SFO COMMUNITY ROUNDTABLE

Meeting Agenda
Regular Meeting

Wednesday, June 3, 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: April 1, 2026	*Action*	Page 1
5.	Acceptance of SFO's Airport Director's Report: • March 2026 • April 2026	*Action*	Page 6
6.	Acceptance of HMMH FAA IFP Information Gateway: • March 2026 • April 2026	*Information*	Page 20

REGULAR AGENDA

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

7.	Chairperson Update	*Information*	Page 26
8.	SFO International Airport Updates *Mike Nakornkhet, SFO Airport Director* *Bert Ganoung, SFO Aircraft Noise Abatement Manager*	*Information*	Page 32
9.	AAM and eVTOL Operations – Discussion of Potential Roundtable Engagement	*Information*	Page 42

UPDATES

10. Member Updates

11. Adjourn

SFO Airport/Community Roundtable
Meeting No 361 -- Minutes
Wednesday, April 1, 2026

Call to Order / Roll Call / Declaration of a Quorum Present (00:07:37)

Roundtable Vice Chair Terry O'Connell called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, April 1, 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 Airport Commission – Michael Nakornkhet
C/CAG Airport Land Use Committee (ALUC) – Carol Ford
City of Brisbane – Terry O'Connell
City of Burlingame – Desiree Thayer
Town of Colma – Carrie Slaughter
City of Daly City – Rod Daus-Magbual
City of Foster City – Suzy Niederhofer
City of Half Moon Bay – Patric Jonsson
Town of Hillsborough – Laurie Adams
City of Menlo Park – Drew Combs
City of Millbrae – Stephen Rainaldi
City of Pacifica – Christine Boles
Town of Portola Valley – Mary Hufty (arrived at 7:12 PM)
City of Redwood City – Marcella Padilla
City of San Mateo – Rob Newsome
City of South San Francisco – Mark Nagales
Town of Woodside – Paul Goeld

REGULAR MEMBERS ABSENT
City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor's Office
County of San Mateo Board of Supervisors
Town of Atherton
City of Belmont
City of East Palo Alto
City of San Bruno
City of San Carlos

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 (00:09:56)
Chair O'Connell opened public comments for items not on the agenda. Public comments were heard by:

- Ann Schneider, a resident of Millbrae, thanked the Technical Working Group for the thoughtful discussion on the Fly Quiet Report and encouraged stronger public engagement.
- Remi Tan, a resident of Pacifica, commented on the increased aircraft noise resulting from the Runway 1 closure and suggested coordinating runway usage with Oakland International Airport to maximize overwater flight paths.
- John Hamilton, representing the Bay Farm Island community, expressed interest in the San Francisco International Airport reconstruction project and FAA parallel landing restrictions, and their potential community impacts, and thanked to the Roundtable for its ongoing work.

Chair O'Connell closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:17:55)
The consent agenda was approved, with a minor correction on page 7 of the minutes to clarify that Member Padilla did not request for the term "burn-rate" to be defined, but instead she requested data on what the burn rate number was.

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

CONSENT AGENDA

All items on the Consent Calenda were approved in item 3.

4. *ACTION:* Approval of SFO Community Roundtable Minutes: December 3, 2025 and February 4, 2026 (00:16:56)
5. ***ACTION:*** **Airport Director's Report: November 2025 through February 2026**
6. *INFORMATION:* HMMH FAA IFP Information Gateway: November 2025 through February 2026

REGULAR AGENDA

7. *ACTION:* Nomination and Election of San Francisco Airport Community Roundtable Chair and Vice Chair (00:18:32)
Chair O'Connell nominated Member Rainaldi of the City of Millbrae for SFO Roundtable Chair for the upcoming term and Member Goeld of the Town of Woodside for Vice Chair. Chair O'Connell noted that this is his final year serving on the Roundtable representing the City of Brisbane but that she will continue to serve as Chair of the Technical Working Group (TWG) Subcommittee for the remainder of the year.

Member Krolik, participating via Zoom, thanked the Roundtable and staff for their support during her term as Chair and expressed support for the nominations.

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

- Darlene Yaplee, a resident of Palo Alto, thanked Chair Krolik for her service and support the nomination

Chair O'Connell closed public comments.

Chair O'Connell moved to approve the nomination. Member Nagales seconded the motion. The motion passed with all present members.

8. *INFORMATION:* Chairperson Update (00:22:27)
Chair O'Connell expressed confidence in the new leadership team and passed the remainder of the meeting to newly nominated Chair Rainaldi to continue. Chair Rainaldi thanked the former Chair, Vice Chair, and members of the public for their support. It was noted that the Roundtable would receive updates from SFO agencies and the Technical Working Group (TWG), which met prior to the meeting. In response to a prior request, SFO would also provide a presentation on community outreach related to planned runway closures.

Chair Rainaldi noted that a comment letter was submitted to the FAA on behalf of the SFO Roundtable regarding the transition to the national ANCIR Portal. The letter, included in the packet, generally supports the transition while emphasizing accessibility and robust community reporting. The Roundtable also requested that the FAA assess any impact on complaint reporting and present at a future meeting, with scheduling efforts underway.

9. *INFORMATION:* Technical Working Group (TWG) Report Out: Fly Quiet Program Final Recommendations (00:24:16)
Member O'Connell opened the update on the Technical Working Group (TWG) meeting held prior to the regular meeting and reported that the TWG has been conducting a comprehensive review of the Fly Quiet Program since June 2025. She noted that the TWG decided to continue to discuss the program and invite community experts to the table for a robust discussion on the program. She concluded by stating that the updated program is expected to be presented to the full Roundtable for review and approval at a future meeting.

Chair Rainaldi opened public comments on this item. Public comments were heard by:

- Remi Tan requested more information on nighttime flyovers and current efforts to reduce noise from the 10 p.m. to 7 a.m. timeframe.

Vice Chair Goeld commented that the Technical Working Group is developing categories to incentivize airlines to operate more quietly in a way that is both concise and meaningful for the public. He noted that he does not directly receive many noise complaints from residents of the Town of Woodside and expressed interest in understanding the types of comments received from cities that are more directly impacted by aircraft noise.

Chair Rainaldi further commented that the TWG is working to maximize noise reduction to best serve the community as a whole and noted that the 13 different metrics being considered will be presented at the next meeting.

10. *INFORMATION:* SFO International Airport Updates (00:40:19)
Mike Nakornkhet, Director of San Francisco International Airport, provided a brief update on SFO operations, including current passenger traffic levels and expectations for a busy summer travel season. He also noted that higher airfare rates are anticipated because of increased oil prices and FAA arrival restrictions.

Mr. Nakornkhet reported that the runway re-pavement project has commenced and noted that, prior to the start of the project, the FAA issued notice that side-by-side visual approaches during clear weather conditions at SFO would no longer be permitted. He stated that the change has impacted flight arrivals and increased delays. He noted that SFO continues to work with the FAA and airlines to assess and mitigate these impacts.

Mr. Nakornkhet announced that San Francisco International Airport was not involved in the deployment of ICE personnel at TSA security checkpoints related to the Department of Homeland Security (DHS) incident that occurred at SFO airport on Monday, May 22. He stated that SFO does not share information at the local level and follows a longstanding policy of not assisting with civil immigration enforcement. Mr. Nakornkhet also noted that SFO partners with a private third-party contractor to operate TSA functions and is therefore unaffected by federal funding lapses during a government shutdown.

Lastly, Mr. Nakornkhet acknowledged the recent accident at LaGuardia Airport and stated that SFO is monitoring the ongoing investigation involving an airport fire truck that was struck during an aircraft landing after reportedly not having a transponder. He noted that all SFO fire equipment vehicles are equipped with transponders.

Bert Ganoung provided updates on the Repair/Replace Initiative (RRI), Second Chance Initiative (SCI), and Expanded Eligibility Initiative (EEI). He reported no significant changes to the RRI, aside from a slight decrease in units under construction and noted that the SCI also remained unchanged with a relatively high satisfaction rate. Mr. Ganoung further reported minor changes to the EEI, including updates to the number of homes in the design and in-progress phases.

11. *INFORMATION:* SFO International Airport – Update on Runway Closure Community Engagement (00:49:19)
Doug Yakel provided a brief construction update, stating that San Francisco International Airport is closely monitoring air traffic impacts resulting from the runway closure. He also noted that a postcard mailer has been distributed to over 16,000 residents in heavily impacted communities, including San Bruno, South San Francisco, Daly City, and Pacifica. Mr. Yakel also thanked Roundtable members for their efforts in helping share SFO information through their social media channels.

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

- Darleen Yaplee asked whether outsourced TSA personnel at San Francisco International Airport can share immigration-related information with ICE agents.
- Remi Tan referenced a 2025 incident featured on 60 Minutes involving an Army helicopter crash with an American Airlines jet and asked whether San Francisco International Airport has flight paths in place to reduce similar risks.

Chair Rainaldi closed public comments.

Mr. Nakornkhet confirmed that San Francisco International Airport does not work with United States Immigration and Customs Enforcement at the local level to share information. Mr. Yakel further noted that SFO oversees limited helicopter operations, including Medevac (emergency air ambulance) and United States Coast Guard flights, which are monitored to mitigate risks between commercial aircraft and helicopter traffic.

Member Niederhofer asked whether the FAA's reduction in landing capacity during the runway closure would extend nighttime landings and expand flight paths.

Chair Rainaldi inquired about the expected duration of flight delays. Mr. Yakel confirmed that the FAA has not provided a timeline and he added that SFO is currently planning to complete the runway project on October 2.

UPDATES

12. Member Updates (01:02:54)
Vice Chair Goeld expressed interest in achieving more actionable outcomes from the Roundtable's efforts, noting his long tenure as a member.

Chair Rainaldi shared his experience attending the Aviation Noise & Emissions Symposium (ANES), held March 9–11, 2026 in Las Vegas, and strongly recommended that Roundtable members consider attending future events.

13. Adjournment
Chair Rainaldi adjourned the meeting at approximately 8:42 P.M.

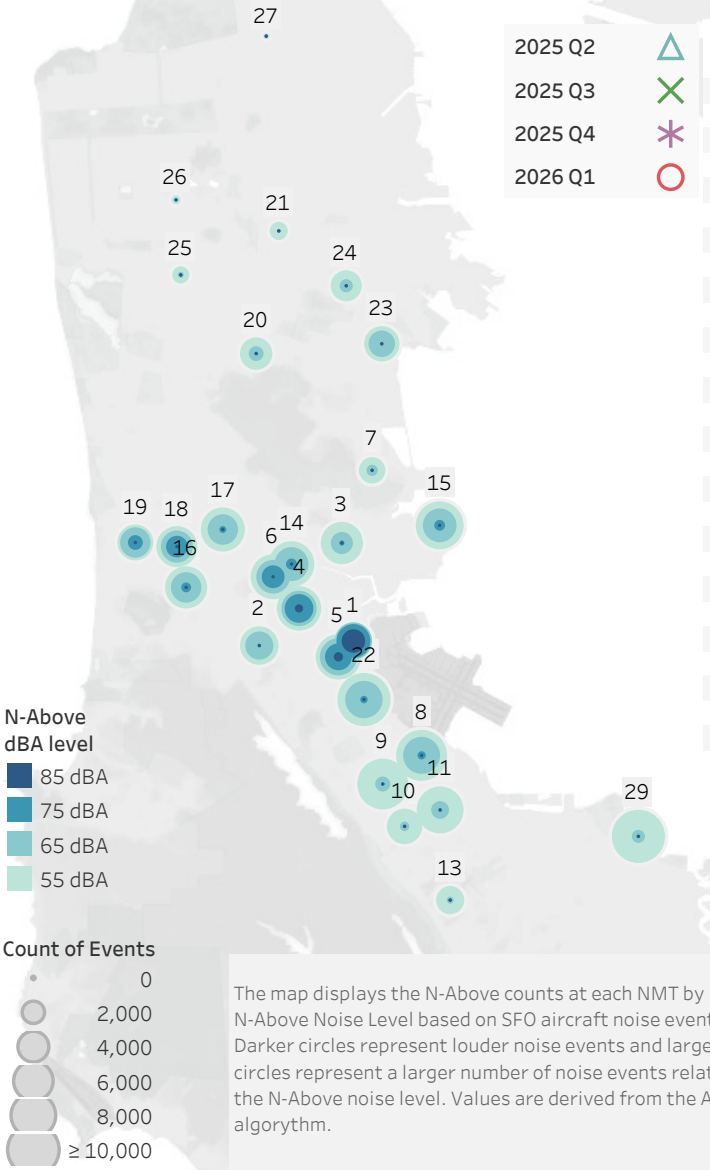
Airport Director's Report

Presented at the June 3, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
March 2026

