



Meeting Agenda Technical Working Group Subcommittee Meeting

Wednesday, April 29, 2026 – 6:00 p.m.

Brisbane City Hall Annex

25 Park Place | Brisbane, CA 94005

Hybrid Option: <https://smcgov.zoom.us/j/91662423638>

Call-in: US: +1(669)900-6833 Webinar ID: 916 624 23638

This meeting of the San Francisco Airport Community Roundtable Technical Working Group Subcommittee will be in person at the above-mentioned address. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at 25 Park Place, Brisbane, CA 94005.

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/91662423638>

The webinar ID: 916 624 23638. The meeting may also be accessed via telephone by dialing +1-669-900-6833, entering webinar 916 624 23638 then pressing #. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak. When the Chairperson calls for the item on which you wish you speak click on the "raise-hand" icon. You will then be called on and unmuted to speak.

Written Public Comments:

Written comment should be emailed to sforoundtable@smcgov.org. Your email should include the specific agenda item for which you are submitting a comment. Members of the public are limited to one written comment per agenda item and the length of the emailed comment should be commensurate with two minutes or approximately 300 words. Written comments received by 5:00 pm on the day before the meeting, will be provided to the Roundtable, made publicly available on the website and read during the meeting.

ADA Requests

Individuals who require special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda packet or other writings that may be distributed at the meeting, should contact staff as early

TOWN OF ATHERTON| CITY OF BELMONT| CITY OF BRISBANE| CITY OF BURLINGAME| TOWN OF COLMA| CITY OF DALY CITY
CITY OF EAST PALO ALTO| CITY OF FOSTER CITY| CITY OF HALF MOON BAY| TOWN OF HILLSBOROUGH| CITY OF MENLO
PARK| CITY OF MILLBRAE| CITY OF PACIFICA| TOWN OF PORTOLA VALLEY| CITY OF REDWOOD CITY| CITY OF SAN BRUNO
CITY OF SAN CARLOS| CITY OF SAN MATEO| CITY OF SOUTH SAN FRANCISCO| TOWN OF WOODSIDE

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as possible but no later than 10:00 am the day before the meeting at SFORoundtable@smcgov.org
Notification in advance of the meeting will enable Staff to make reasonable arrangements to ensure accessibility to this meeting, the materials related to it, and your ability to comment.

AGENDA

1. Call to Order / Roll Call / Declaration of a Quorum Present
2. Public Comment on Items NOT on the Agenda
Speakers are limited to two minutes. Roundtable members cannot discuss or take action on any matter raised under this item.
3. Introduction and Comments from Subcommittee Chairperson
Terry O'Connell, City of Brisbane

REGULAR AGENDA

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

4. Fly Quiet Program- Review of Final Program Recommendations *Information* Page 3

UPDATES

5. Member Updates *Information* Verbal
6. Adjourn



April 22, 2026

TO: Members of the SFO Roundtable
FROM: Vanessa Lee, SFO Roundtable Coordinator
Bert Ganoung, SFO Noise Office
RE: Fly Quiet Program- Review of Final Program Recommendations

BACKGROUND

The San Francisco International Airport (SFO) Roundtable initiated a comprehensive review of the Fly Quiet Program in June 2025 to evaluate opportunities to strengthen the program's effectiveness in reducing aircraft noise on surrounding communities. As part of this effort, the Technical Working Group (TWG) has reviewed the existing Fly Quiet Program framework, examined comparable airline noise programs at peer airports and conducted detailed discussions on program structure, categories, and potential enhancements.

Key themes from the discussions included:

- The need to ensure that all categories are performance-based and not universally achieved
- A desire to better understand the community-level benefits of each procedure
- Interest in ensuring the program reflects equitable consideration of affected areas
- Discussion around whether categories should be weighted or simplified to reflect overall community benefit
- Interest in identifying how the effectiveness of the program can be measured over time

OVERVIEW

Fly Quiet 2.0 builds on the existing program by refining current categories and introducing a limited number of targeted additions. The intent is not to significantly increase the number of categories, but to strengthen how each is measured and ensure they more directly drive noise reduction outcomes.

Unchanged Categories

Fleet Noise Quality- No changes to methodology; continues to evaluate aircraft type and associated noise levels based on fleet mix of each air carrier (operator).

Noise Exceedance Rating- No changes to methodology; continues to evaluate aircraft noise levels against established thresholds at a specific monitoring site.

Nighttime Preferential Runway Use- Scoring is based on whether aircraft operations during 1:00 a.m. – 6:00 a.m. utilize preferred runways and procedures that route aircraft over water.

