



Meeting Agenda Technical Working Group Subcommittee Meeting

Wednesday, December 3, 2025 – 5:45 p.m.

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

Hybrid Option: <https://smcgov.zoom.us/j/92048890874>

Call-in: US: +1(669)900-6833 Webinar ID: 920 4889 0874

This meeting of the San Francisco Airport Community Roundtable Technical Working Group Subcommittee 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 Ave. 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/92048890874>. The webinar ID: 920 4889 0874. The meeting may also be accessed via telephone by dialing +1-669-900-6833, entering webinar 920 4889 0874 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

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

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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.

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. Introduction and Comments from Subcommittee Chairperson
Terry O'Connell, City of Brisbane

REGULAR AGENDA

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

4. Fly Quiet Program Review- Categories and scoring and Information Page 3
Introduction of New Procedural Categories

UPDATES

5. Member Updates *Information* Verbal
6. Adjourn

Fly Quiet Update

Presented at the San Francisco
Airport/Community Roundtable

SFO Noise Office | December 3, 2025



Procedure Validation and QA

1. 24 random days were checked across the 2025 dataset.
2. All procedural queries were run and checked against the appropriate Standard Instrument Departure (SID)/Standard Terminal Arrival Route STARS.
3. The automatically generated TAGS were checked against methodology.
4. Operations for each day were then visually checked on a flight-by-flight basis filtering by operation, SID or STAR and the applicable Zone or Gate.
5. No anomalies were found in the data.

SNTNA Utilization

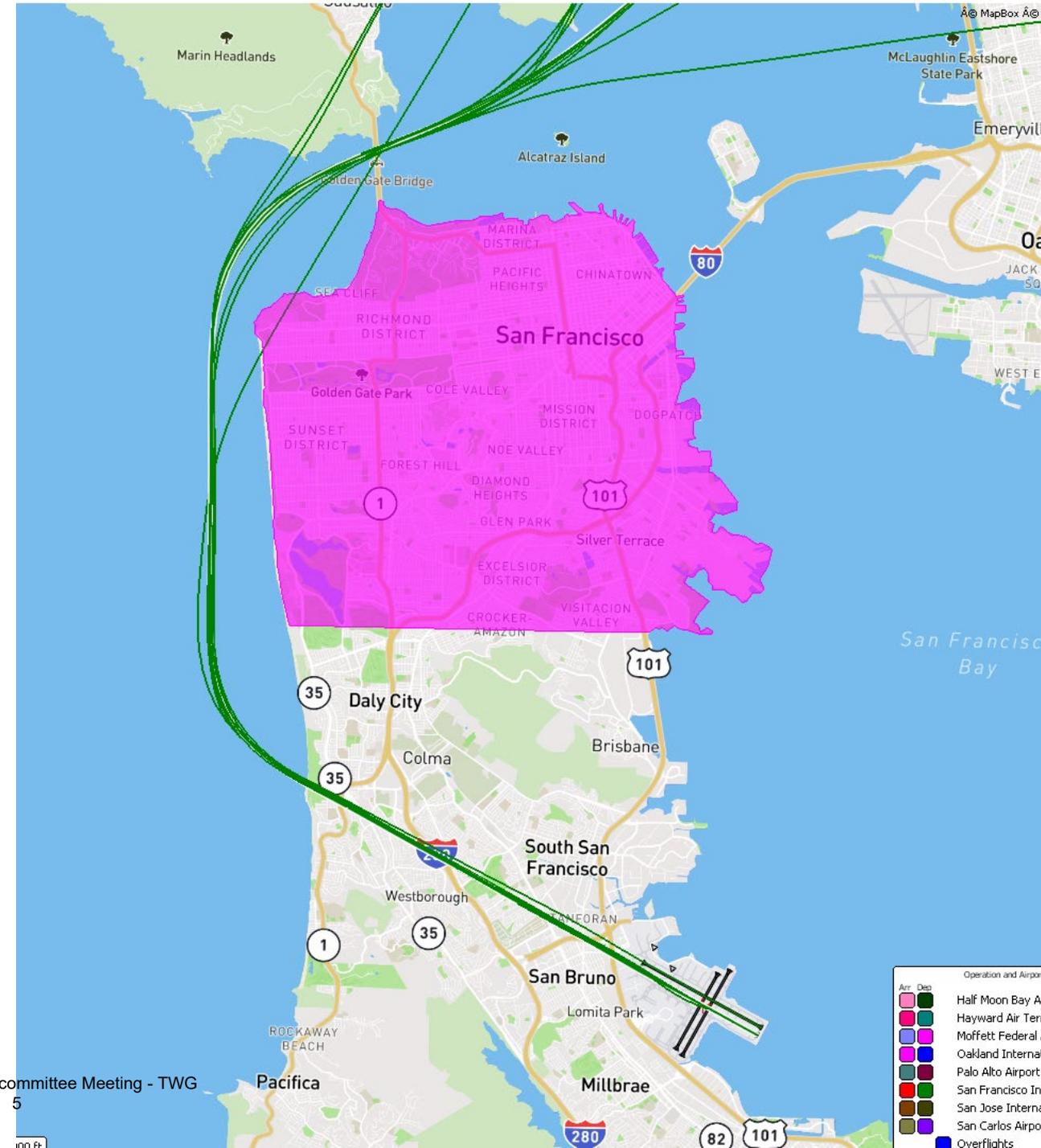
This task involves identifying a way of counting the aircraft that flew the SNTNA2 SID off runways 28L/R and overflowed the city of San Francisco below an altitude of 10,000ft. This area has been defined in ANOMS as a Zone, The zone is displayed in pink in the image. Any aircraft flying the SNTNA2 SID is marked as such in ANOMS.

