



Meeting Agenda Regular Meeting

Wednesday, April 1, 2026 - 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:
December 3, 2025
February 4, 2026 | <i>Action</i> | Page 4 |
| 5. | Acceptance of SFO's Airport Director's Report: <ul style="list-style-type: none">• November 2025• December 2025• January 2026• February 2026 | <i>Action</i> | Page 14 |
| 6. | Acceptance of HMMH FAA IFP Information Gateway: <ul style="list-style-type: none">• November 2025• December 2025• January 2026• February 2026 | <i>Information</i> | Page 42 |

REGULAR AGENDA

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

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|----|--|--------------------|--------|
| 7. | Nomination and Election of San Francisco
Airport Community Roundtable Chair and Vice
Chair | <i>Action</i> | Verbal |
| 8. | Chairperson Update | <i>Information</i> | Verbal |

Regular Meeting Agenda

April 1, 2026 / Meeting No. 360

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- | | | | |
|-----|--|--------------------|---------------|
| 9. | Technical Working Group (TWG) Report Out:
Fly Quiet Program Final Recommendations | Information | <i>Verbal</i> |
| 10. | SFO International Airport Updates
<i>Mike Nakornkhet, SFO Airport Director</i>
<i>Bert Ganoung, SFO Aircraft Noise Abatement
Manager</i> | <i>Information</i> | Page 52 |
| 11. | SFO International Airport- Update on Runway
Closure Community Engagement
<i>Doug Yakel, Public Information Officer</i> | <i>Information</i> | Page 63 |

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.

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](#).

12. Adjournment

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

SFO Airport/Community Roundtable

Meeting No 360 -- Minutes

Wednesday, February 4, 2026

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, February 4, at 7:00 p.m., at David J. Chetcuti Community Room, 450 Poplar Avenue, Millbrae, CA.

REGULAR MEMBERS' PRESENT

City and County of San Francisco Airport Commission – Michael Nakornkhet
Town of Atherton – Stacy Miles-Holland
City of Brisbane – Terry O'Connell
City of Burlingame – Desiree Thayer
Town of Colma – Joanne del Rosario
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 – Mary Hufty
City of Redwood City – Marcella Padilla

Member Paul Goeld from the Town of Woodside joined remotely via zoom.

REGULAR MEMBERS ABSENT

City and County of San Francisco Mayor's Office
City and County of San Francisco Board of Supervisors
County of San Mateo Board of Supervisors
C/CAG Airport Land Use Committee (ALUC)
Town of Atherton
City of Belmont
City of Daly City
City of East Palo Alto
City of Menlo Park
City of San Bruno
City of San Carlos
City of San Mateo
City of South San Francisco

A quorum was not reached.

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 (00:04:25)

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

- Ann Schneider, resident of Millbrae, commented on the impacts of infrastructure and development in the City of Millbrae.
- Darlene Yaplee, resident of Palo Alto, encouraged Roundtable members to attend the 2026 Aviation Noise & Emissions (ANE) Symposium, scheduled for March 9–11.

Chair Krolik closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:13:23)

Chair Krolik proposed setting the agenda and approving the Consent Items at the next meeting, as a quorum was not present.

CONSENT AGENDA

4. ACTION: Approval of SFO Community Roundtable Minutes: December 3, 2026

5. ACTION: Airport Director's Report: November 2025 and December 2025 (00:08:53)

6. INFORMATION: HMMH FAA IFP Information Gateway: November 2025 through January 2026

All items on the Consent Calendar were deferred to the April 1st meeting, due to lack of quorum.

REGULAR AGENDA

7. ACTION: Nomination and Election of San Francisco Airport Community Roundtable Chair and Vice Chair (00:13:56)

This item has been deferred to the April 1st meeting, due to lack of quorum.

8. INFORMATION: Chairperson Update (00:13:40)

Chair Krolik reported that the FAA had been invited to present at the meeting but did not confirm participation. It was noted that, due to a partial federal government shutdown, over 10,000 FAA employees had been furloughed, while approximately 13,000 air traffic controllers and other critical staff remained on duty to maintain essential operations. The Roundtable will continue to monitor developments and provide updates as needed.

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](#).

Additionally, Chair Krolik shared that the FAA has retired its regional aircraft noise complaint hotlines and transitioned to the national ANCIR Portal as the sole method for receiving public noise concerns. The FAA is currently seeking public feedback on this new process to evaluate information collection and reduce reporting burdens. As the comment period concludes prior to the next Roundtable meeting, the Chair and Vice Chair will coordinate with staff and the technical consultant to submit comments consistent with the Roundtable's mission and will report back at a future meeting.

9. INFORMATION: SFO International Airport Updates (00:19:20)

SFO Director Mike Nakornkhet provided an update on airport operations, including acknowledgment of a tragic work-related accident involving a DNATA ground service worker who passed away on January 18, 2026. He reported that holiday passenger traffic from Christmas through New Year reached 1.3 million travelers—exceeding pre-pandemic levels with a 4% increase over the previous year, though still 5% below 2019—and noted expectations for similarly high volumes this year. Preparations for the Super Bowl are underway, with SFO anticipating 1.3 million travelers over a ten-day period; airlines have added 28 additional flights, including increased arrivals on March 6 and departures on March 9 to meet demand.

Mr. Nakornkhet also advised that Runway 19L will be closed for six months beginning March 3 for repaving and improvements, with the adjacent Runway 1L also closed for takeoffs and landings, shifting all operations to the 10/28 runways. He shared that Waymo has been approved to begin a soft launch of autonomous passenger service for a limited number of riders at the SFO Ground Floor Rental Car Center starting January 29, following a three-phase testing process. Additionally, new seasonal service is scheduled to begin with Avianca on May 31 and United Airlines on June 27.

Bert Ganoung, Noise Office Manager, provided updates on the noise exposure map, the noise insulation program, and recent developments related to the Runway 01R project. He reported no significant changes to the Repair/Replace Initiative (RRI), noting only three additional applications in December, and provided an update on the Second Chance Initiative (SCI), which is onboarding a 75-unit apartment building in South San Francisco. He also provided updates on the Expanded Eligibility Initiative (EEI), noting a decrease of one unit in the Units in Design category due to an Accessory Dwelling Unit (ADU) not up to code requirements, and reported that no units are currently out for bids as they are under construction.

Member Rainaldi inquired about the funding sources for the various projects and initiatives. Mr. Ganoung responded that the Repair/Replace Initiative (RRI) is self-funded, while other programs are funded by SFO and the federal government in accordance with FAA guidelines. He noted that most programs are grant-funded and require FAA approval once project costs are finalized and offered to share a presentation with additional details.

Daniel Lee, Project Manager with SFO's Design and Construction Division, presented an overview of the Runway 1R and Taxiway W project, noting that runway rehabilitation is required every 12–15 years and will include resurfacing, new taxiways, and system upgrades. Construction will begin March 30, 2026, with runways reopening by October 3 and full project completion expected by November 17. Daily construction is anticipated, with increased traffic near Millbrae Avenue and Bayshore Highway, along with mitigation measures to manage congestion and debris.

Doug Yakel, SFO'S Public Information Officer, outlined temporary air traffic changes during construction, emphasizing minimal impact on arrivals but notable adjustments to departures.

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](#).

Domestic flights will merge into routes typically used for international traffic, increasing aircraft volume along those paths and likely raising community noise levels during the six-month construction period.

Member Jonsson inquired about safety measures during the construction period. Mr. Yakel responded that the pilot and air traffic controller communities have collaborated to recommend this flight configuration, ensuring the safest possible routes, and that the closure of an additional runway will help manage traffic and equipment operations. Mr. Lee added that SFO has conducted safety risk assessments and orientation training in coordination with the FAA to further ensure safety.

Member Boles asked about the expected percentage increase in traffic and Mr. Yakel estimated it to be approximately 30% overall.

Member Hufty asked about aircraft noise over South San Mateo County and whether traffic would decrease or increase during Fleet Week. Mr. Yakel replied that the impact will vary depending on the specific community.

Member Padilla asked whether SFO will implement a targeted community outreach campaign to inform the public prior to construction. Mr. Yakel confirmed that awareness efforts are underway and will be shared once finalized.

Member Rainaldi inquired about the potential for increased traffic in Millbrae and whether Waymo operations could add to congestion. He also asked if there are any future plans to extend the runway toward the shoreline. Mr. Lee confirmed that traffic control measures at South McDonnell Road, which have proven effective in past construction projects, will help mitigate congestion. Mr. Yakel added that SFO city staff will coordinate with Waymo to evaluate and address any potential impacts. He also noted that SFO has a shoreline protection program in place and that the physical dimensions of the runways will remain unchanged.

Chair Krolik asked about the risk of close calls between aircraft and whether the runway configuration will help mitigate this potential danger. Mr. Yakel explained that SFO has conducted extensive analysis to identify possible sources of confusion and is using the taxiway geometry to minimize such risks. He also stated that SFO is actively engaged with airlines during the planning process to address potential flight delays and noise impacts.

Chair Krolik open and closed public comments. No comments were received.

10. INFORMATION: Technical Working Group (TWG) Report Out (00:17:40)

Vice Chair O'Connell provided a brief update on the most recent Technical Working Group meeting. The group continued discussions on the five new scoring categories proposed by SFO for inclusion in the Fly Quiet Program. SFO also responded to feedback from the December meeting and presented potential options for the group's consideration. The group aims to finalize its review and present an updated program recommendation to the full Roundtable in April.

11. INFORMATION: California Noise Standards vs. Federal Regulations (01:00:00)

HMMH Technical Consultant Gene Reindel provided a brief presentation on the differences between California noise standards and federal regulations to clarify potential confusion and enhance member awareness.

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](#).

Chair Krolik open and closed public comments. No comments were received.

UPDATES

12. Member Updates (01:06:03)

Chair Krolik thanked Roundtable members for attending in person, noting the continued challenge of achieving a quorum. Chair Krolik also announced that Roundtable elections will be deferred to the April 1 meeting and will continue to serve as Chair, with Vice Chair O'Connell serving as Vice Chair, until that time. No additional member updates were provided.

13. Adjournment

Chairman Krolik adjourned the meeting at approximately 8:06 P.M.

Harvey Milk Terminal

Terminal 1

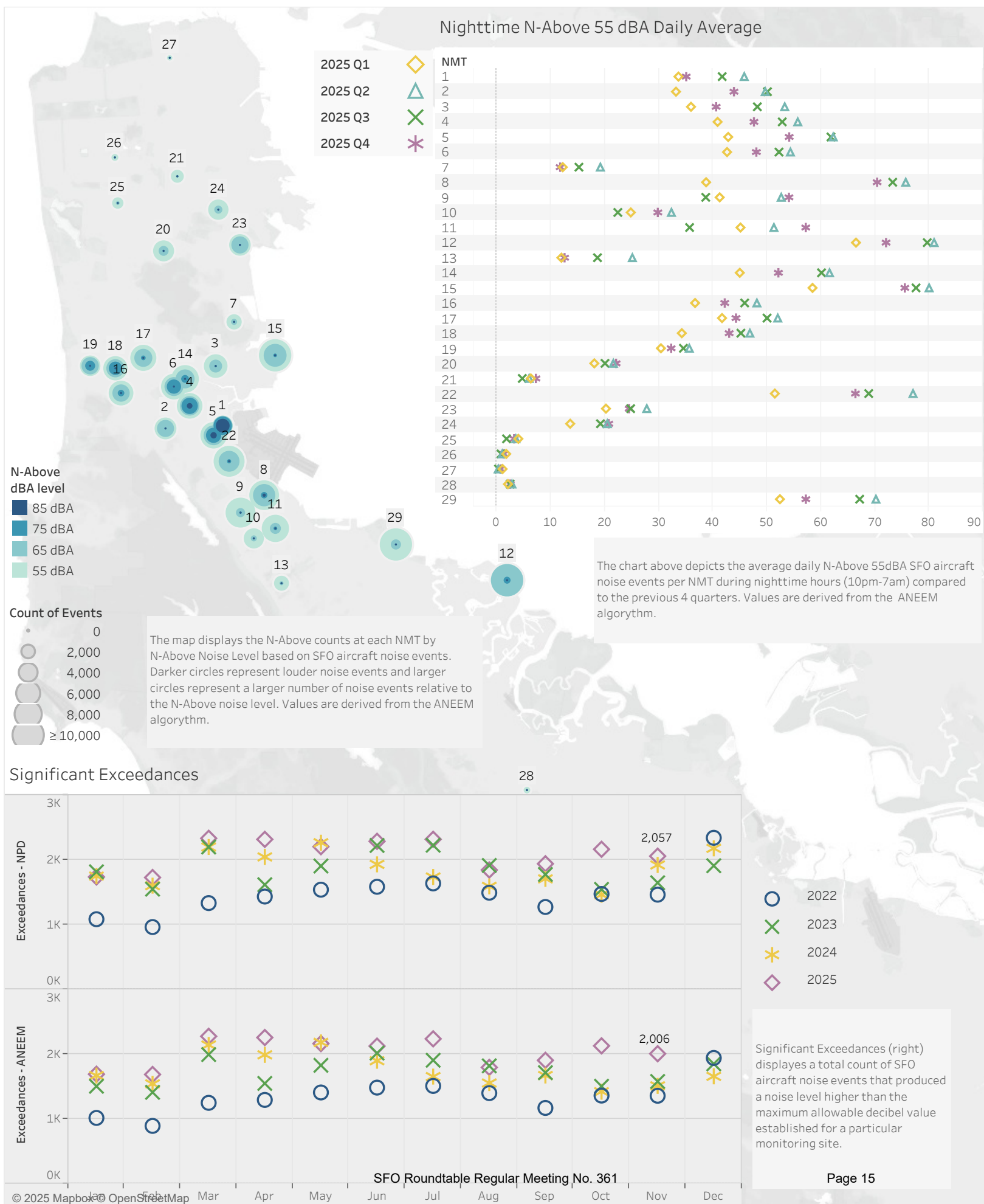


Airport Director's Report

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

Aircraft Noise Office
November 2025

November 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	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.

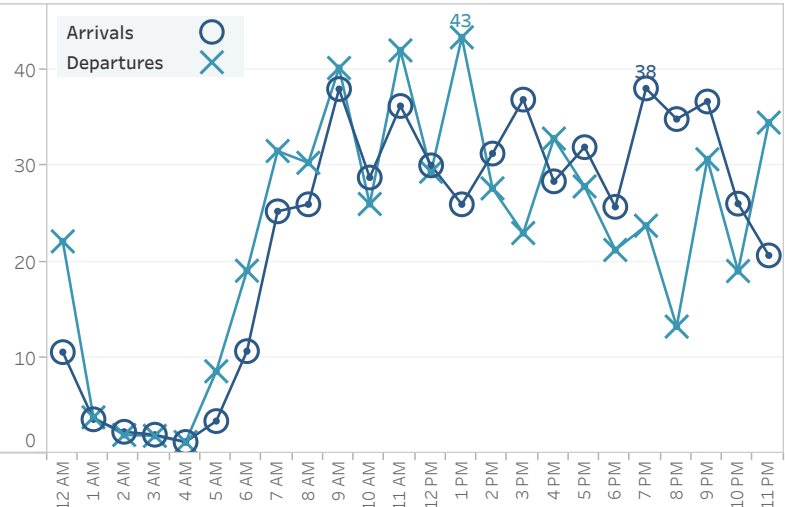
SFO N-Above NPD								SFO N-Above ANEEM							
NMT	Min:Max								Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA		LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:100	3,670	3,670	3,670	3,546	3,263	2,675		53:100	3,876	3,831	3,711	3,510	3,220	2,650
2	60:87	3,011	3,011	2,543	767	29	3		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

Operations

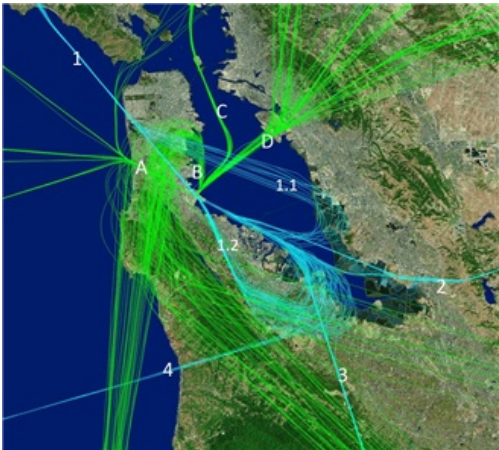
November 2025

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

November 2025 Average Day (Hourly)



Major Arrival and Departure Routes (West Flow)



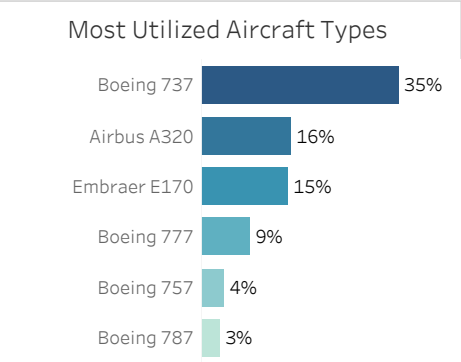
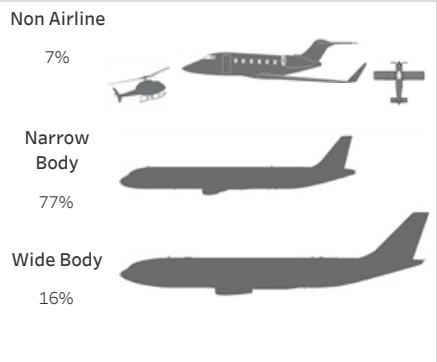
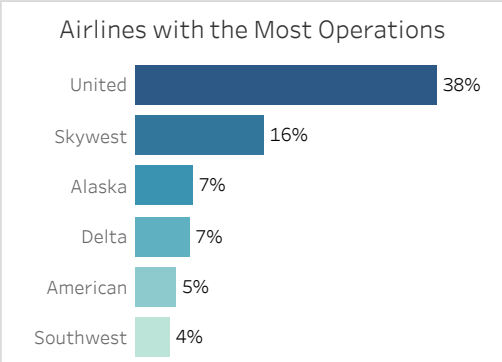
West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow
93%

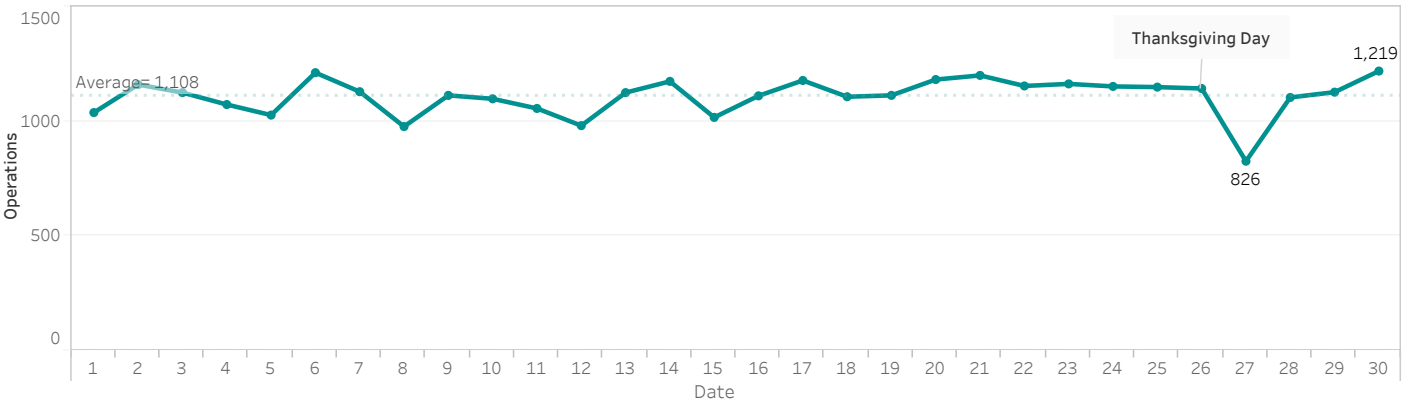
Top Destinations		
Los Angeles	San Diego	Seattle
6%	4%	3%