- Aircraft that operate over water during nighttime hours receive higher scores
- Aircraft that operate over land and populated areas during nighttime hours receive reduced or no points

Shoreline Departure-Scoring is based on the extent to which aircraft are able to turn Northeast from Runways 28L/R. Procedures that utilize this type of departure are the TRUKN and NIITE.

- Aircraft that are able to make tight right turns inside of Highway 101 score well
- Aircraft that turn over Highway 101 and within approximately 1/4 of a mile will receive some points
- Aircraft that initiate wide turns over land West of Highway 101 receive no points

Refined/ Enhanced Categories

GAP Departure Rating- Scoring is based on whether aircraft adhere to the defined GAP departure corridor.

- Aircraft that remain within the corridor and avoid drift toward populated areas receive higher scores
- Aircraft that deviate from the corridor or are vectored away early receive reduced or no points

Foster City Arrivals- Scoring is based on runway selection and approach path during nighttime hours.

- Aircrafts that maximize over-water routing and minimize exposure over Foster City receive higher points
- Aircraft arriving to Runway 28R using the offset approach receive the highest scores, followed by Runway 28R standard approaches, while Runway 28L arrivals receive reduced or no points due to greater noise exposure over Foster City

Foster City Early Turns- Scoring is based on the location where aircraft turn to final approach.

- Airlines pass if they are established on final approach at approximately nine (9) miles from the end of Runways 28L/R and avoid early turns over Foster City receive higher scores
- Aircraft that initiate early turns over Foster City receive reduced or no points

SNTNA2 Departure- Scoring is based on whether aircraft remain on the published SNTNA2 departure procedure without early deviation.

- Aircraft that follow the procedure and delay turns over San Francisco receive higher scores
- Aircraft that turn early and deviate over San Francisco neighborhoods receive reduced or no points

SSTIK Departure Procedure (Enhanced)- Scoring is based on altitude achieved at the SSTIK waypoint using defined altitude bands:

- Below 2,000 ft → 0 points
- 2,000–3,000 ft → 1 point
- 3,001–3,999 ft → 2 points
- 4,000+ ft → 3 points
- Flights using SSTIK instead of the NIITE procedure between 1:00 a.m. – 5:00 a.m. receive 0 points
- Scores are aggregated and averaged across all flights per airline

New Categories

OSI Gate Crossing- Scoring is based on whether aircraft meet or exceed the required altitude at the Woodside VOR (OSI) crossing point.

- Aircraft that meet or exceed the altitude requirement receive higher scores
- Aircraft that cross below the required altitude receive reduced or no points

Ground-Based Noise (GBN)- Scoring is based on whether airlines comply with SFO's nighttime engine run-up rules during the period of 10:00 p.m. to 7:00 a.m.

- Only engine run-ups that are over five minutes in duration are scored
- A run-up event is considered compliant only if the aircraft departs within two hours of the run-up
- Airlines with non-compliant run-up events receive 0 points for those events and may be referred to Airfield Operations for a Rules and Regulations infraction
- Airlines with compliant run-up events receive 1 point per event
- Scores are calculated based on all qualifying run-up events for the airline during each quarter

Roundtable Meeting Attendance- Scoring is based on airline attendance at scheduled SFO Roundtable meetings during the scoring year.

- Airlines receive 1 point for each Roundtable meeting attended
- With six Roundtable meetings per year, airlines may receive up to 6 points total in this category

Airline Presentation to the Roundtable- Scoring is based on whether an airline provides a presentation to the Roundtable on a topic relevant to the Roundtable's work.

- Airlines that deliver a qualifying presentation during the scoring year receive 4 points
- A qualifying presentation must be germane to Roundtable interests, such as airline operations, fleet updates, noise mitigation efforts, or related procedures

CONCLUSION

The TWG will complete its review of the Fly Quiet Program including the developed set of refined metrics and targeted additions to strengthen the program's overall effectiveness. These updates are intended to improve clarity, accountability, and community noise mitigation outcomes while maintaining a streamlined structure. The proposed Fly Quiet Program 2.0 will be forwarded to the full Roundtable for review and consideration of approval.