Using this zone, we have created a Query called Peter R SNTNA SF Zone Test that is used to extract all the SNTNA2 departures that cross the city below 10,000ft.

Should any aircraft flying the SNTNA2 SID enter the zone, below an altitude of 10,000ft, the flight will be marked using an auto-tag "SNTNA_deviations". The number of departures on the SID and the number of deviations is then calculated and pushed to the dashboard automatically.

Operation No	Aircraft Type	Runway Name	Operation Type	SID	STAR	Tags
44791952	B772	28L	D	SNTNA2	-	
44792285	B789	28L	D	SNTNA2	-	
44792780	B772	28L	D	SNTNA2	-	
44792866	B788	28L	D	SNTNA2	-	
44792877	B789	28L	D	SNTNA2	-	
44792907	B772	28L	D	SNTNA2	-	SNTNA_deviation
44792926	B772	28L	D	SNTNA2	-	
44793145	B77L	28L	D	SNTNA2	-	
44793171	A35K	28L	D	SNTNA2	-	
44793237	B77W	28L	D	SNTNA2	-	
44793312	A388	28R	D	SNTNA2	-	
44793435	B789	28L	D	SNTNA2	-	
44793523	A359	28L	D	SNTNA2	-	
44793524	A333	28L	D	SNTNA2	-	
44793581	B772	28L	D	SNTNA2	-	