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

Arrival Route		Departure Route	
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%

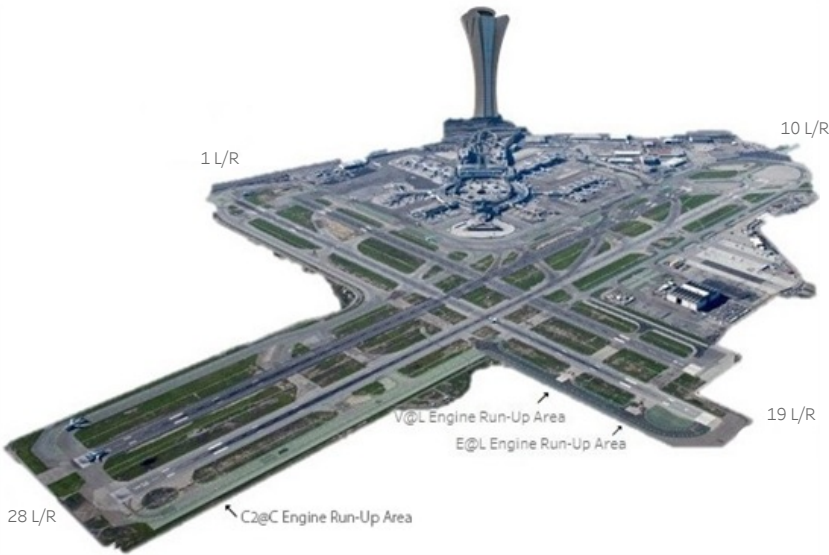
Nighttime Power Run-Ups

10pm-7am

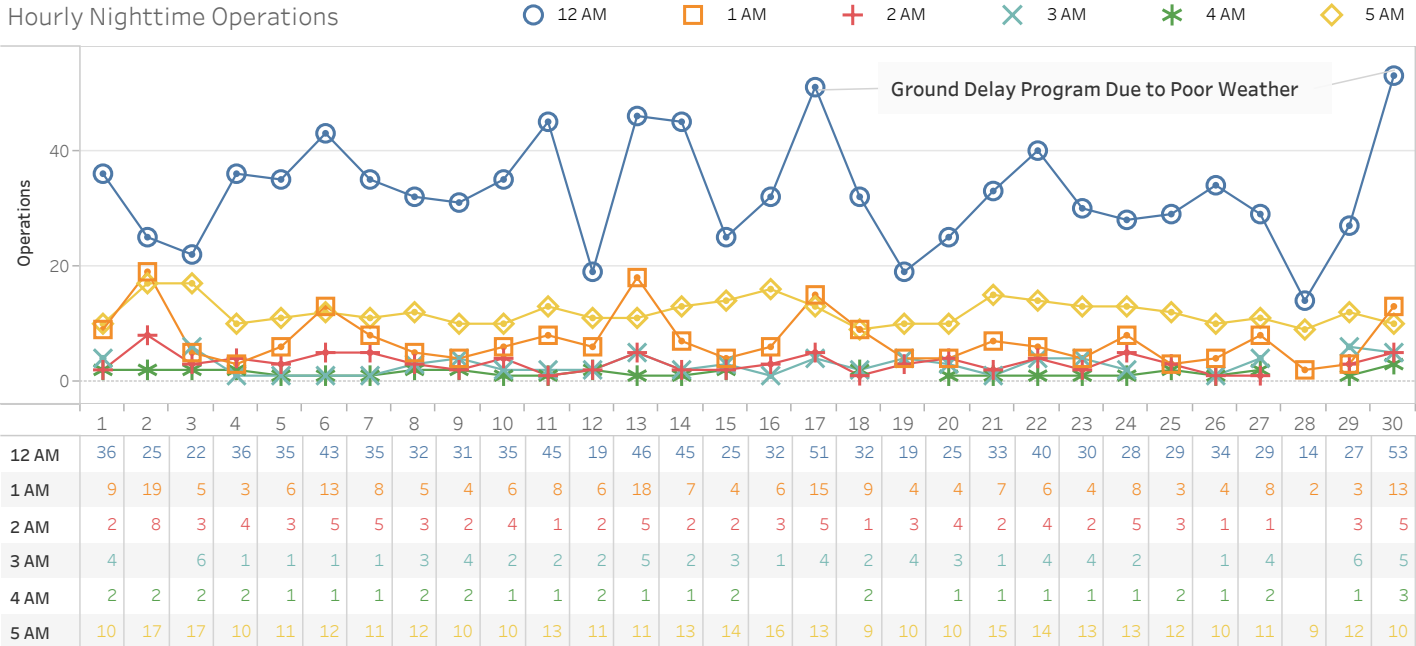
Alaska Airlines 2
American Airlines 13
United Airlines 17

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



Noise Reports

Reporters Annual
AVG

Noise Reporters Location Map

November 2025

Noise Reporters / Noise Reports				
Roundtable	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		
Other	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	
	Grand Total		382	64,907

Reports Annual
AVG

New Reporters

New Reporters
Top City

Foster City

Furthest Report

64 miles

Reports per SFO
Operation

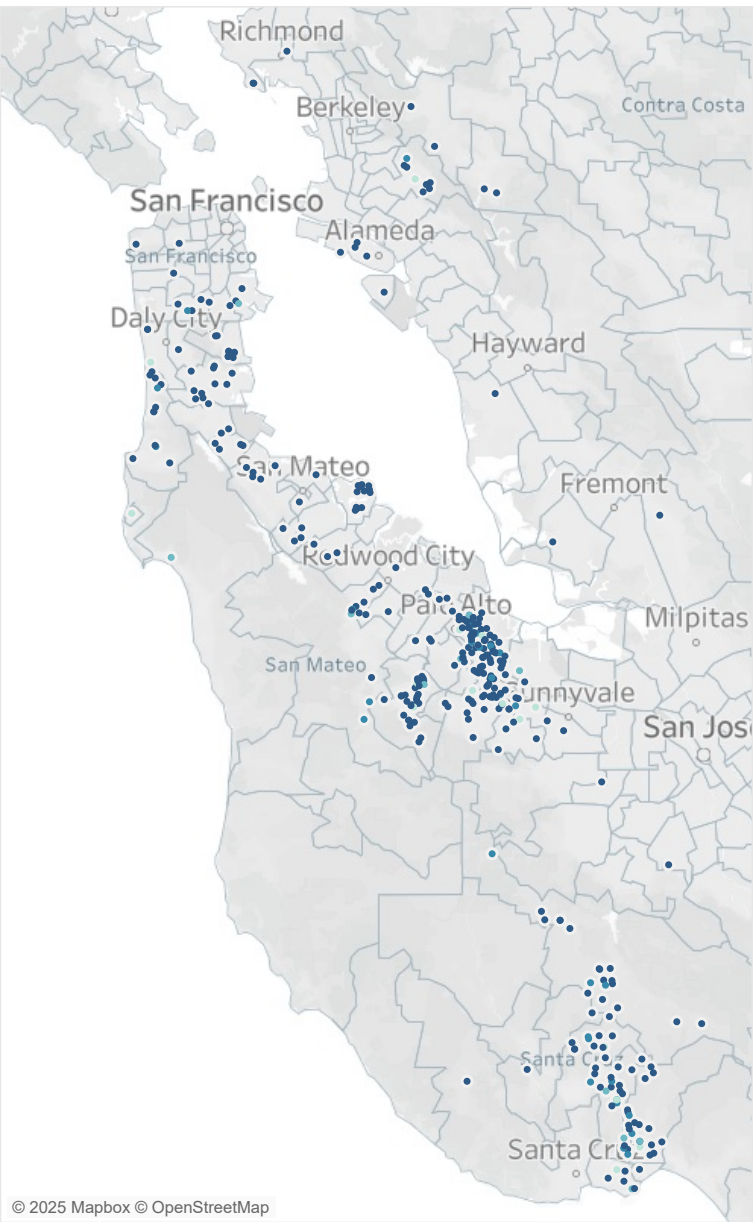
2

Top Aircraft
Types

B737
E75L
A320

Top Flight
Numbers

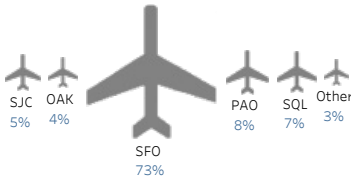
KAL214
TAI560
UAL505



© 2025 Mapbox © OpenStreetMap

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

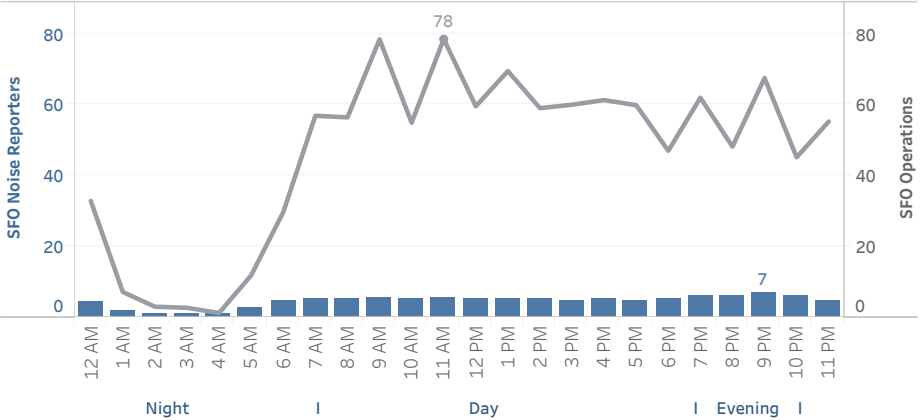
Noise Reports by Airport



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

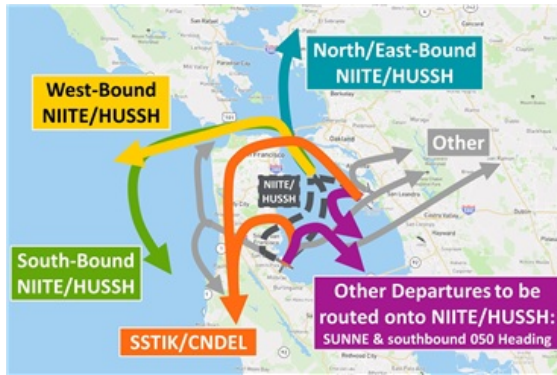
Hourly Noise Reporters (Average Day in a Month)

Noise Reports All
Operations

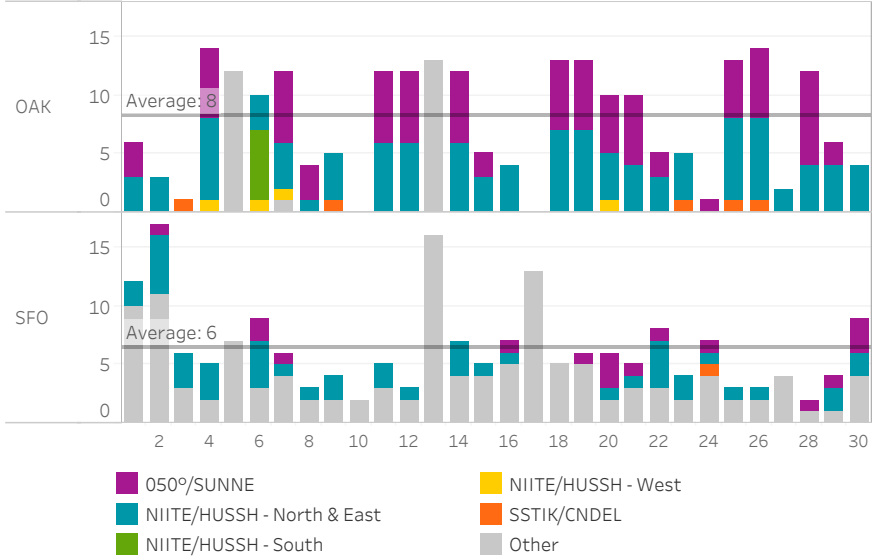


Source: SFO Intl Airport Noise Monitoring System

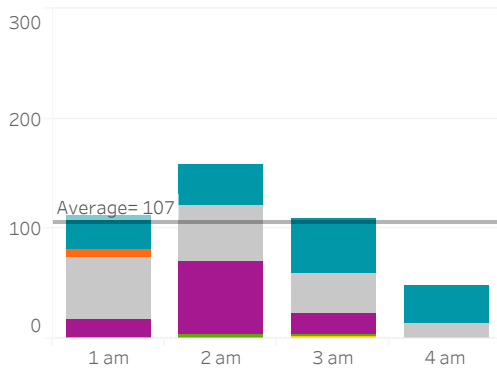
NIITE to GOBBS 1 am to 5 am (November 2025)



Count of Departures per Night



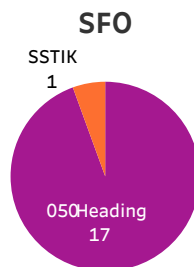
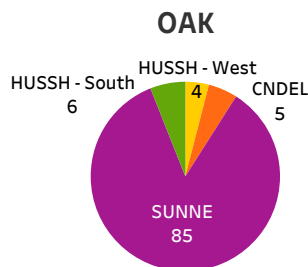
Average Total Departures per Hour



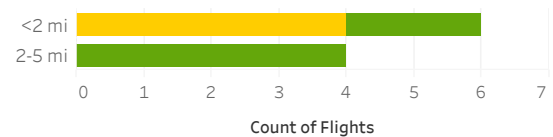
Departure Runway Usage

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

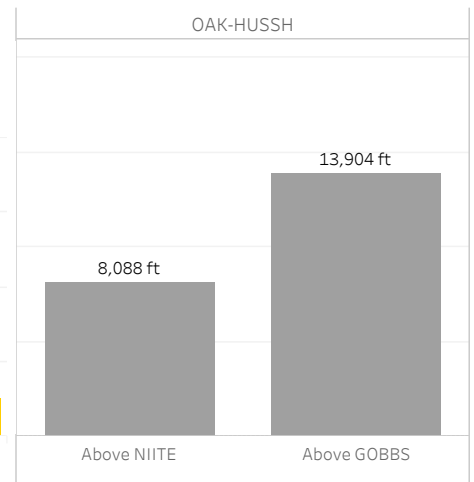
CNDEL and SSTIK Departures vs HUSSH and NIITE



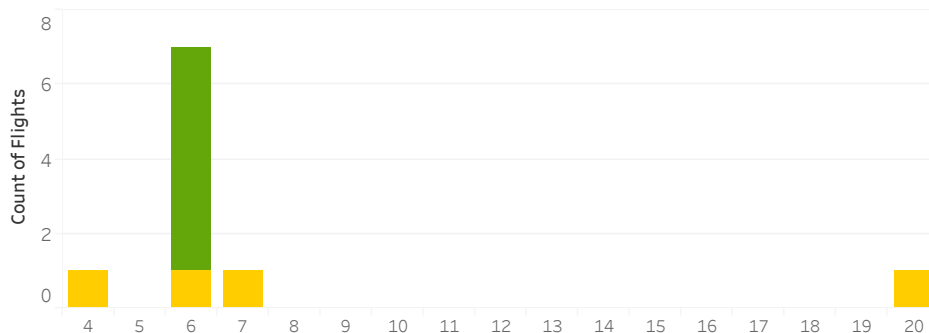
How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Count of Flights