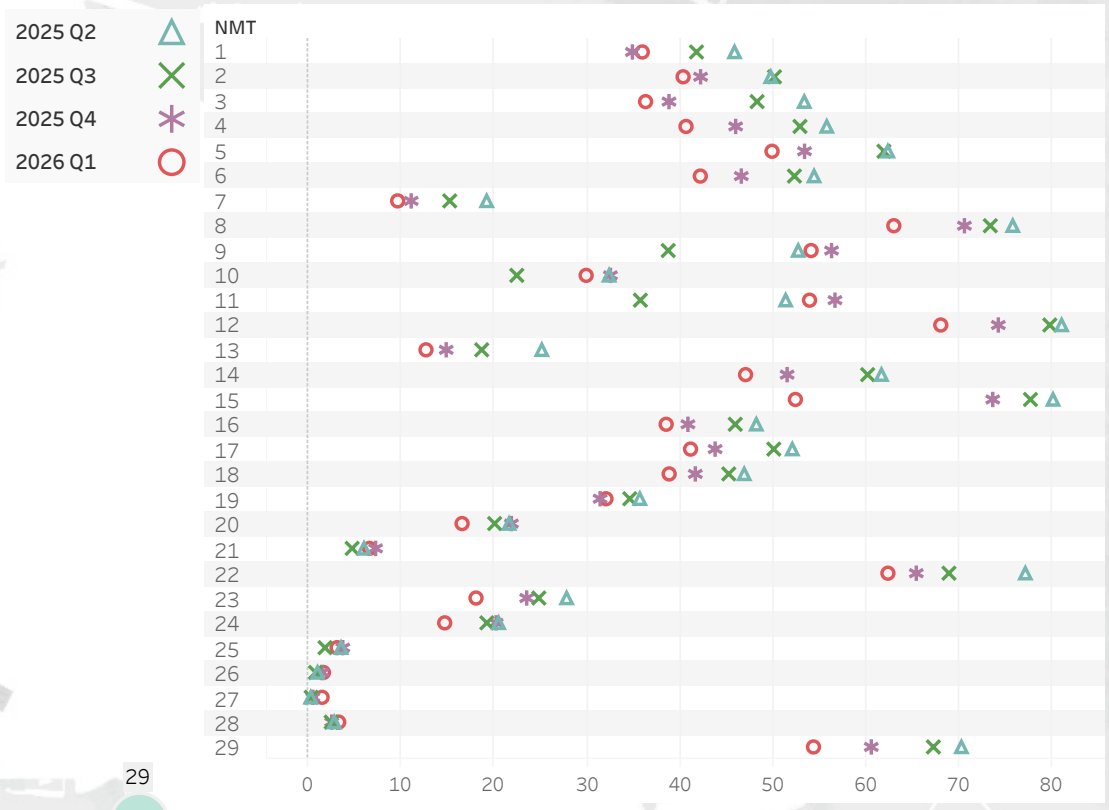
Aircraft Noise Levels Summary

March 2026



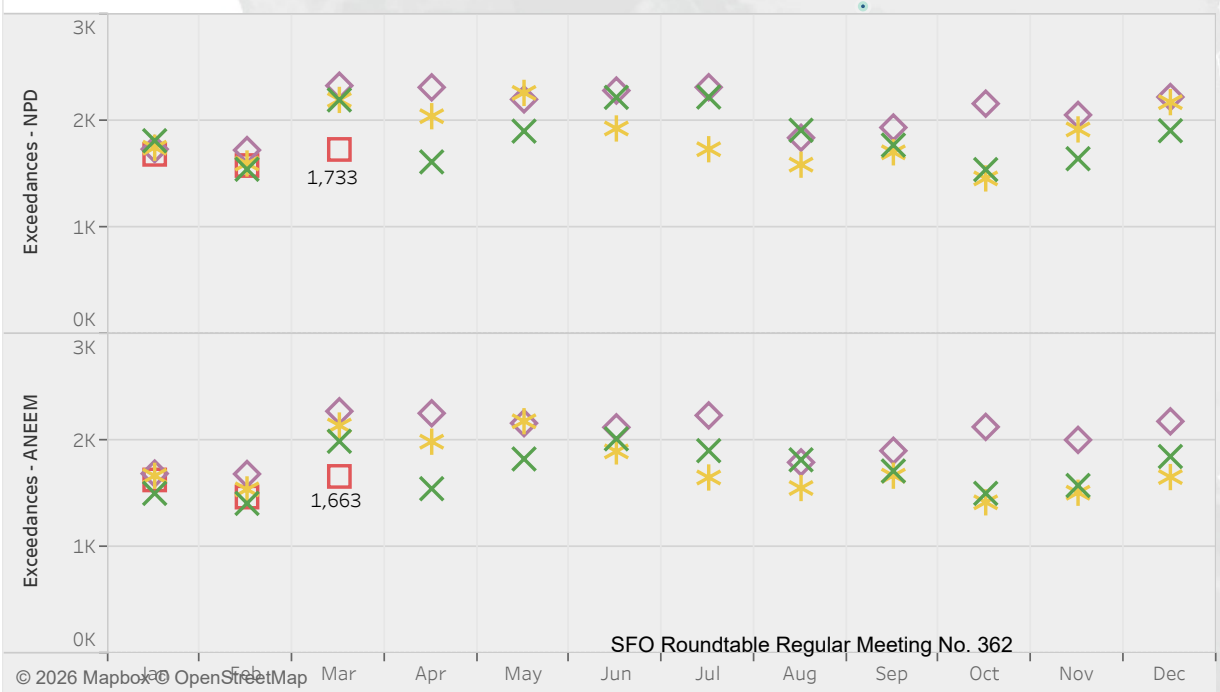
The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

Nighttime N-Above 55 dBA Daily Average



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

Significant Exceedances



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

Aircraft Noise Levels Details

March 2026

		ANOMS						ANEEM			
		Aircaft				Community		Aircaft			
NMT	City	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	158	73	94	82	67	57	164	73	94	82
2	San Bruno	89	56	80	68	64	52	179	57	78	65
3	SSF	55	54	80	68	61	48	254	55	75	62
4	SSF	138	68	89	77	60	47	256	68	86	69
5	San Bruno	144	67	88	76	62	49	252	66	86	70
6	SSF	123	65	87	75	58	44	261	64	83	67
7	Brisbane	20	46	77	67	56	45	142	49	72	59
8	Millbrae	19	55	85	73	66	53	307	59	77	65
9	Millbrae	9	38	76	64	59	42	425	53	70	58
10	Burlingame	5	36	78	64	58	43	245	50	71	58
11	Burlingame	9	42	77	65	59	43	360	54	72	58
12	Foster City	308	61	82	71	58	43	454	61	80	67
13	Hillsborough	3	34	79	65	56	39	136	47	70	57
14	SSF	125	60	83	70	60	45	293	60	80	65
15	SSF	149	60	84	69	77	47	304	58	86	66
16	SSF	106	59	82	70	57	42	239	59	79	64
17	SSF	107	59	82	69	59	44	244	59	79	64
18	Daly City	109	64	86	75	60	46	209	63	84	68
19	Pacifica	97	61	84	73	57	40	158	61	82	68
20	Daly City	82	50	78	65	60	44	153	49	74	61
21	San Francisco	12	39	74	63	57	46	78	43	70	58
22	San Bruno	79	57	81	70	63	48	357	60	77	64
23	San Francisco	88	52	78	68	60	48	187	54	77	64
24	San Francisco	49	49	77	65	61	48	160	49	73	62
25	San Francisco	11	39	77	65	56	42	63	41	70	59
26	San Francisco	3	32	75	65	56	44	33	39	70	57
27	San Francisco	5	37	77	66	57	44	37	39	71	60
28	Redwood City	6	37	77	65	53	37	42	40	70	57
29	San Mateo	80	49	77	64	57	43	407	52	71	59

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

SFO N-Above NPD

NMT	Min:Max LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:102	4,817	4,817	4,817	4,585	4,050	3,128
2	61:88	2,705	2,705	2,277	613	25	3
3	62:85	1,545	1,545	1,294	420	104	19
4	61:95	4,266	4,266	4,153	3,624	2,899	1,430
5	62:90	4,370	4,370	4,332	3,779	2,544	1,194
6	62:88	3,819	3,819	3,729	3,216	1,821	385
7	61:79	503	503	377	90	5	0
8	68:87	558	558	558	480	127	20
9	59:73	57	52	21	4	0	0
10	60:72	30	28	10	3	0	0
11	59:73	49	47	25	4	0	0
12	63:88	9,599	9,599	9,519	5,748	425	20
13	60:72	11	11	5	1	0	0
14	62:88	3,852	3,852	3,670	2,058	453	35
15	61:95	4,735	4,735	3,977	1,590	599	210
16	61:86	3,278	3,278	3,126	1,769	347	4
17	61:87	3,319	3,319	2,984	1,418	173	3
18	64:87	3,386	3,386	3,378	2,927	1,652	364
19	65:83	3,002	3,002	3,001	2,309	773	54
20	59:87	2,393	2,301	933	294	91	19
21	59:72	168	156	43	10	0	0
22	64:85	2,338	2,338	2,316	1,245	166	2
23	63:83	2,636	2,636	2,248	409	26	1
24	59:83	1,211	1,171	458	78	21	8
25	58:77	234	212	104	27	1	0
26	60:71	35	35	15	1	0	0
27	62:76	12	12	7	3	1	0
28	60:82	90	85	32	10	2	1
29	59:86	2,513	2,385	662	206	62	15

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
56:102	4,944	4,927	4,853	4,594	4,076	3,164
50:80	5,240	5,052	2,797	610	18	0
49:85	6,283	4,161	1,723	401	94	16
50:95	6,976	5,727	4,408	3,667	2,910	1,435
49:90	7,285	6,310	4,872	3,819	2,544	1,193
49:88	7,137	5,522	4,015	3,272	1,837	388
49:79	2,460	1,103	447	96	5	0
47:85	9,219	8,647	4,832	1,272	241	26
49:81	9,149	3,100	791	163	25	1
41:82	4,450	1,624	314	44	3	1
39:79	7,799	3,591	1,117	237	29	0
51:83	13,700	11,347	9,589	5,709	394	13
48:72	2,804	915	169	7	0	0
45:87	7,396	5,916	4,068	2,077	431	22
49:91	8,096	6,319	4,002	1,426	411	82
49:80	6,287	4,631	3,278	1,774	343	1
49:80	6,873	5,354	3,278	1,439	170	0
49:87	5,947	4,805	3,639	2,954	1,655	364
49:83	4,541	3,955	3,265	2,319	776	55
50:80	3,711	2,557	774	139	26	0
50:72	1,148	333	51	8	0	0
49:81	10,413	8,297	4,940	1,707	194	4
50:79	4,427	3,983	2,476	435	19	0
51:79	3,399	2,288	603	95	5	0
49:77	1,029	508	125	15	1	0
49:74	273	98	19	2	0	0
50:76	120	53	10	2	1	0
49:74	371	121	15	2	0	0
49:79	11,315	4,772	606	52	3	0

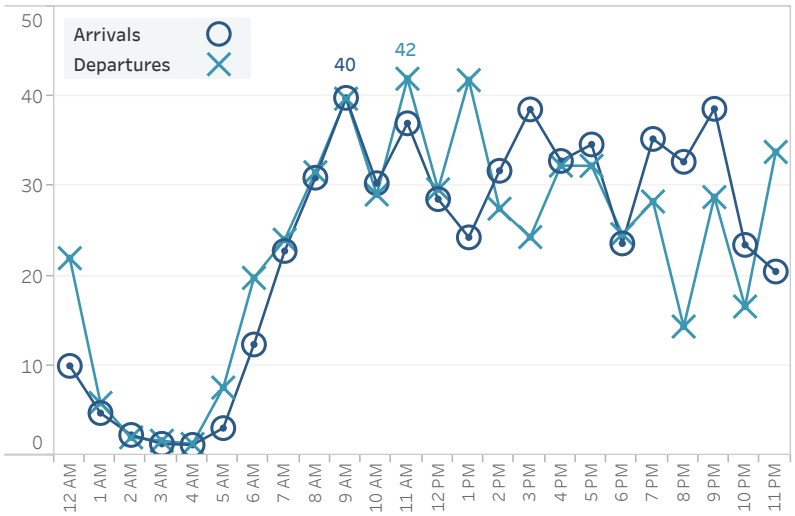
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

March 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
34,716	1,120	34,574	2%

March 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
100%

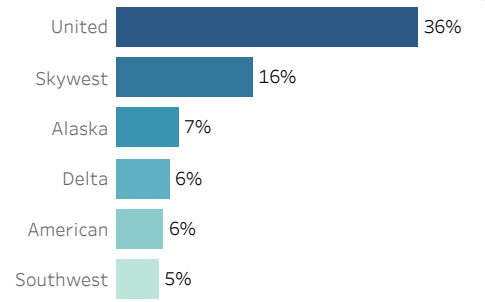
Arrival Route	
1. BDEGA	26%
2. DYAMD	38%
3. SERFR	29%
4. PIRAT	7%