SFO Roundtable Subcommittee Meeting - TWG



Foster City Early Turns

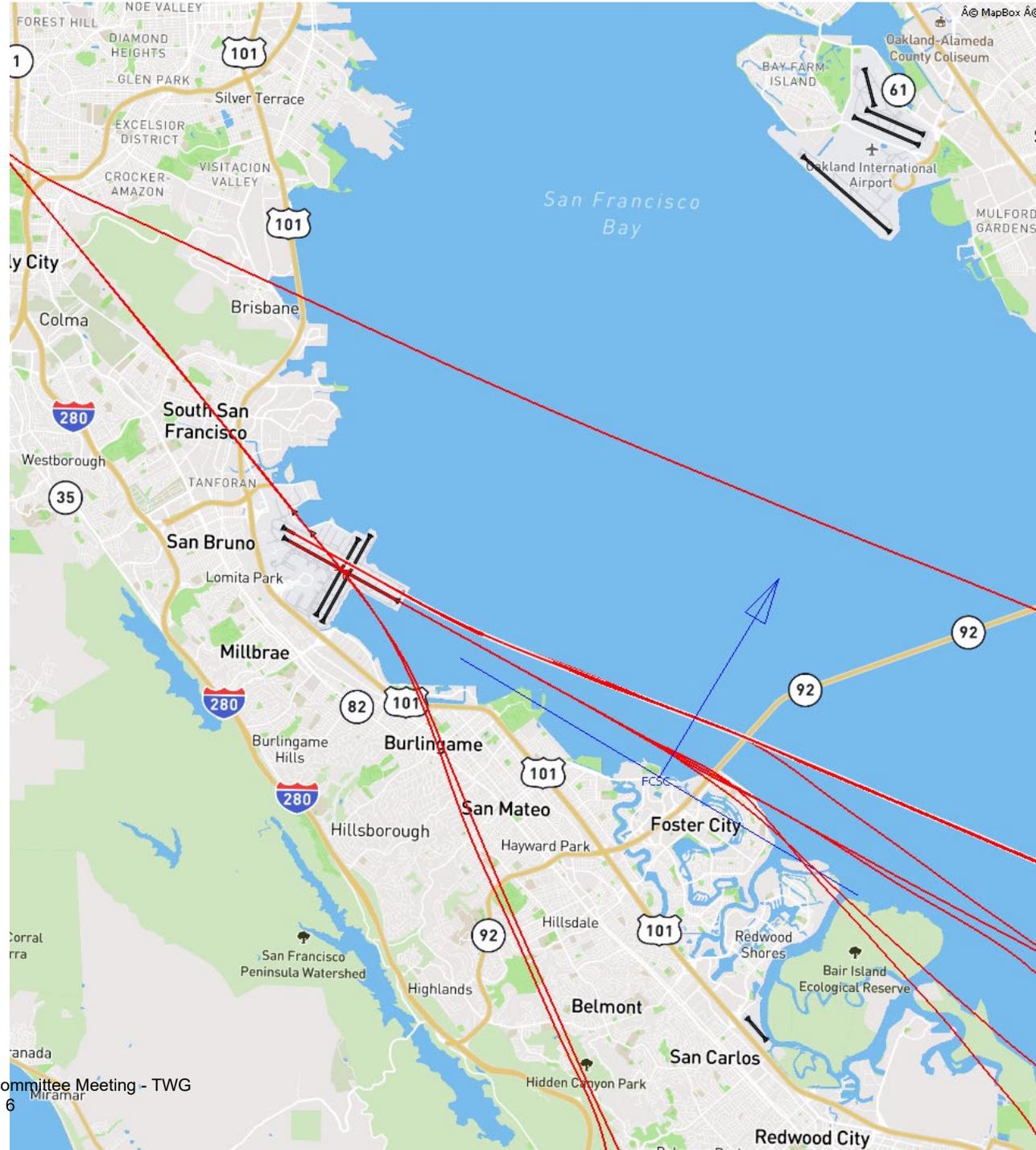
This task involved identifying a way of counting the aircraft that flew over Foster City on the approach to runways 28L/R.

There is a gate in the system; FCSC, to capture flights that make the early turn over Foster City. The gate is 7.5 miles in length, with a height of 10,000ft.

A query has been created which includes a Gate Direction flag.

Should any aircraft approaching runways 28LR penetrate the FCSC gate, the flight will be marked using an auto-tag "Foster City". The number of runway 28LR arrivals and the number of Foster City tags is then calculated and pushed to the dashboard automatically.

Operation No	Aircraft Type	Runway Name	Operation Type	SID	Tags
44794539	GLF6	28R	A	-	
44794729	CL60	28R	A	-	
44794757	CL35	28R	A	-	
44794772	E55P	28R	A	-	
44794852	GLF5	28R	A	-	
44794917	LJ45	28R	A	-	
44795393	C750	28L	A	-	Foster City
44795498	H25B	28L	A	-	Foster City
44795552	C700	28L	A	-	
44796017	E55P	28R	A	-	
44796188	E55P	28R	A	-	
44796373	C700	28R	A	-	
44796388	CL60	28R	A	-	
44796390	GL5T	28R	A	-	
44796480	C680	28R	A	-	