Harvey Milk Terminal

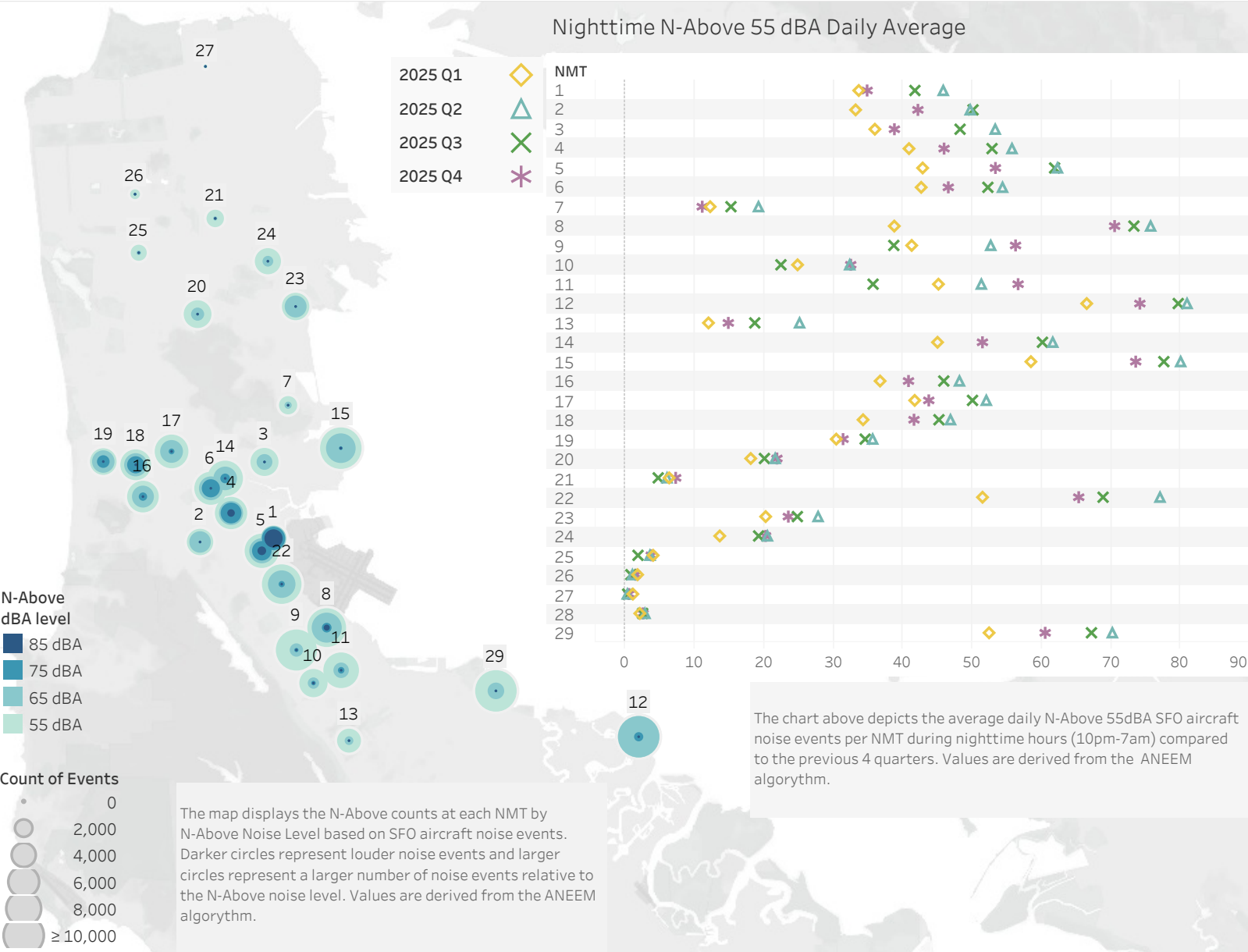
Terminal 1



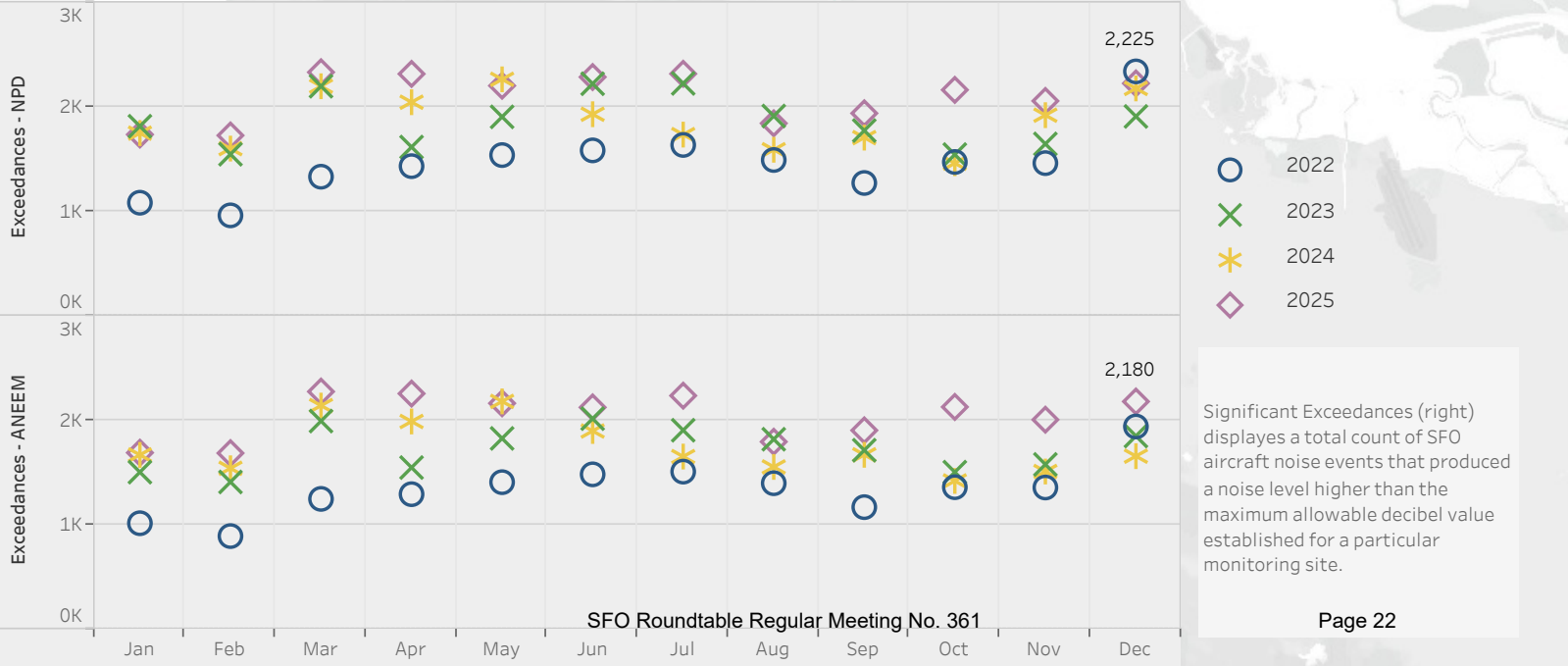
Airport Director's Report

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

Aircraft Noise Office
December 2025



Significant Exceedances



		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	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.

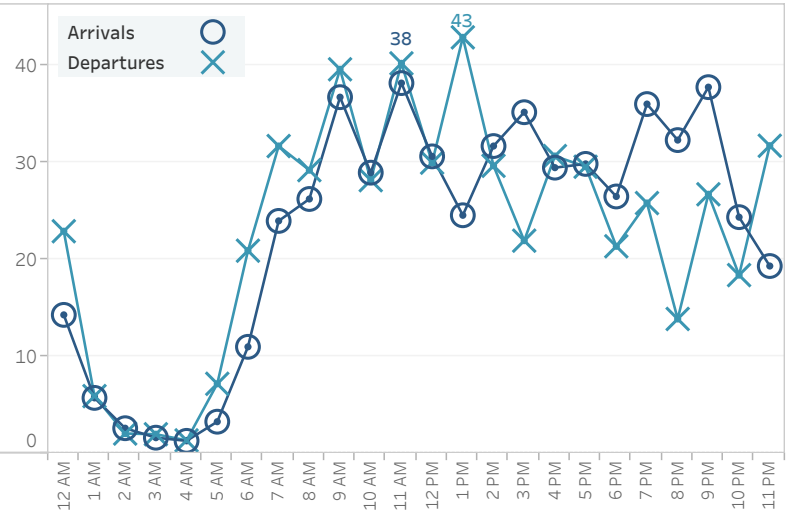
SFO N-Above NPD								SFO N-Above ANEEM						
Min:Max								Min:Max						
NMT	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	3,472	3,472	3,472	3,343	3,153	2,711	54:99	3,859	3,820	3,632	3,356	3,142	2,703
2	61:83	3,472	3,472	2,842	822	46	4	52:80	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

Operations

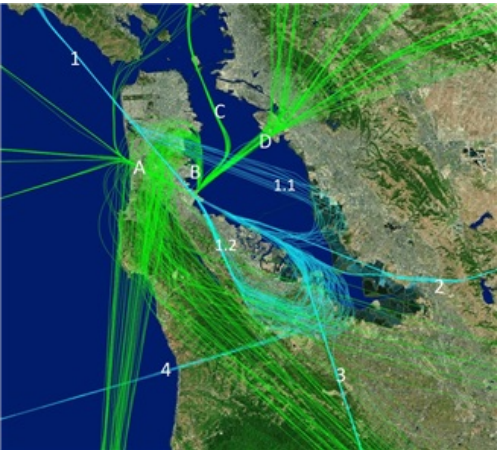
December 2025

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

December 2025 Average Day (Hourly)



Major Arrival and Departure Routes (West Flow)



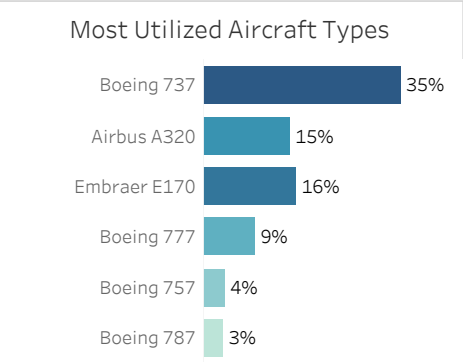
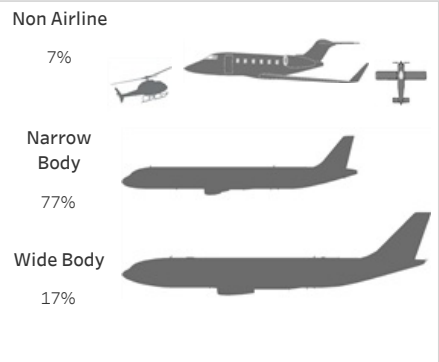
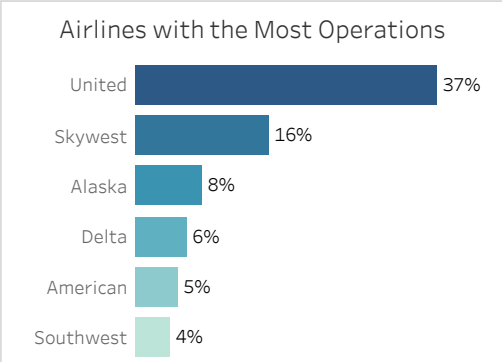
West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow
87%

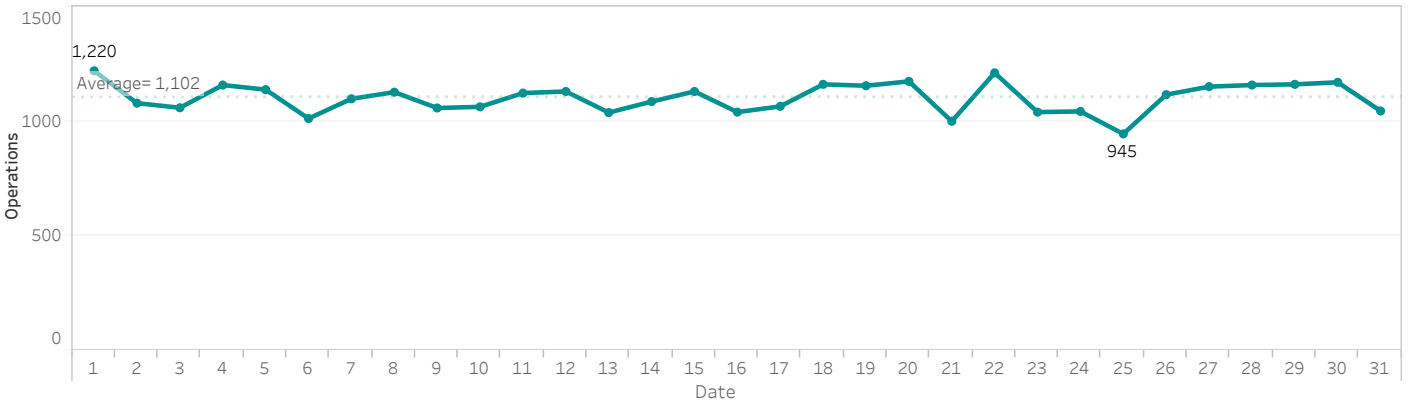
Top Destinations		
Los Angeles	San Diego	Seattle
6%	3%	3%

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

Arrival Route		Departure Route	
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%



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%

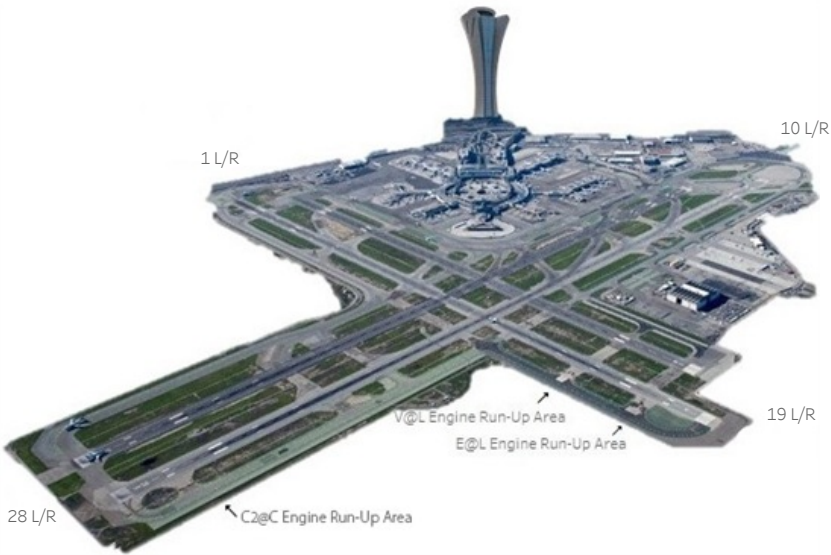
Nighttime Power Run-Ups

10pm-7am

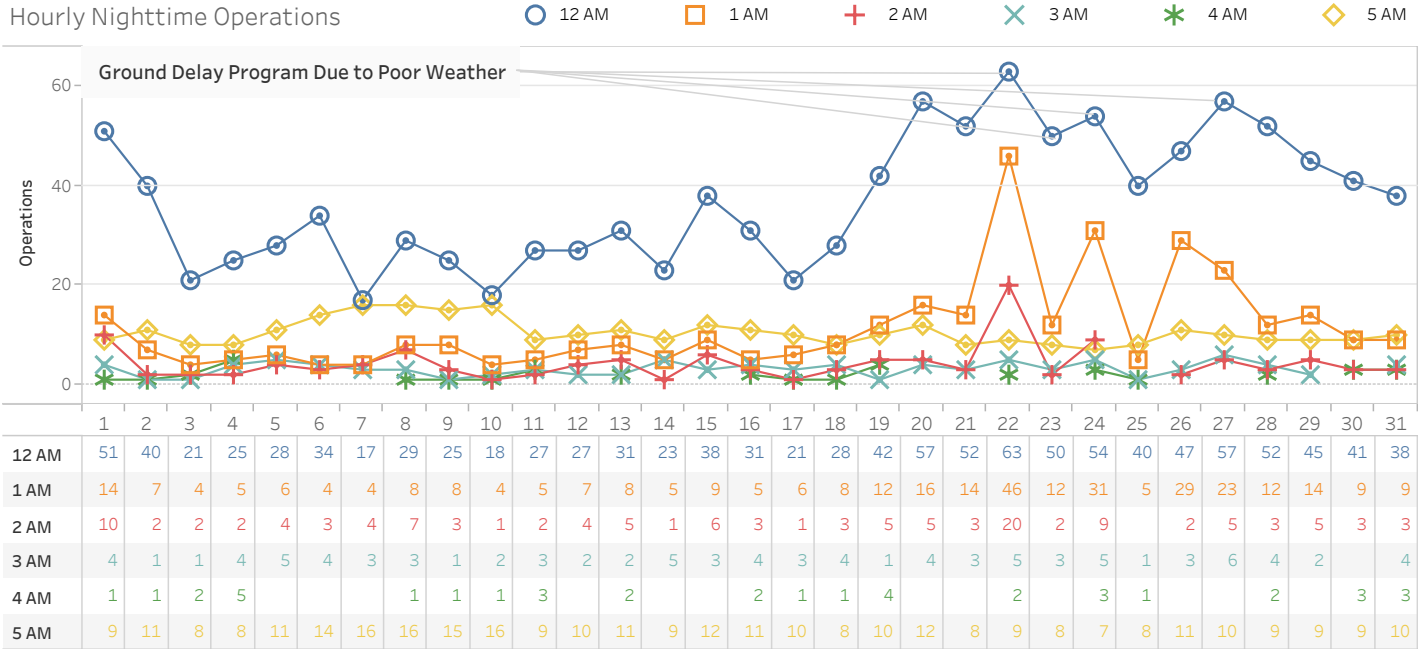
Alaska Airlines	2
American Airlines	8
Amazon Prime Air	1
United Airlines	24

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



Noise Reports

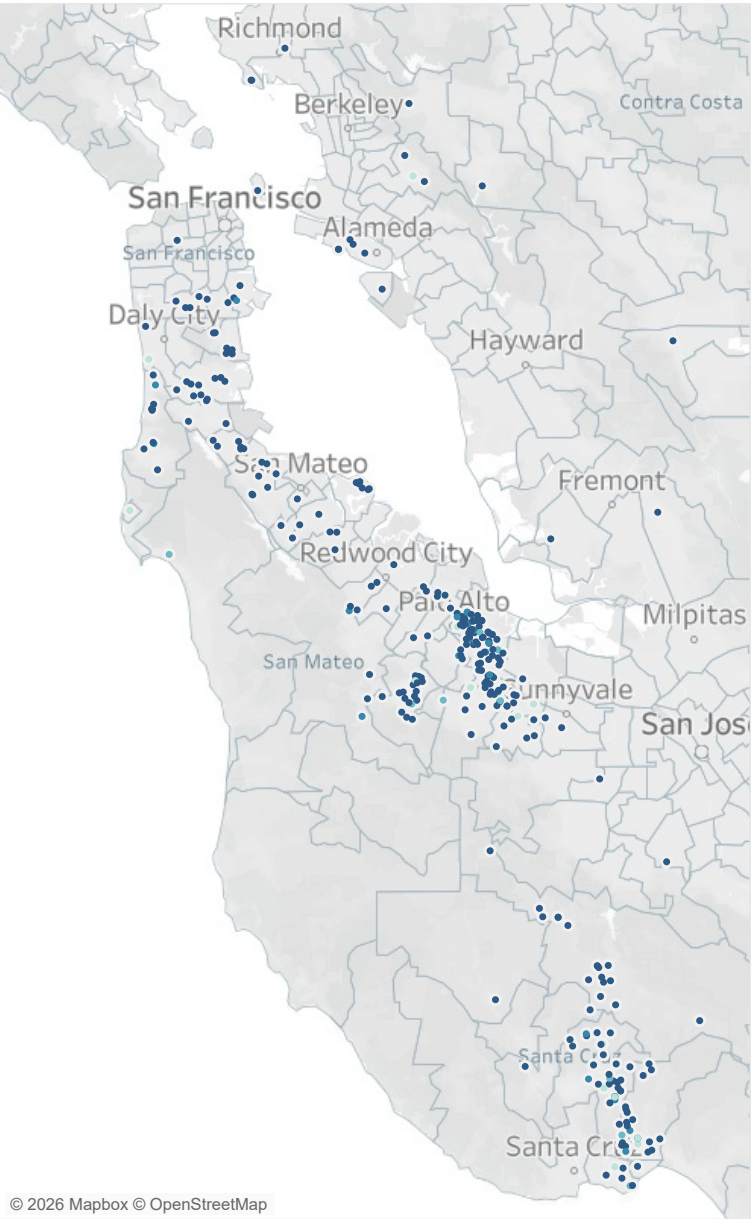
Reporters Annual
AVG

Noise Reporters Location Map

December 2025

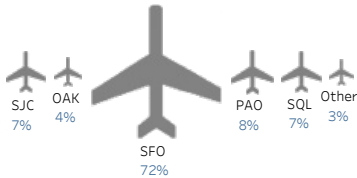
Noise Reporters / Noise Reports			
Roundtable	Atherton	3	7
	Belmont	3	4
	Brisbane	8	93
	Burlingame	3	4
	Daly City	2	849
	El Granada	1	707
	Emerald Hills	2	52
	Foster City	7	74
	Hillsborough	4	6
	Menlo Park	6	130
	Millbrae	6	32
	Montara	1	1,730
	Pacifica	12	864
	Portola Valley	23	15,389
	Redwood City	5	408
	San Bruno	2	3
	San Francisco	11	800
	San Mateo	5	45
	South San Francisco	11	125
	Woodside	4	1,093
Other	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
	Grand Total		330

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



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

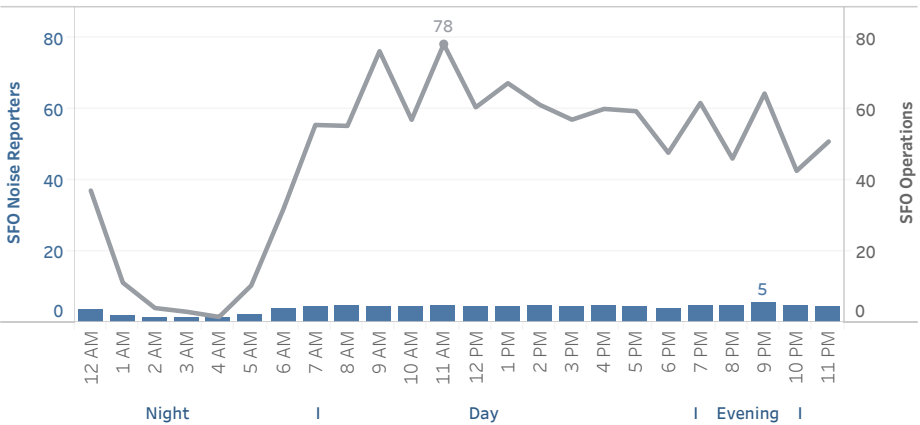
Noise Reports by Airport



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

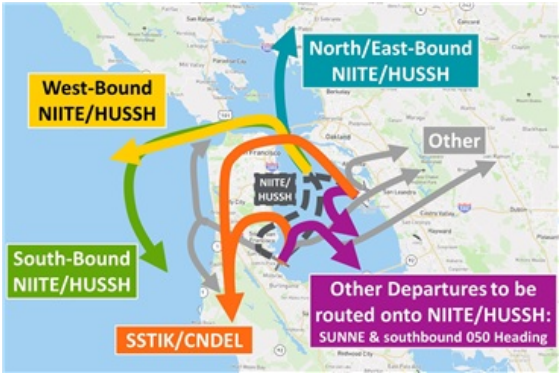
Hourly Noise Reporters (Average Day in a Month)

