



# Meeting Agenda Regular Meeting

**Wednesday, February 4, 2026 - 7:00 p.m.**

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

Hybrid Option: <https://smcgov.zoom.us/j/93373317944>  
Call-in: US: +1(669)900-6833 Webinar ID: 933 7331 7944

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/93373317944>  
The webinar ID: 933 7331 7944. The meeting may also be accessed via telephone by dialing +1-669-900-6833, entering webinar 933 7331 7944 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](mailto: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](mailto: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:<br>December 3, 2025   | <i>Action</i>      | Page 3  |
| 5. | Acceptance of SFO’s Airport Director’s Report:<br><ul style="list-style-type: none"> <li>• November 2025</li> <li>• December 2025</li> </ul>                          | <i>Action</i>      | Page 8  |
| 6. | Acceptance of HMMH FAA IFP Information Gateway:<br><ul style="list-style-type: none"> <li>• November 2025</li> <li>• December 2025</li> <li>• January 2025</li> </ul> | <i>Information</i> | Page 22 |

**REGULAR AGENDA**

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

- |     |  |                    |         |
|-----|--|--------------------|---------|
| 7.  | Nomination and Election of San Francisco Airport<br>Community Roundtable Chair and Vice Chair  | <i>Action</i>      | Verbal  |
| 8.  | Chairperson Update   | <i>Information</i> |         |
| 9.  | SFO International Airport Updates<br><i>Mike Nakornkhet, SFO Airport Director</i><br><i>Bert Ganoung, SFO Aircraft Noise Abatement Manager</i> | <i>Information</i> | Verbal  |
| 10. | Technical Working Group (TWG) Report Out: Fly Quiet<br>Program Review Session 2  | <i>Information</i> | Verbal  |
| 11. | California Noise Standards vs. Federal Regulations<br><i>Eugene M. Reindel, HMMH Vice President</i>  | <i>Information</i> | Page 28 |

**UPDATES**

- |     |                |                    |        |
|-----|----------------|--------------------|--------|
| 12. | Member Updates | <i>Information</i> | Verbal |
| 13. | Adjourn        |                    |        |

**SFO Airport/Community Roundtable**

Meeting No 359 -- Minutes

Wednesday, December 3, 2025

**Call to Order / Roll Call / Declaration of a Quorum Present (00:06:06)**

Roundtable Chair Christine Krolik called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, December 3, at 7:02 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  
County of San Mateo Board of Supervisors – Jackie Speier  
Town of Atherton – Stacy Miles-Holland  
City of Brisbane – Terry O'Connell  
City of Burlingame – Desiree Thayer  
City of Foster City – Suzy Niederhofer  
City of Half Moon Bay – Patric Jonsson  
Town of Hillsborough – Christine Krolik  
City of Millbrae – Stephen Rainaldi  
Town of Portola Valley – Rebecca Flynn  
City of Redwood City – Marcella Padilla (arrived at 7:20 pm)  
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  
City of Belmont  
Town of Colma  
City of Daly City  
City of East Palo Alto  
City of Menlo Park  
City of Pacifica  
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

**AGENDA**

**2. Public Comments for Items NOT on the Agenda (00:07:44)**

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

- Darlene Yaplee, resident of Palo Alto, announced that the Aviation Noise and Emission Symposium (March 9–11, 2026, Las Vegas) will offer a sponsorship for the Roundtable and its communities. The event includes a three-hour training addressing questions from the October Technical Working Group meeting and topics relevant to NASA’s AAM noise research.
- John Hamilton of Bay Farm Island, Alameda, requested more information on the Roundtable’s guidance to city leaders about vertiports and potential helicopter noise impacts on homeowners.

Chair Krolik closed public comments.

**3. Action to set Agenda and to Approve Consent Items (00:11:58)**

Member Rainaldi moved to approve the Consent Agenda. Member Nagales seconded the motion. The motion passed with all present members.

**CONSENT AGENDA**

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

**4. ACTION: Approval of SFO Community Roundtable Minutes: October 1, 2025 (00:12:52)**

**5. ACTION: Airport Director’s Report: September 2025 and October 2025 (00:12:57)**

**6. INFORMATION: HMMH FAA IFP Information Gateway: October 2025 (00:13:04)**

**REGULAR AGENDA**

**7. INFORMATION: Chairperson Update (00:13:40)**

Chair Krolik expressed appreciation to Roundtable members, agency partners, staff, and community participants for their collaboration and contributions throughout 2025, recognizing their role in advancing regional aircraft noise mitigation efforts. Chair Krolik noted that the Roundtable continued its work on existing initiatives, including the Fly Quiet Program, while also beginning to examine emerging aviation technologies.

Chair Krolik stated that 2026 will be a pivotal year as the Roundtable initiates development of its five-year strategic plan, with the current meeting serving as an early step in that process. Chair Krolik then reviewed the meeting agenda, which included a summary from the Technical Working Group and an update from San Francisco International Airport on its Advanced Air Mobility (AAM) program, providing an opportunity for discussion and consideration of future community involvement.

*Roundtable action minutes are considered draft until approved by the Roundtable at a regular meeting. A video recording of this meeting is available on the [Roundtable website](#).*

**8. INFORMATION: SFO International Airport Updates (00:15:40)**

SFO Director Mike Nakornkhet thanked the Roundtable and provided several key airport updates, noting that passenger traffic during the Thanksgiving weekend reached 1.8 million travelers, surpassing the pre-pandemic record of 1.7 million set in 2019, and that passenger volumes are expected to exceed prior records during the winter holiday period. He reported that overall passenger activity at SFO is currently at approximately 92 percent of pre-pandemic levels.

Mr. Nakornkhet also highlighted planned runway construction in 2026 and noted that an SFO project manager will provide a more detailed briefing on this project at a 2026 meeting.

Finally, Mr. Nakornkhet stated that SFO has been coordinating with the National Football League (NFL) in preparation for Super Bowl 60 and he concluded his update by announcing that there was new airline service, including United Airlines' seasonal flights to Adelaide, Australia, and LOT Polish Airlines' announcement of seasonal nonstop service to Warsaw.

**Updates from the SFO Noise Office, Noise Insulation Program, and GBAS (00:20:53)**

Bert Ganoung, Noise Office Manager, presented updates on the noise exposure map, the status of the noise insulation program, and recent developments with the Ground-Based Augmentation System (GBAS). Thann McLeod, SFO consultant from Lean Corp, provided additional updates on GBAS specific to weather conditions.

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

- Remi Tan, resident of Pacifica, expressed disappointment regarding the increase in nighttime flights and agreed that a letter to Congress should address this ongoing issue affecting all communities.

Chair Krolik closed public comments.

**9. INFORMATION: Technical Working Group (TWG) Report Out (00:47:27)**

Vice-Chair O'Connell provided a brief update on the Technical Working Group (TWG) meeting held prior to the Regular meeting. The TWG has adopted a more structured approach to reviewing the Fly Quiet Program, examining individual components rather than the program as a whole. This method allows for a deeper understanding of the technical framework, more focused discussion, and greater public participation. SFO presented the current Fly Quiet scoring framework, detailing how existing metrics are calculated and applied, and introduced five new scoring categories developed with their consultant to address longstanding Roundtable concerns. Vice-Chair O'Connell noted that the objective of this review cycle is for the Roundtable to offer clear, consensus-based recommendations to SFO that reflect both community priorities and operational feasibility.

**10. INFORMATION: SFO's Advanced Air Mobility (AAM) Program Overview (00:48:20)**

Anwar Elgonemy, SFO Hotel, Parking, and Special Projects Director, presented an updated of SFO's Advanced Air Mobility Program. He provided an overview of key topics, including AAM Scenario Planning, next steps, the AAM Hackathon, the Bay Area AAM Market Demand Study, the eVTOL and AAM Integration Pilot Program (eIPP), and FAA tabletop exercises.

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Member Nagales referenced a hearing in Washington, D.C., where an Aviation Subcommittee met with the FAA, and emphasized the importance of distinguishing between different focus areas, noting that technologies for delivery services such as medical equipment are significantly more advanced than those for passenger travel. Mr. Anwar added that prioritizing advancements in medical transport is an effective way to build public trust, allowing aircraft use cases to gain momentum while supporting the development of improved technology.

Member Padilla asked for clarification on the term “burn rate.” Mr. Anwar explained that it refers to cash burn, with the largest cost attributed to batteries—estimated at approximately \$2 million per day—reflecting expenses related to battery production, tariffs, inflation, and the ongoing influx of capital from the stock market.

Member Goeld inquired about designated landing areas for taxi helicopters and whether this issue would be addressed in the future of AAM. Mr. Anwar responded that vertiports are approved by the Caltrans Division of Aeronautics through a lengthy vetting and lease-approval process, ensuring aircraft do not land in random locations or disrupt surrounding communities.

Supervisor Speier expressed concern that vertiport owners could seek congressional action to preempt local jurisdictional control over landing decisions. She also asked whether existing hospital heliports would be used for taxi operations. Mr. Anwar responded that hospital heliports are not intended for taxi use and noted that the FAA is closely studying the coordination and interaction between heliports and vertiports.

Member Rainaldi questioned how SFO would manage the impact over the next five years, particularly the significant effects on electricity demand. Mr. Anwar confirmed that SFO is currently unable to support such flight volumes due to electrical capacity constraints and noted that these challenges will continue to be addressed as technology evolves.

Chair Krolik opened public comments for this item. Public comments were heard by:

- Darlene Yaplee commented that the category of passenger transportation is overly broad and would benefit from further segmentation. She also noted that luggage transport varies and warrants additional study, as it influences travel behavior and costs. Ms. Yaplee further requested more information on community participation referenced in the FAA tabletop exercise.
- Remi Tan expressed concerns regarding safety between commercial aircraft and helicopter traffic, as well as the additional noise impacts on the community.

Chair Krolik closed public comments.

## **UPDATES**

### **11. Member Updates (01:43:20)**

SFO Director, Mike Nakornkhet, clarified that the seasonal nonstop service to Warsaw by Polish Airlines, beginning May 6, 2026, with four weekly flights, does not depart at 11:00 p.m.