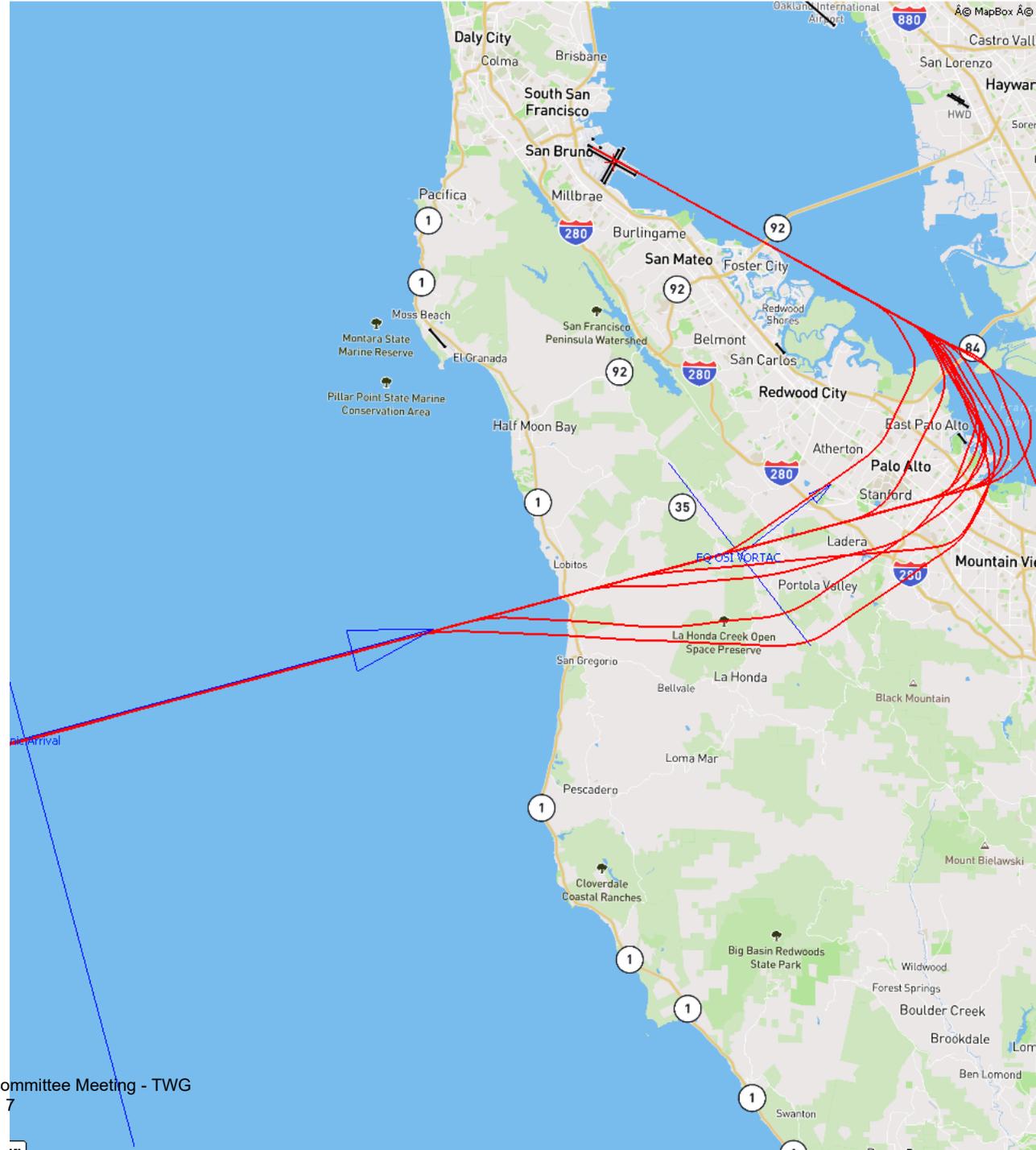


OSI Gate Crossing

This task involved identifying a way of counting the aircraft that flew through the OSI gate on approach to runway 28L/R, below a height of 7,700ft. Aircraft flying the procedure are on the PIRATE3 and PYE3 STAR's. We have two gates in the system for monitoring, OCEANIC Arrival and FQ OSI VORTAC. The FQ OSI VORTAC is used to capture the heights of aircraft at this point, below 7,700ft.