Noise Reports All
Operations

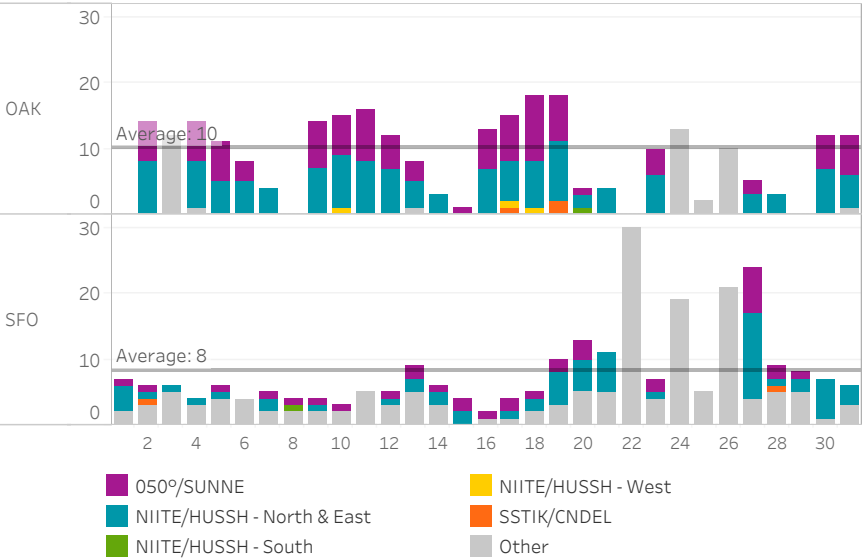


Source: SFO Intl Airport Noise Monitoring System

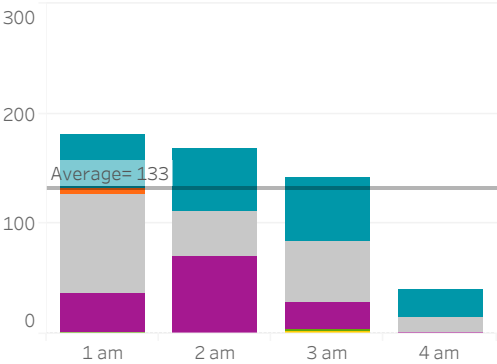
NIITE to GOBBS 1 am to 5 am (December 2025)



Count of Departures per Night



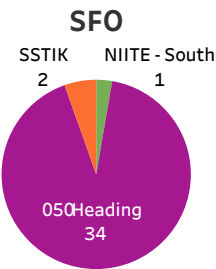
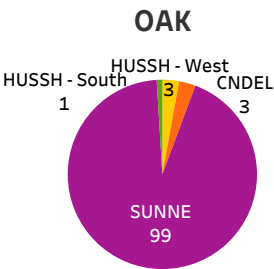
Average Total Departures per Hour



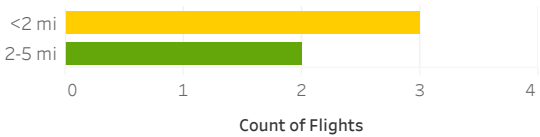
Departure Runway Usage

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%

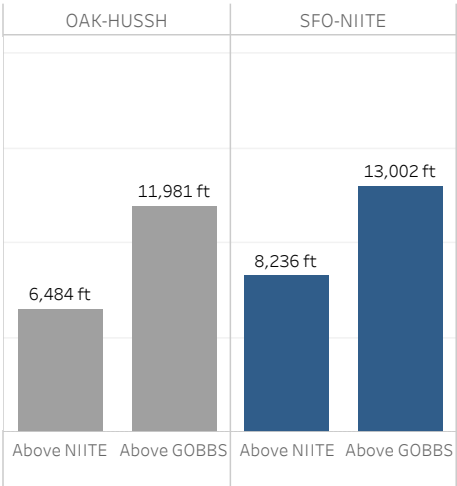
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Harvey Milk Terminal

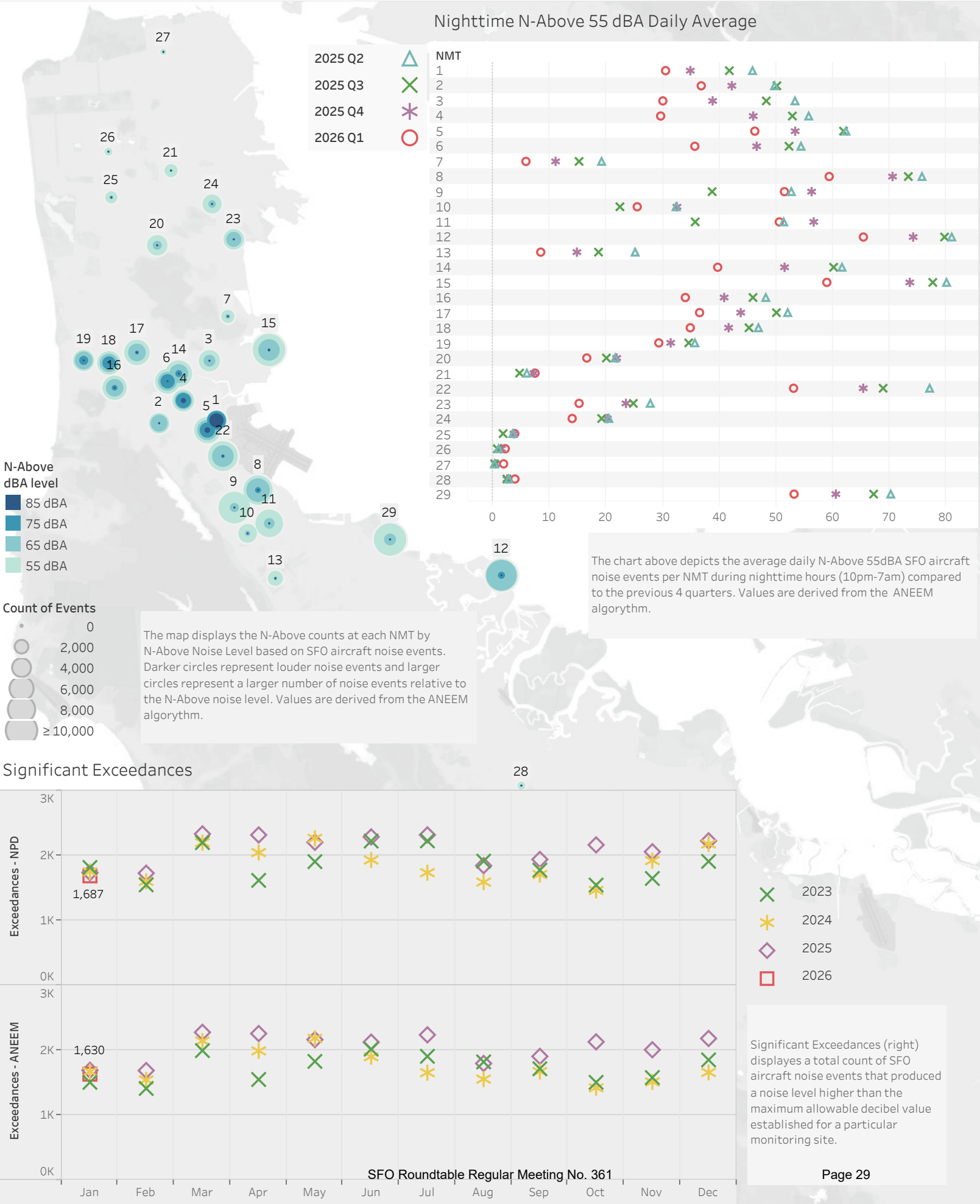
Terminal 1



Airport Director's Report

Presented at the April 1, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
January 2026



Aircraft Noise Levels Details

		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	124	73	95	84	68	57	129	73	95	83
2	San Bruno	107	57	80	68	65	52	133	57	79	66
3	SSF	51	52	79	67	63	52	164	53	75	63
4	SSF	107	68	90	78	60	48	178	68	88	70
5	San Bruno	117	67	89	77	63	50	228	66	86	69
6	SSF	113	64	87	75	56	43	233	64	84	66
7	Brisbane	16	43	78	66	57	45	92	46	72	59
8	Millbrae	29	57	86	73	67	53	271	60	79	67
9	Millbrae	11	41	78	65	59	43	401	52	71	58
10	Burlingame	7	41	79	65	58	44	210	50	73	58
11	Burlingame	12	44	80	66	58	44	300	53	73	59
12	Foster City	284	61	82	71	57	41	430	62	80	67
13	Hillsborough	4	37	79	66	55	40	134	44	68	56
14	SSF	109	60	83	71	59	44	268	60	79	63
15	SSF	156	57	81	68	59	44	353	58	78	63
16	SSF	93	59	82	71	58	43	210	59	79	64
17	SSF	101	59	82	70	57	42	227	59	79	64
18	Daly City	98	63	87	75	60	46	179	63	84	68
19	Pacifica	91	60	84	73	59	45	143	60	82	68
20	Daly City	73	49	77	65	65	41	167	49	73	60
21	San Francisco	17	40	74	63	58	47	84	44	70	59
22	San Bruno	70	56	81	70	64	50	288	59	78	65
23	San Francisco	86	52	79	68	61	50	157	53	77	64
24	San Francisco	49	47	76	65	64	49	144	49	73	61
25	San Francisco	12	39	76	65	56	41	76	42	70	58
26	San Francisco	3	34	77	65	57	44	41	40	71	58
27	San Francisco	7	39	77	66	57	45	42	41	71	59
28	Redwood City	10	41	76	65	53	38	48	43	71	58
29	San Mateo	112	54	78	65	57	42	394	56	74	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							
Min:Max								Min:Max							
NMT	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA	
1	66:102	3,637	3,637	3,637	3,541	3,353	2,881	56:102	3,893	3,870	3,723	3,536	3,336	2,864	
2	61:87	3,260	3,260	2,702	705	31	5	51:79	3,949	3,785	2,724	675	23	0	
3	62:85	1,414	1,414	1,074	226	50	13	50:85	4,301	3,265	1,324	203	35	8	
4	61:96	2,862	2,862	2,806	2,563	2,222	1,334	52:96	4,498	3,607	2,903	2,563	2,214	1,332	
5	63:99	3,434	3,434	3,416	3,069	2,253	1,115	50:90	6,597	5,355	3,922	3,121	2,241	1,104	
6	62:90	3,373	3,373	3,315	2,934	1,960	478	49:90	5,828	4,365	3,372	2,907	1,933	467	
7	61:83	345	345	213	58	4	1	49:83	1,638	672	229	59	3	1	
8	68:92	912	912	912	794	243	61	48:92	8,206	7,853	5,293	1,757	339	70	
9	59:81	103	99	60	31	7	1	48:81	9,525	3,277	771	141	18	1	
10	59:78	47	44	30	16	4	0	43:80	3,322	1,214	287	60	15	0	
11	60:82	78	78	60	46	26	2	39:82	7,251	3,447	1,087	271	62	3	
12	63:85	8,892	8,892	8,797	5,811	512	20	49:84	12,971	10,743	8,898	5,721	473	11	
13	59:77	57	56	28	10	1	0	48:77	2,148	605	137	16	1	0	
14	61:87	3,245	3,245	3,139	1,913	466	28	44:84	6,682	4,791	3,392	1,938	449	19	
15	61:91	4,894	4,894	4,199	1,245	141	38	49:86	10,011	7,423	4,389	1,181	95	18	
16	61:81	2,886	2,886	2,785	1,677	300	3	49:80	5,586	4,000	2,949	1,699	303	2	
17	61:83	3,117	3,117	2,868	1,426	159	4	48:81	6,181	4,590	2,990	1,388	151	3	
18	64:91	3,038	3,038	3,035	2,744	1,646	420	50:91	5,209	4,179	3,225	2,736	1,644	418	
19	65:85	2,729	2,729	2,729	2,156	785	54	49:85	4,230	3,700	3,001	2,175	787	55	
20	59:88	2,178	2,111	879	280	98	20	49:83	3,990	2,506	765	134	18	1	
21	59:80	359	339	57	4	1	1	51:80	1,618	582	65	4	1	1	
22	64:86	1,991	1,991	1,972	1,030	98	3	49:86	8,478	7,332	4,461	1,389	126	4	
23	63:81	2,483	2,483	2,099	482	29	2	52:80	3,965	3,570	2,151	470	24	1	
24	59:79	1,288	1,245	451	96	10	0	51:77	3,446	2,222	531	113	7	0	
25	58:79	307	285	115	23	4	0	49:74	1,390	618	140	13	0	0	
26	60:78	60	59	26	5	2	0	49:72	573	231	44	5	0	0	
27	60:78	77	77	37	3	3	0	50:76	328	153	28	1	1	0	
28	59:78	172	157	57	11	1	0	49:74	578	222	46	7	0	0	
29	59:84	3,496	3,303	1,417	479	85	9	49:82	10,719	5,001	1,342	361	48	5	

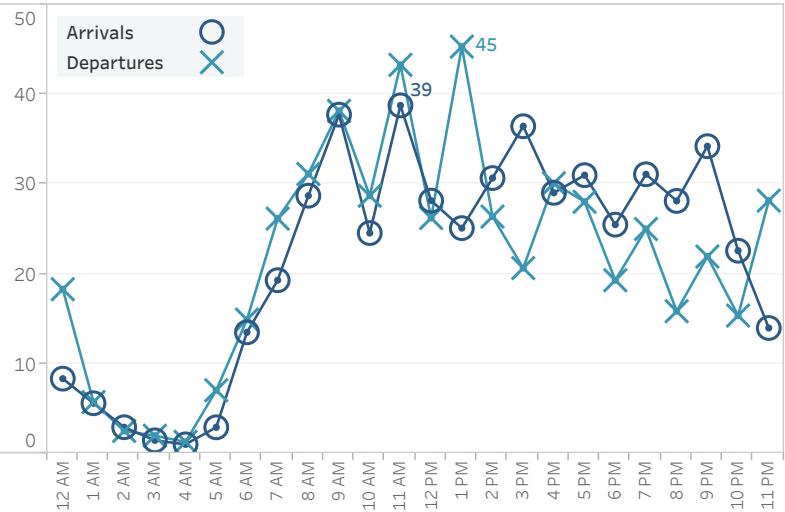
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

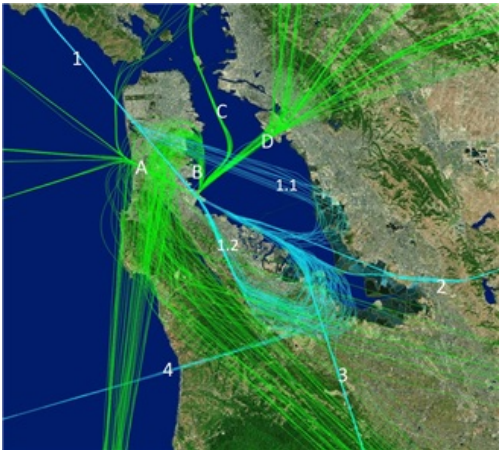
January 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
32,267	1,041	34,403	2%

January 2026 Average Day (Hourly)



Major Arrival and Departure Routes (West Flow)



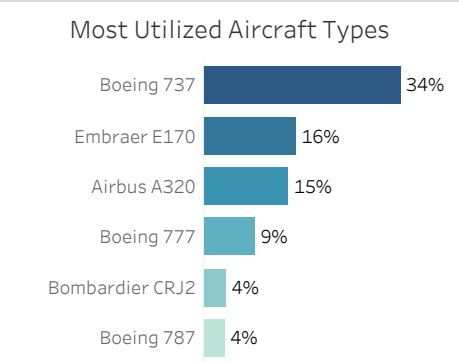
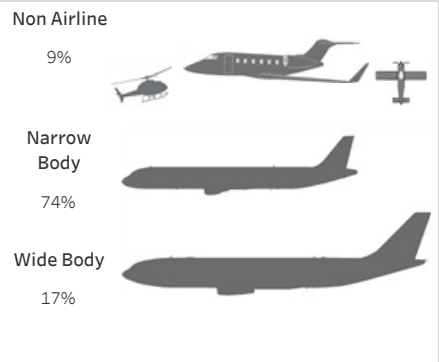
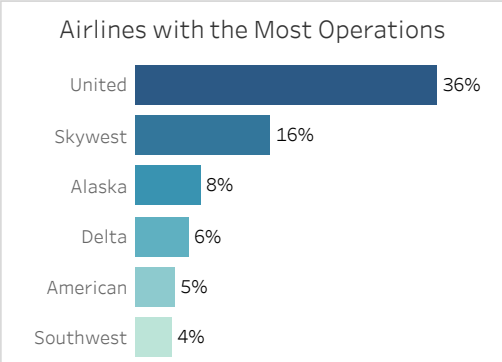
West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow
89%

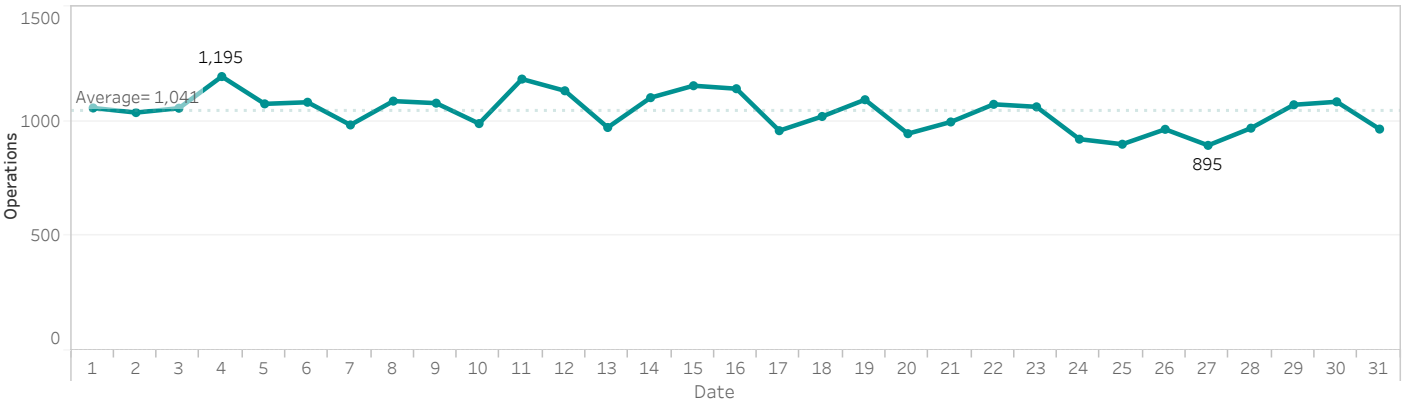
Top Destinations		
Los Angeles	Las Vegas	San Diego
6%	4%	4%

Down the Bay vs Peninsula	
1.1 Down the Bay Visual	38%
1.2 BDEGA Arrival	62%

Arrival Route		Departure Route	
1. BDEGA	27%	A. GAP	24%
2. DYAMD	38%	B. SSTIK	30%
3. SERFR	28%	C. NIITE	7%
4. PIRAT	8%	D. TRUKN RWY 01	38%
		D. TRUKN RWY 28	1%



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		69% 10,093
10 L/R		11% 1,668
19 L/R	11% 1,621	0% 39
28 L/R	89% 13,046	20% 2,880