SFO Fly Quiet Program 2.0

Roundtable Technical Working Group

April 29, 2026

FQP 2.0 Proposed Elements

- Fleet Noise Quality Rating
- Noise Exceedance Rating
- Nighttime use of Runway 28R and offset approach to Runway 28R
- Early Turns to Arrive Runways 28L/R
- Oceanic Woodside Gate Crossing Altitude
- Shoreline Departures
- SSTIK Departure Procedure
- Gap departure Altitudes
- Gap SNTNA (pronounced Santana) Departures
- Gap (Vectoring) Departures
- Ground Engine Run-Ups

Fleet Noise Quality Rating

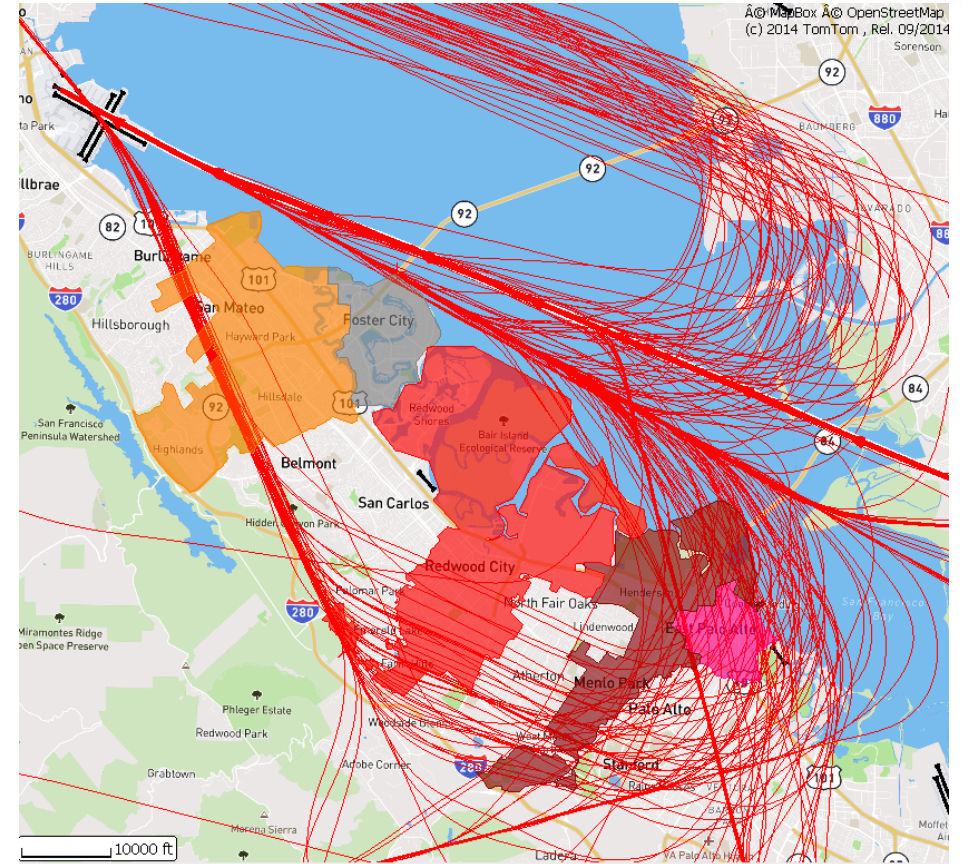
- Purpose:
To encourage airlines to operate the quietest aircraft in their fleet at SFO
 - Points are awarded to airlines based on the type of aircraft they operate at SFO
 - Noisier aircraft will bring down an airline's score
 - Each airline fleet is evaluated based on actual operations at SFO

Noise Exceedance Rating

- Purpose:
To discourage the use of aircraft types and operations that produce noise levels above established thresholds at permanent noise monitoring locations
 - Points are awarded to airlines based on the number of noise exceedances and the time of day of the exceedances
 - The field is leveled by normalizing using per 1,000 operations