Supervisor Speier noted that with the upcoming Super Bowl and World Cup, the Roundtable is invited to a human trafficking training on Monday, December 9, from 2:00 to 5:00 p.m. in Fiesta Hall. Chair Krolik acknowledged SFO Airport’s Information Officer, Doug Yakel, for his effective presentations in news coverage.

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## **12. Adjournment**

Chairman Krolik adjourned the meeting at approximately 8:42 P.M.

# Harvey Milk Terminal Terminal 1

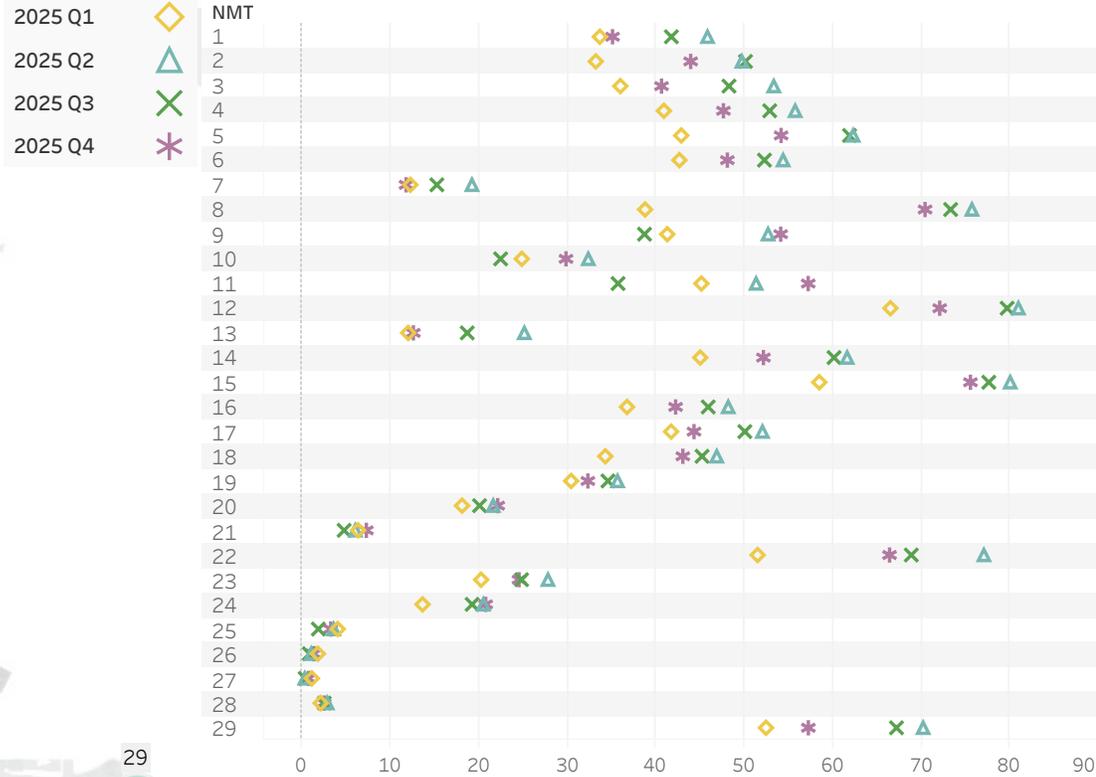


## Airport Director's Report

Presented at the February 4, 2026  
Airport/Community Roundtable Meeting

Aircraft Noise Office  
November 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.

**N-Above dBA level**

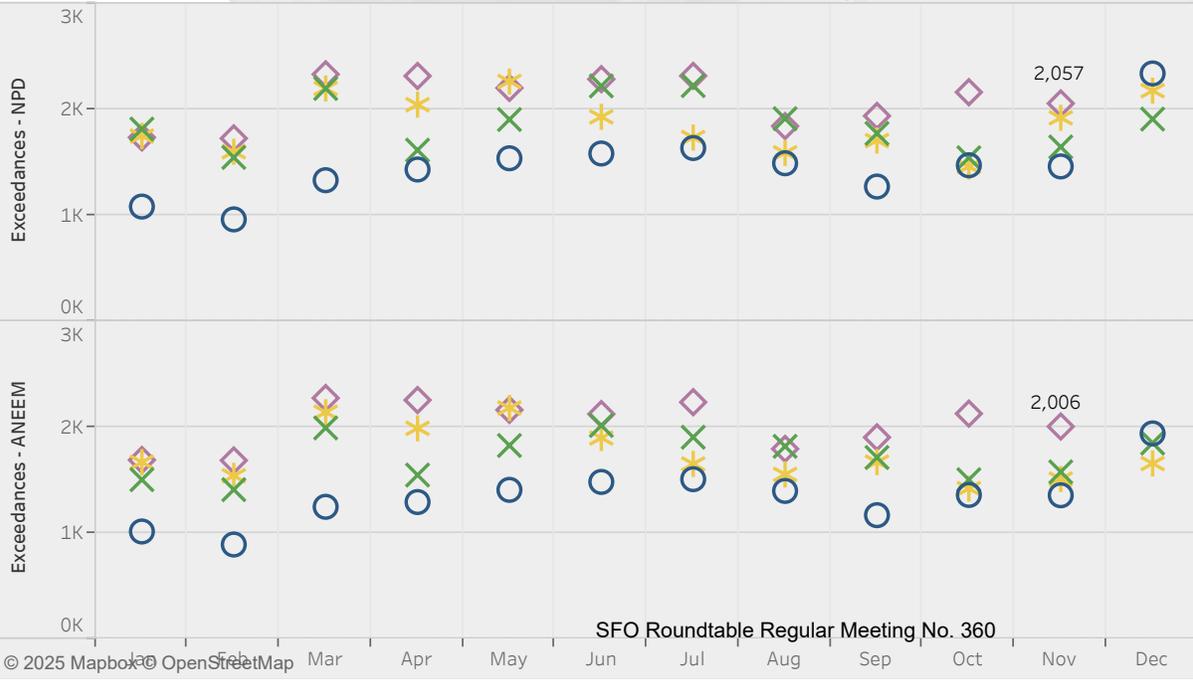
- 85 dBA
- 75 dBA
- 65 dBA
- 55 dBA

**Count of Events**

- 0
- 2,000
- 4,000
- 6,000
- 8,000
- ≥10,000

The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

## Significant Exceedances



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

# Aircraft Noise Levels Details

NMT	City	ANOMS						ANEEM			
		Aircraft				Community		Aircraft			
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	124	74	95	84	67	56	132	73	95	83
2	San Bruno	101	57	80	68	64	52	161	57	79	66
3	SSF	56	53	80	68	61	49	217	54	75	62
4	SSF	119	68	90	78	59	46	241	68	87	69
5	San Bruno	115	67	89	77	61	49	241	67	86	68
6	SSF	112	65	88	75	56	42	259	65	84	66
7	Brisbane	20	46	80	67	57	45	122	48	73	59
8	Millbrae	24	57	90	76	67	52	290	60	81	66
9	Millbrae	14	44	81	68	58	41	406	52	71	58
10	Burlingame	8	42	82	68	58	41	233	49	72	57
11	Burlingame	14	46	84	70	58	42	335	53	73	58
12	Foster City	361	62	82	71	57	41	476	62	81	68
13	Hillsborough	10	39	80	66	56	39	137	45	69	56
14	SSF	111	61	83	71	59	43	310	61	79	63
15	SSF	173	58	81	69	62	44	401	59	79	64
16	SSF	95	60	83	71	57	42	233	60	79	64
17	SSF	104	59	82	70	57	42	248	60	79	64
18	Daly City	98	64	87	76	59	44	211	64	84	67
19	Pacifica	86	61	85	74	59	44	143	61	83	68
20	Daly City	87	51	78	65	59	42	184	51	74	61
21	San Francisco	19	41	75	63	57	46	97	45	71	59
22	San Bruno	69	56	81	71	63	48	324	59	77	64
23	San Francisco	104	54	79	68	60	49	187	55	78	65
24	San Francisco	55	48	76	65	60	47	179	50	73	61
25	San Francisco	14	39	76	64	55	40	77	42	70	58
26	San Francisco	4	37	80	66	58	43	41	41	72	58
27	San Francisco	7	39	77	66	58	44	43	41	73	60
28	Redwood City	9	38	76	64	53	37	41	41	71	57
29	San Mateo	95	52	77	64	56	42	445	54	73	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

## SFO N-Above ANEEM

NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:100	3,670	3,670	3,670	3,546	3,263	2,675	53:100	3,876	3,831	3,711	3,510	3,220	2,650
2	60:87	3,011	3,011	2,543	767	29	3	53:80	4,556	4,389	2,789	734	19	0
3	62:86	1,536	1,536	1,278	337	72	16	50:86	5,339	3,673	1,587	313	57	11
4	60:95	3,553	3,553	3,450	3,061	2,563	1,548	49:95	6,266	4,921	3,629	3,068	2,549	1,537
5	62:91	3,376	3,376	3,346	2,989	2,215	1,174	49:90	6,683	5,208	3,769	2,999	2,207	1,165
6	61:91	3,354	3,354	3,239	2,773	1,954	580	49:91	6,325	4,807	3,417	2,766	1,941	577
7	61:80	455	455	336	136	12	1	49:80	2,223	938	352	122	12	1
8	68:95	653	653	653	581	294	189	49:95	8,459	7,653	4,747	1,468	397	205
9	59:83	277	266	208	142	50	5	48:83	8,558	2,872	802	234	62	6
10	60:87	161	160	116	80	33	7	39:87	3,885	1,236	349	155	47	6
11	60:84	253	251	222	188	111	16	38:84	7,127	3,385	1,172	364	135	16
12	63:84	10,941	10,941	10,841	6,960	510	18	50:84	13,985	12,328	10,929	6,898	462	13
13	59:79	164	161	91	34	3	0	48:76	2,144	613	151	27	1	0
14	61:86	3,324	3,324	3,160	1,978	594	39	44:83	7,287	5,289	3,440	1,981	578	32
15	61:84	5,182	5,182	4,729	1,628	163	16	49:84	10,769	7,905	5,028	1,600	128	8
16	61:89	2,839	2,839	2,717	1,785	419	4	49:81	5,849	4,109	2,867	1,782	413	2
17	61:87	3,102	3,102	2,878	1,528	212	3	49:80	6,511	4,919	3,112	1,537	209	1
18	64:88	2,930	2,930	2,925	2,600	1,711	542	49:88	5,620	4,293	3,162	2,597	1,696	538
19	65:85	2,565	2,565	2,565	2,132	955	67	49:85	4,002	3,517	2,865	2,170	957	67
20	59:89	2,448	2,389	1,064	292	98	21	48:90	4,221	2,868	947	148	22	3
21	59:70	309	298	68	2	0	0	50:70	1,592	566	78	2	0	0
22	64:85	1,970	1,970	1,954	1,117	142	7	49:82	9,165	7,239	4,173	1,449	165	5
23	63:81	2,993	2,993	2,712	722	39	1	53:82	4,434	4,065	2,813	725	32	1
24	59:81	1,380	1,358	539	72	2	1	49:75	3,949	2,544	627	93	0	0
25	58:79	309	292	112	17	1	0	48:73	1,237	574	137	13	0	0
26	61:80	58	58	29	5	2	1	50:76	449	183	34	5	1	0
27	62:81	44	44	21	6	1	1	50:82	261	121	22	6	2	2
28	59:72	132	122	29	2	0	0	50:71	412	167	25	1	0	0
29	58:85	2,895	2,762	1,000	264	30	4	49:81	11,876	5,056	990	201	7	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