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

	Departures
10 L/R	33% 168
01 L/R	44% 219
28 L/R	23% 115

Runway Utilization
Arrivals

28L	28R
41%	59%
Night (10pm-7am)	
29%	71%

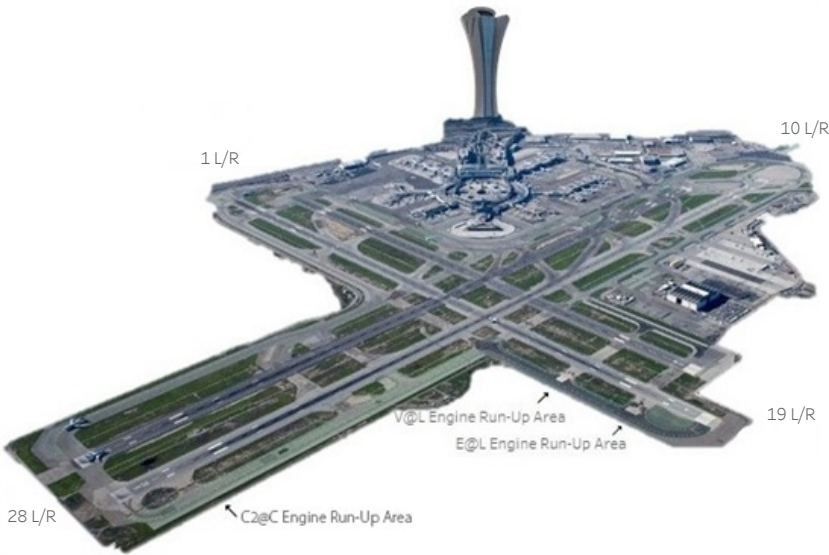
Nighttime Power Run-Ups

10pm-7am

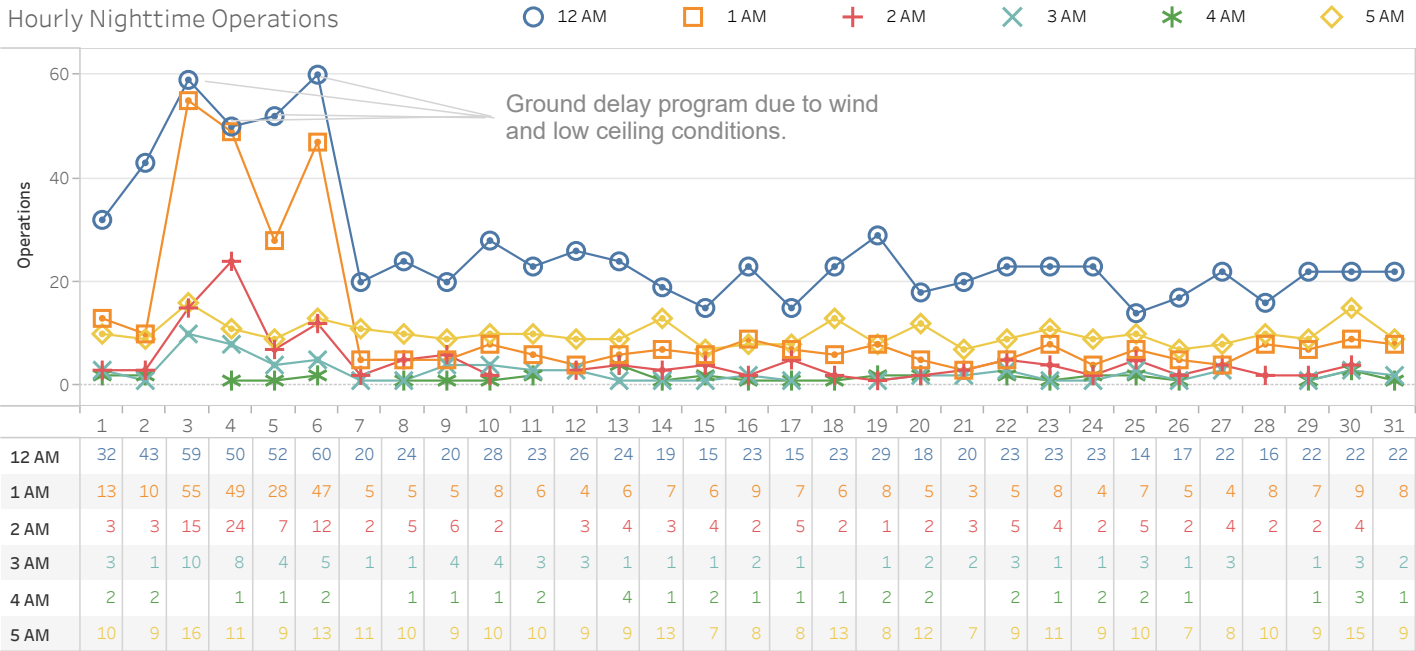
Alaska Airlines	9
American Airlines	7
JetBlue Airways	1
United Airlines	18

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



Noise Reports

Reporters Annual
AVG

Noise Reporters Location Map

January 2026

Noise Reporters / Noise Reports		
Roundtable	Atherton	11
	Belmont	4
	Brisbane	56
	Burlingame	10
	Daly City	818
	East Palo Alto	8
	El Granada	465
	Emerald Hills	487
	Foster City	41
	Hillsborough	3
	Menlo Park	103
	Millbrae	16
	Montara	1,296
	Pacifica	693
	Portola Valley	3,122
	Redwood City	425
	San Bruno	3
	San Carlos	3
	San Francisco	811
	San Mateo	42
	South San Francisco	105
Other	Woodside	928
	Alameda	398
	Capitola	2
	Cupertino	94
	Danville	1
	Felton	8
	Fremont	2
	Lafayette	1
	Los Altos	2,536
	Los Altos Hills	617
	Los Gatos	793
	Moraga	10
	Mountain View	2,478
	Newark	1
	Oakland	1,415
	Orinda	14
	Palo Alto	11,286
	Penngrove	8
	Pleasanton	1
	Richmond	88
	San Jose	3
	Santa Cruz	4,915
	Saratoga	1
	Scotts Valley	2,460
	Soquel	2,005
	Stanford	4
	Sunnyvale	68
	Watsonville	45
	Grand Total	321
		38,704

406

Reports Annual
AVG

58,431

New Reporters

16

New Reporters
Top City

Oakland

Furthest Report

64 miles

Reports per SFO
Operation

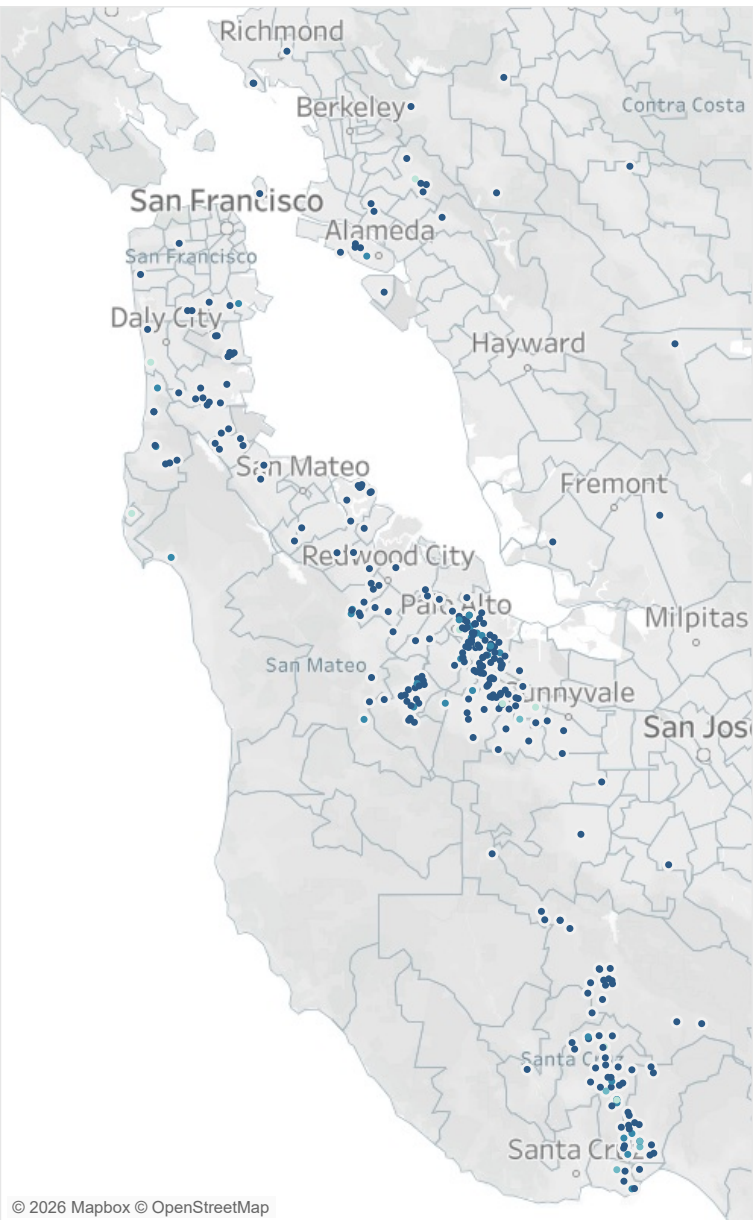
1

Top Aircraft
Types

B737
A320
E75L

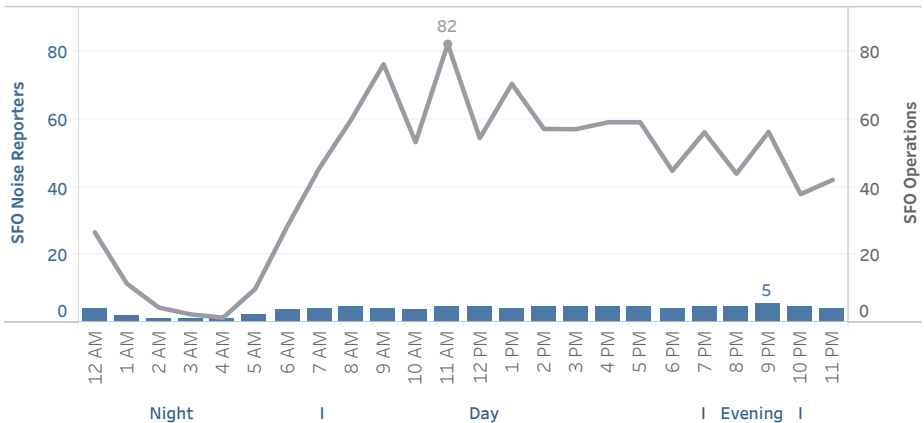
Top Flight
Numbers

KAL214
TAI560
UAL718
UAL1272
UAL1243



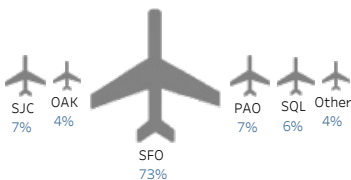
Hourly Noise Reporters (Average Day in a Month)

Noise Reports All
Operations



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

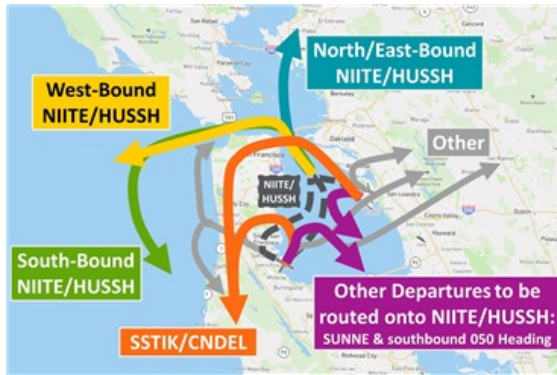
Noise Reports by Airport



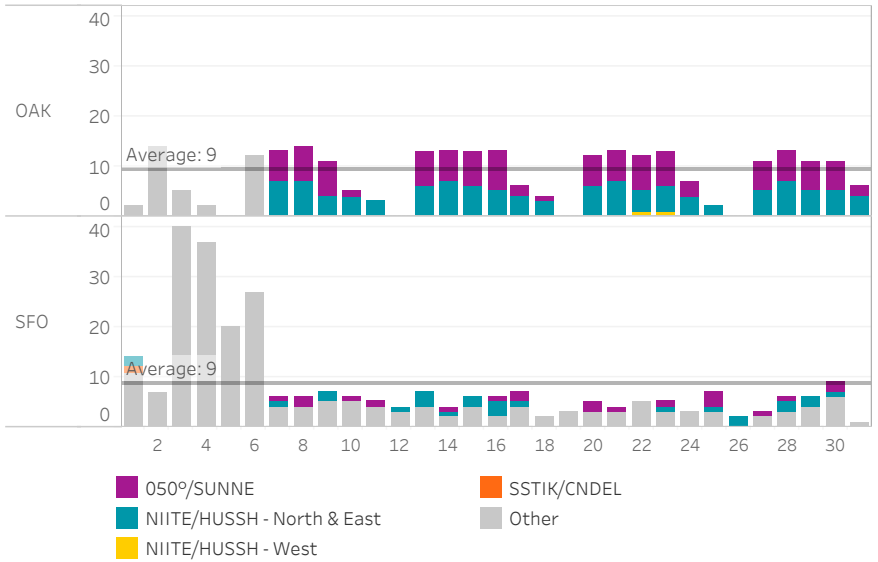
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

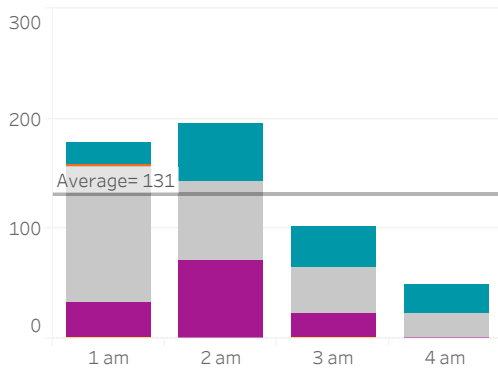
NIITE to GOBBS 1 am to 5 am (January 2026)



Count of Departures per Night



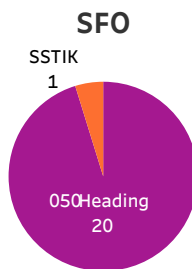
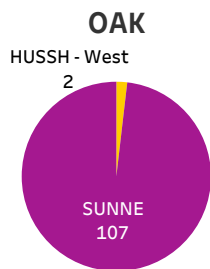
Average Total Departures per Hour



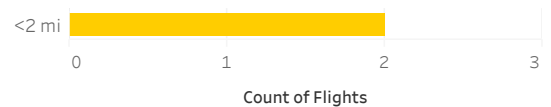
Departure Runway Usage

OAK		SFO					
12	30	01L	01R	10L	10R	28L	28R
14%	86%	5%	13%	27%	23%	19%	14%

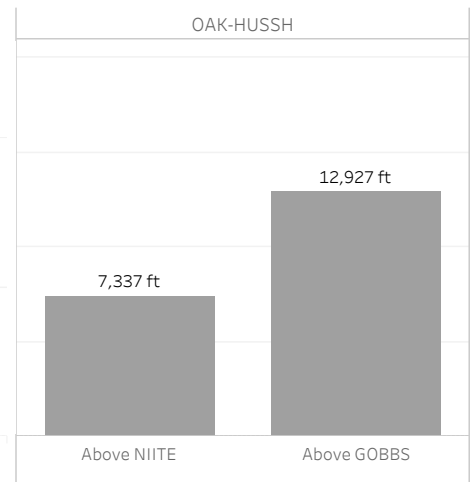
CNDEL and SSTIK Departures vs HUSSH and NIITE



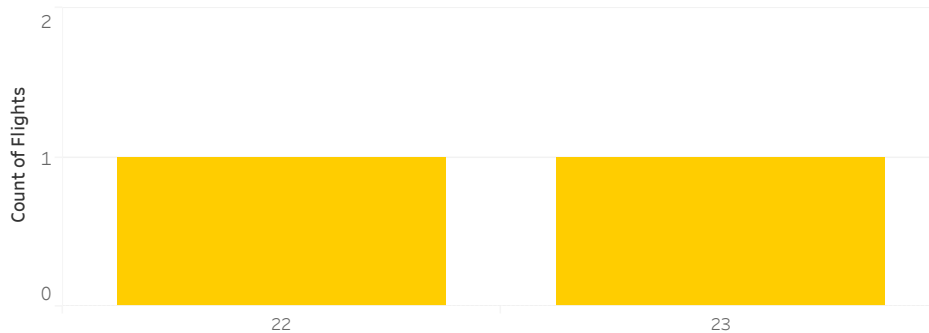
How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



NIITE/HUSSH - West



Harvey Milk Terminal

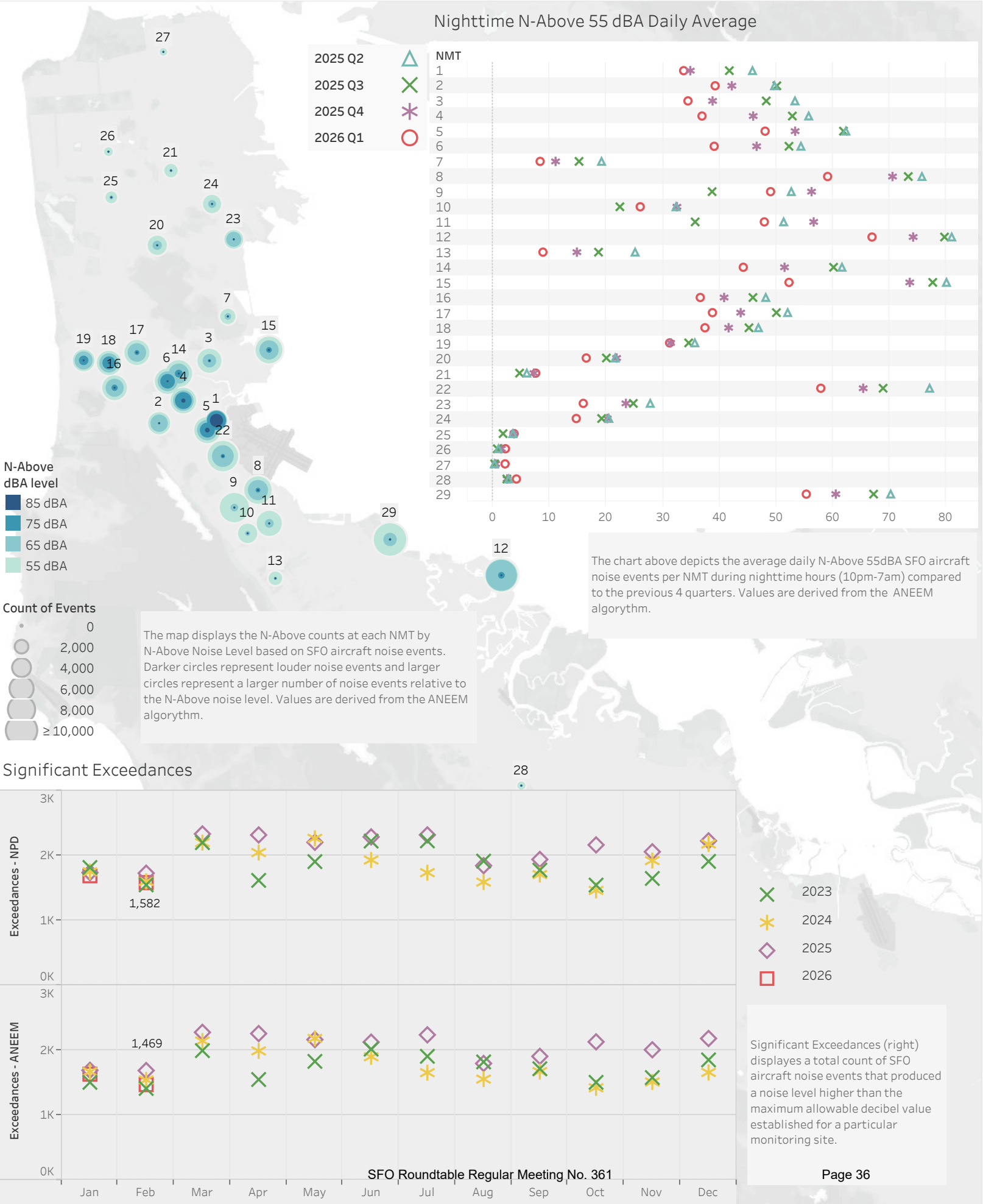
Terminal 1



Airport Director's Report

Presented at the April 1, 2026
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Aircraft Noise Office
February 2026