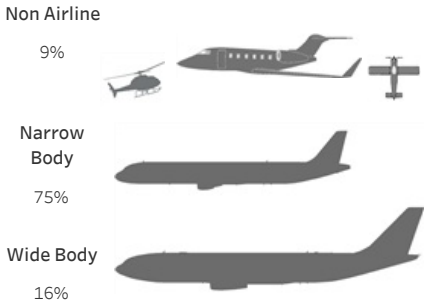
Departure Route	
A. GAP	23%
B. SSTIK	27%
C. NIITE	8%
D. TRUKN RWY 01	37%
D. TRUKN RWY 28	5%

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

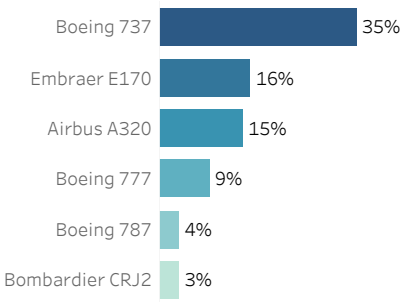
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	40%
1.2 BDEGA Arrival	60%

Airlines with the Most Operations

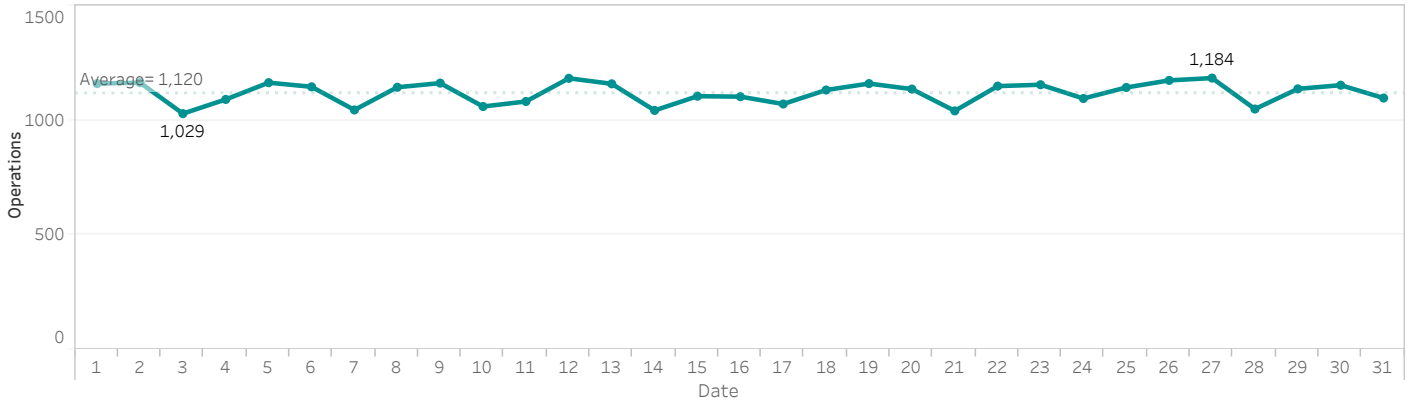




Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.

Runway Utilization

	Arrivals	Departures
01 L/R		75% 11,756
28 L/R	100% 15,750	25% 3,983

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

	Departures
01 L/R	53% 266
28 L/R	47% 236

Runway Utilization

Arrivals

28L	28R
40%	60%

Night (10pm-7am)

25%	75%

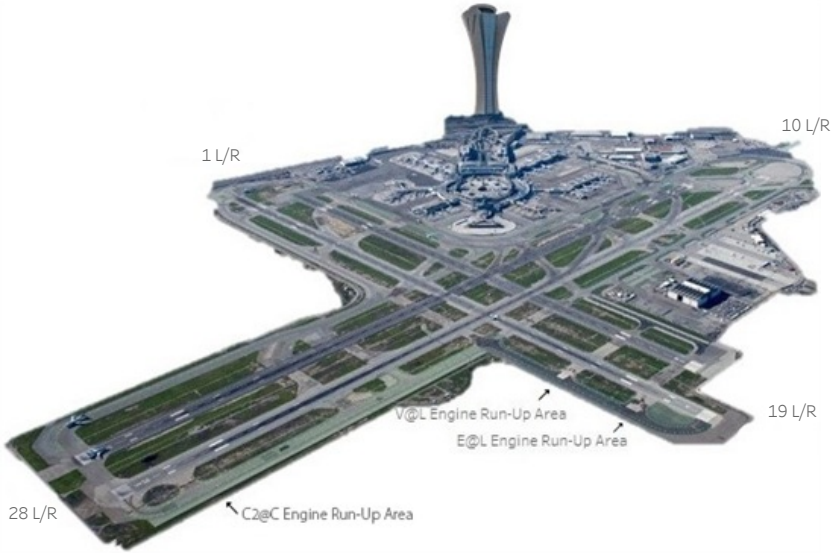
Nighttime Power Run-Ups

10pm-7am

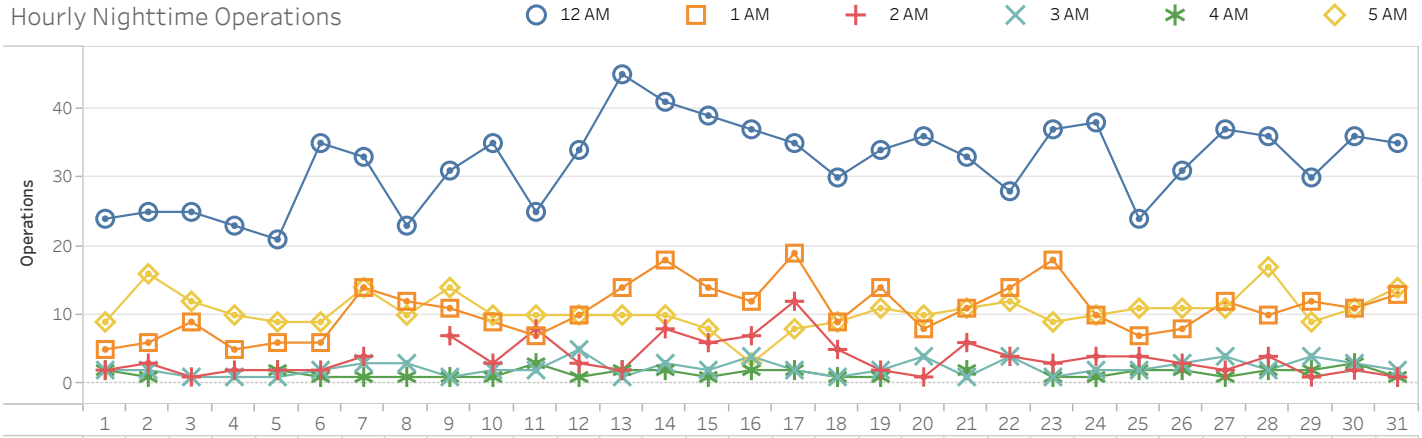
Alaska Airlines	7
American Airlines	7
JetBlue Airways	2
United Airlines	23

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

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



Hourly Nighttime Operations



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
12 AM	24	25	25	23	21	35	33	23	31	35	25	34	45	41	39	37	35	30	34	36	33	28	37	38	24	31	37	36	30	36	35
1 AM	5	6	9	5	6	6	14	12	11	9	7	10	14	18	14	12	19	9	14	8	11	14	18	10	7	8	12	10	12	11	13
2 AM	2	3	1	2	2	2	4		7	3	8	3	2	8	6	7	12	5	2	1	6	4	3	4	4	3	2	4	1	2	1
3 AM	2	2	1	1	1	2	3	3	1	2	2	5	1	3	2	4	2	1	2	4	1	4	1	2	2	3	4	2	4	3	2
4 AM	2	1			2	1	1	1	1	1	3	1	2	2	1	2	2	1	1		2		1	1	2	2	1	2	2	3	1
5 AM	9	16	12	10	9	9	14	10	14	10	10	10	10	10	8	3	8	9	11	10	11	12	9	10	11	11	11	17	9	11	14

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	3	23
	Belmont	2	4
	Brisbane	10	107
	Burlingame	6	40
	Daly City	5	807
	El Granada	1	862
	Emerald Hills	5	511
	Foster City	7	33
	Hillsborough	4	11
	Menlo Park	5	133
	Millbrae	4	20
	Montara	1	573
	Pacifica	14	605
	Portola Valley	22	3,903
	Redwood City	5	205
	San Bruno	4	5
	San Carlos	2	3
	San Francisco	9	1,118
	San Mateo	5	40
	South San Francisco	9	59
	Woodside	5	1,174
Other	Alameda	1	50
	Ben Lomond	1	3
	Boulder Creek	1	1
	Capitola	1	11
	Castro Valley	1	1
	Cupertino	1	38
	Felton	2	27
	Fremont	1	1
	Lafayette	1	14
	Los Altos	32	4,007
	Los Altos Hills	7	616
	Los Gatos	19	1,833
	Martinez	1	1
	Mountain View	8	2,579
	Oakland	3	1,775
	Orinda	1	44
	Palo Alto	70	14,567
	Penngrove	1	10
	Richmond	3	187
	Santa Cruz	24	7,080
	Scotts Valley	13	3,256
	Soquel	18	3,210
	Stanford	2	5
	Sunnyvale	1	2
	Watsonville	1	41
Grand Total		**342**	**49,595**

Reporters Annual AVG

398

Reports Annual AVG

57,531

New Reporters

25

New Reporters Top City

Daly City
Pacifica

Furthest Report

64 miles

Reports per SFO Operation

1

Top Aircraft Types

B737
A320
E75L

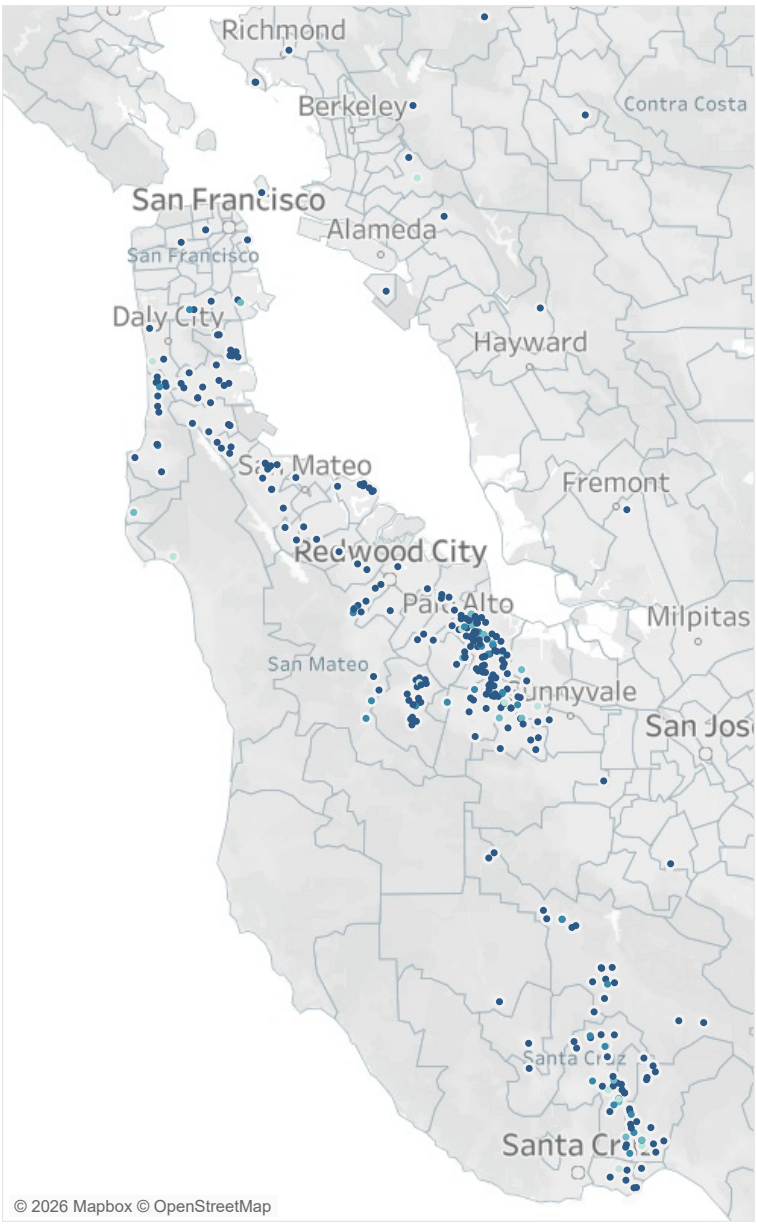
Top Flight Numbers

KAL214
TAI560
CMP382

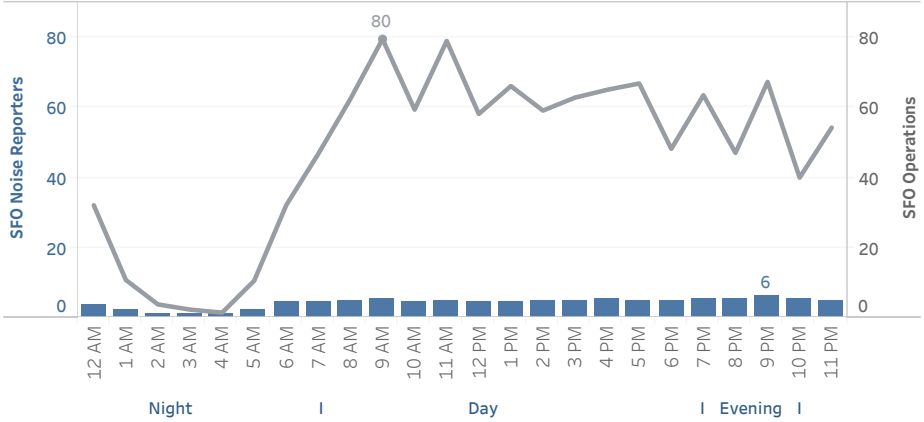
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reporters Location Map