November 2025

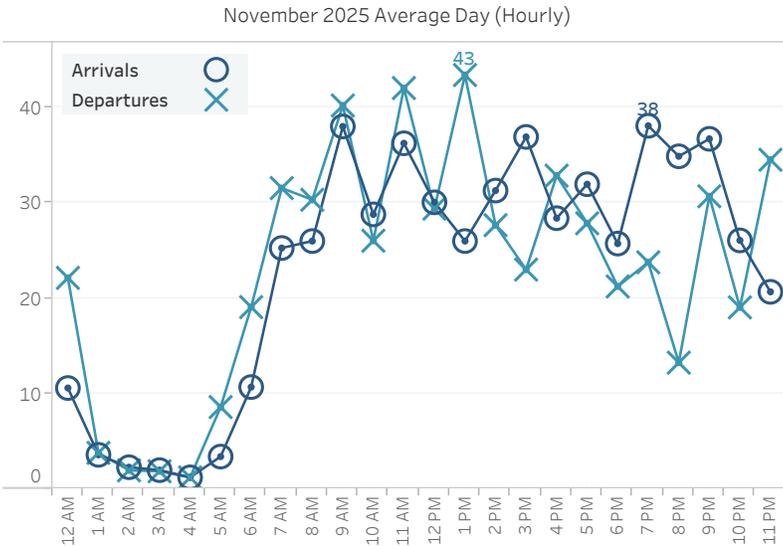
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
33,233	1,108	34,331	0%

Major Arrival and Departure Routes (West Flow)



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

**West Flow**  
93%



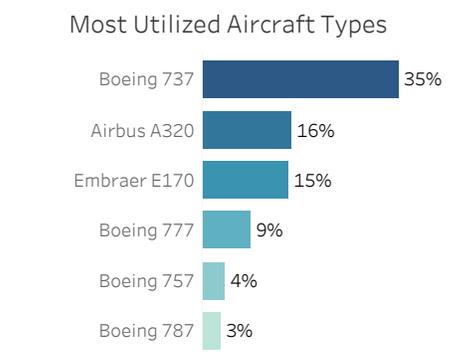
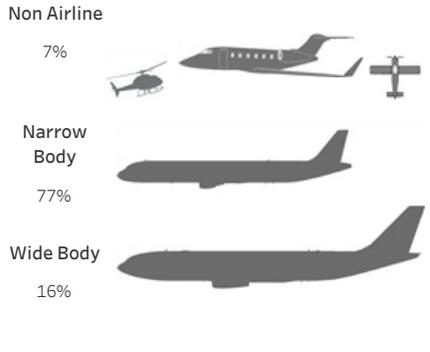
Top Destinations

Los Angeles	San Diego	Seattle
6%	4%	3%

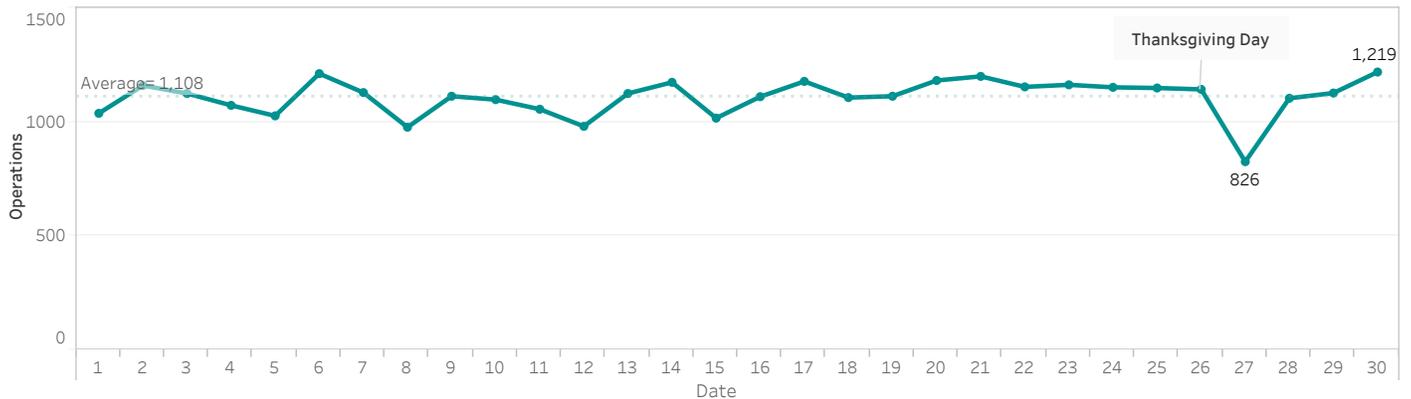
Down the Bay vs Peninsula

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

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	27%	A. GAP	21%
2. DYAMD	39%	B. SSTIK	31%
3. SERFR	28%	C. NIITE	10%
4. PIRAT	6%	D. TRUKN RWY 01	37%
		D. TRUKN RWY 28	2%



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		74% 11,326
10 L/R		6% 908
19 L/R	7% 1,002	1% 172
28 L/R	93% 14,298	19% 2,912

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

	Departures
10 L/R	11% 51
01 L/R	64% 287
28 L/R	25% 112

## Runway Utilization Arrivals

28L	28R
41%	59%
Night (10pm-7am)	
22%	78%

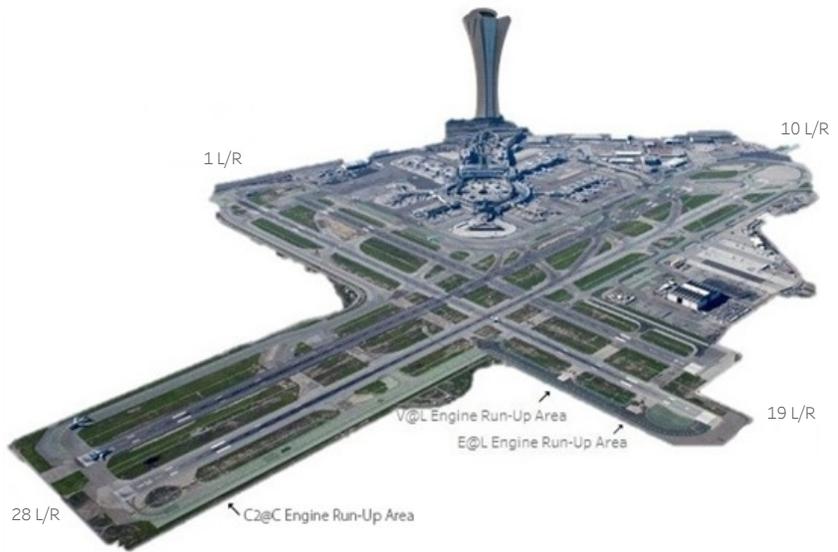
## Nighttime Power Run-Ups

10pm-7am

Alaska Airlines 2  
American Airlines 13  
United Airlines 17

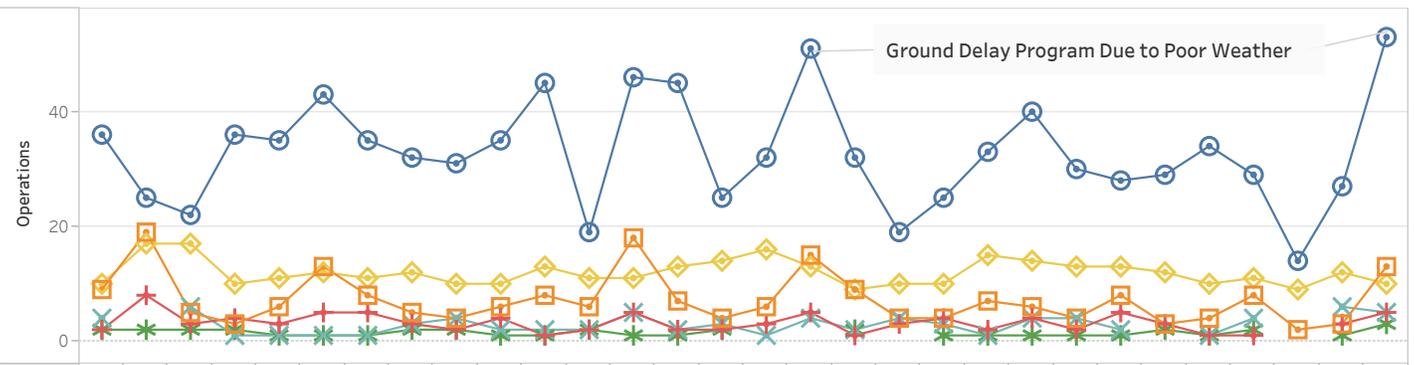
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