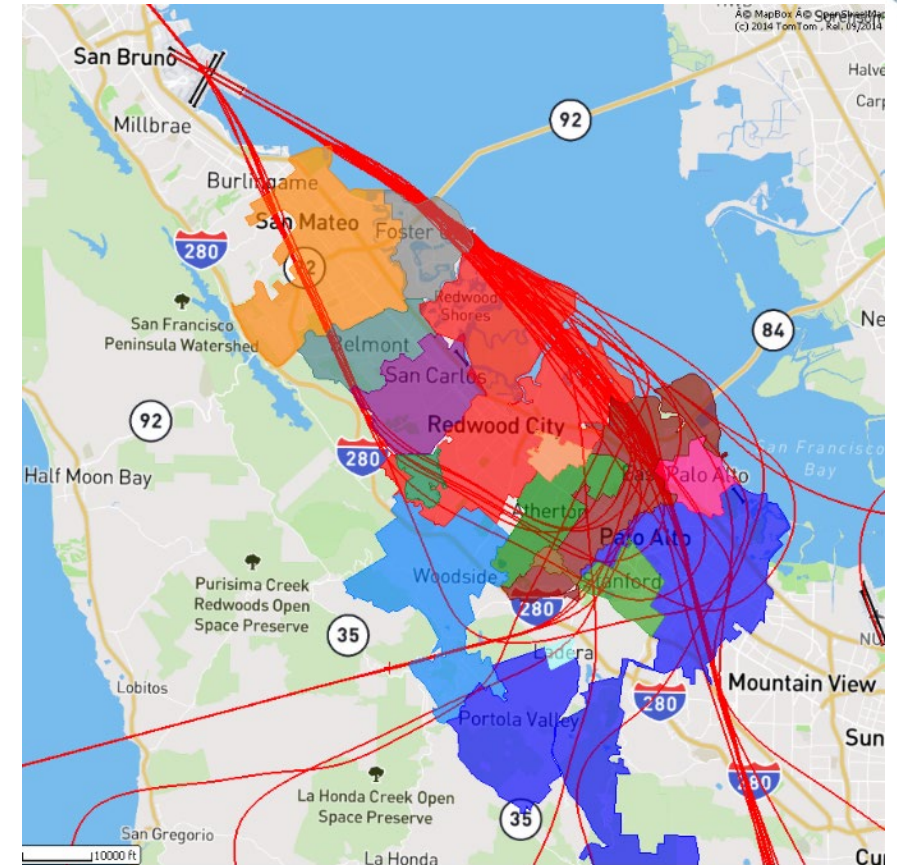
Nighttime Arrivals on Runway 28R and Offset Arrival Procedure

- Purpose:
 - To move flight further offshore and reduce noise to shoreline communities between Burlingame and East Palo Alto
 - Most points obtained by airlines using the offset approach to Runway 28R at night
 - Some points obtained by airlines using Runway 28R at night
 - No points obtained by airlines using 28L at night



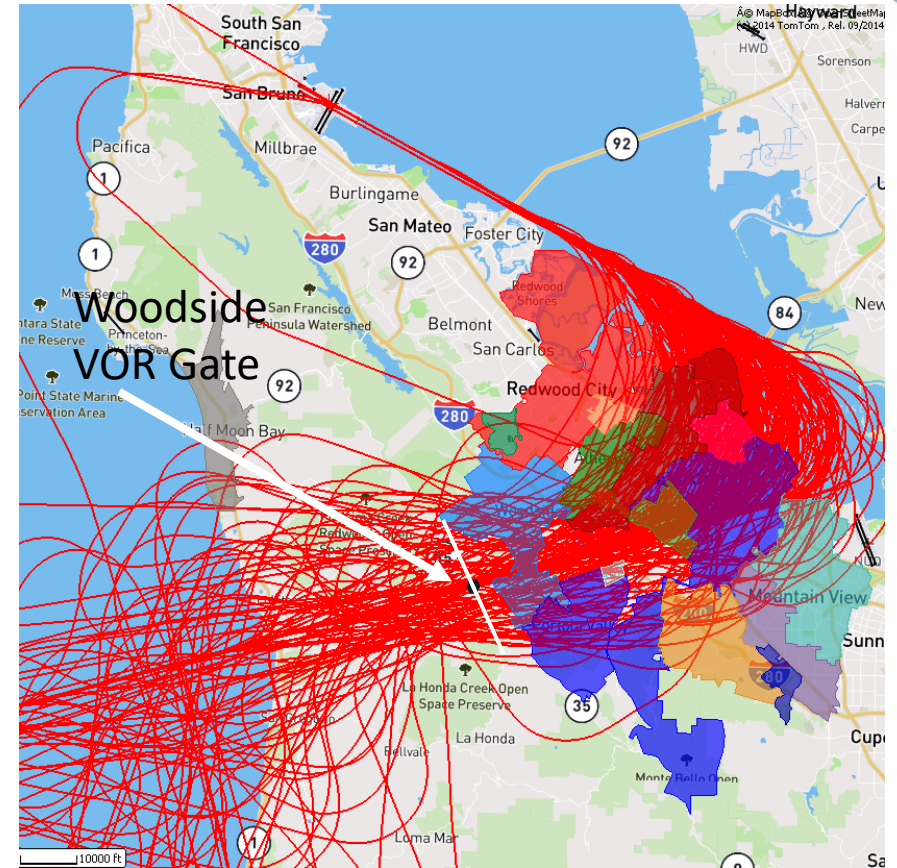
Early Turns to Arrive Runways 28L/R

- Purpose:
To encourage airlines to align Runways 28L/R further out and over the Bay upon arrival
 - Points are awarded on a pass/fail basis
 - Airlines pass if they are established on final approach at approximately nine (9) miles from the end of Runways 28L/R
 - Airlines fail if they request a visual turn onto the final approach across the peninsula