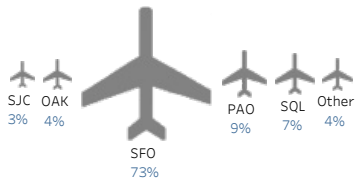
March 2026



Hourly Noise Reporters (Average Day in a Month)



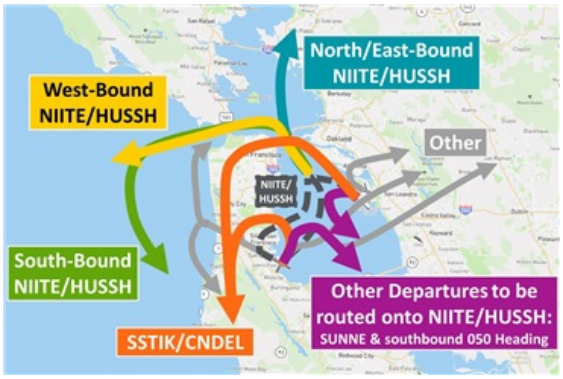
Noise Reports by Airport



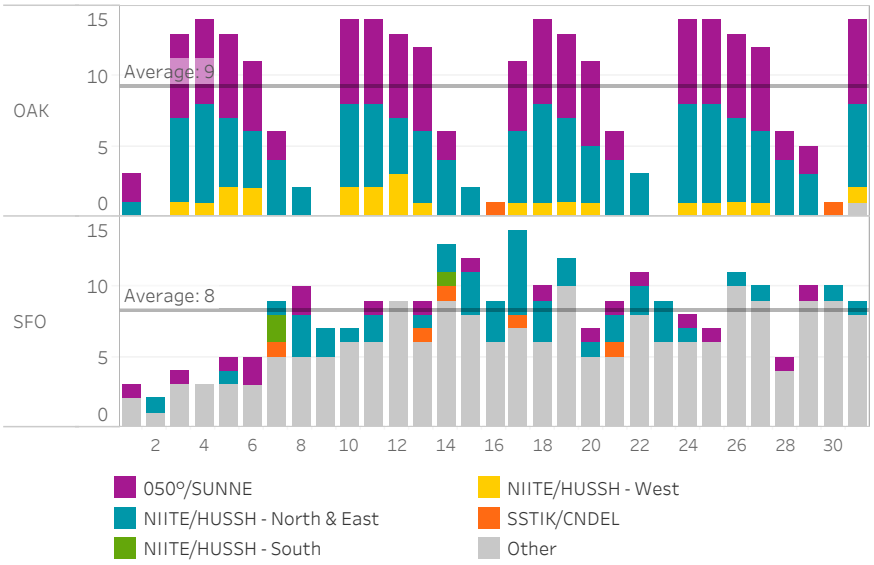
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

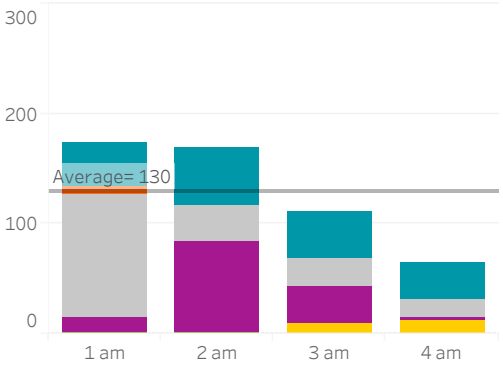
NIITE to GOBBS 1 am to 5 am (March 2026)



Count of Departures per Night



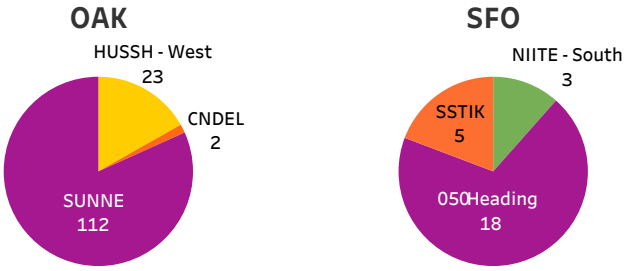
Average Total Departures per Hour



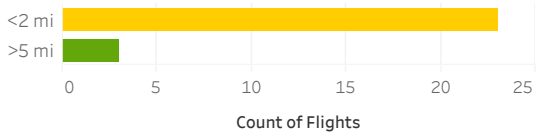
Departure Runway Usage

OAK	SFO			
30	01L	01R	28L	28R
100%	11%	14%	29%	46%

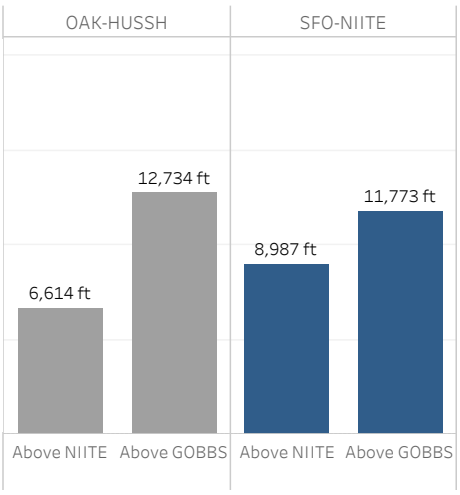
CNDEL and SSTIK Departures vs HUSSH and NIITE

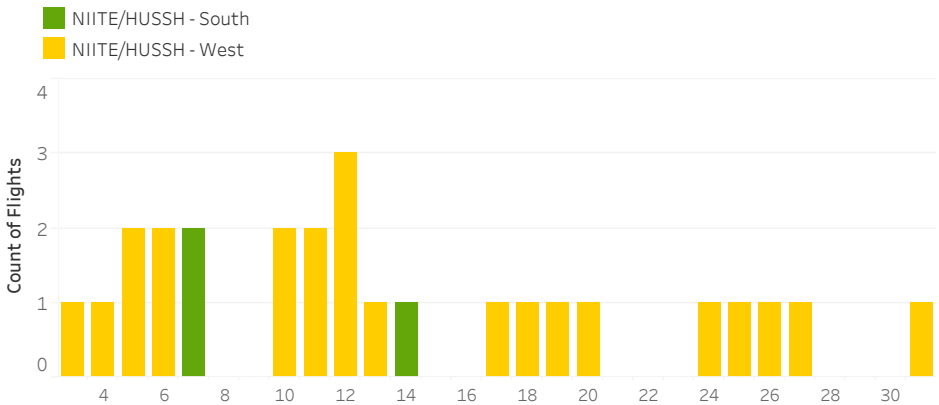


How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





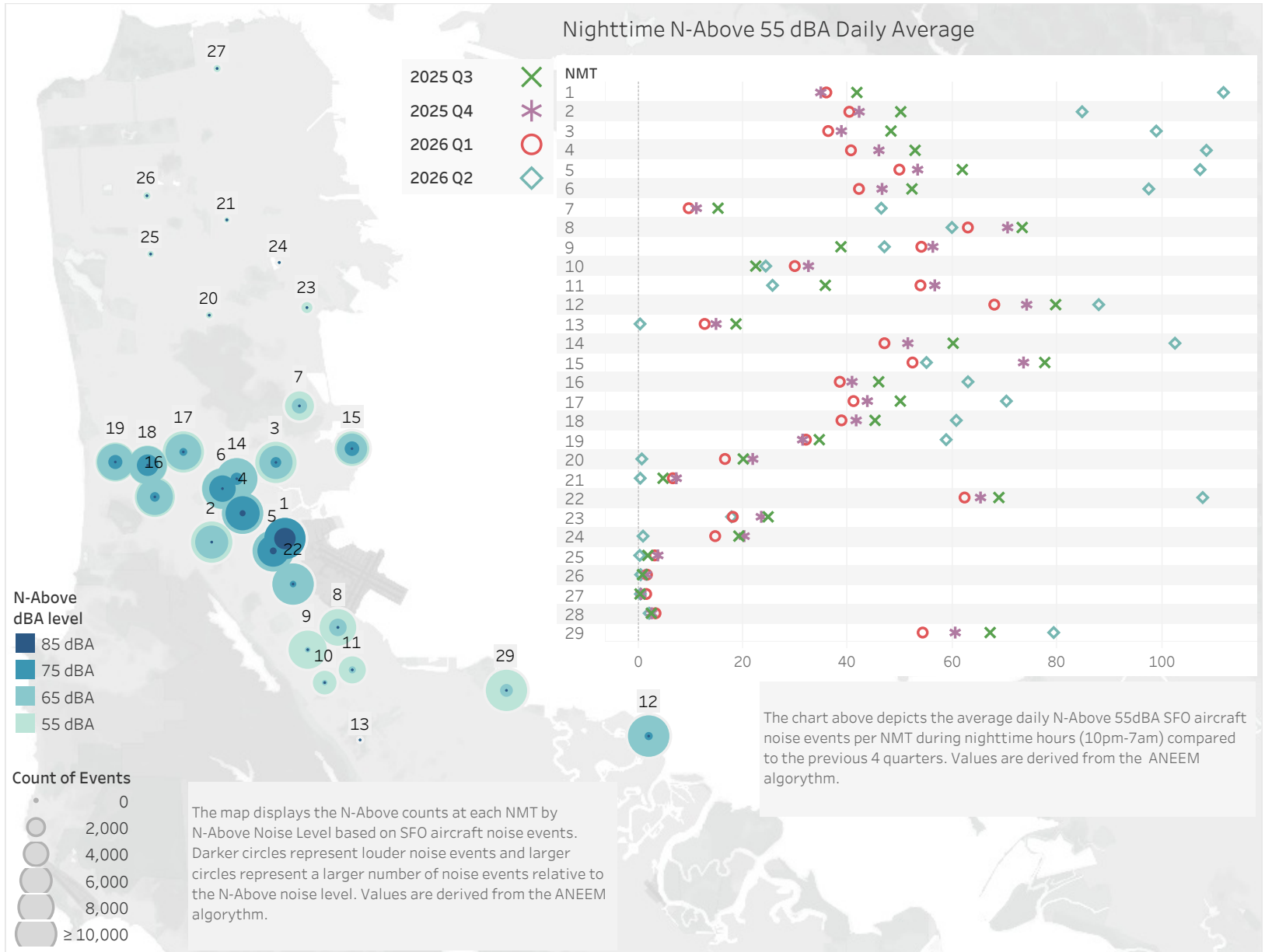
Airport Director's Report

Presented at the June 3, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
April 2026