## Hourly Nighttime Operations

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



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
12 AM	36	25	22	36	35	43	35	32	31	35	45	19	46	45	25	32	51	32	19	25	33	40	30	28	29	34	29	14	27	53	
1 AM	9	19	5	3	6	13	8	5	4	6	8	6	18	7	4	6	15	9	4	4	7	6	4	8	3	4	8	2	3	13	
2 AM	2	8	3	4	3	5	5	3	2	4	1	2	5	2	2	3	5	1	3	4	2	4	2	5	3	1	1		3	5	
3 AM	4		6	1	1	1	1	3	4	2	2	2	5	2	3	1	4	2	4	3	1	4	4	2		1	4		6	5	
4 AM	2	2	2	2	1	1	1	2	2	1	1	2	1	1	2			2		1	1	1	1	1	1	2	1	2		1	3
5 AM	10	17	17	10	11	12	11	12	10	10	13	11	11	13	14	16	13	9	10	10	15	14	13	13	12	10	11	9	12	10	

# Noise Reports

Reporters Annual AVG

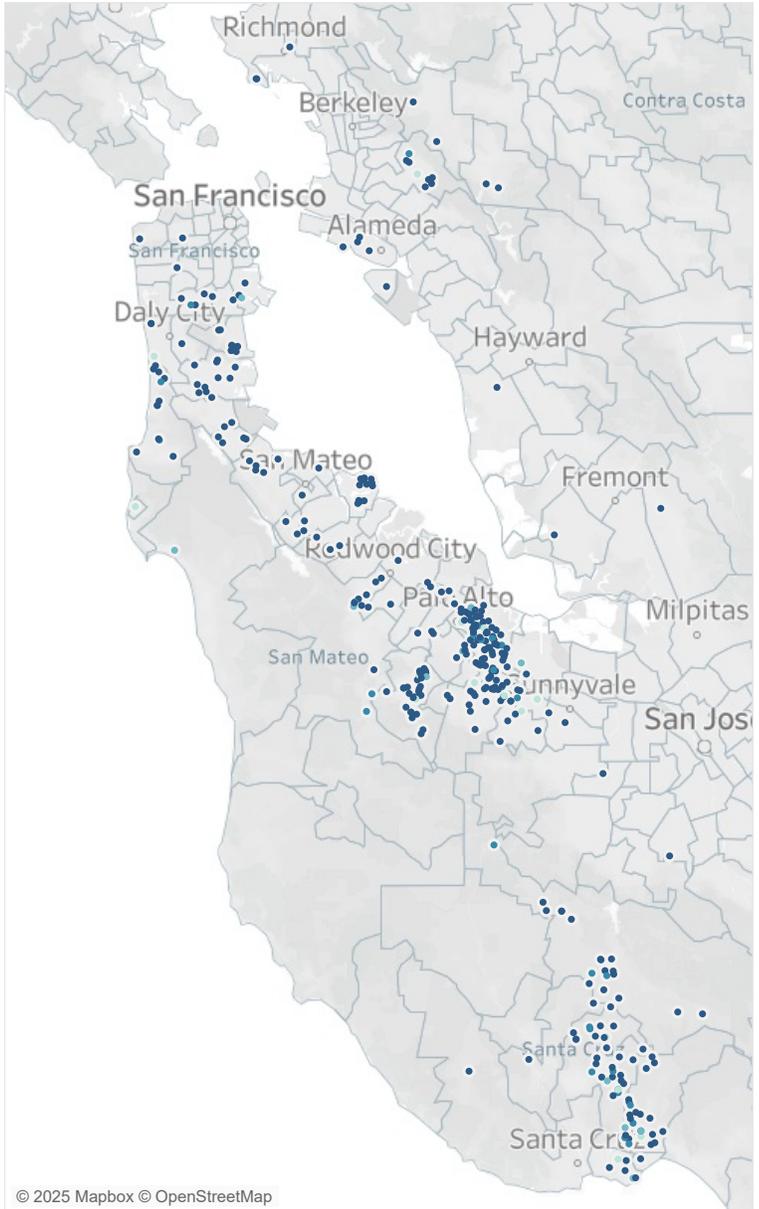
## Noise Reporters Location Map

November 2025

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	2	23
Belmont	3	12
Brisbane	11	127
Burlingame	3	3
Colma	2	2
Daly City	5	936
East Palo Alto	1	1
El Granada	1	693
Emerald Hills	5	543
Foster City	13	59
Hillsborough	2	2
Menlo Park	9	171
Millbrae	4	21
Montara	1	2,721
Pacifica	10	811
Portola Valley	34	17,531
Redwood City	6	247
San Bruno	2	2
San Francisco	12	1,332
San Mateo	6	74
South San Francisco	10	98
Woodside	4	1,489
Alameda	5	125
Capitola	1	5
Cupertino	1	183
Felton	2	44
Fremont	1	16
Hayward	1	1
Los Altos	28	4,054
Los Altos Hills	11	507
Los Gatos	21	1,651
Moraga	2	14
Mountain View	7	3,104
Newark	1	3
Oakland	8	2,373
Orinda	2	36
Palo Alto	74	12,543
Penngrove	1	4
Richmond	3	106
San Jose	1	4
Santa Cruz	25	7,864
Scotts Valley	17	2,775
Soquel	19	2,440
Stanford	2	4
Sunnyvale	2	102
Watsonville	1	51
<b>Grand Total</b>	<b>382</b>	<b>64,907</b>

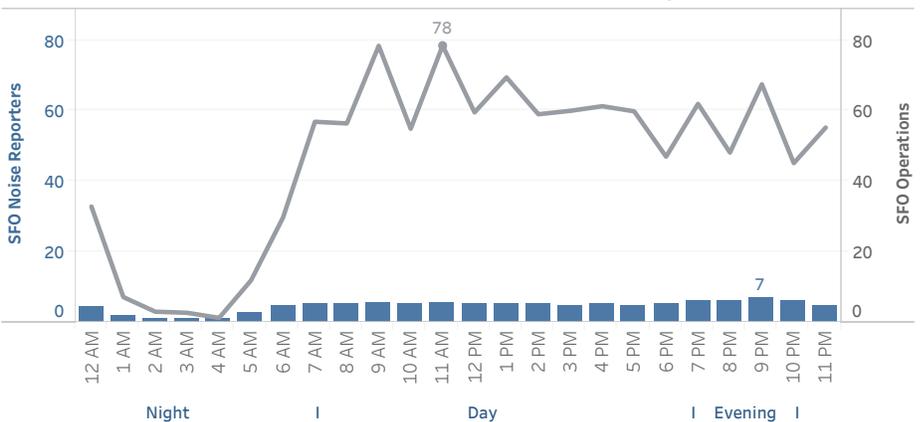
416
Reports Annual AVG
59,829
New Reporters
18
New Reporters Top City
Foster City
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
B737
E75L
A320
Top Flight Numbers
KAL214
TAI560
UAL505



Other

## Hourly Noise Reporters (Average Day in a Month)

Noise Reports All Operations



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

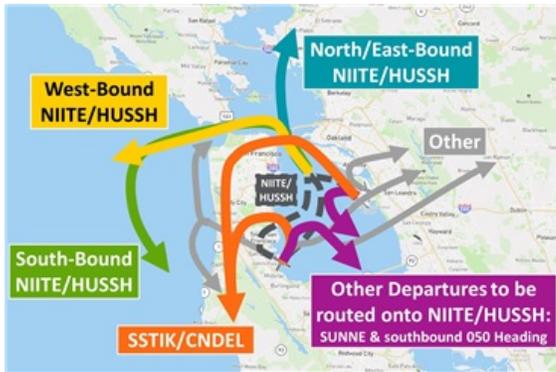
## Noise Reports by Airport



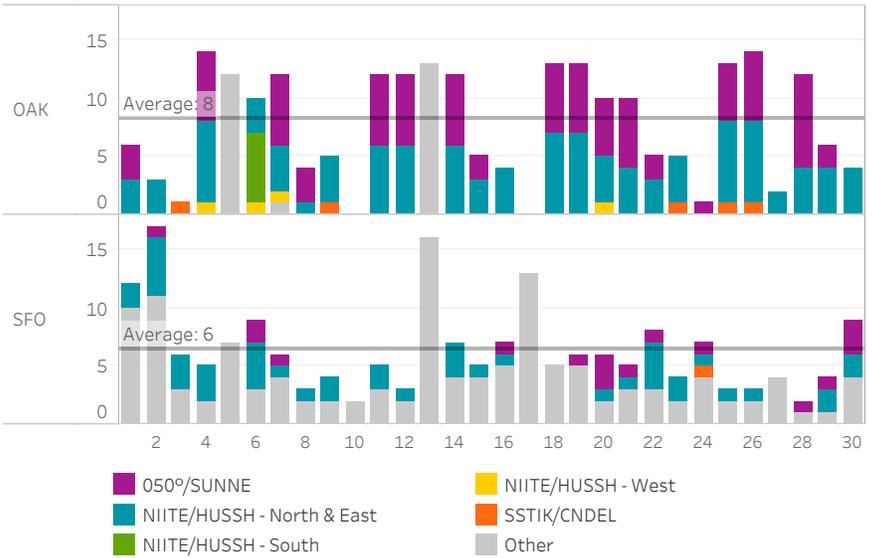
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

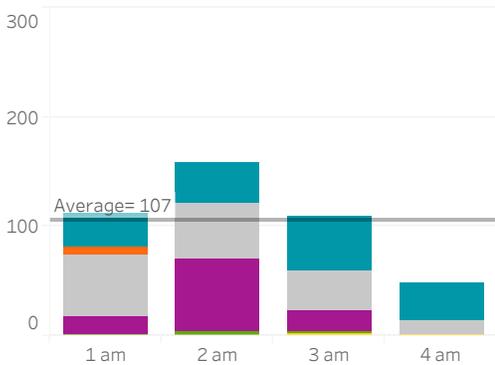
# NIITE to GOBBS 1 am to 5 am (November 2025)