Aircraft Noise Levels Details

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		Aircraft			Community			Aircraft			
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1	San Bruno	152	73	94	82	67	56	154	72	94	82
2	San Bruno	106	57	80	68	64	52	172	57	79	66
3	SSF	62	53	80	68	62	50	226	55	76	63
4	SSF	141	68	90	77	59	47	246	67	87	70
5	San Bruno	141	66	88	76	62	50	253	66	85	69
6	SSF	133	65	87	75	57	43	252	65	84	67
7	Brisbane	20	46	79	68	57	45	124	49	73	60
8	Millbrae	20	54	84	73	66	52	260	58	77	66
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10	Burlingame	5	35	77	64	58	43	222	48	71	58
11	Burlingame	6	37	77	65	58	43	308	52	71	58
12	Foster City	321	62	82	71	58	42	448	62	81	68
13	Hillsborough	2	31	77	64	55	40	113	44	69	56
14	SSF	113	59	83	71	61	44	297	61	80	65
15	SSF	155	62	87	70	82	53	277	59	82	65
16	SSF	109	59	83	71	58	42	239	60	80	64
17	SSF	120	59	82	70	57	43	234	59	80	65
18	Daly City	116	64	87	75	60	45	217	63	84	68
19	Pacifica	102	61	84	73	58	43	166	61	82	68
20	Daly City	75	50	78	65	59	42	159	50	74	61
21	San Francisco	18	40	75	63	57	46	95	45	71	59
22	San Bruno	81	56	81	70	63	49	328	59	77	65
23	San Francisco	89	53	79	68	61	50	149	54	78	65
24	San Francisco	49	48	76	65	60	48	148	50	74	62
25	San Francisco	14	40	77	65	55	42	76	42	70	58
26	San Francisco	5	35	75	64	59	44	46	41	72	58
27	San Francisco	5	39	79	67	57	44	47	42	73	59
28	Redwood City	10	41	76	65	53	38	44	43	71	58
29	San Mateo	137	55	78	65	57	43	413	56	74	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						
Min:Max								Min:Max						
NMT	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	4,257	4,257	4,257	4,047	3,622	2,822	53:98	4,240	4,214	4,070	3,850	3,460	2,731
2	61:80	2,949	2,949	2,518	725	42	0	50:79	4,601	4,416	2,866	711	24	0
3	62:86	1,591	1,591	1,333	397	104	17	50:85	5,459	4,093	1,728	397	93	12
4	61:110	3,929	3,929	3,835	3,405	2,731	1,325	50:95	6,196	5,163	3,999	3,423	2,733	1,313
5	62:99	3,914	3,914	3,887	3,439	2,327	980	50:90	6,444	5,336	4,018	3,188	2,142	924
6	61:92	3,723	3,723	3,599	3,159	2,056	495	48:92	6,094	4,969	3,737	3,112	2,011	486
7	61:83	459	459	342	132	23	2	49:83	2,183	1,026	421	140	25	2
8	68:90	531	531	531	459	120	8	50:85	7,114	6,460	3,876	1,112	217	23
9	59:74	74	72	25	7	0	0	48:80	8,127	2,536	552	86	10	0
10	59:78	51	48	17	5	1	0	39:83	3,514	1,199	243	51	3	1
11	60:78	47	47	28	6	1	0	42:81	5,988	2,539	740	145	16	2
12	63:82	9,080	9,080	8,984	5,807	446	25	49:82	12,261	10,697	9,122	5,731	413	13
13	60:71	14	13	4	1	0	0	48:71	1,715	535	107	2	0	0
14	62:83	2,262	2,262	2,153	1,319	350	24	46:84	6,778	5,365	3,798	2,158	570	33
15	61:113	4,313	4,313	3,817	1,634	536	224	49:87	6,833	5,419	3,528	1,316	302	97
16	62:88	3,064	3,064	2,948	1,861	377	8	49:83	5,780	4,338	3,104	1,874	367	2
17	61:87	3,363	3,363	3,128	1,572	234	9	50:87	5,937	4,769	3,267	1,545	228	8
18	65:89	3,247	3,247	3,244	2,853	1,623	369	50:89	5,539	4,474	3,515	2,879	1,624	372
19	65:84	2,853	2,853	2,853	2,331	879	61	49:84	4,388	3,852	3,093	2,305	863	61
20	58:84	1,995	1,943	938	264	81	15	49:81	3,497	2,364	816	135	22	3
21	59:73	367	354	93	9	0	0	49:73	1,685	691	101	9	0	0
22	64:82	2,209	2,209	2,189	1,186	160	6	49:82	8,803	7,258	4,506	1,551	177	3
23	63:81	2,322	2,322	2,099	633	24	2	51:81	3,290	3,002	2,137	636	21	1
24	59:85	1,207	1,174	483	84	9	3	52:82	3,133	2,138	588	118	5	1
25	59:79	317	306	133	31	4	0	48:76	1,291	589	157	15	1	0
26	60:74	96	95	34	4	0	0	51:73	700	283	48	5	0	0
27	61:76	46	46	19	3	2	0	51:76	516	214	25	4	1	0
28	59:76	189	179	68	10	1	0	49:72	604	259	57	6	0	0
29	59:82	3,904	3,757	1,669	489	97	4	49:82	10,486	5,646	1,701	415	68	3

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.

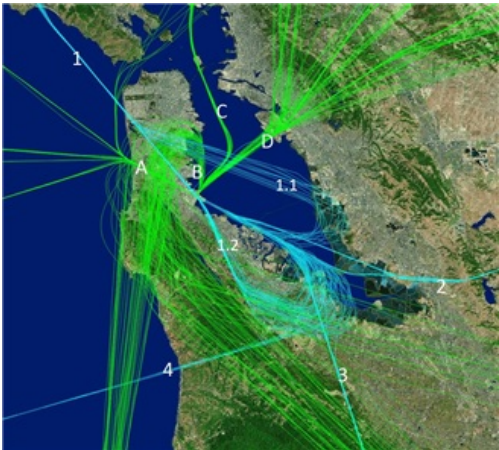
SFO Roundtable Regular Meeting No. 361Page 37

Operations

February 2026

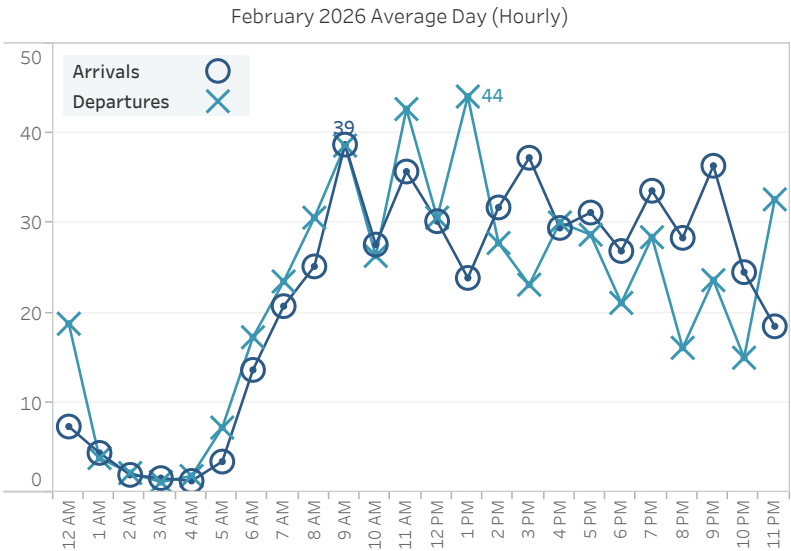
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
29,863	1,067	34,516	5%

Major Arrival and Departure Routes (West Flow)



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

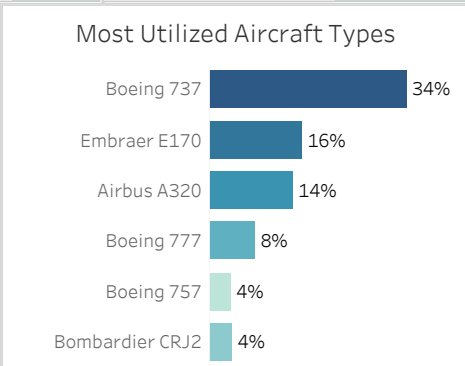
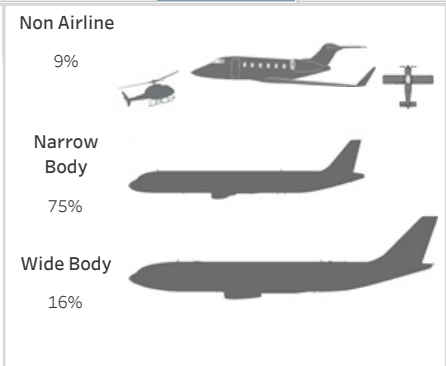
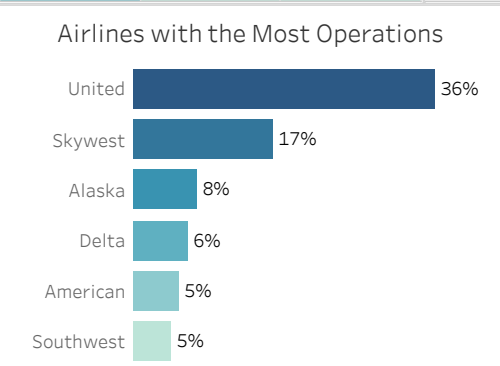
West Flow
86%



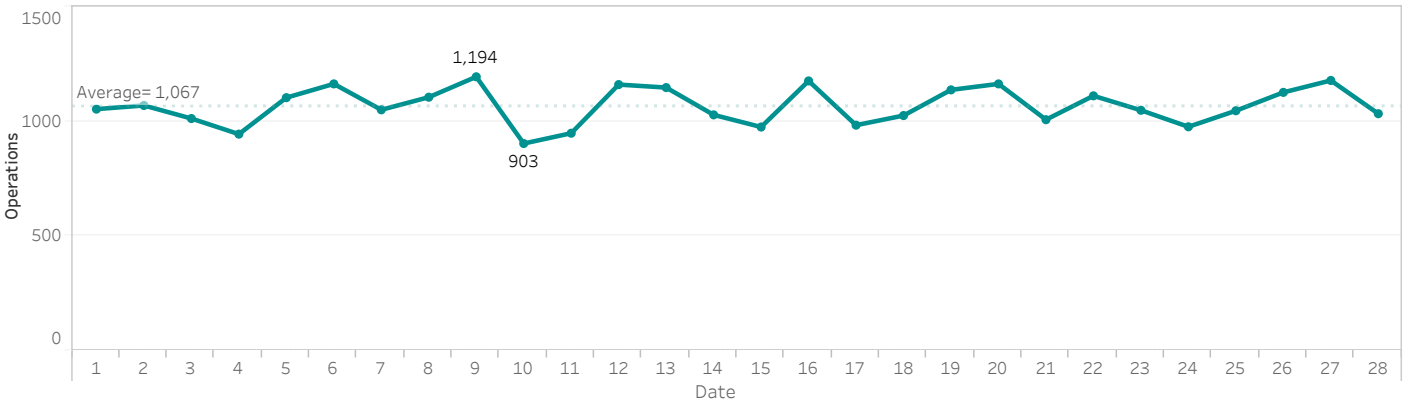
Top Destinations		
Los Angeles	San Diego	Las Vegas
6%	4%	3%

Down the Bay vs Peninsula	
1.1 Down the Bay Visual	33%
1.2 BDEGA Arrival	67%

Arrival Route		Departure Route	
1. BDEGA	28%	A. GAP	27%
2. DYAMD	36%	B. SSTIK	27%
3. SERFR	28%	C. NIITE	7%
4. PIRAT	8%	D. TRUKN RWY 01	35%
		D. TRUKN RWY 28	5%



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		60% 8,130
10 L/R	1% 90	14% 1,873
19 L/R	14% 1,828	
28 L/R	86% 11,614	26% 3,518

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

	Departures
10 L/R	25% 90
01 L/R	49% 176
28 L/R	26% 94

Runway Utilization
Arrivals

28L	28R
40%	60%
Night (10pm-7am)	
20%	80%

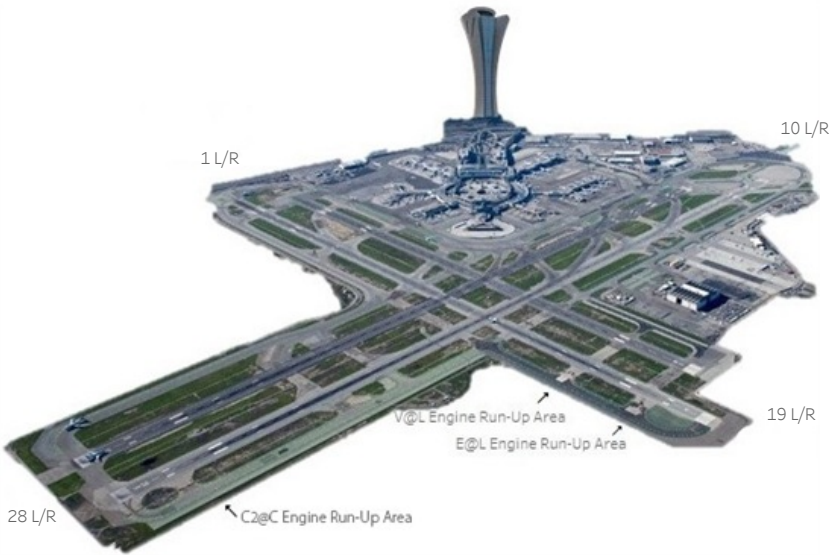
Nighttime Power Run-Ups

10pm-7am

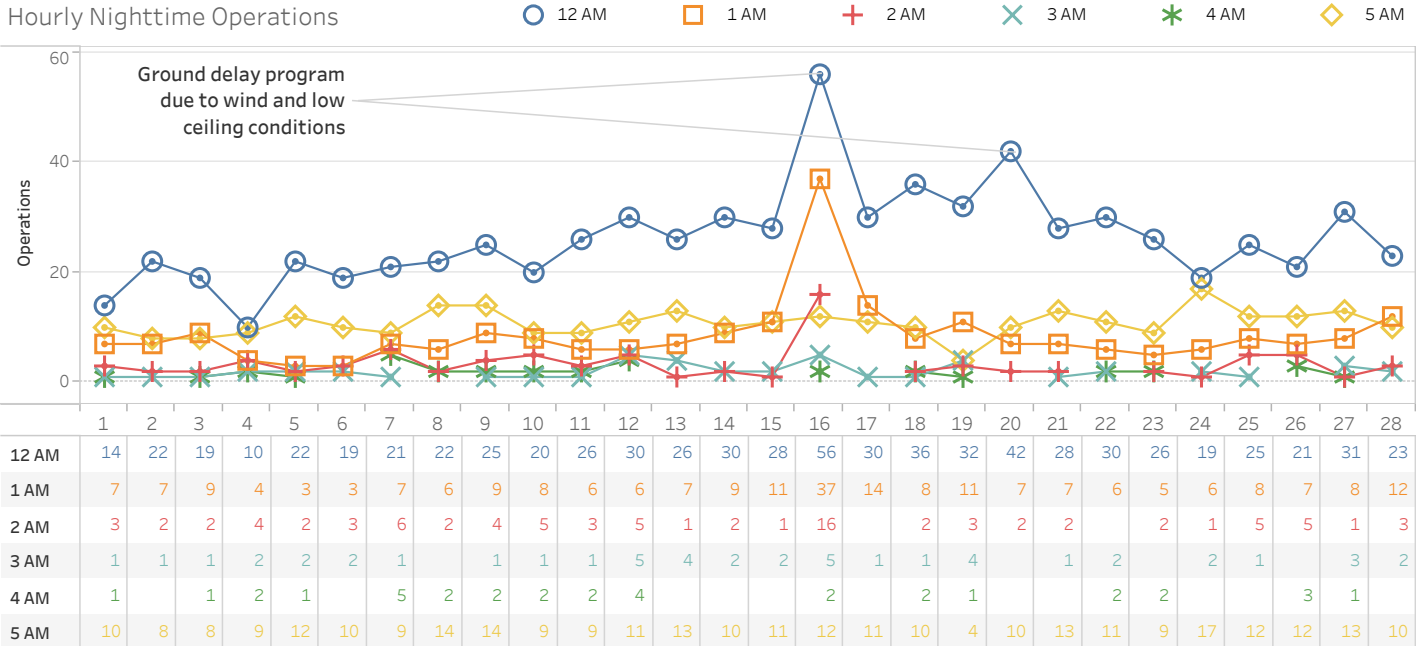
Alaska Airlines 7
American Airlines 16
United Airlines 17

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



Noise Reports

Reporters Annual
AVG

Noise Reporters Location Map

February 2026

Noise Reporters / Noise Reports		
Roundtable	Atherton	2
	Belmont	2
	Brisbane	8
	Burlingame	2
	Daly City	2
	East Palo Alto	1
	El Granada	1
	Emerald Hills	5
	Foster City	9
	Hillsborough	2
	Menlo Park	7
	Millbrae	2
	Montara	1
	Pacifica	11
	Portola Valley	25
	Redwood City	7
Other	San Carlos	3
	San Francisco	10
	San Mateo	10
	South San Francisco	8
	Woodside	6
	Alameda	5
	Boulder Creek	1
	Capitola	1
	Castro Valley	1
	Cupertino	1
	Felton	2
	Fremont	1
	Kensington	1
	La Honda	1
	Lafayette	1
	Los Altos	29
	Los Altos Hills	5
	Los Gatos	22
	Mountain View	10
	Newark	1
	Oakland	6
	Orinda	1
	Palo Alto	63
	Penngrove	1
	Richmond	3
	San Jose	1
	San Lorenzo	1
	Santa Cruz	27
	Scotts Valley	13
	Soquel	19
	Stanford	1
	Sunnyvale	2
	Watsonville	1
	Grand Total	345
		46,316