Aircraft Noise Levels Summary

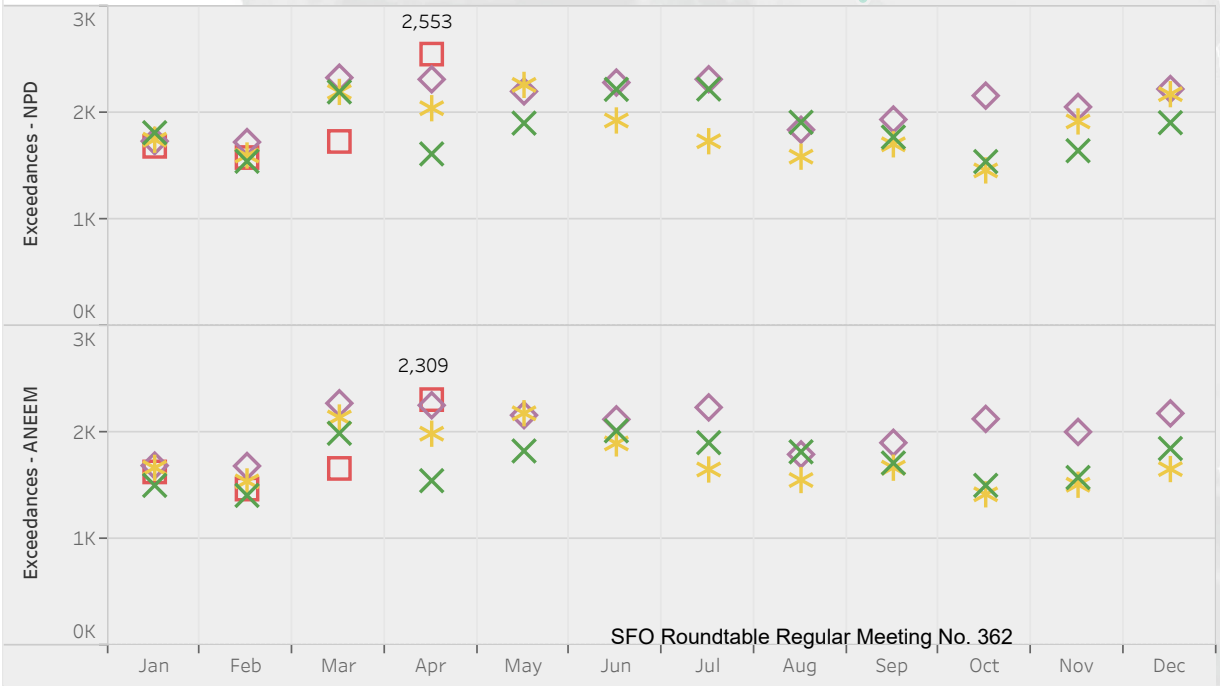
April 2026



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

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

Significant Exceedances



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

Aircraft Noise Levels Details

April 2026

		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	532	75	91	80	66	56	533	75	91	79
2	San Bruno	177	59	80	68	63	51	371	60	78	66
3	SSF	214	61	81	70	60	45	511	62	78	65
4	SSF	400	70	87	75	59	45	533	69	86	72
5	San Bruno	479	69	86	74	60	48	546	69	85	73
6	SSF	330	67	86	74	58	42	486	67	84	70
7	Brisbane	51	53	78	68	56	43	220	54	74	61
8	Millbrae	1	38	82	73	64	51	279	54	73	63
9	Millbrae	2	31	76	64	57	39	474	49	67	56
10	Burlingame	1	28	77	64	60	42	222	47	69	56
11	Burlingame	2	33	76	65	58	42	239	48	68	57
12	Foster City	526	63	81	70	58	42	539	63	81	70
13	Hillsborough	2	23	75	64	55	37	11	34	68	56
14	SSF	350	63	82	70	59	43	507	63	81	67
15	SSF	190	61	84	72	75	47	270	61	83	68
16	SSF	276	62	82	70	57	40	349	62	81	67
17	SSF	269	62	81	69	58	44	369	62	80	67
18	Daly City	298	66	85	73	59	45	327	66	84	72
19	Pacifica	250	63	83	72	58	40	314	63	82	70
20	Daly City	7	39	78	65	60	43	44	42	71	59
21	San Francisco	10	38	75	64	57	46	43	42	72	60
22	San Bruno	231	59	80	70	62	46	545	61	78	67
23	San Francisco	3	36	77	67	59	47	64	46	71	59
24	San Francisco	11	46	81	67	68	47	42	45	74	63
25	San Francisco	7	37	77	65	56	41	33	38	70	59
26	San Francisco	3	31	78	65	58	43	35	40	72	59
27	San Francisco	3	36	79	66	56	43	38	40	71	59
28	Redwood City	5	37	77	65	53	36	28	39	70	58
29	San Mateo	90	49	77	65	58	43	482	54	72	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

NMT	Min:Max LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	16,010	16,010	16,010	15,492	12,683	8,115
2	61:85	5,299	5,299	4,745	1,426	63	6
3	62:87	6,414	6,414	5,883	2,793	731	90
4	61:94	11,992	11,992	11,790	9,934	7,095	2,124
5	63:90	14,380	14,380	14,342	12,191	6,297	1,551
6	61:90	9,915	9,915	9,798	8,706	4,437	771
7	61:81	1,494	1,494	1,228	343	35	3
8	70:79	19	19	19	18	3	0
9	59:70	31	30	14	2	0	0
10	60:70	7	7	5	0	0	0
11	60:75	28	27	13	3	1	0
12	63:92	15,880	15,880	15,791	9,371	451	21
13	63:64	3	3	0	0	0	0
14	62:89	10,512	10,512	10,136	5,166	969	54
15	62:93	5,738	5,738	5,512	3,853	1,294	146
16	61:88	8,296	8,296	8,024	3,725	611	14
17	61:86	8,061	8,061	7,664	3,206	393	11
18	64:92	8,929	8,929	8,918	7,204	2,929	512
19	65:86	7,496	7,496	7,495	4,858	1,273	77
20	60:77	46	45	32	16	2	0
21	60:75	58	58	20	5	1	0
22	64:88	6,906	6,906	6,850	3,169	267	14
23	65:73	17	17	17	1	0	0
24	62:83	47	47	37	23	15	3
25	60:78	63	63	34	12	2	0
26	61:76	21	21	13	3	1	0
27	62:80	33	33	18	8	4	1
28	60:77	90	86	37	9	3	0
29	59:85	2,747	2,688	1,032	322	64	5

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
54:99	15,968	15,940	15,828	15,032	12,231	7,835
52:80	10,516	10,159	6,417	1,357	42	1
49:86	14,046	11,711	6,466	2,552	668	76
50:94	15,516	14,903	12,422	9,626	6,836	2,047
51:89	15,618	15,479	14,536	11,542	5,879	1,442
50:90	13,478	11,783	9,576	8,051	4,115	718
49:81	4,916	3,122	1,358	327	33	3
47:82	7,857	6,431	1,788	313	53	7
49:79	8,574	1,563	183	19	1	0
40:76	3,267	1,025	172	14	1	0
37:77	4,275	1,416	293	43	4	0
51:85	15,476	15,387	14,703	8,571	389	10
49:71	33	6	1	1	0	0
47:84	14,041	12,985	10,248	4,795	884	43
49:88	7,035	6,213	5,404	3,699	1,254	162
49:83	9,390	8,768	7,661	3,426	544	7
50:83	10,109	9,216	7,482	2,966	360	9
49:92	9,137	8,942	8,518	6,632	2,716	477
50:86	8,968	8,726	7,749	4,475	1,165	70
49:73	239	90	24	11	0	0
51:75	158	97	17	3	1	0
50:87	15,462	14,862	10,886	3,241	247	8
50:73	699	217	30	3	0	0
51:76	69	47	17	4	1	0
50:72	223	109	32	4	0	0
49:77	275	168	44	7	2	0
52:80	284	136	29	5	2	1
49:75	284	110	22	2	0	0
49:78	13,455	6,360	962	152	13	0

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

Operations

April 2026

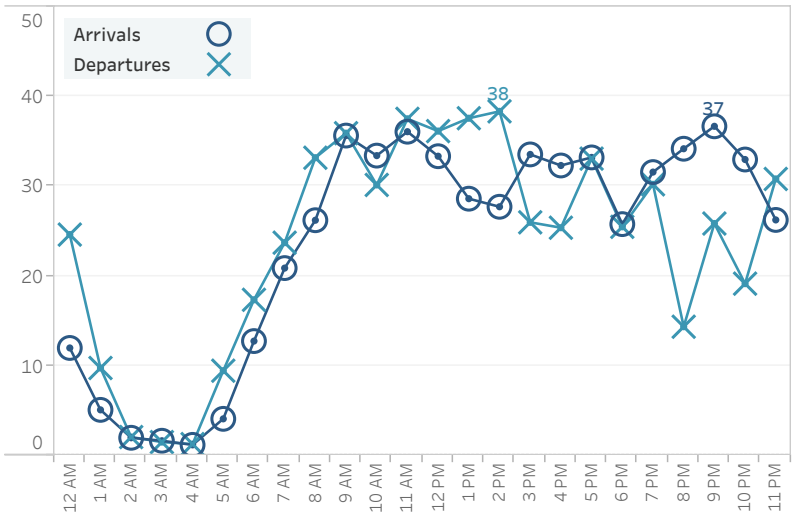
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
34,013	1,134	34,526	-2%

Major Arrival and Departure Routes (West Flow)

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

West Flow
98%

April 2026 Average Day (Hourly)



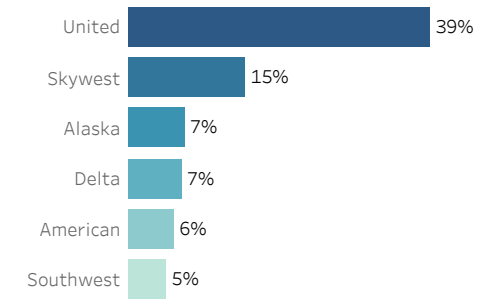
Arrival Route	
1. BDEGA	29%
2. DYAMD	37%
3. SERFR	27%
4. PIRAT	7%

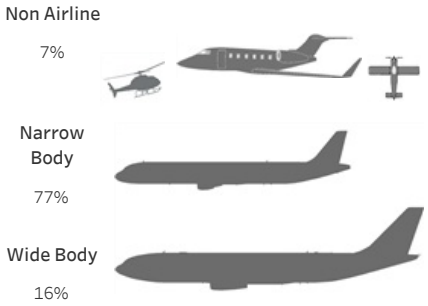
Departure Route	
A. GAP	59%
D. TRUKN RWY 28	41%

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

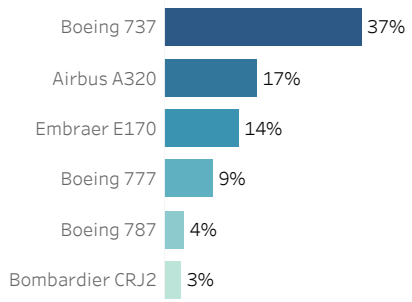
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	13%
1.2 BDEGA Arrival	87%

Airlines with the Most Operations

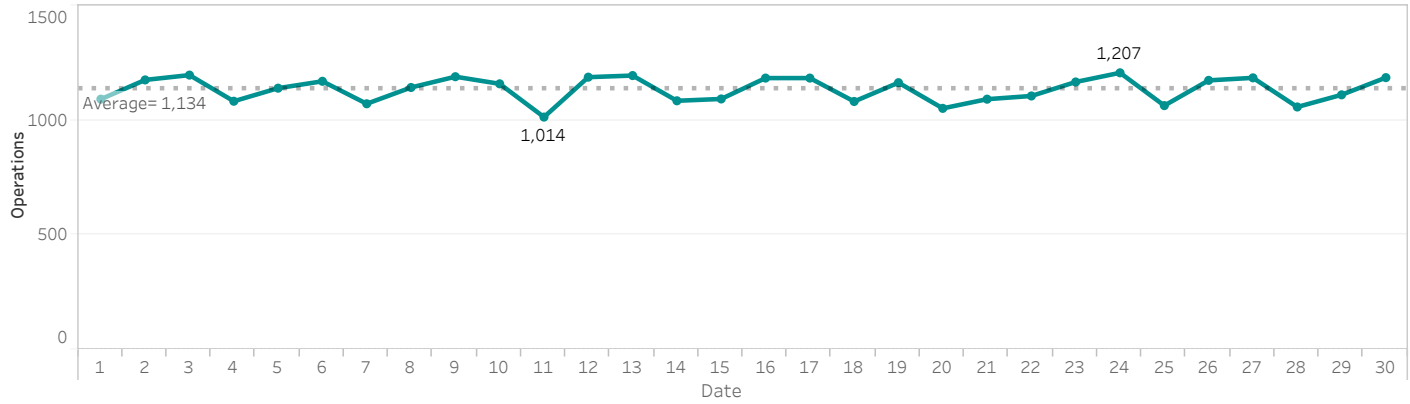




Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.