A query has been created to capture the flights as per existing SFO methods. By adding the new gate, we only extract as deviations flights on the procedure that are less than 7,700ft at FQ OSI VOTAC.

Should any aircraft approaching runways 28LR using the PIRAT3 and PYE3 STAR's and penetrate the FCSC gate, the flight will be marked using an auto-tag "FQ OSI crossing". The number of runways 28LR arrivals using those STAR's and the number of tags with "FQ OSI crossing" is then calculated and pushed to the dashboard automatically.



Operation No	Aircraft Type	Runway Name	Operation Type	STAR	Tags
44799119	GLF6	28R	A	PIRAT3	FQ OSI crossing
44802555	C700	28L	A	PIRAT3	
44803005	H25B	28R	A	PIRAT3	
44791560	B789	28R	A	PIRAT3	FQ OSI crossing
44791567	B738	28R	A	PIRAT3	
44791571	B77W	28R	A	PIRAT3	
44791575	B77W	28R	A	PIRAT3	
44791584	A21N	28R	A	PIRAT3	
44791597	B77W	28R	A	PIRAT3	
44791603	B77W	28R	A	PIRAT3	
44791606	B772	28R	A	PIRAT3	SFO Roundtable Subcommittee Meeting - TWG
44791612	B772	28R	A	PIRAT3	
44791672	A359	28R	A	PIRAT3	FQ OSI crossing