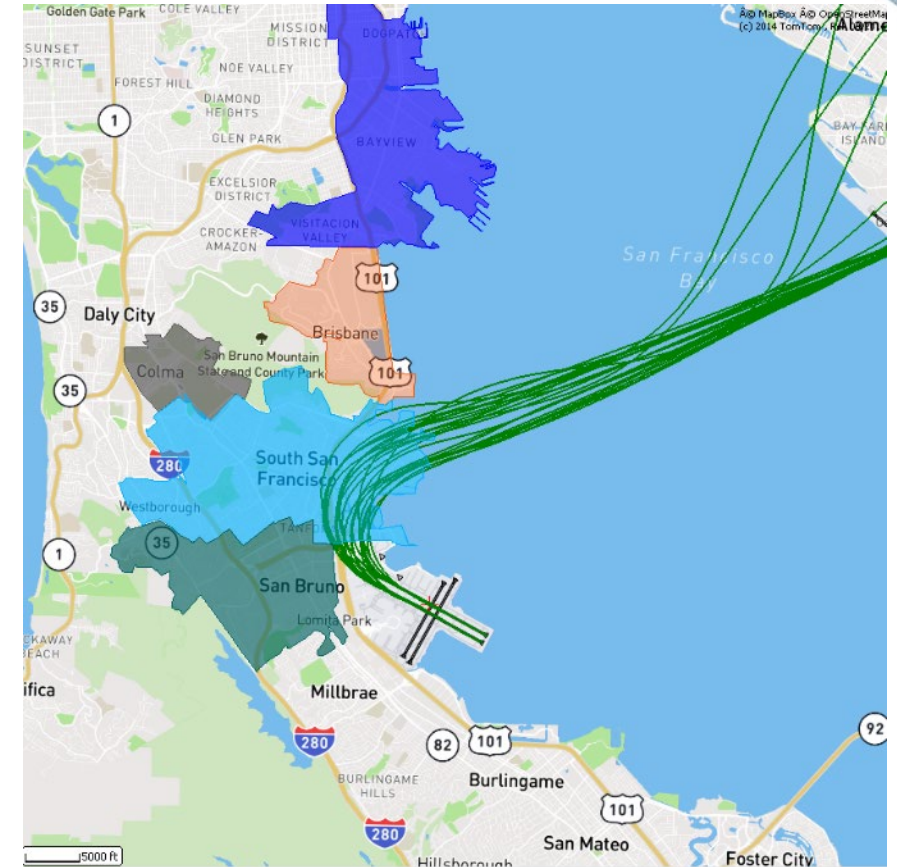
Oceanic Woodside Gate Crossing Altitude Arriving Runways 28L/R

- Purpose:
To encourage PIRAT (Pirate) Arrivals to be at 7,700 feet or above when crossing over the ARGGG Waypoint at the Woodside navigation beacon (OSI VOR), which reduces aircraft noise over the peninsula
 - Points are awarded if the airlines are at or above 7,700 feet at the Woodside VOR