Count of Departures per Night



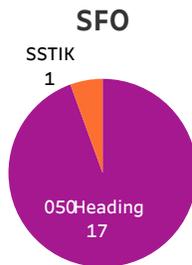
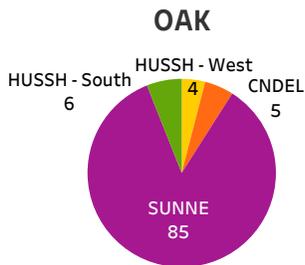
Average Total Departures per Hour



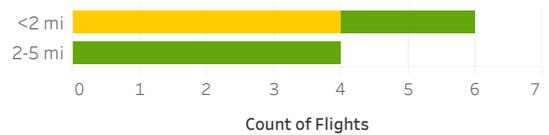
Departure Runway Usage

OAK			SFO					
12	28L	30	01L	01R	10L	10R	28L	28R
11%	1%	88%	6%	28%	10%	8%	17%	30%

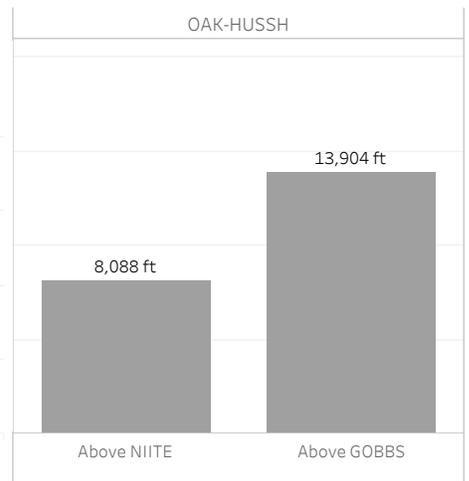
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Count of Flights



# Harvey Milk Terminal Terminal 1

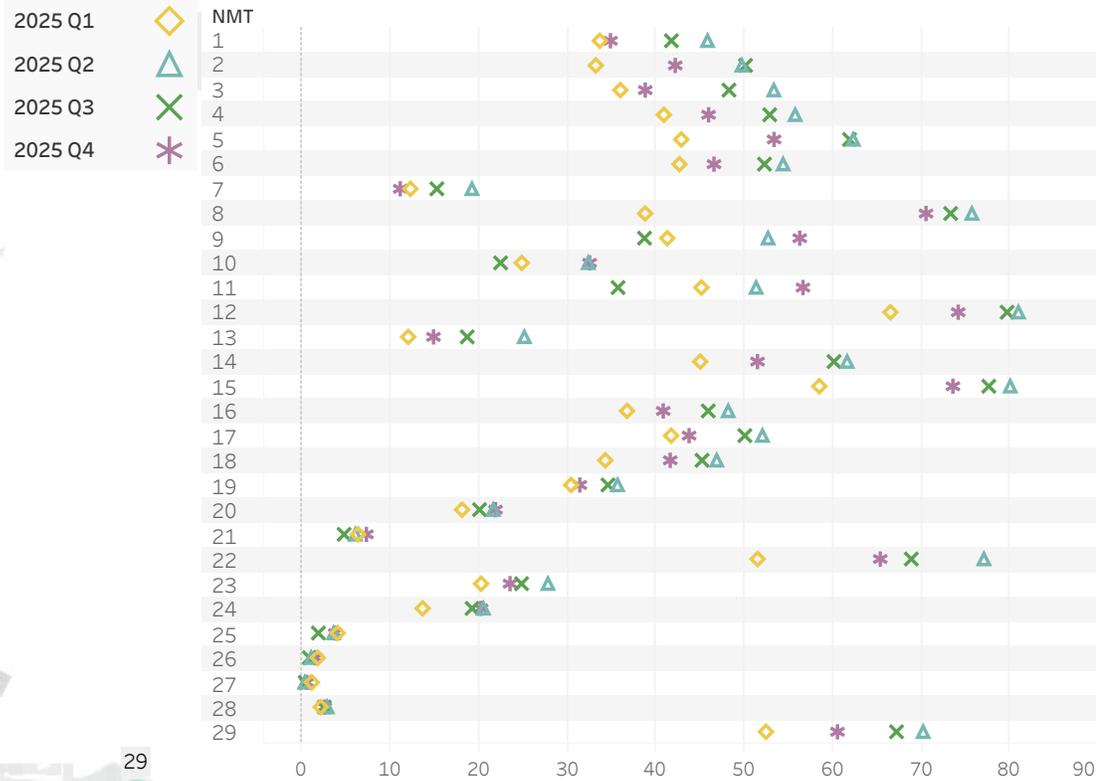
**SFO**

## Airport Director's Report

Presented at the February 4, 2026  
Airport/Community Roundtable Meeting

Aircraft Noise Office  
December 2025

## Nighttime N-Above 55 dBA Daily Average

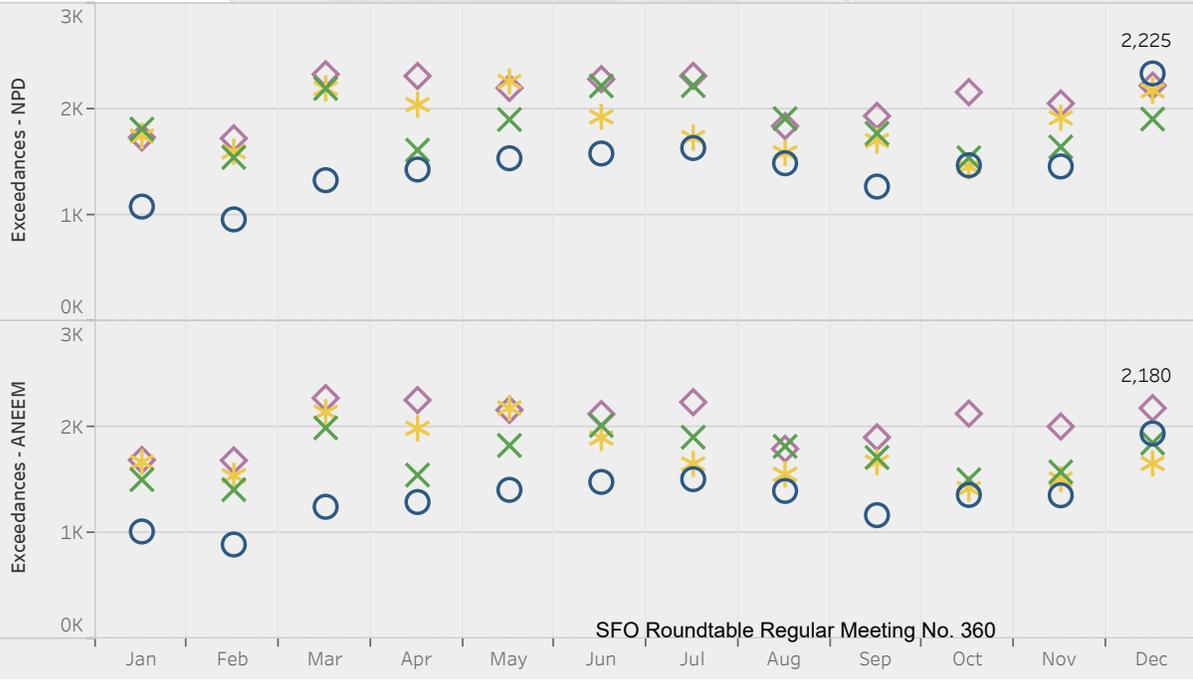


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

## Significant Exceedances



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

# Aircraft Noise Levels Details

NMT	City	ANOMS						ANEEM			
		Aircraft			Community			Aircraft			
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	118	74	96	85	67	56	127	74	95	83
2	San Bruno	113	57	81	68	64	53	136	57	79	66
3	SSF	53	54	79	68	62	51	174	55	76	63
4	SSF	109	68	91	78	60	47	222	68	87	69
5	San Bruno	105	67	90	78	61	49	239	67	86	68
6	SSF	105	65	88	75	57	43	249	65	84	66
7	Brisbane	19	46	79	67	58	46	102	48	73	59
8	Millbrae	28	63	92	79	66	52	287	63	83	67
9	Millbrae	20	50	82	69	60	43	408	54	72	58
10	Burlingame	13	50	84	70	60	44	241	54	75	59
11	Burlingame	18	54	86	72	58	43	317	56	75	59
12	Foster City	359	62	82	71	57	41	485	62	81	68
13	Hillsborough	13	44	78	66	57	41	156	49	71	58
14	SSF	100	61	84	71	60	44	302	61	79	63
15	SSF	168	58	82	68	60	45	397	59	79	64
16	SSF	91	59	83	71	59	45	214	59	80	64
17	SSF	97	59	82	70	58	43	240	59	79	64
18	Daly City	99	64	87	76	61	46	194	64	84	68
19	Pacifica	79	61	85	74	63	48	140	61	83	69
20	Daly City	86	51	78	65	60	42	183	51	74	61
21	San Francisco	21	42	74	63	58	47	90	45	71	59
22	San Bruno	64	57	82	71	64	49	308	59	77	65
23	San Francisco	103	54	79	68	61	49	173	55	78	65
24	San Francisco	62	48	76	65	60	48	167	50	74	61
25	San Francisco	13	39	75	64	55	41	82	43	70	58
26	San Francisco	5	40	81	66	65	46	40	41	74	60
27	San Francisco	5	36	78	66	57	45	29	39	72	59
28	Redwood City	9	38	77	64	54	38	41	41	71	58
29	San Mateo	124	53	78	65	57	43	459	55	73	60