Runway Utilization

	Arrivals	Departures
10 L/R	1% 193	2% 370
19 L/R	1% 117	
28 L/R	98% 15,497	98% 15,468

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

	Departures
28 L/R	100% 654

Runway Utilization

Arrivals

28L	28R
39%	61%

Night (10pm-7am)

28%	72%

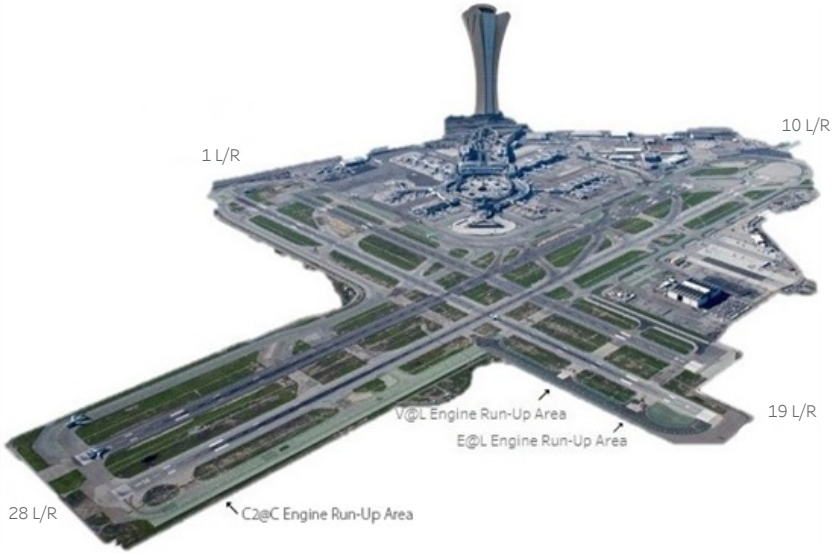
Nighttime Power Run-Ups

10pm-7am

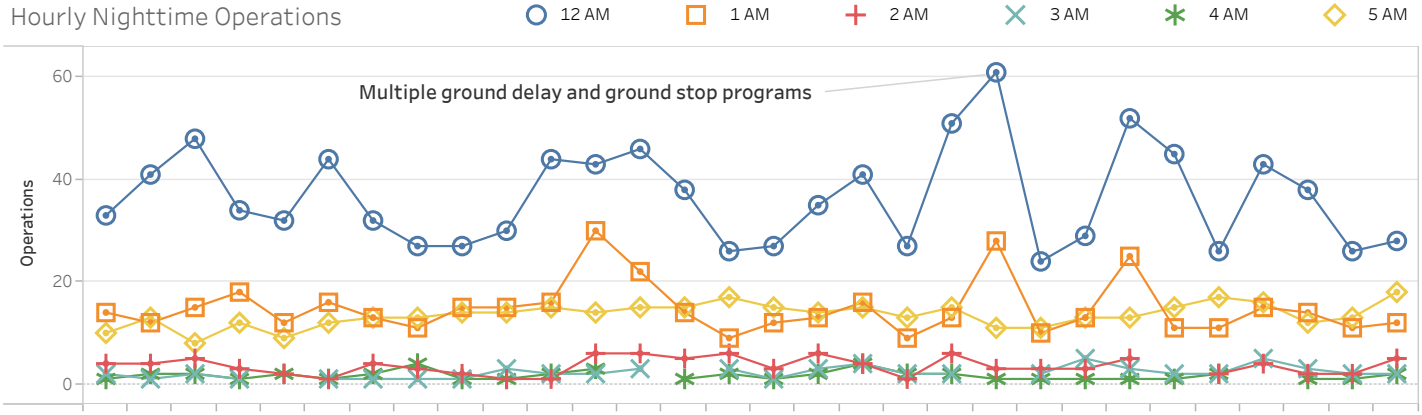
Alaska Airlines	8
American Airlines	3
Delta Airlines	1
JetBlue Airways	1
United Airlines	15

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

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



Hourly Nighttime Operations



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
12 AM	33	41	48	34	32	44	32	27	27	30	44	43	46	38	26	27	35	41	27	51	61	24	29	52	45	26	43	38	26	28
1 AM	14	12	15	18	12	16	13	11	15	15	16	30	22	14	9	12	13	16	9	13	28	10	13	25	11	11	15	14	11	12
2 AM	4	4	5	3	2	1	4	3	2	1	1	6	6	5	6	3	6	4	1	6	3	3	3	5		2	4	2	2	5
3 AM	2	1	2	1		1	1	1	1	3	2	2	3		3	1	3	4	2	2		2	5	3	2	2	5	3	2	2
4 AM	1	2	2	1	2	1	2	4	1	1	2	3		1	2	1	2	4	2	2	1	1	1	1	1	2		1	1	2
5 AM	10	13	8	12	9	12	13	13	14	14	15	14	15	15	17	15	14	15	13	15	11	11	13	13	15	17	16	12	13	18

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	1	15
	Belmont	1	2
	Brisbane	14	233
	Burlingame	3	4
	Daly City	9	1,839
	El Granada	1	1,096
	Emerald Hills	5	161
	Foster City	8	65
	Menlo Park	11	104
	Millbrae	1	1
	Montara	2	878
	Pacifica	21	1,117
	Portola Valley	29	11,259
	Redwood City	4	194
	San Bruno	5	26
	San Carlos	1	2
	San Francisco	8	499
	San Mateo	5	93
	South San Francisco	27	192
	Woodside	6	1,634
Other	Alameda	1	3
	Ben Lomond	1	1
	Boulder Creek	1	8
	Capitola	2	13
	Cupertino	1	103
	Felton	2	25
	Fremont	1	13
	Kensington	1	2
	Lafayette	1	52
	Los Altos	34	4,615
	Los Altos Hills	8	1,293
	Los Gatos	19	2,045
	Mountain View	7	3,249
	Oakland	4	1,693
	Orinda	1	67
	Palo Alto	69	14,736
	Penngrove	1	1
	Richmond	4	161
	Santa Cruz	21	7,591
	Saratoga	1	10
	Scotts Valley	14	2,645
	Soquel	16	2,720
	Stanford	1	10
	Watsonville	1	32
Grand Total		**374**	**60,502**

Reporters Annual AVG

397

Reports Annual AVG

57,696

New Reporters

28

New Reporters Top City

South San Francisco

Furthest Report

64 miles

Reports per SFO Operation

2

Top Aircraft Types

B737
A320
E75L

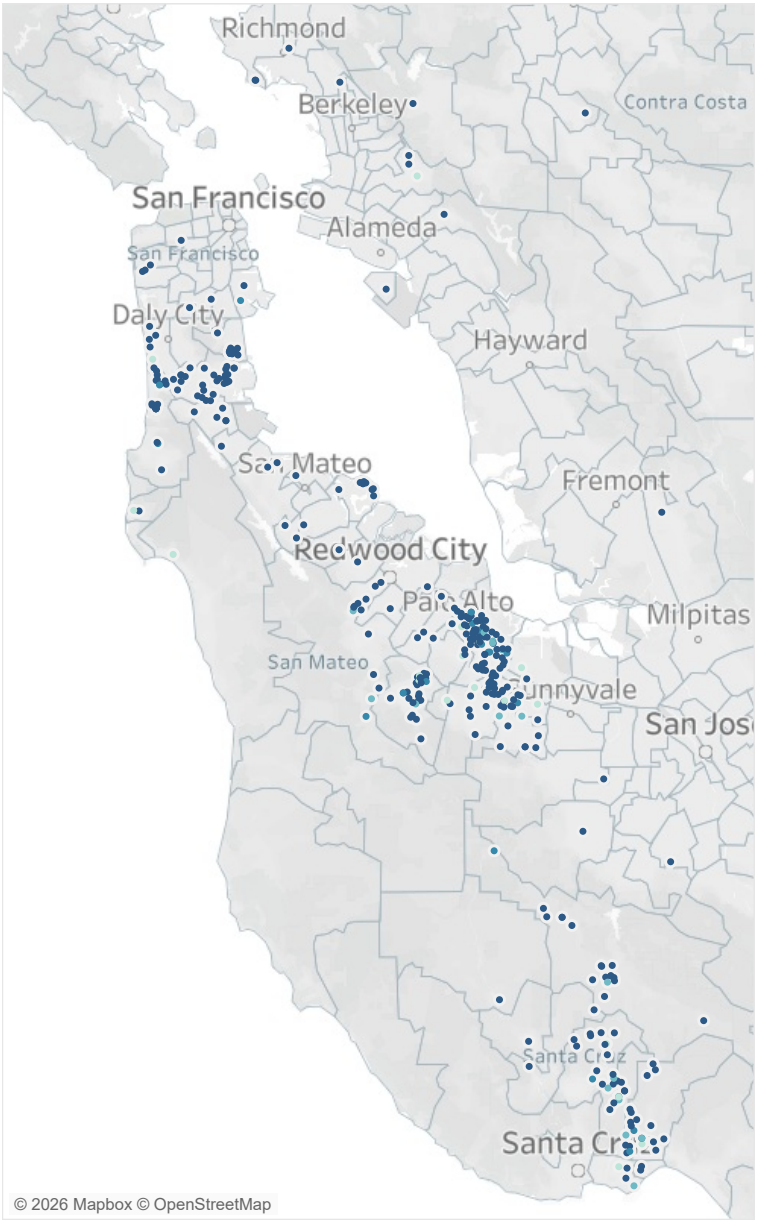
Top Flight Numbers

AMX664
TAI560
KAL214

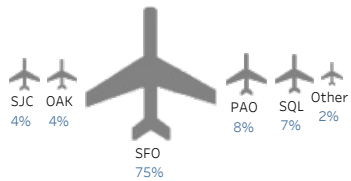
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reporters Location Map

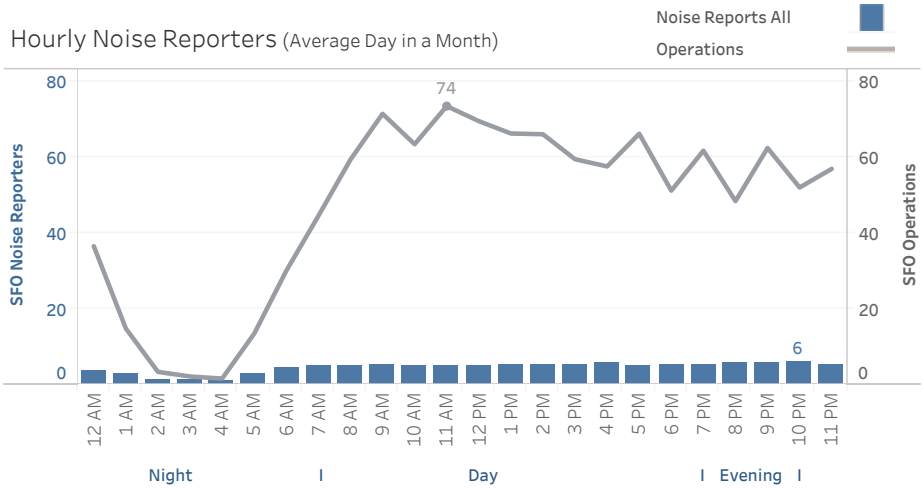
April 2026



Noise Reports by Airport



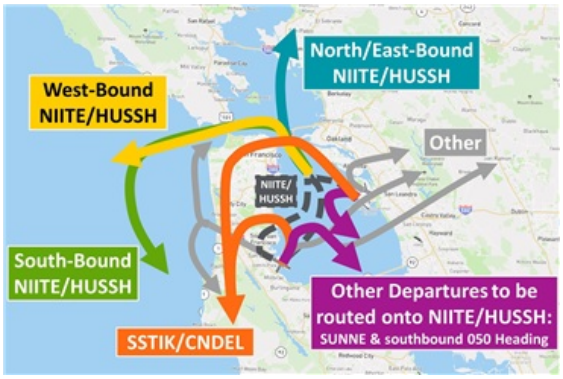
Hourly Noise Reporters (Average Day in a Month)



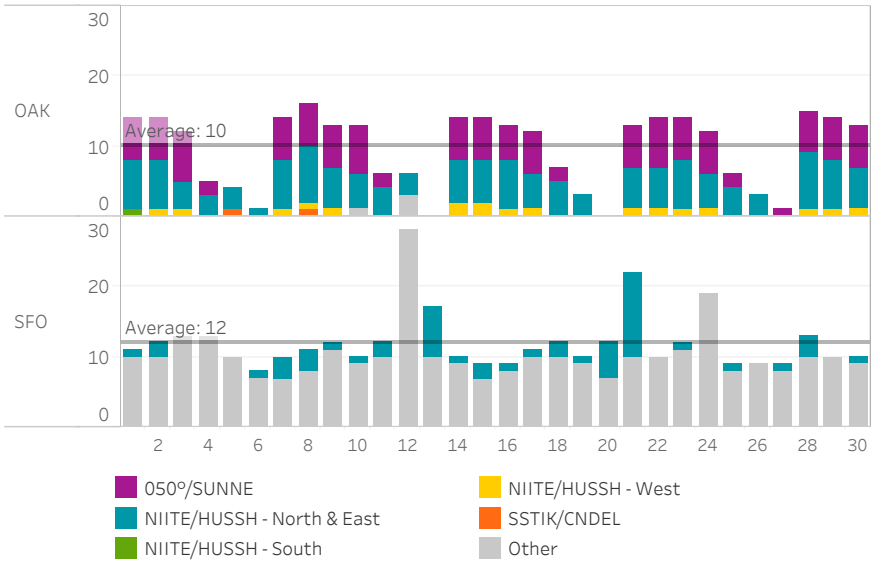
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