Reports Annual
AVG

405

New Reporters

12

New Reporters
Top City

San Mateo

Furthest Report

64 miles

Reports per SFO
Operation

2

Top Aircraft
Types

B737

E75L

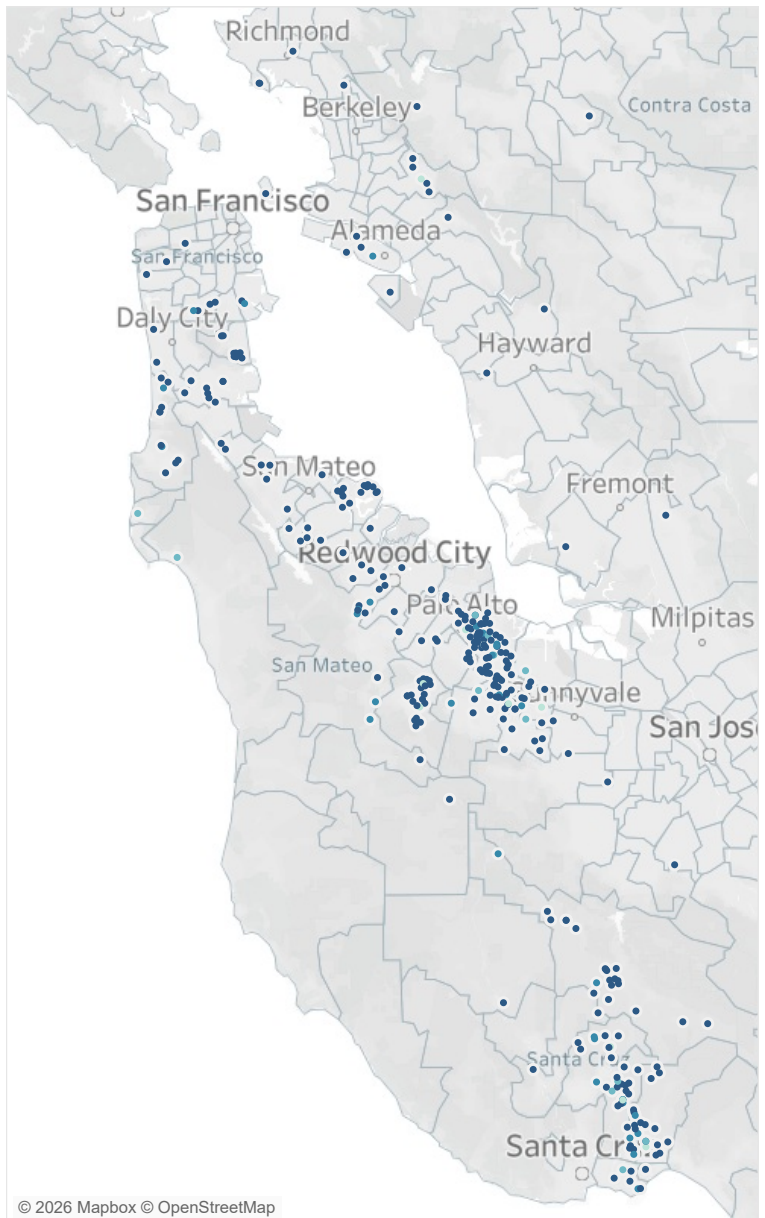
A320

Top Flight
Numbers

KAL214

CMP382

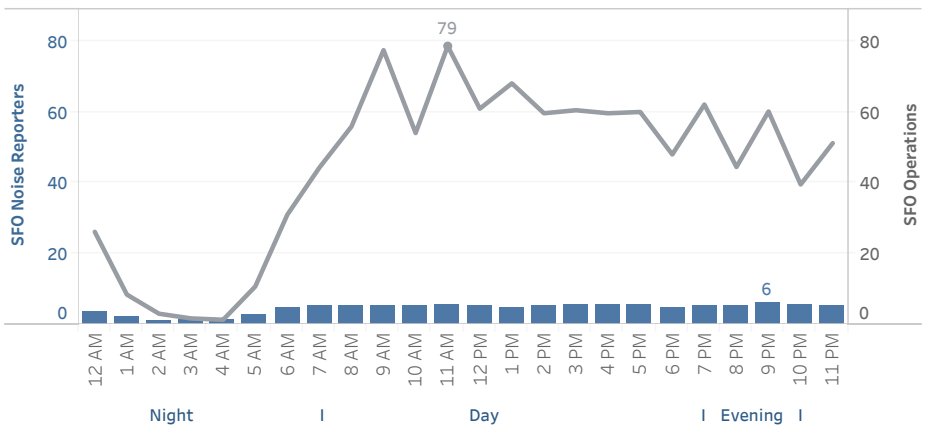
UAL718



© 2026 Mapbox © OpenStreetMap

Hourly Noise Reporters (Average Day in a Month)

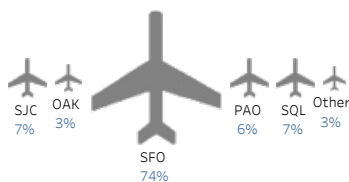
Noise Reports All
Operations



Source: SFO Intl Airport Noise Monitoring System

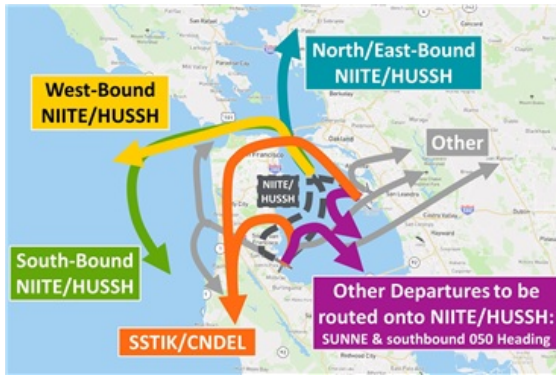
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

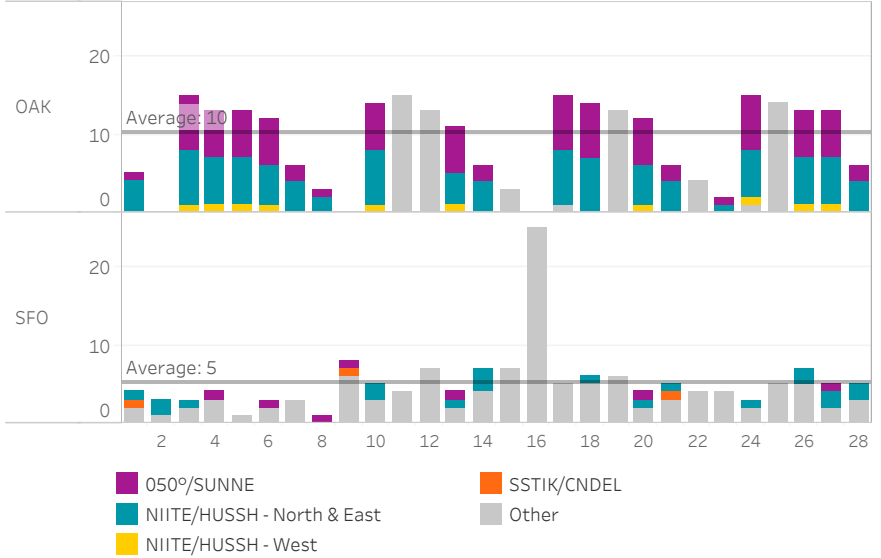


99% of noise reports correlate to a flight origin/destination airport.

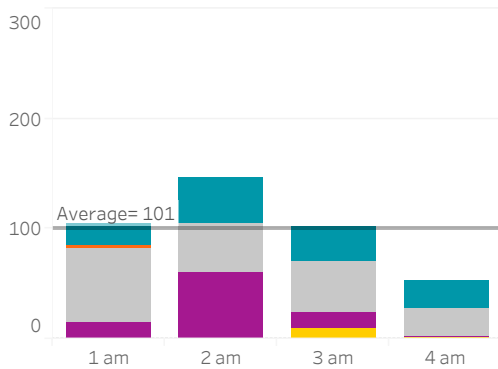
NIITE to GOBBS 1 am to 5 am (February 2026)



Count of Departures per Night



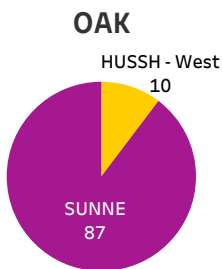
Average Total Departures per Hour



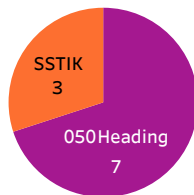
Departure Runway Usage

OAK			SFO					
12	28L	30	01L	01R	10L	10R	28L	28R
24%	1%	75%	9%	14%	22%	12%	15%	28%

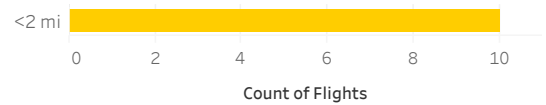
CNDEL and SSTIK Departures vs HUSSH and NIITE



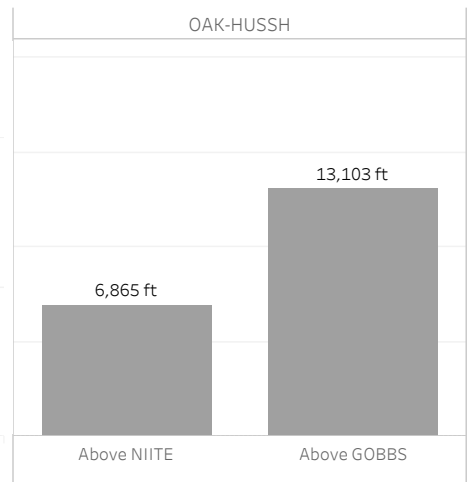
SFO



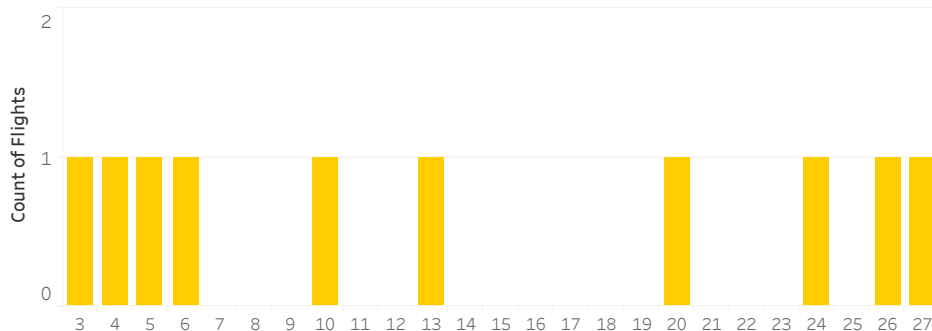
How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



NIITE/HUSSH - West





MEMORANDUM

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

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:

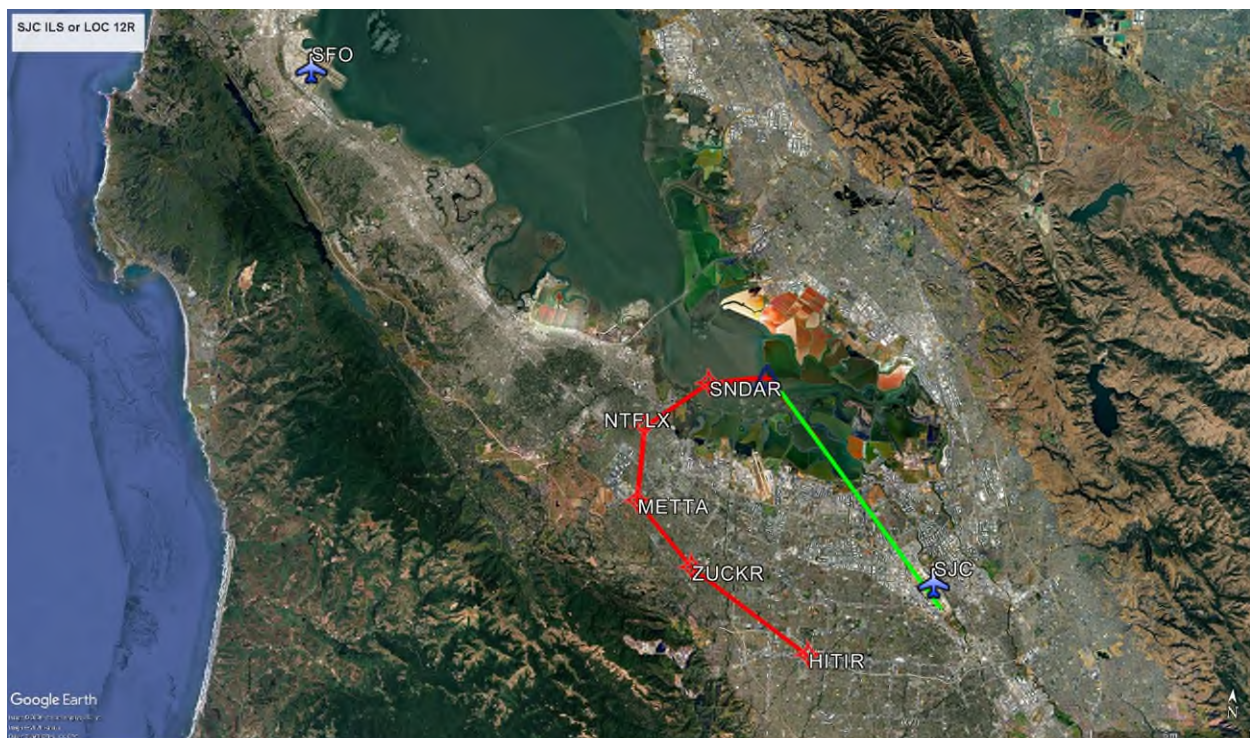
- SFO ILS OR LOC RWY 19L AMDT 23
 - Under Development
 - Publication date of May 14, 2026
- SFO SAN FRANCISCO FIVE DEPARTURE
 - Under Development
 - Publication date of May 14, 2026

*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

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

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
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 - 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

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

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)
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 - 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



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: March 18, 2026

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 10 updates for OAK. There is currently one open comment period. The next publication is expected on March 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)
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 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- OAK SID CNDEL SIX (RNAV)
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID HUSSH THREE (RNAV)
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID KATFH FOUR (RNAV)
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID NIMITZ SIX
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID NUEVO NINE
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID OAKLAND SEVEN
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID QUAKE THREE
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID SALAD SIX
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID SILENT FOUR
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID SKLINE TWO
 - Under Development
 - Publication date of Oct 29, 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
 - Expected changes include:
 - Added a PBN Transition (Green Line in Image)
 - Added a new Intermediate Fix (HOOLU)
 - Deleted previous Stepdown Fix (ARTAQ)
 - Changes depicted in image on following page

ILS or LOC RWY 12R AMDT 9



*Note: Final portion of the ILS or LOC RWY 12R remains unchanged and the procedure amendments should not affect the communities of SFORT.



March 17, 2026

TO: Nitin Rao, Manager National Engagement Strategy and Policy Division

FROM: Vanessa Lee, SFO Community Roundtable Coordinator

SUBJECT: Notification of FAA Transition to National Digital Noise-Complaint Portal

Mr. Rao,

Since 1981, the SFO Airport/Community Roundtable has been an independent committee comprised primarily of elected local officials representing the residents of the City and County of San Francisco and San Mateo County and its twenty cities. The Roundtable seeks to reduce aircraft noise to the community through collaboration among the stakeholders – the Roundtable, the Federal Aviation Administration (FAA), SFO management, the airline industry, elected officials and the public.

Having worked with the FAA over the years, we understand that Federal law preempts local government agencies from implementing any action that is intended to control the routes or operation of aircraft in flight. Therefore, it is imperative that the FAA remain actively involved, engaged and connected to the Roundtable and our communities.

The Roundtable appreciates the opportunity to comment on the FAA Noise Portal, which is used to respond to noise complaints and inquiries; is an essential means of communication between those affected by aircraft noise and the FAA; and provides a pathway for our affected residents to submit aircraft noise complaints. The Roundtable wants to make sure that the FAA recognizes that complaint data informs our noise mitigation strategies and policy decisions. The Roundtable encourages the FAA to ensure that the noise portal maintains an accessible reporting pathway for our affected residents and allows us to identify noise effects from concentrated flight paths. Lastly, the Roundtable requests the FAA have a means/method to determine whether the noise portal negatively affects complaint participation or geographic representation of noise impacts.

Thank you for your continued commitment to addressing the effects that aircraft operations have on the population surrounding SFO. We believe the noise portal is an essential tool that should be continued, maintained and used to the maximum extent possible as we continue to work together to address community concerns and aircraft noise.

Sincerely,

Vanessa Lee,
SFO Airport/Community Roundtable Coordinator

CC: SFO Roundtable Membership

Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
April 1, 2026



Noise Office Items

- Noise Exposure Map Update
 - Roundtable update to occur on June 3, 2026
- Runway 01R-19L Project Information
 - Approximately 16,000 Informational postcards were mailed to residents San Bruno, South San Francisco, Brisbane, Daly City, and Pacifica in March.
- Noise Insulation Program Update

AGENDA

1

Repair and/or Replacement Initiative (RRI)

2

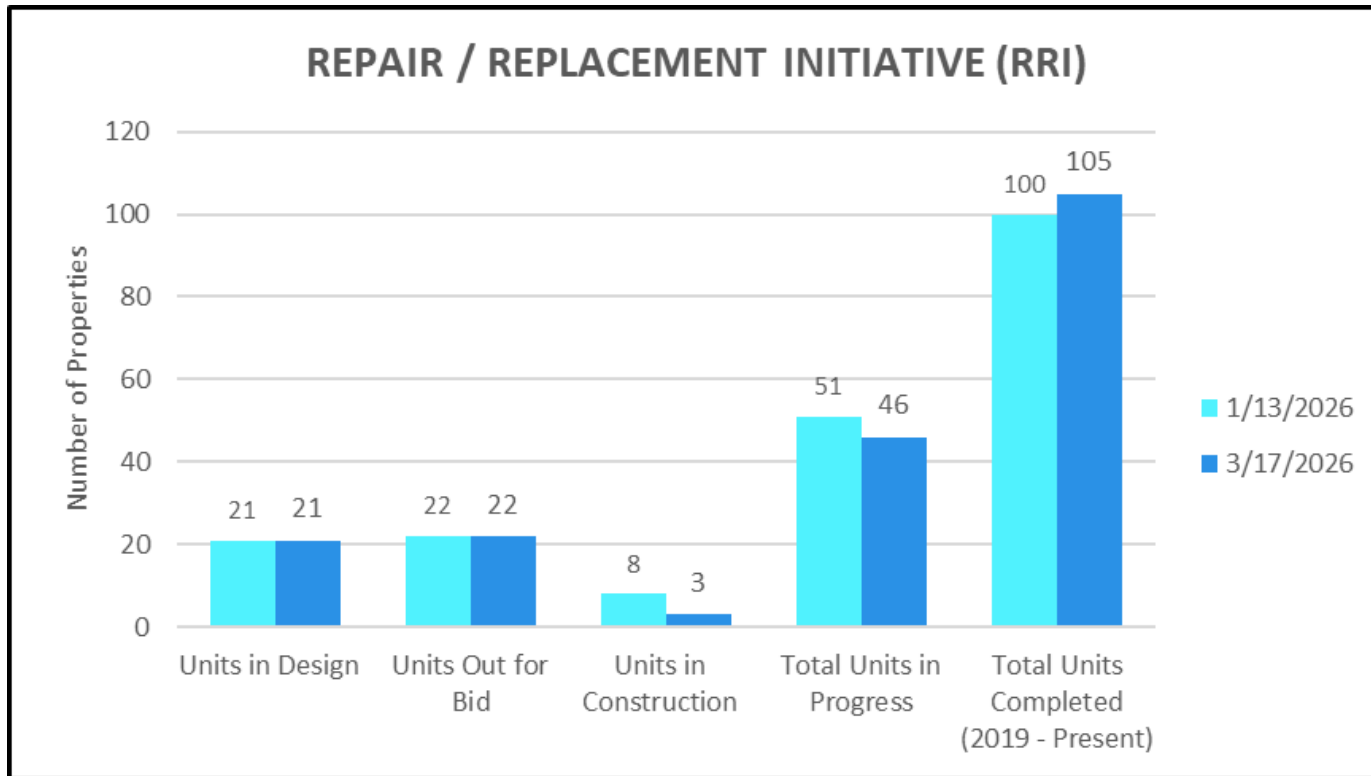
Second Chance Initiative (SCI)

3

Expanded Eligibility Initiative (EEI)

REPAIR/REPLACEMENT INITIATIVE (RRI)

Repair/Replacement of Failed Improvements Installed in Previous Phases of the NIP



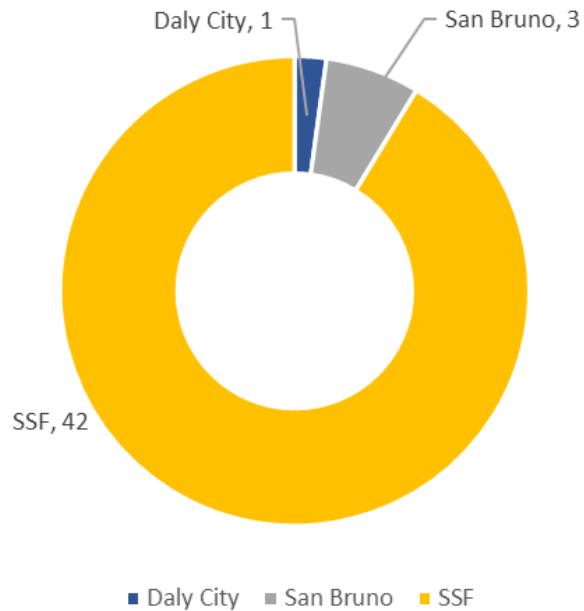
Additional Facts

- Total Potentially Eligible Properties: **3575**
- Total Applications Received: **1037**
- Homeowner Satisfaction Rate: **90%**