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

## SFO N-Above NPD

## SFO N-Above ANEEM

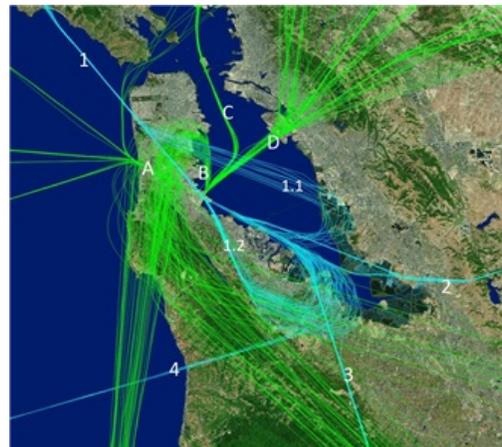
NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	3,472	3,472	3,472	3,343	3,153	2,711	54:99	3,859	3,820	3,632	3,356	3,142	2,703
2	61:83	3,472	3,472	2,842	822	46	4	52:80	4,033	3,888	2,664	787	34	1
3	62:85	1,526	1,526	1,232	309	44	7	49:85	4,573	3,492	1,443	303	42	6
4	61:95	3,355	3,355	3,246	2,940	2,520	1,507	49:95	6,054	4,678	3,376	2,948	2,517	1,504
5	62:90	3,218	3,218	3,193	2,875	2,201	1,243	50:90	6,831	5,173	3,653	2,954	2,205	1,239
6	61:91	3,240	3,240	3,134	2,750	1,905	559	49:91	6,349	4,610	3,284	2,761	1,905	559
7	61:79	441	441	296	105	7	0	49:79	1,929	779	295	92	7	0
8	68:98	786	786	786	722	435	337	51:98	8,729	8,127	5,235	1,515	542	347
9	59:83	447	441	363	274	101	10	49:83	9,802	3,506	1,033	363	104	11
10	59:86	293	289	250	191	104	16	41:86	4,625	2,104	748	306	120	17
11	59:85	400	397	370	342	240	42	42:85	7,378	3,770	1,383	519	246	42
12	63:85	11,237	11,237	11,135	7,080	520	21	50:82	14,781	13,135	11,412	7,050	491	11
13	59:77	276	272	170	47	3	0	48:77	3,320	1,464	439	63	3	0
14	62:85	3,089	3,089	2,948	1,876	555	40	43:85	7,332	4,966	3,241	1,904	545	29
15	61:99	5,276	5,276	4,771	1,480	124	23	49:83	10,955	8,167	5,097	1,452	84	7
16	61:90	2,818	2,818	2,687	1,711	408	4	48:81	5,823	4,133	2,793	1,714	404	2
17	61:87	2,998	2,998	2,764	1,444	196	4	49:84	6,606	4,868	3,017	1,457	193	2
18	64:91	2,967	2,967	2,961	2,661	1,717	518	50:91	5,513	4,332	3,110	2,622	1,707	518
19	66:85	2,433	2,433	2,433	2,018	890	62	50:85	4,106	3,603	2,927	2,166	924	64
20	58:89	2,551	2,486	1,146	296	98	13	49:86	4,474	2,923	995	156	23	1
21	59:82	425	396	105	17	3	1	50:76	1,760	707	104	15	1	0
22	64:91	1,875	1,875	1,863	1,139	203	10	49:84	9,093	7,575	4,405	1,520	221	6
23	63:82	3,081	3,081	2,711	686	39	3	53:79	4,360	4,060	2,779	688	35	0
24	59:88	1,657	1,628	604	90	10	3	52:77	3,969	2,753	669	100	3	0
25	58:77	303	274	90	17	2	0	49:73	1,492	624	122	9	0	0
26	60:81	85	84	47	6	3	1	49:74	561	268	67	5	0	0
27	61:78	14	14	7	2	2	0	51:73	86	38	8	1	0	0
28	59:75	148	140	38	3	1	0	49:75	504	208	34	2	1	0
29	59:80	3,916	3,754	1,621	472	51	1	48:78	12,825	5,812	1,595	399	25	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

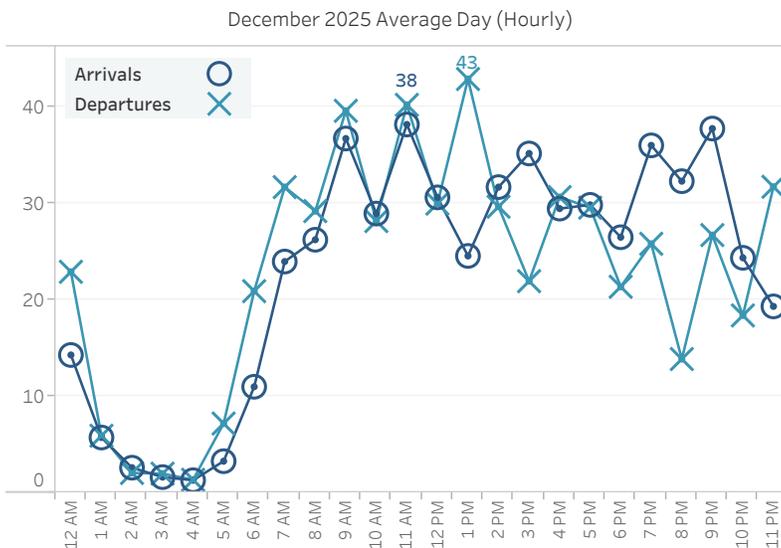
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
34,154	1,102	34,356	1%

Major Arrival and Departure Routes (West Flow)



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

**West Flow**  
87%



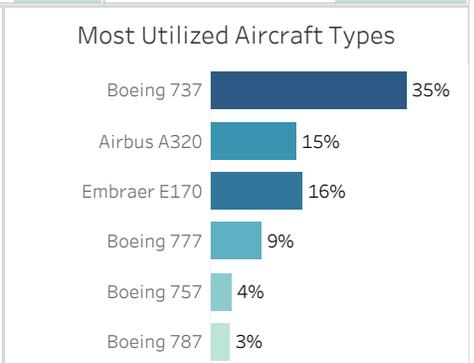
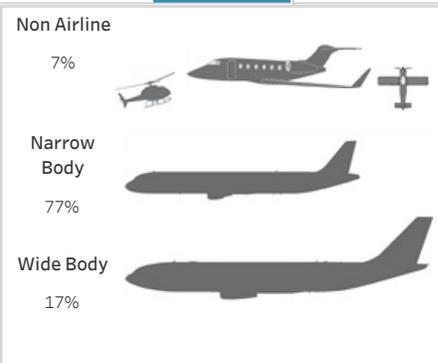
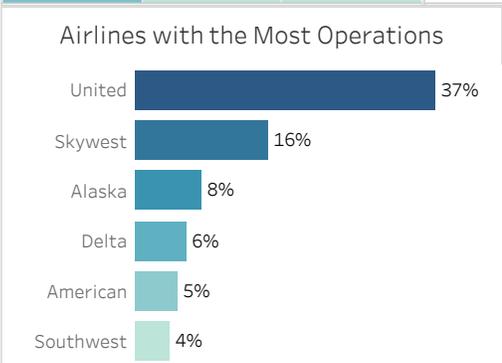
Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	27%	A. GAP	21%
2. DYAMD	38%	B. SSTIK	31%
3. SERFR	28%	C. NIITE	9%
4. PIRAT	7%	D. TRUKN RWY 01	38%
		D. TRUKN RWY 28	1%

Top Destinations

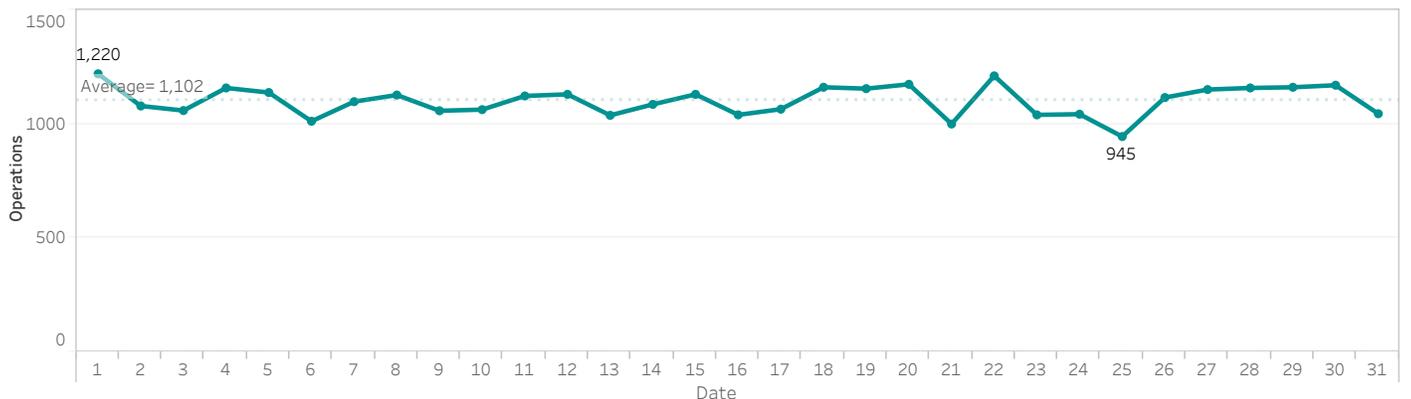
Los Angeles	San Diego	Seattle
6%	3%	3%

Down the Bay vs Peninsula

1.1 Down the Bay Visual	34%
1.2 BDEGA Arrival	66%



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	0% 2	70% 11,077
10 L/R		11% 1,725
19 L/R	13% 2,047	2% 338
28 L/R	87% 13,850	17% 2,759

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

	Departures
10 L/R	16% 80
01 L/R	56% 279
28 L/R	23% 115
19 L/R	4% 21

## Runway Utilization Arrivals

28L	28R
41%	59%
Night (10pm-7am)	
26%	74%

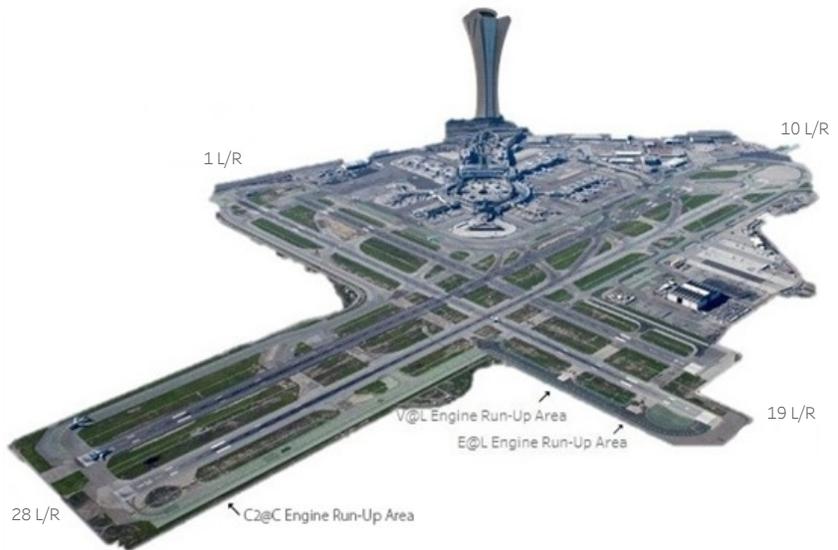
## Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	2
American Airlines	8
Amazon Prime Air	1
United Airlines	24