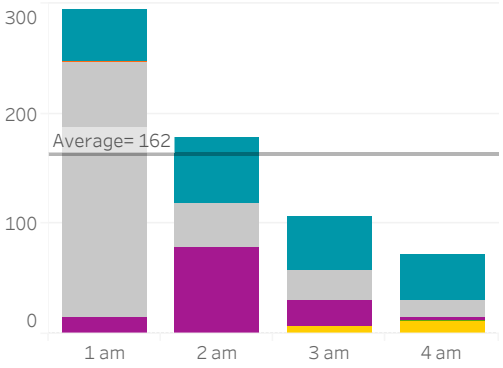
NIITE to GOBBS 1 am to 5 am (April 2026)



Count of Departures per Night



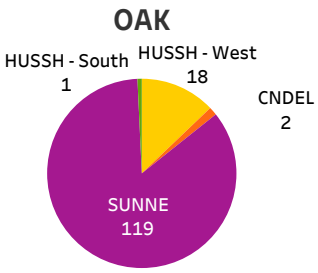
Average Total Departures per Hour



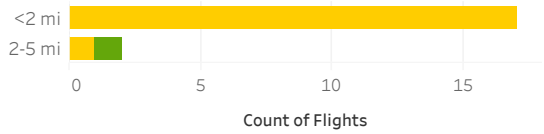
Departure Runway Usage

OAK			SFO	
12	28L	30	28L	28R
1%	1%	98%	80%	20%

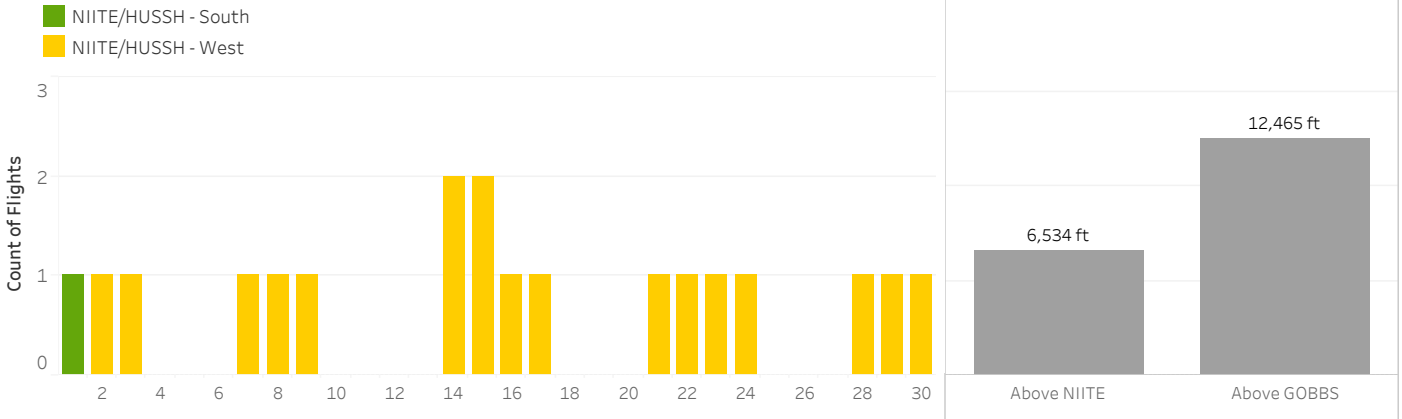
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



HMMH
700 District Avenue, Suite 800
Burlington, MA 01803
781.229.0707

MEMORANDUM

To:	SFO Community Roundtable Members and Interested Parties
From:	Jason R. Stoddard, Senior Airspace Analyst Eugene M. Reindel, Vice President
Date:	April 7, 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 7 updates for SFO and 1 update for OAK. There is currently one open comment period. The next publication is expected on April 16, 2026.

Important Terms and Items:

- FAA Stage Definitions
  1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation, and priority (FPO)
  2. DEV: Development of the procedures
  3. FC: FAA Flight Inspection of the developed procedures
  4. PIT: Production Integration Team (TS)
  5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)

- FAA Status Definitions
  1. At Flight Check: At Flight Inspection for procedure validation
  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 RNAV (GPS) Y RWY 10R AMDT 2B
  - Under Development
  - Publication date of Oct 29, 2026
- SFO GLS RWY 19R AMDT 2
  - Under Development
  - Publication date of Dec 24, 2026
- SFO RNAV (GPS) RWY 19R AMDT 5
  - Under Development
  - Publication date of Dec 24, 2026
- SFO SID SAHEY FIVE (RNAV)
  - Pending
  - Publication date of Dec 24, 2026
- SFO RNAV (RNP) Z RWY 10R AMDT 2B
  - Under Development
  - Publication date of Oct 29, 2026
- SFO RNAV (GPS) RWY 19L AMDT 4A
  - Under Development
  - Publication date of Dec 24, 2026
- SFO RNAV (GPS) Z RWY 19R AMDT 0A
  - Awaiting Cancellation
  - Cancellation date of Dec 24, 2026
- OAK SID COAST ONE
  - Awaiting Cancellation
  - Cancellation date of Feb 18, 2027

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

Open Comment Periods:

- SFO ILS or LOC RWY 19L AMDT 23A
  - Administrative changes were made that are not expected to impact local communities
  - North Sector Minimum Safe Altitude (MSA) increased from 5,000 ft. MSL to 5,100 ft. MSL
  - Removed feeder leg from Concord (CCR) VORTAC due to decommissioning
  - Comment period closes Apr 24, 2026

HMMH
700 District Avenue, Suite 800
Burlington, MA 01803
781.229.0707

MEMORANDUM

To:	SFO Community Roundtable Members and Interested Parties
From:	Jason R. Stoddard, Senior Airspace Analyst Eugene M. Reindel, Vice President
Date:	May 6, 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 3 updates for SFO, 1 update for OAK, and 2 updates for SJC. There are currently two open comment periods and one recently close comment period. The next publication is expected on May 14, 2026.

Important Terms and Items:

- FAA Stage Definitions
  1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation, and priority (FPO)
  2. DEV: Development of the procedures
  3. FC: FAA Flight Inspection of the developed procedures
  4. PIT: Production Integration Team (TS)
  5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)

- FAA Status Definitions
  1. At Flight Check: At Flight Inspection for procedure validation
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  4. On Hold: Procedure waiting data/information to allow it to proceed/continue to next stage
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  8. Terminated: Procedure/project terminated

- Glossary
  - RNAV: Area Navigation
  - ATC: Air Traffic Control
  - IAP: Instrument Approach procedure
  - STAR: Standard Terminal Arrival Route
  - SID: Standard Instrument Departure
  - GPS: Global Positioning System
  - ILS: Instrument Landing System
  - LOC: Localizer

Updates:

- SFO QUIET BRIDGE VISUAL RWY 28L/R AMDT 9
  - Awaiting Cancellation
  - Cancellation date of Jul 9, 2026
- SFO QUIET BRIDGE VISUAL RWY 28R
  - At Flight Check
  - Publication date of Jul 9, 2026
- SFO RNAV (GPS) U RWY 28R ORIG
  - At Flight Check
  - Publication date of Jul 9, 2026
- OAK SID CNDEL SIX (RNAV)
  - Pending
  - Publication date of Nov 25, 2027
- SJC STAR FRLON THREE (RNAV)
  - Pending
  - Publication date of Nov 25, 2027
- SJC OBSTACLE DEPARTURE AMDT 6D
  - Pending
  - Publication date of Dec 24, 2026

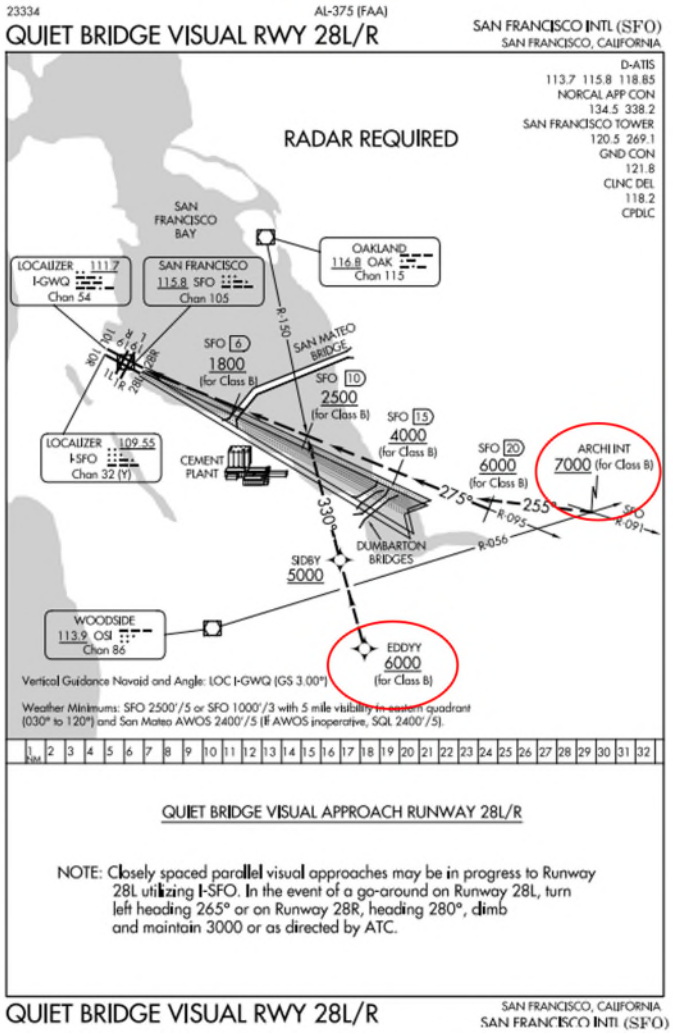
*Additional information regarding the contents of the pending updates will be available when the updated procedures enter the comment period. This typically occurs 2-4 months prior to the proposed publication date.

Open Comment Periods:

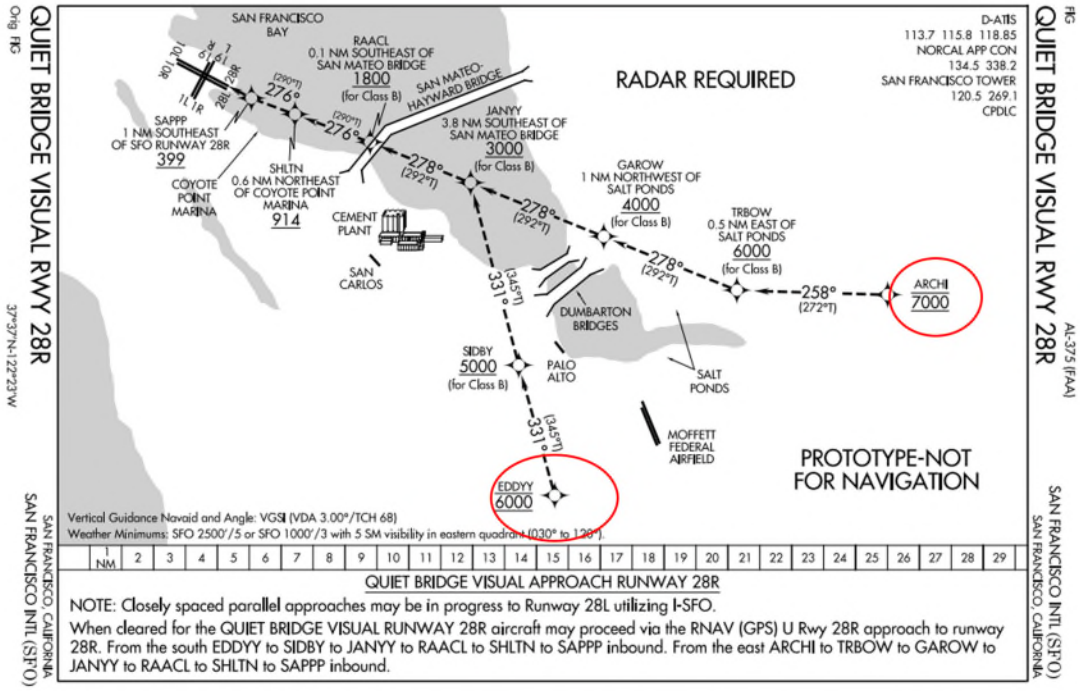
- SFO QUIET BRIDGE VISUAL RWY 28R ORIG
  - Quiet Bridge Visual to Runway 28R authorized use of fixes/waypoints instead of references to visual landmarks
  - Altitudes at entry points EDDYY and ARCHI changed from “at or above” to “at”
  - Route essentially remains unchanged and predominantly over water
  - Comment period ends May 12, 2026
- SFO RNAV (GPS) U RWY 28R ORIG
  - Original approach, developed to Runway 28R
  - Follows the same path as Quiet Bridge Visual Runway 28R
  - Path is predominantly over water
  - Comment period ends May 12, 2026
- OAK NIMITZ SIX DEPARTURE
  - Multiple administrative changes were made, not expected to impact local community
  - Comment period ends April 24, 2026