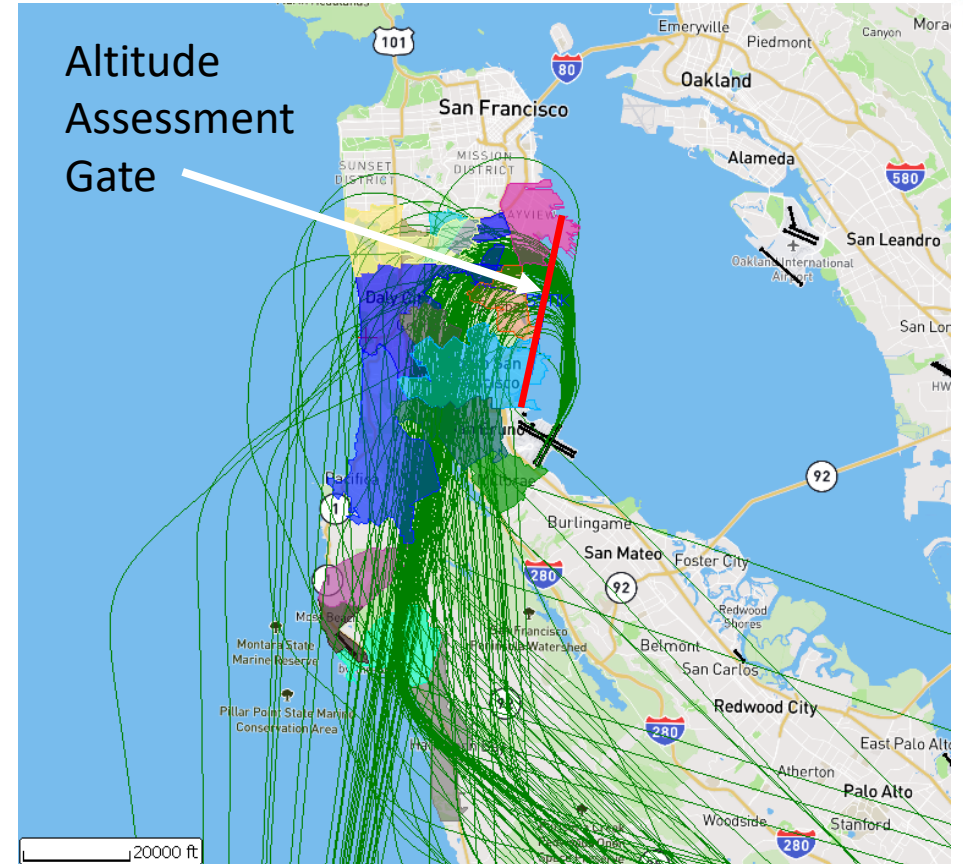
Shoreline Departures

- Purpose:
To encourage airlines to turn right as soon as possible to avoid the shoreline cities after departing Runways 28L/R
 - Points are good/marginal/poor.
 - Airlines that turn East of Highway 101 will score the most points
 - Airlines that turn within approximately 1/8 of a mile left and right of Highway 101 score marginal points
 - Airlines that turn right West of Highway 101 will score zero points



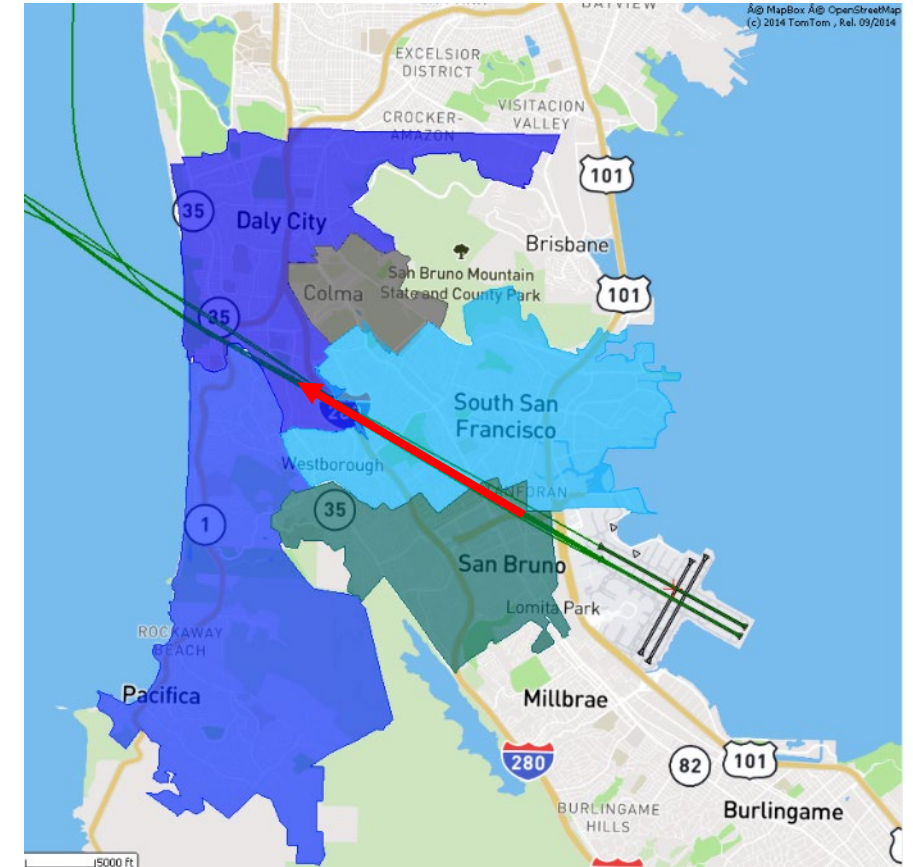
SSTIK Departure Procedure

- Purpose:
To encourage airlines to not turn over the peninsula until at an appropriate altitude, which reduces noise on the ground
 - Points obtained by crossing over the peninsula at higher altitudes