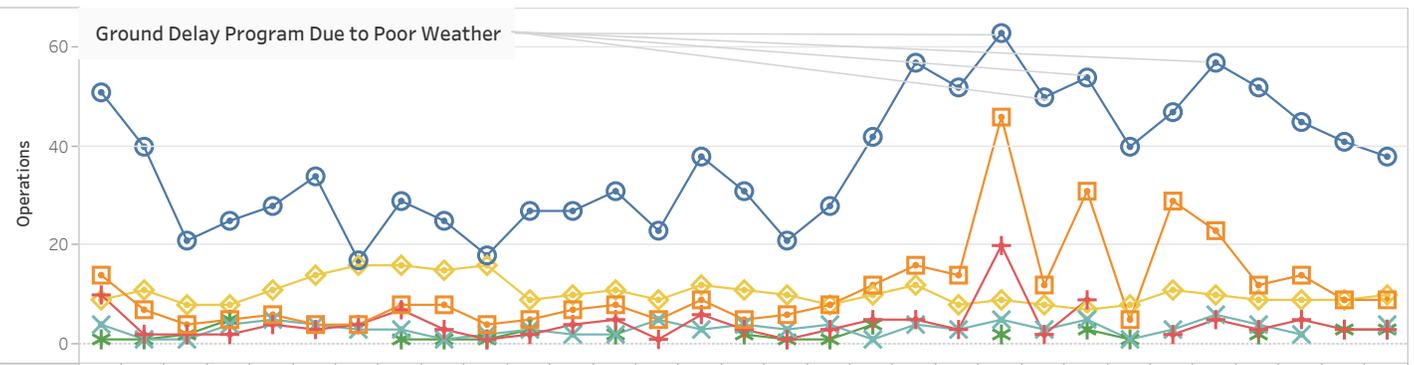
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	51	40	21	25	28	34	17	29	25	18	27	27	31	23	38	31	21	28	42	57	52	63	50	54	40	47	57	52	45	41	38
1 AM	14	7	4	5	6	4	4	8	8	4	5	7	8	5	9	5	6	8	12	16	14	46	12	31	5	29	23	12	14	9	9
2 AM	10	2	2	2	4	3	4	7	3	1	2	4	5	1	6	3	1	3	5	5	3	20	2	9		2	5	3	5	3	3
3 AM	4	1	1	4	5	4	3	3	1	2	3	2	2	5	3	4	3	4	1	4	3	5	3	5	1	3	6	4	2		4
4 AM	1	1	2	5				1	1	1	3		2			2	1	1	4			2		3	1			2		3	3
5 AM	9	11	8	8	11	14	16	16	15	16	9	10	11	9	12	11	10	8	10	12	8	9	8	7	8	11	10	9	9	9	10

# Noise Reports

Reporters Annual AVG

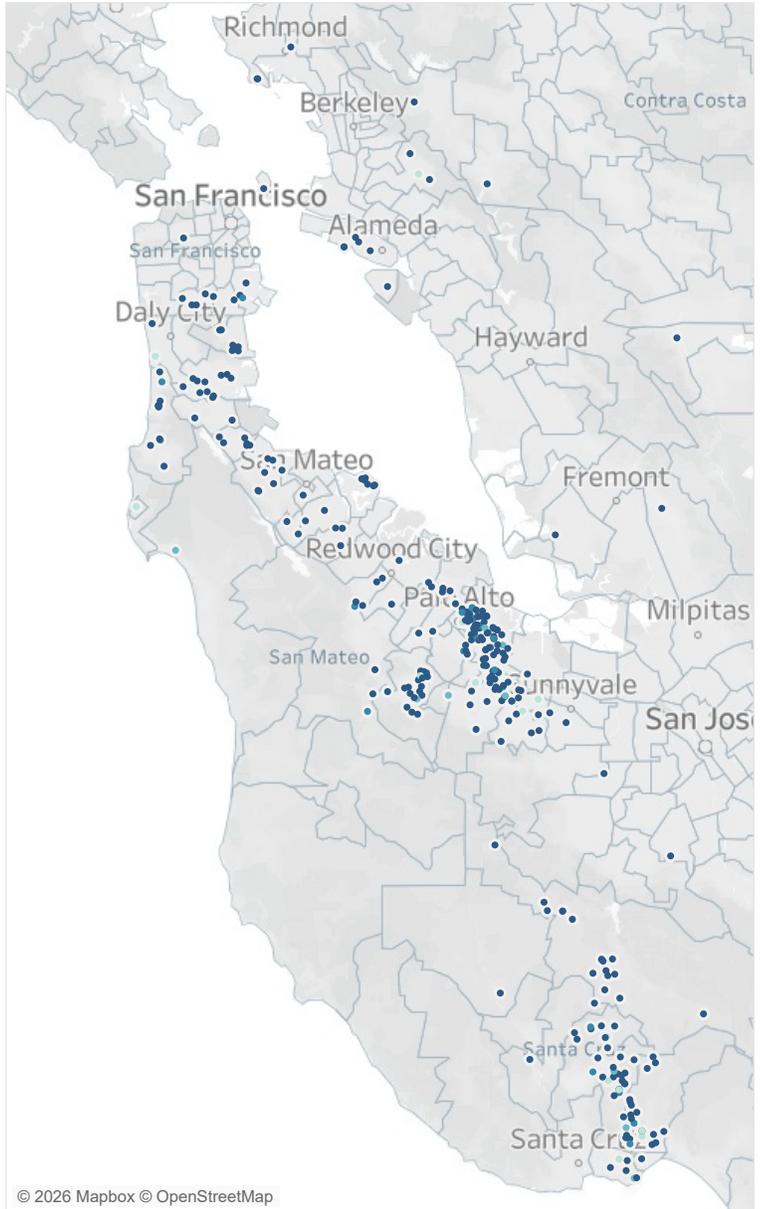
## Noise Reporters Location Map

December 2025

Noise Reporters / Noise Reports

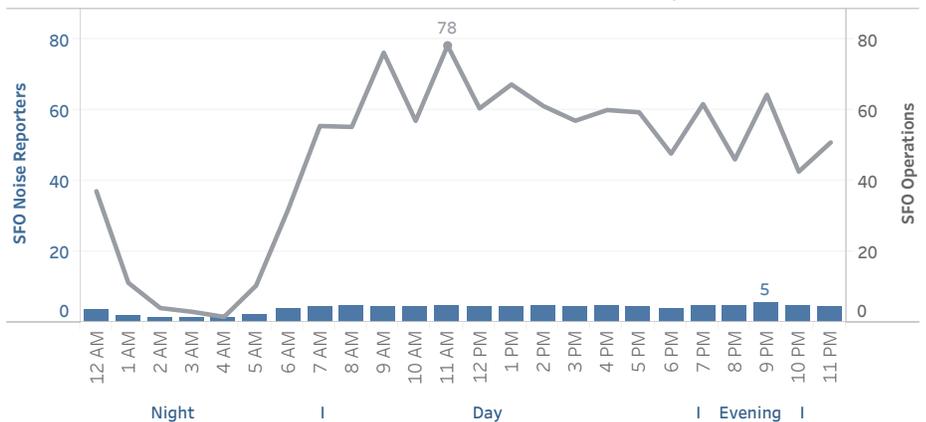
	Noise Reporters	Noise Reports
Atherton	3	7
Belmont	3	4
Brisbane	8	93
Burlingame	3	4
Daly City	2	849
El Granada	1	707
Emerald Hills	2	52
Foster City	7	74
Hillsborough	4	6
Menlo Park	6	130
Millbrae	6	32
Montara	1	1,730
Pacifica	12	864
Portola Valley	23	15,389
Redwood City	5	408
San Bruno	2	3
San Francisco	11	800
San Mateo	5	45
South San Francisco	11	125
Woodside	4	1,093
Alameda	6	105
Boulder Creek	1	1
Capitola	1	2
Cupertino	1	117
Felton	2	24
Fremont	1	5
Los Altos	29	3,170
Los Altos Hills	5	999
Los Gatos	18	1,193
Moraga	1	1
Mountain View	6	3,006
Newark	1	1
Oakland	3	2,152
Orinda	1	23
Palo Alto	67	12,760
Penngrove	1	3
Pleasanton	1	6
Richmond	3	112
San Jose	1	12
Santa Cruz	27	5,490
Scotts Valley	14	2,932
Soquel	17	2,502
Stanford	1	6
Sunnyvale	2	55
Watsonville	1	46
<b>Grand Total</b>	<b>330</b>	<b>57,138</b>

411
Reports Annual AVG
59,938
New Reporters
15
New Reporters Top City
Pacifica
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
B737
A320
E75L
Top Flight Numbers
KAL214
UAL1272
TAI560



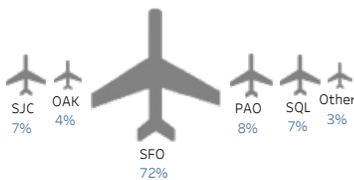
## Hourly Noise Reporters (Average Day in a Month)

