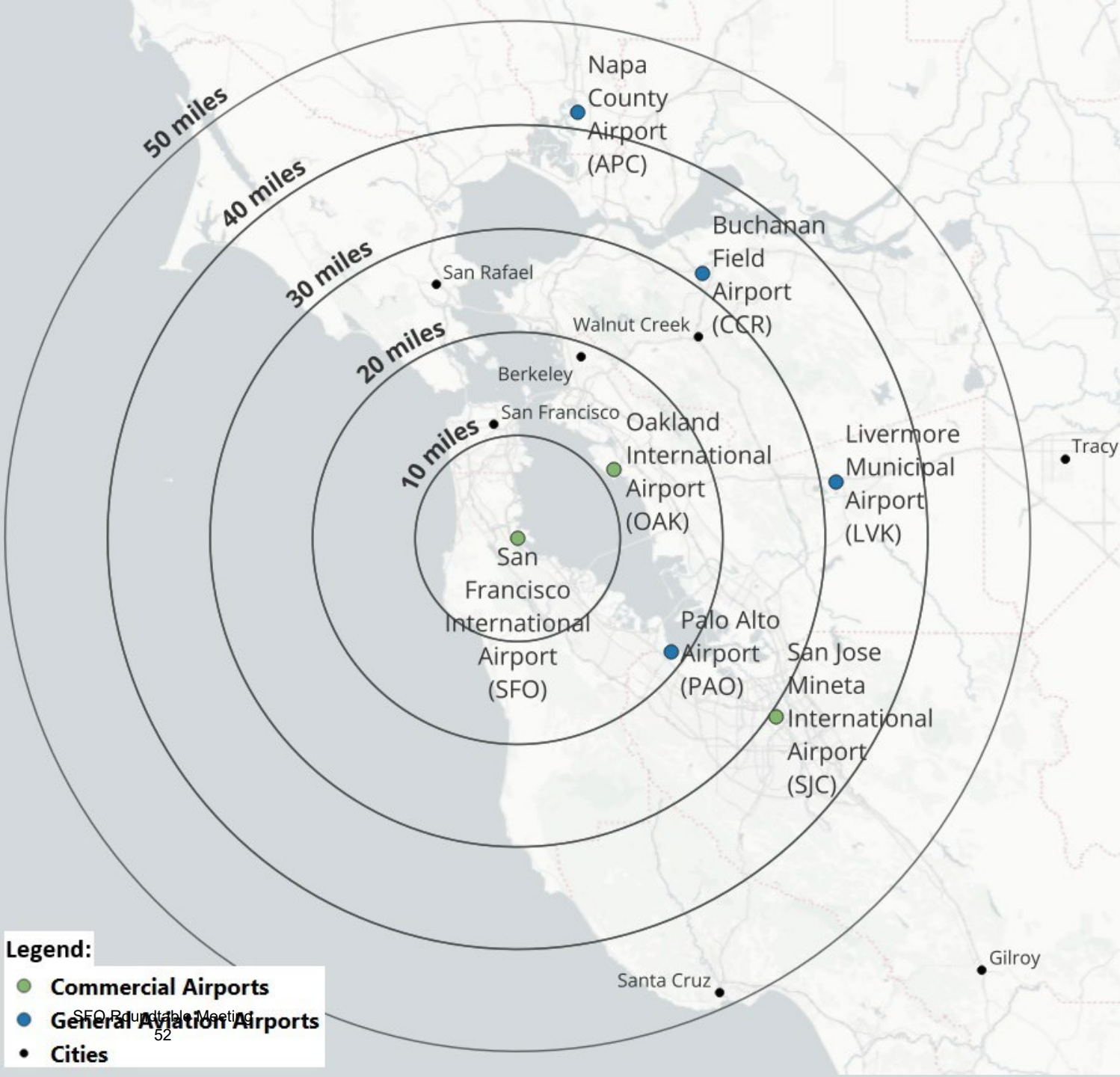
Bay Area AAM Market Demand Study

Study will help identify a core research gap identified during the scenario planning and hackathon

Key tasks include:

- **Travel Survey Implementation**: The research team will implement the survey with outreach to SFO customers. The survey will focus on understanding the potential demand for AAM in the Bay Area for the purposes of accessing and egressing from SFO as well as intra-regional travel. Outreach may include a combination of intercept sampling (in-person and digital), airline-partnered outreach, and survey panels
- **Supply and Demand Analyses**: This will assess how potential vertiport locations (supply) align with projected ridership and use cases (demand) across the nine-county region
- **Business Case Assessment**: This will build on early findings to evaluate the economic viability of AAM in the Bay Area. This will include a high-level assessment of potential costs and revenues, demand needed to sustain service, and considerations for P3 models to support infrastructure and operations

Bay Area AAM Market Demand Study



White House eIPP Executive Order & Consortium Framework

https://www.govinfo.gov/content/pkg/FR-2025-09-16/pdf/2025-17844.pdf

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
[Docket No. FAA–2025–2633]

Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program—Announcement of Establishment of Program and Request for Proposals

AGENCY: Federal Aviation Administration (FAA), DOT. ACTION: Notice of the establishment of the Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility (AAM) Integration Pilot Program (eIPP) and request for proposals.

Lead Applicant:

- Transportation Agency of Monterey County (TAMC)

Consortium Members:

- Airports: SFO, SJC
- OEMs: Joby, Archer, Wisk, Elroy Air, Jump Aero, MightyFly
- Research & Government Partners: NASA Ames, Caltrans, UC Berkeley TSRC, Contra Costa County Transportation Authority, and others

Purpose of MOU:

- Define roles, coordination, and governance structure
- Establish a unified regional use-case framework
- Enable funding eligibility under federal AAM initiatives

SFO: Strategic Partner in AAM Integration

Role:

1. Serve as sponsoring airport partner to demonstrate urban–intercity eVTOL integration in a commercial aviation environment.
2. Contribute expertise in airport planning, electrification readiness, and operational safety.
3. Participate in defining infrastructure, charging, and airspace coordination models adaptable to large hub airports.

Deliverables/Contributions:

1. Review and support the non-binding MOU with TAMC.
2. Provide input to the Letter of Commitment outlining SFO's testbed role.
3. Share data and lessons learned from parking electrification, ground access management, and hotel/landside operations.

Strategic Impact:

1. Position SFO as a model for AAM integration at large commercial airports.
2. Strengthen regional collaboration and readiness for future federal funding opportunities.

FAA tabletop exercises for Advanced Air Mobility (AAM)

ORLANDO INTERNATIONAL AIRPORT
AAM Tabletop Exercise Links

https://www.orlando.gov/files/sharedassets/public/v/1/initiatives/future-ready/aam-tabletop-presentation-final.pdf

https://flymco.com/media/press-releases/item/orlando-international-hosts-aam-tabletop-exercise/

Purpose:

SFO will collaborate with FAA for preliminary investigation of potential sites, routes and traffic flow. This effort will include community participation.

Example Airports:

1. **Orlando International Airport (MCO)**: Hosted several exercises with the FAA to assess the integration of eVTOLs, which led to identifying potential vertiport sites and evaluating air traffic control needs.
2. **Florida Department of Transportation (FDOT)**: Participated in a working group that included the FAA and other stakeholders to discuss key areas for AAM implementation, with tabletop exercises being one of their outreach strategies.
3. **Houston International Airport (IAH):** To be conducted in early 2026.

Thank you.

https://www.flysfo.com/
Anwar.Elgonemy@flysfo.com