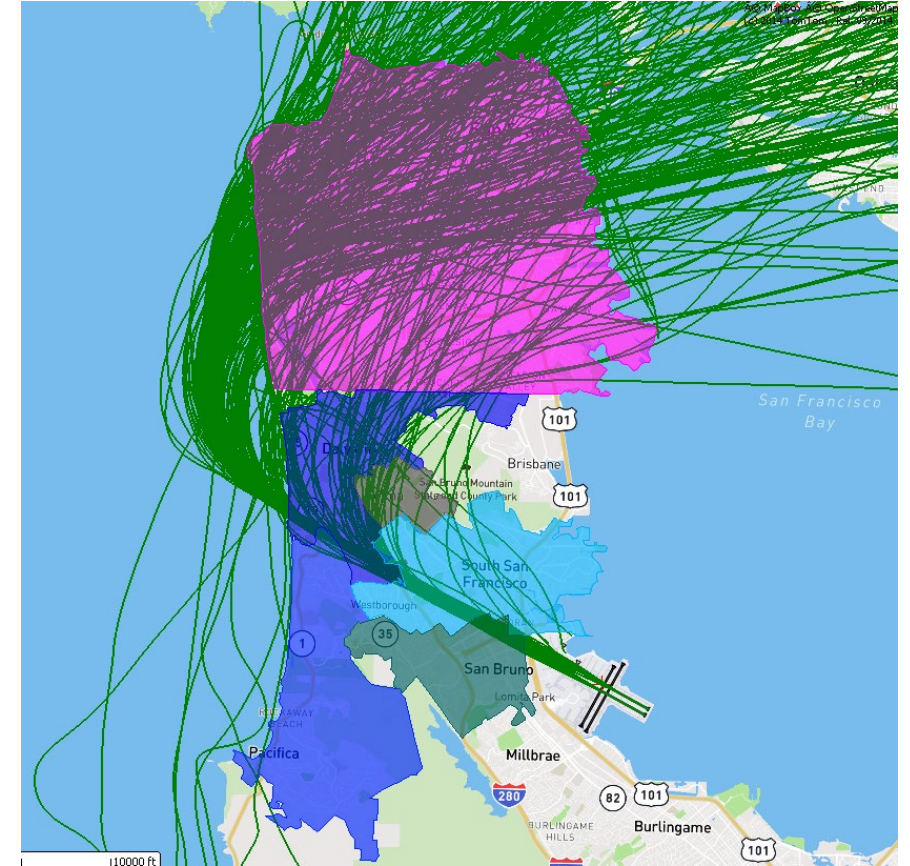
Gap Departure Altitudes

- Purpose:
To encourage airlines to remain on runway heading, climbing steadily then reducing power, which reduces noise on the ground.
 - Points are awarded for higher departures at four gates along the departure path.
 - Each gate has aircraft and international/domestic specific altitudes.
 - Results are tabulated for each flight based on good/marginal/poor at each gate.