Noise Reports All Operations



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

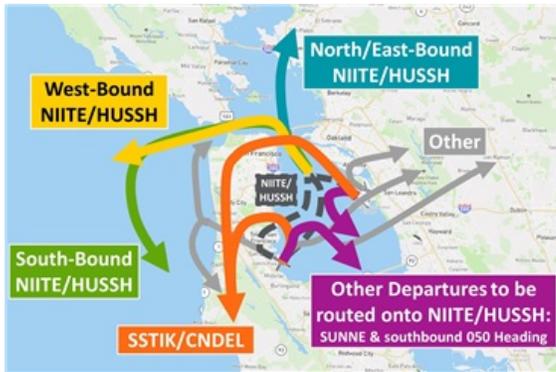
## Noise Reports by Airport



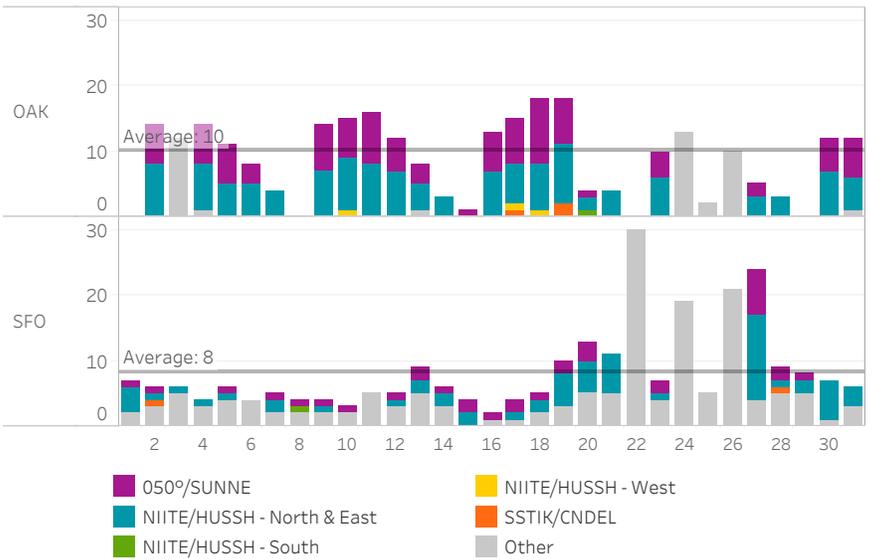
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

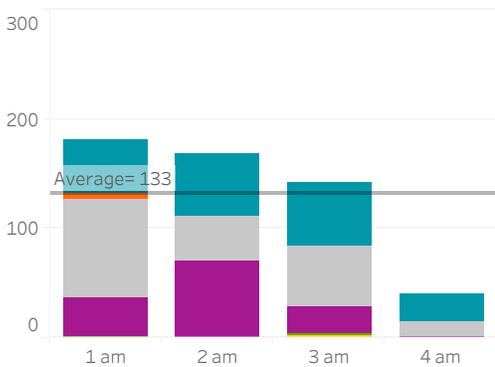
# NIITE to GOBBS 1 am to 5 am (December 2025)



Count of Departures per Night



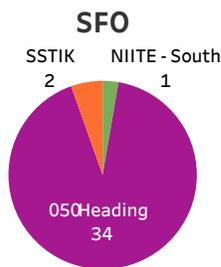
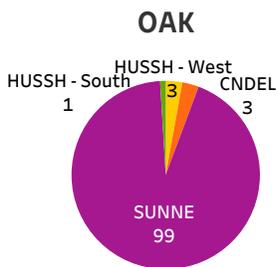
Average Total Departures per Hour



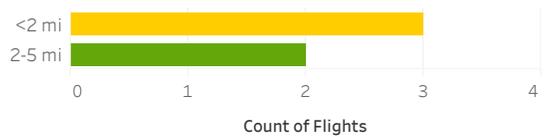
Departure Runway Usage

OAK				SFO							
10R	12	28L	30	01L	01R	10L	10R	19L	19R	28L	28R
0%	13%	0%	86%	10%	26%	10%	13%	0%	6%	14%	21%

CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS

OAK-HUSSH		SFO-NIITE	
Above NIITE	6,484 ft	Above NIITE	8,236 ft
Above GOBBS	11,981 ft	Above GOBBS	13,002 ft





## MEMORANDUM

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**To:** SFO Community Roundtable Members and Interested Parties

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

**Date:** December 10, 2025

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

**Reference:** HMMH Project Number 312310

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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 is currently one open comment period. The next publication is expected on December 25, 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:**

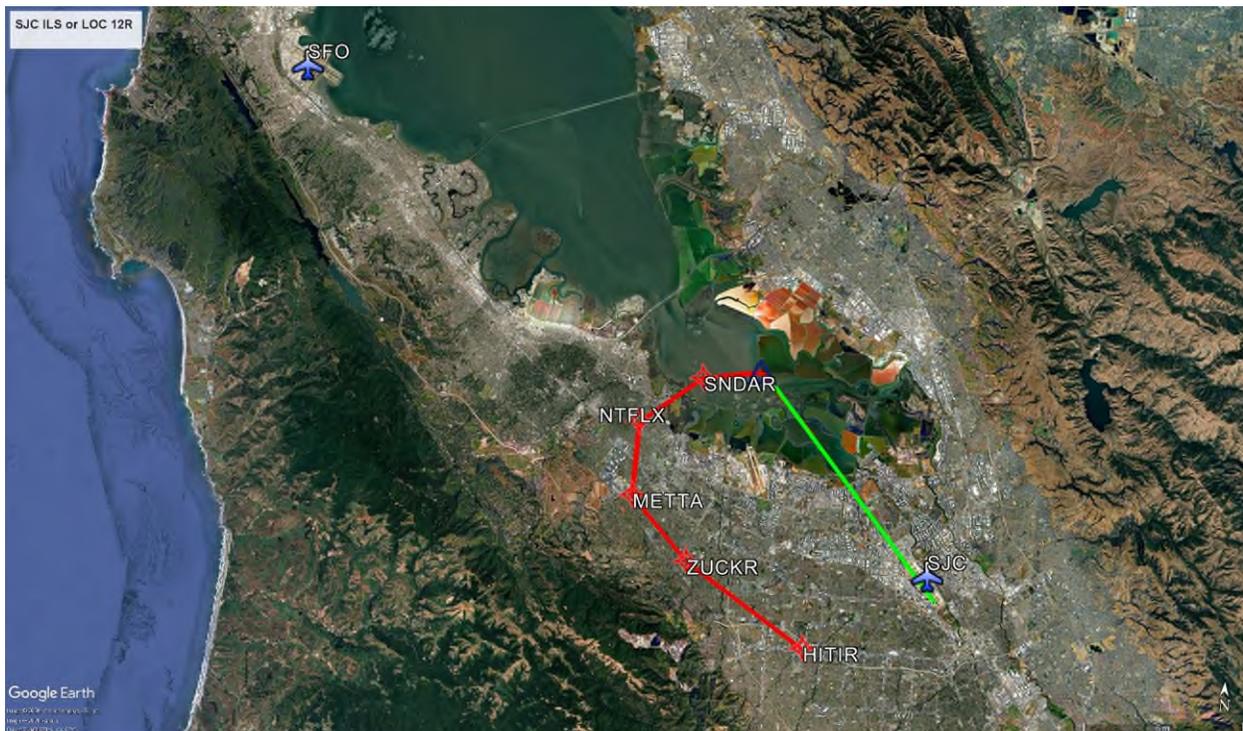
- SFO ILS OR LOC RWY 19L AMDT 23
  - Under Development
  - Publication date of May 14, 2026
- SFO SAN FRANCISCO FIVE DEPARTURE
  - Under Development
  - Publication date of May 14, 2026

\*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:**

- **SJC ILS OR LOC RWY 12R AMDT 9**
  - Comment period ends December 16, 2025
  - The following changes are expected:
    - Flight profile was amended to include PBN transition from the south (depicted in image below by red path)
    - Multiple administrative changes were made
    - Changes are not expected to affect communities surrounding SFO

**SJC ILS OR LOC RWY 12R**





## MEMORANDUM

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**To:** SFO Community Roundtable Members and Interested Parties  
**From:** Jason R. Stoddard, Senior Airspace Analyst  
Eugene M. Reindel, Vice President  
**Date:** January 19, 2026  
**Subject:** Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP)  
Information Gateway Review  
**Reference:** HMMH Project Number 312310

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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 1 update for SFO and 1 update for OAK. There is currently one recently closed comment period. The next publication is expected on January 22, 2026.

### 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
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  3. Complete: Procedure development action finished
  4. On Hold: Procedure waiting data/information to allow it to proceed/continue to next stage
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  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 QUIET BRIDGE VISUAL RWY 28R
  - Under Development
  - Publication date of July 9, 2026
- OAK NIMITZ SIX DEPARTURE
  - Awaiting Publication
  - Publication date of May 14, 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:**

- **SFO SAN FRANCISCO FIVE DEPARTURE**
  - Comment period ends December 31, 2025  
The following changes are expected:
    - This is an abbreviated administrative amendment that does not change flight paths or altitudes of the San Francisco Four Departure



## MEMORANDUM

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**To:** SFO Community Roundtable Members and Interested Parties

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

**Date:** January 28, 2026

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

**Reference:** HMMH Project Number 312310

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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 1 update for SFO. There are currently no open comment periods. The next publication is expected on February 19, 2026.

### Important Terms and Items:

- FAA Stage Definitions
  1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation, and priority (FPO)
  2. DEV: Development of the procedures
  3. FC: FAA Flight Inspection of the developed procedures
  4. PIT: Production Integration Team (TS)
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  - SID: Standard Instrument Departure
  - GPS: Global Positioning System
  - ILS: Instrument Landing System
  - LOC: Localizer

**Updates:**

- SFO RNAV (GPS) U RWY 28R
  - Under Development
  - Publication date of July 9, 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

# California Noise Standards vs. Federal Regulations

## California Noise Standards – Title 21

- Noise Impact Boundary is CNEL 65 dB
- Extent of Noise Impact Boundary validated by noise measurement
- Noise Impact Area must be zero for airport to operate without a noise variance

## Federal Regulations – Part 150

- Threshold for noise compatibility is DNL 65 dB
- DNL 65 dB contour determined by FAA noise model
- FAA-accepted Noise Exposure Map determines eligibility for noise mitigation funding