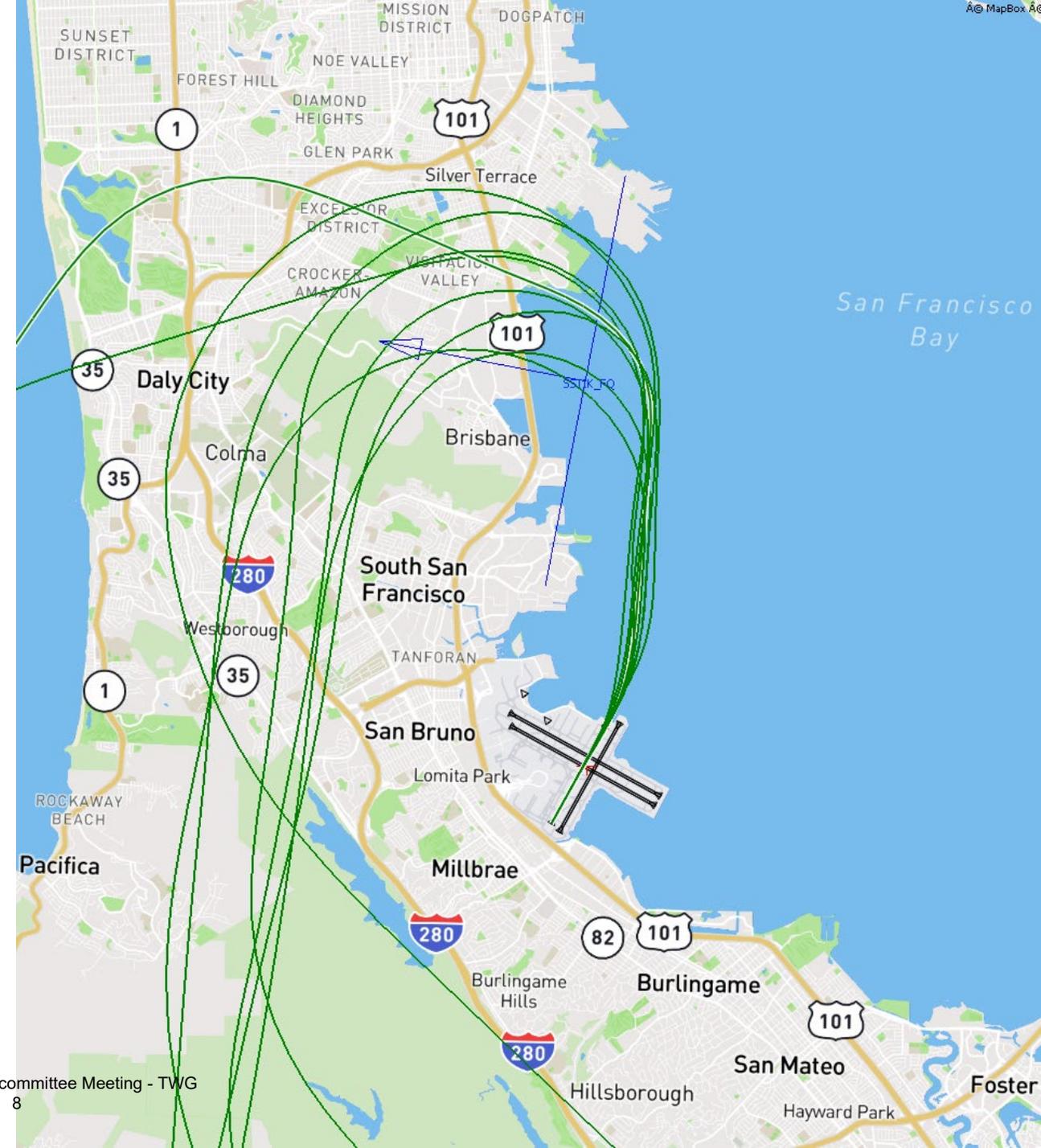
SSTIK Gate Penetrations

This task involves identifying a way of counting the aircraft that flew the SSTIK departure route off Runway 01L and 01R. The SWIM data is being used to identify the departure SID; SSTIK5. Flights that cross the shoreline below 2,000ft are not complying with the procedure. I have added a gate to the system; SSTIK_FQ, to capture these flights. The gate is in the Fly Quiet _2025 folder. The gate is a replica of the SSTIK gate, but with the height set at 2,000ft.

A query has been created to extract these flights.

Should any aircraft flying the SSTI5 SID penetrate the SSTIK_FQ, the flight will be marked using an auto-tag "SSTIK_deviation". The number of departures on the SID and the number of deviations with the assigned tag is then calculated and pushed to the dashboard automatically, without any additional work being required by the SFO Noise Office team.

Operation No	Aircraft Type	Runway Name	Operation Type	SID	Tags
44796263	CL60	01L	D	SSTIK5	
44797749	E55P	01L	D	SSTIK5	
44799251	C68A	01L	D	SSTIK5	
44799260	CL35	01L	D	SSTIK5	
44799991	CL35	01L	D	SSTIK5	
44800008	CL30	01L	D	SSTIK5	
44802157	C750	01L	D	SSTIK5	
44802290	E55P	01L	D	SSTIK5	
44802518	CL60	01L	D	SSTIK5	