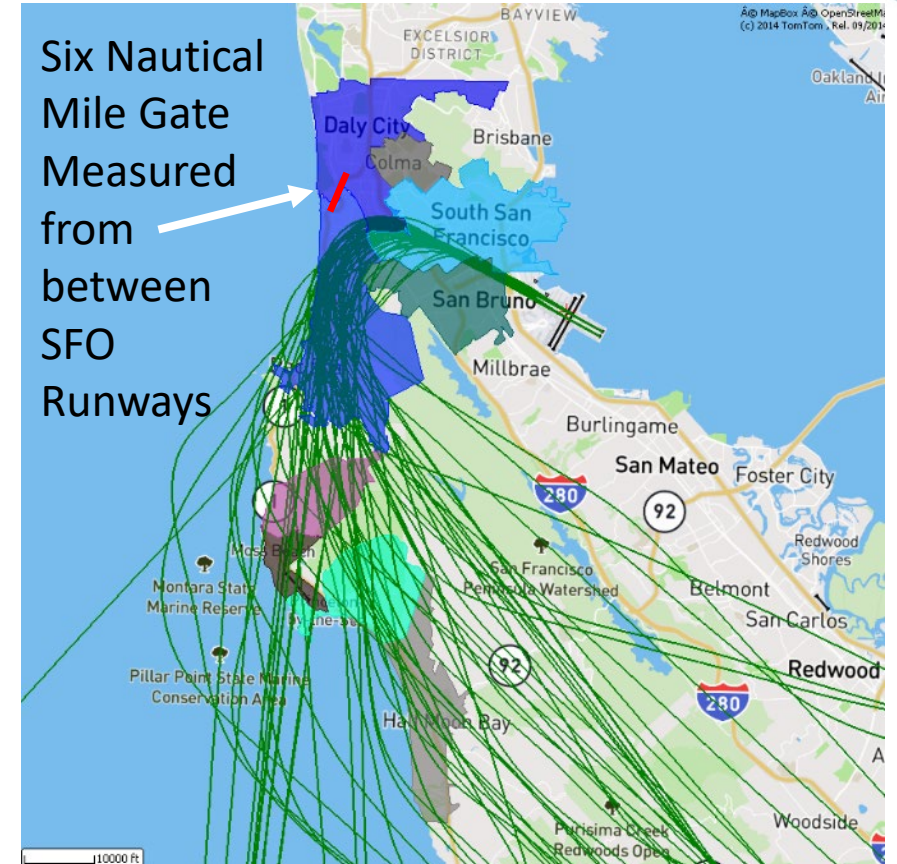
Gap (SNTNA) Departures

- Purpose:
To encourage airlines to remain on the charted SNTNA Departure Procedure until over the Pacific Ocean and not crossing back over communities once over the Ocean
 - Points are awarded on a pass/fail basis



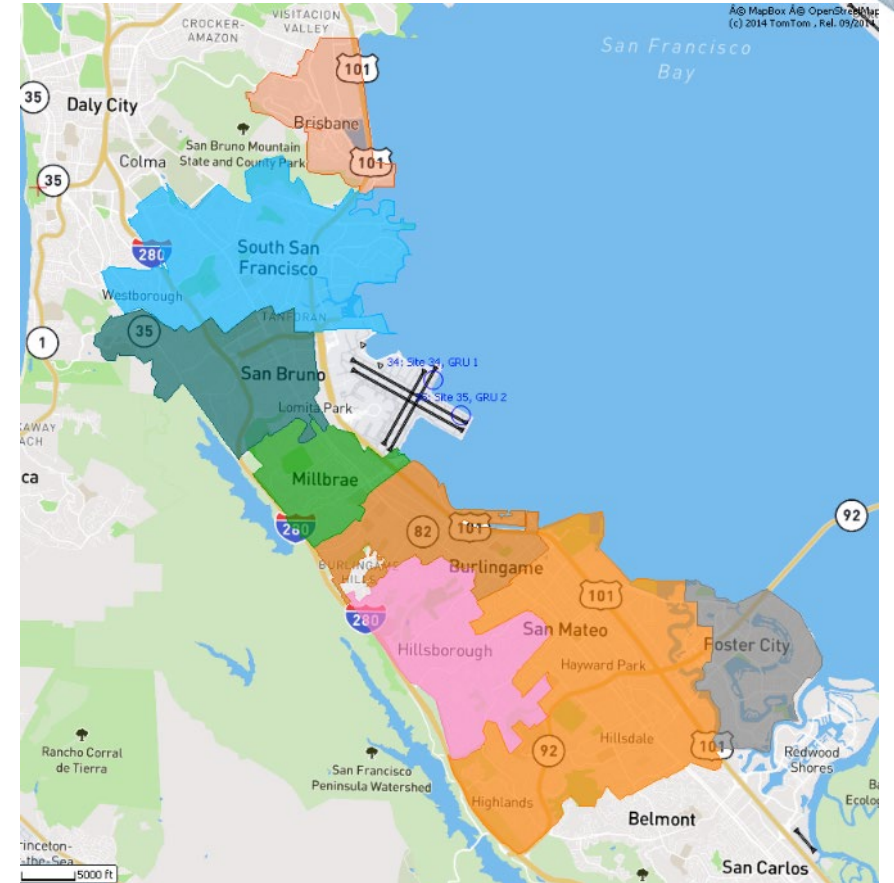
Gap (Vectoring) Departures

- Purpose:
To encourage airlines to remain on runway heading, flying six (6) miles from the center of the SFO runways before starting turns back over the peninsula
- Points are pass/fail
- Airlines that turn after the six-mile point will score the most points



Ground Engine Run-ups

- Purpose:
To encourage airlines to follow the SFO Rules and Regulations when conducting aircraft engine run-up maintenance operations
 - Most points will be awarded to airlines following the SFO Rules and Regulations governing engine run-ups between the hours of 7 am and 10 pm.
 - Some points will be awarded to nighttime engine run-ups following the SFO Rules & Regulations.
 - No points will be awarded for airlines conducting run-ups outside of the SFO Rules and Regulations.



Thank you!