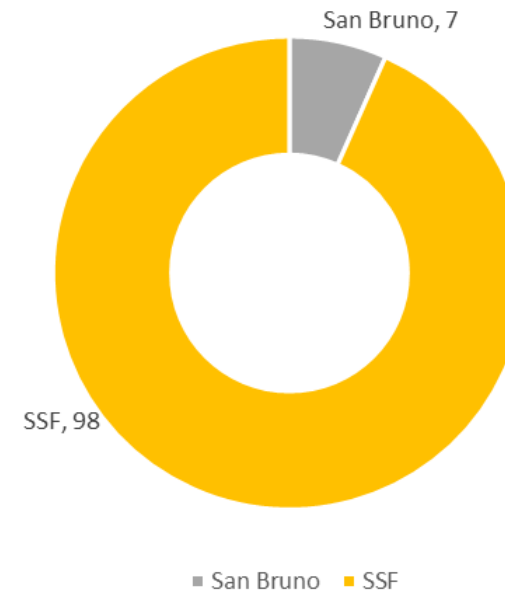
REPAIR/REPLACEMENT INITIATIVE (RRI)

Repair/Replacement of Failed Improvements Installed in Previous Phases of the NIP

**RRI - 46 Properties Being Treated
(Under Design and/or Construction)**

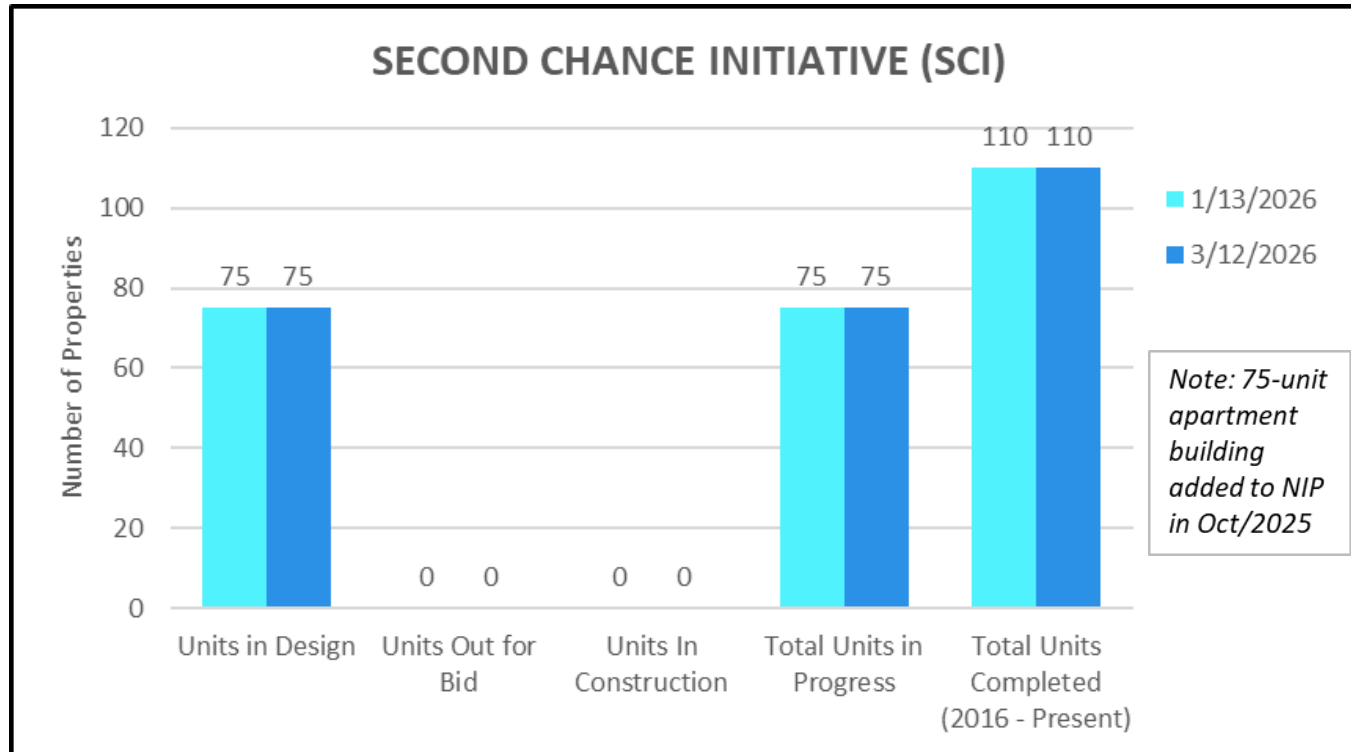


**RRI - 105 Completed Properties
(2019 - Present)**



SECOND CHANCE INITIATIVE (SCI)

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



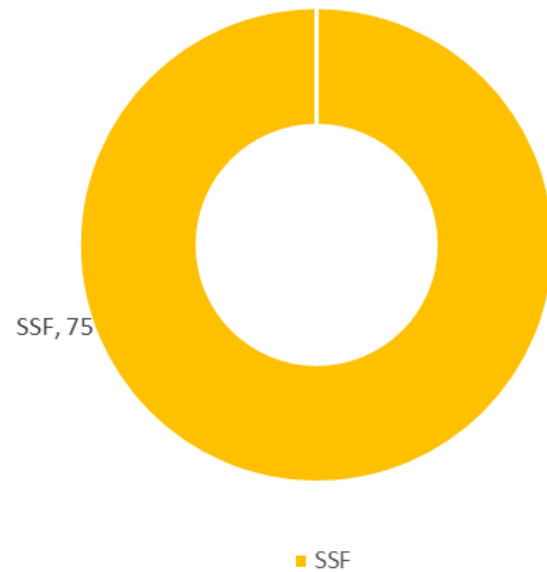
Additional Facts

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

SECOND CHANCE INITIATIVE (SCI)

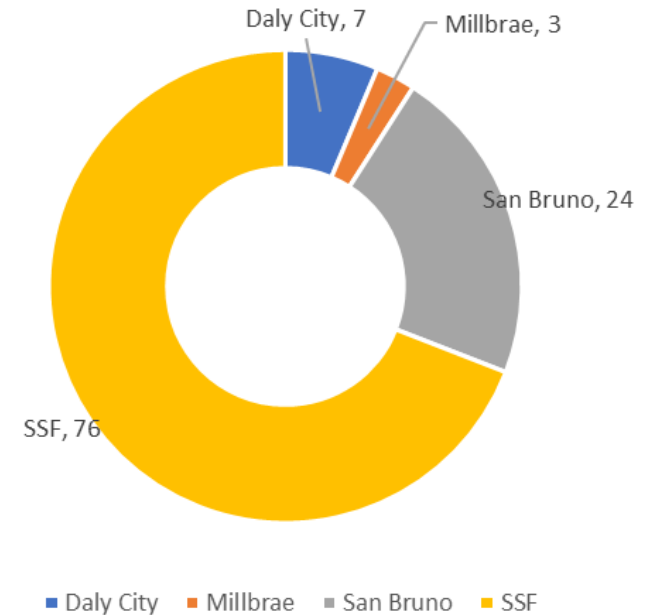
Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP

SCI - 75-unit Apartment Complex with Treatment in Progress
(2025 Phase)



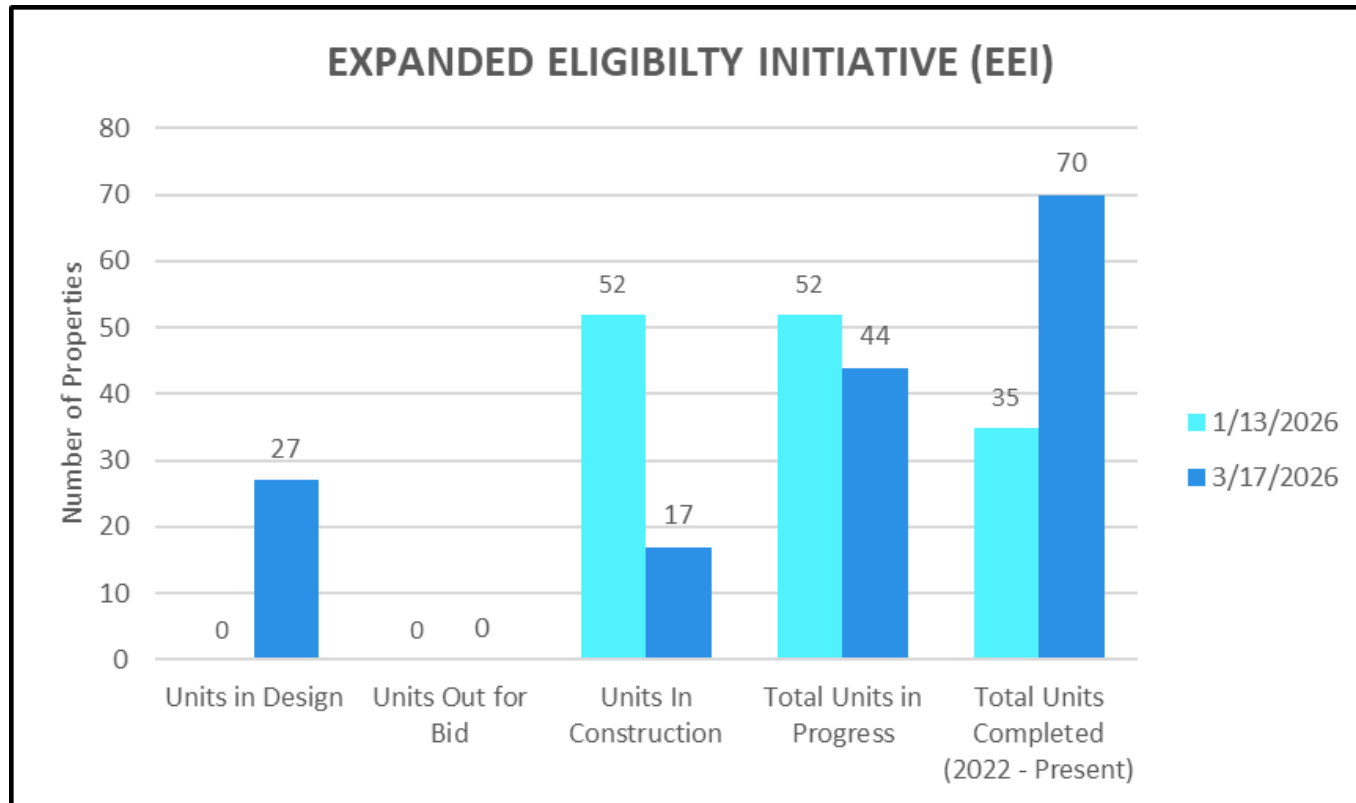
Note: 75-unit apartment building added to NIP in Oct/2025

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



EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

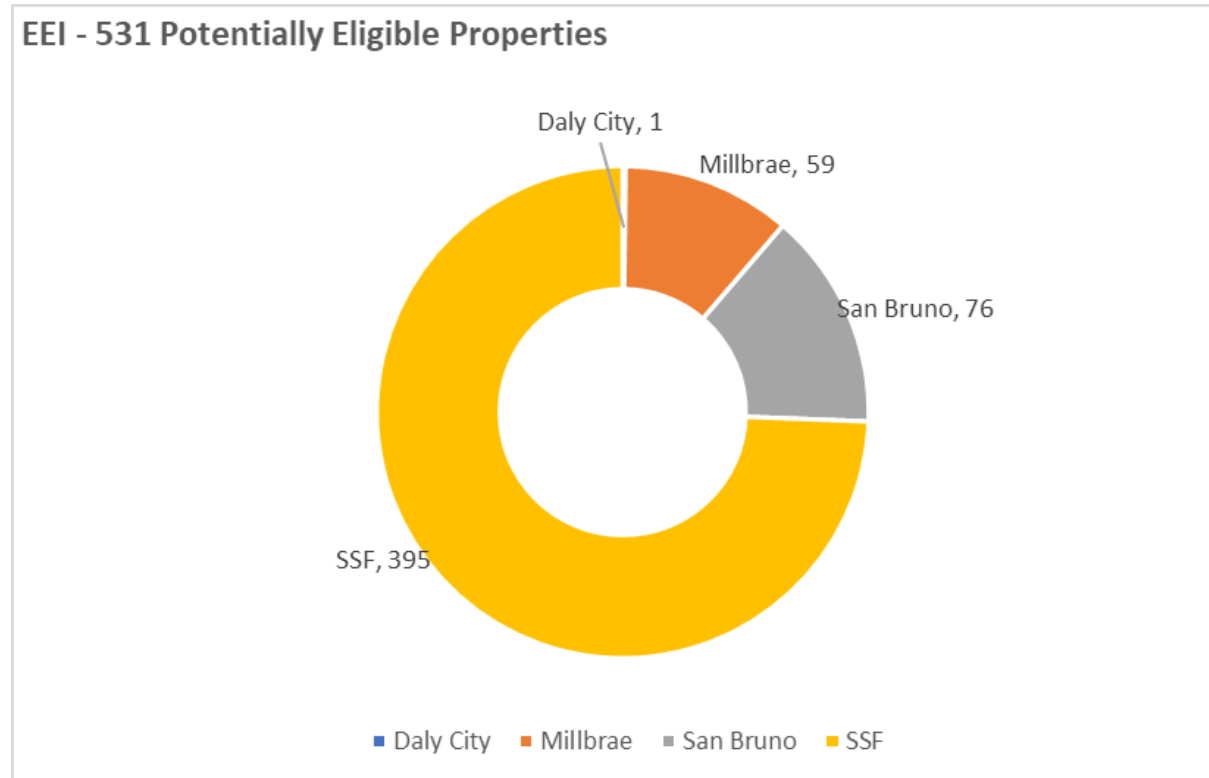


Additional Facts

- Total Potentially Eligible Properties: **531**
- Applications by **Invitation Only**
- Homeowner Satisfaction Rate: **96.67%**

EXPANDED ELIGIBILITY INITIATIVE (EEI)

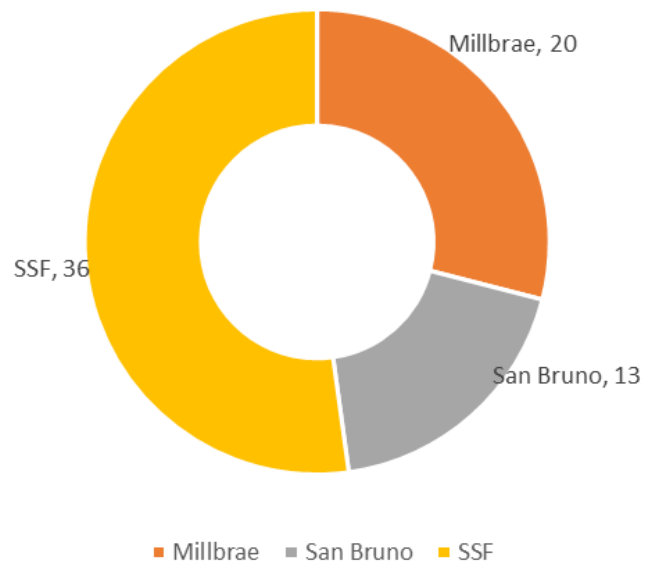
Re-Insulation of Eligible Residential Properties Treated Before 1993



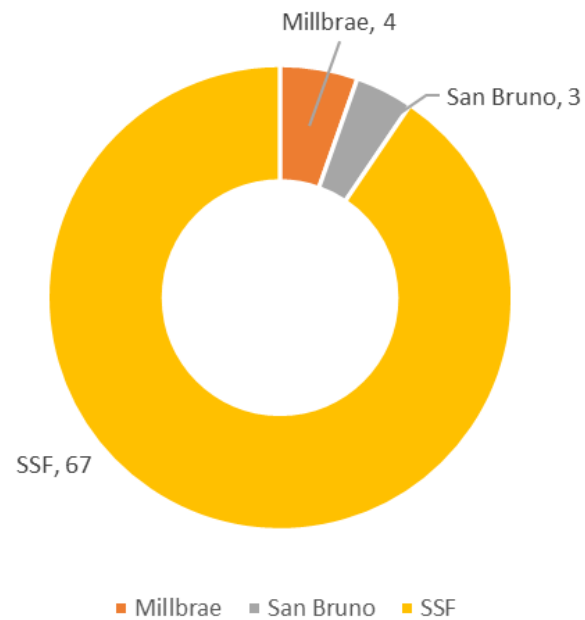
EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

EEI - 69 Properties Being Treated
(Under Design and/or Construction)



EEI - 74 Completed Properties
(2022 - Present)



Thank you



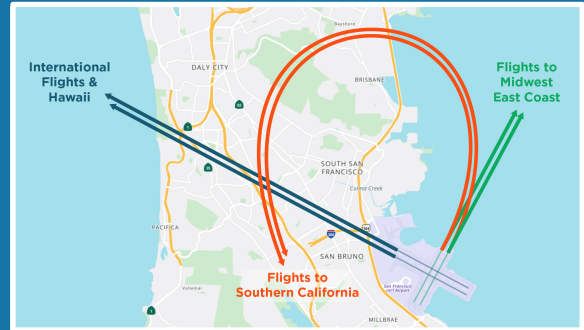


Notice Regarding Runway Closures at SFO

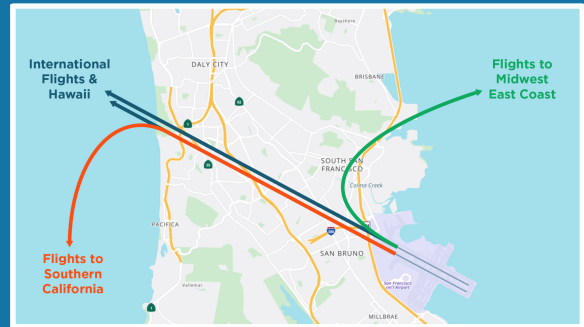
Closure of two runways will temporarily change flight patterns overhead

SFO is planning to close two runways this year to repave and make adjacent taxiway improvements. The closure is scheduled to begin on March 30, 2026 and is expected to reopen on October 2, 2026.

During this time, the pattern of departing aircraft at SFO will change as shown, and some communities may experience a temporary increase in departing air traffic overhead.



Typical flight departure patterns at SFO



Temporary patterns during runway closures

More facts about the runway closures at SFO

- SFO's runways need to be repaved every 10-14 years based on activity levels.
- The current project will repave Runway 1 Right, which is typically used for takeoffs.
- The closure is being conducted to repave the surface layer, make improvements to adjacent taxiways, upgrade lighting, and paint new striping and markings.
- During this runway closure, SFO will operate all arrivals and departures on Runways 28 Left and 28 Right. This is a common configuration, often used during clear windy days, and is the configuration preferred by both pilots and air traffic controllers.

Information on SFO's Aircraft Noise Office

- The SFO Aircraft Noise Office is a liaison between the public, the airlines, and the FAA. Its goal is to provide clear and accessible information to the community while ensuring SFO meets or exceeds all federal and state aircraft noise regulations and flights operate as quietly as possible.
- To contact the SFO Aircraft Noise Office, please call during office hours **(650) 821-5100**, or our 24/7 hotline **(877) 206-8290** or visit **noise.flysfo.com**.

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