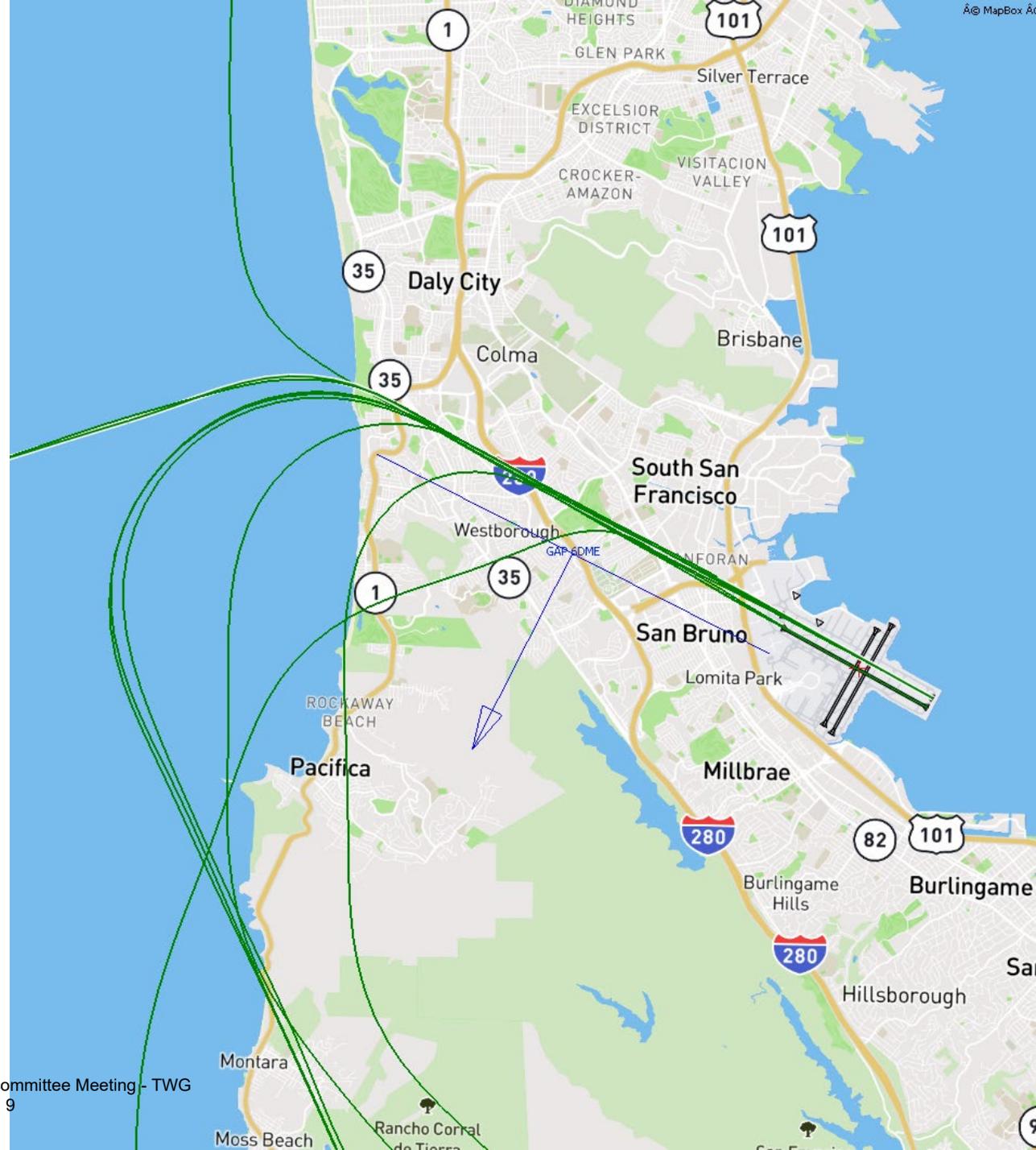
GAP Vectoring

This procedure will count the number of departures off 28LR, using the applicable SID designators and mark those flights that turn within 6DME through a gate (GAP 6DME) that has been created in the folder L&B TESTS. From there we will have a count of departures and violations for the dashboard. Flights that penetrate the gate will be tagged using the description: Gap_deviation.

A query has been created to extract these flights.

Should any aircraft flying the following SID's penetrate the GAP 6DME gate, the flight will be marked using an auto-tag "GAP_deviation". The number of departures on the SID's and the number of deviations with the tag is then calculated and pushed to the dashboard automatically, without any additional work being required by the SFO Noise Office team.

Operation No	Aircraft Type	Runway Name	Operation Type	SID	Tags
44791839	B738	28R	D	WESLA5	
44791873	B738	28L	D	WESLA5	
44791906	A320	28R	D	WESLA5	
44791930	B738	28R	D	WESLA5	GAP_deviation
44791933	A320	28L	D	WESLA5	GAP_deviation
44791943	B38M	28R	D	GNNRR3	
44791952	B772	28L	D	SNTNA2	
44791966	A320	28R	D	WESLA5	
44791973	B38M	28R	D	GNNRR3	



Offset Approaches

- Using offset approaches on the East-West runways can keep aircraft farther over the Bay compared to a straight-in approach, which overflies more communities.
- The first image here uses green lines for offset approaches and dark blue lines for straight-in paths. The second image shows gates that have been set up to monitor usage.
- Offset approaches aren't always possible. They depend on good weather and can be limited by runway closures.
- Runways 28R and 28L are closely spaced parallel runways. Due to the positioning of Runway 28L relative to Runway 28R, offset approaches into Runway 28L are much less frequent.
- At night, when traffic is lighter (10 PM–7 AM), there are more chances to use offset approaches, though weather and closures still matter.
- SFO's goal is to reach at least 35% offset approach usage whenever conditions allow.