SFO Quiet Bridge Visual Runway 28R

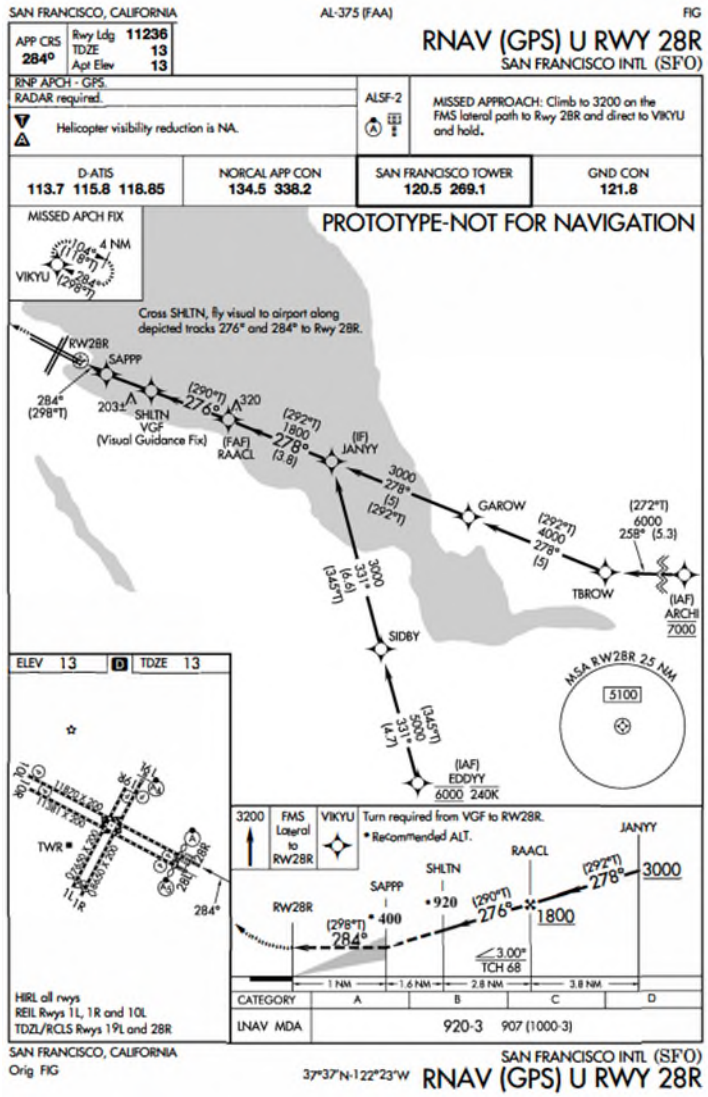
Existing



New



SFO RNAV (GPS) U RWY 28R



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Avenue, SW.
Washington, DC 20597

Vanessa Lee
San Francisco International Airport (SFO)/Community Roundtable
455 County Center, 2nd Floor
Redwood City, CA 94063

May 7, 2026

Dear Ms. Lee:

The FAA appreciates the thoughtful submission from the San Francisco International Airport (SFO)/Community Roundtable and recognizes the Roundtable's longstanding leadership and constructive partnership in addressing aircraft noise issues affecting communities surrounding SFO. The FAA also recognizes SFO's continued engagement on these matters and its important role in supporting communication and collaboration among stakeholders. In addition, the Roundtable's sustained efforts since 1981 reflect a strong and well-established commitment to community engagement, intergovernmental coordination, and informed discussion of aviation noise concerns.

The FAA considers the Roundtable's comments to be within the scope of this Paperwork Reduction Act (PRA) notice to the extent they address the necessity, utility, and accessibility of the information collection. In particular, the Roundtable's position that the noise portal is an essential means of communication between affected residents and the FAA, as well as an important mechanism for submitting aircraft noise complaints and inquiries, directly addresses whether the proposed collection is necessary for the FAA to perform its functions. The FAA also appreciates the Roundtable's recognition that complaint information can contribute to broader community understanding of aircraft noise effects and can help inform local engagement and mitigation discussions.

The FAA further acknowledges the Roundtable's recommendation that the portal remain accessible to affected residents and that the agency consider whether the design or operation of the portal may affect complainant participation or the geographic representation of reported noise impacts. These comments are within scope because they relate to ways the FAA may enhance the quality, utility, and clarity of the information collected. The FAA will consider these comments as it evaluates whether the collection continues to provide an accessible reporting pathway and whether there are opportunities to better understand participation patterns and the representativeness of reported community impacts.

To the extent that your submission discusses the FAA's broader role in remaining engaged with communities and stakeholders on aircraft noise issues, those statements provide helpful context, although this notice is limited to the information collection itself, including its necessity, estimated burden, quality, utility, clarity, and opportunities to minimize respondent burden.

Overall, the FAA appreciates the Roundtable's supportive comments and values the collaborative role that both the Roundtable and SFO continue to play in fostering productive engagement on aircraft noise concerns. The FAA will consider the Roundtable's comments regarding accessibility, participation, and geographic representation as part of its review of the information collection.

Sincerely,

Nitin Rao
Acting National Program Manager
Aviation Workforce & Education Division

Congress of the United States

Washington, DC 20515

May 22, 2026

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

The Honorable Bryan Bedford
Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Dear Secretary Duffy and Administrator Bedford:

As members of the Congressional Quiet Skies Caucus, we thank your staff for meeting with us to provide updates on the Federal Aviation Administration's (FAA) work to reduce aviation noise. We urge you to act on our requests regarding our individual districts and to immediately solicit members, including community representatives, for the Aircraft Noise Advisory Committee and to hold roundtables or other public meetings in airport-adjacent communities nationwide, including those impacted by concentrated overflights and aircraft operations.

As the FAA is well aware, aviation noise is not only a constant disturbance for those living under a flight path, but also poses an actual threat to human health. Study after study has shown that aviation noise can cause long-term physiological stress that then leads to higher risk of cardiovascular disease, hypertension, and mental illness. Community members who complain about aviation noise are experiencing real health effects that could be mitigated by action from the FAA.

To date, community members with firsthand experience with aviation noise have had few opportunities to engage with the FAA and influence its noise policy in a meaningful way. The FAA's Aviation Noise Complaint & Inquiry Response portal functions primarily as a complaint intake mechanism rather than allowing meaningful engagement between the FAA and affected communities. The FAA participates in community roundtable meetings for some communities, but this framework is not used nationwide. Some communities have not heard from the FAA about how it is addressing their noise concerns in months, if not years.

We were encouraged to see the FAA Reauthorization Act of 2024 include the formation of an Aircraft Noise Advisory Committee (ANAC), which must include multiple representatives of airport-adjacent communities in addition to industry professionals. We wrote to the FAA in September of 2024, urging leadership to include robust community representation in the ANAC's membership and establish it in compliance with the statutory deadline of November 12, 2024. Eighteen months later, the FAA has yet to solicit members for the ANAC. In delaying so long, it has deprived community members of representation they are owed by law.

Community members deserve the opportunity to hear how the FAA is addressing their complaints and to provide input on solutions, but the FAA has not provided nearly enough opportunities to do so. Therefore, we urge the FAA to immediately:

1. Solicit members for the ANAC by June 30, 2026 and hold the ANAC's first meeting by December 31, 2026; and
2. By the end of 2026, schedule and hold public meetings for community members near every U.S. airport that has received at least 10 noise complaints in the last year.

While the FAA has formally established the ANAC through the Federal Advisory Committee Act charter process, it has yet to convene or operationalize the committee through membership appointments or public meetings, despite clear Congressional direction. This prolonged delay has significantly limited meaningful community engagement and undermines Congress's intent that community input play a central and timely role in shaping aviation noise policy and mitigation efforts. It is high time for the FAA to acknowledge the importance of community input and ensure that it informs the agency's strategy to reduce aviation noise impacts, as the law directs.

Sincerely,

Thomas R. Suozzi
Member of Congress

Stephen F. Lynch
Member of Congress

Eleanor Holmes Norton
Member of Congress

Mike Quigley
Member of Congress

Henry C. "Hank" Johnson, Jr.
Member of Congress

Adam Smith
Member of Congress

Brad Sherman
Member of Congress

Donald S. Beyer Jr.
Member of Congress

Pramila Jayapal
Member of Congress

Jason Crow
Member of Congress

Suzanne Bonamici
Member of Congress

Joe Neguse
Member of Congress

Maxine Waters
Member of Congress

Laura A. Gillen
Member of Congress

Grace Meng
Member of Congress

Dan Goldman
Member of Congress

Ro Khanna
Member of Congress

Jimmy Panetta
Member of Congress

Ayanna Pressley
Member of Congress

Judy Chu
Member of Congress

Ed Case
Member of Congress

Jamie Raskin
Member of Congress

Kevin Mullin
Member of Congress

Dave Min
Member of Congress

Brian K. Fitzpatrick
Member of Congress

Sam T. Liccardo
Member of Congress

Ted W. Lieu
Member of Congress

Lori Trahan
Member of Congress

Jared Moskowitz
Member of Congress

Salud Carbajal
Member of Congress

Brittany Pettersen
Member of Congress

Katherine M. Clark
Member of Congress

SAN FRANCISCO INTERNATIONAL AIRPORT

Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
June 3, 2026

Noise Office Items

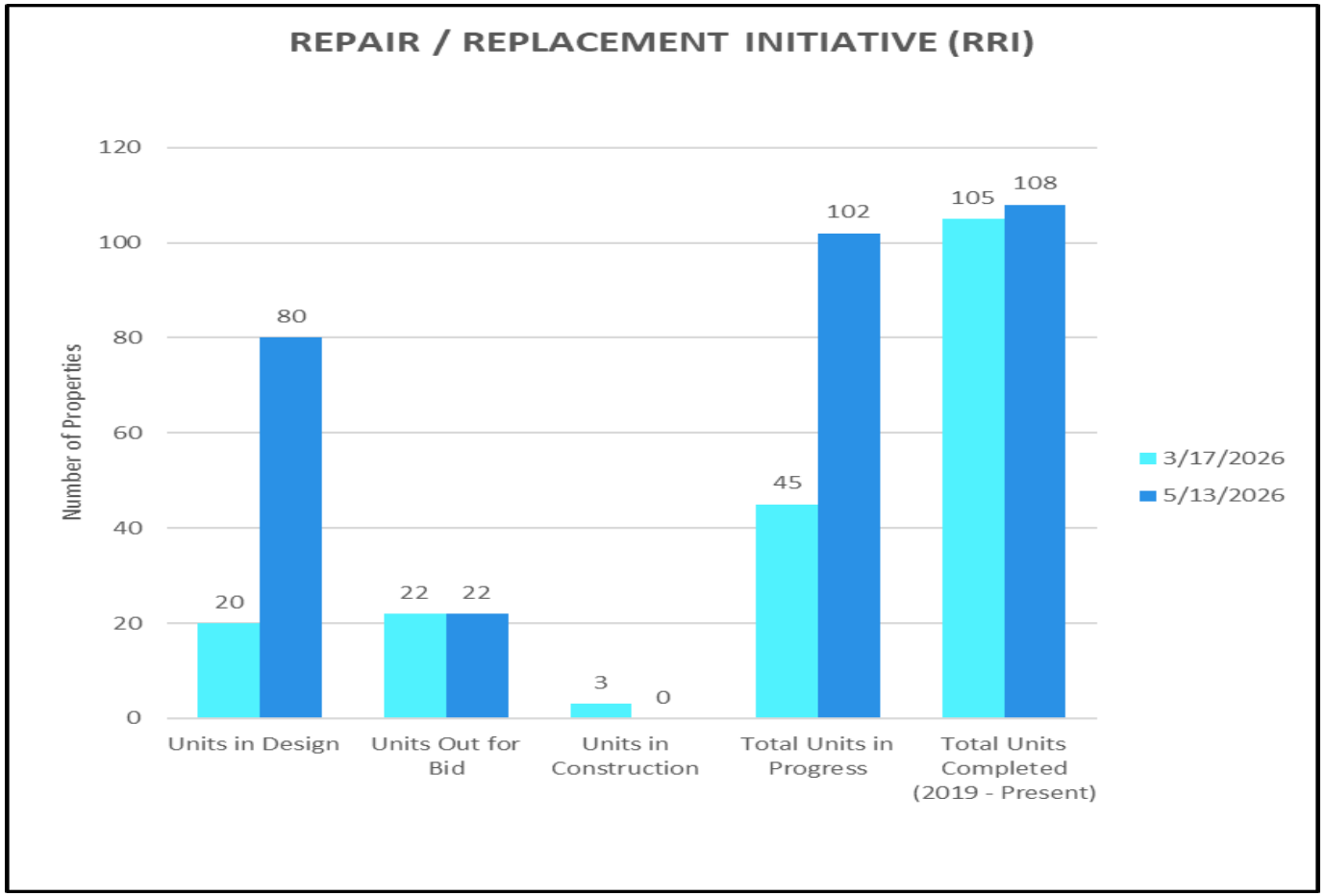
- Noise Insulation Program Update

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

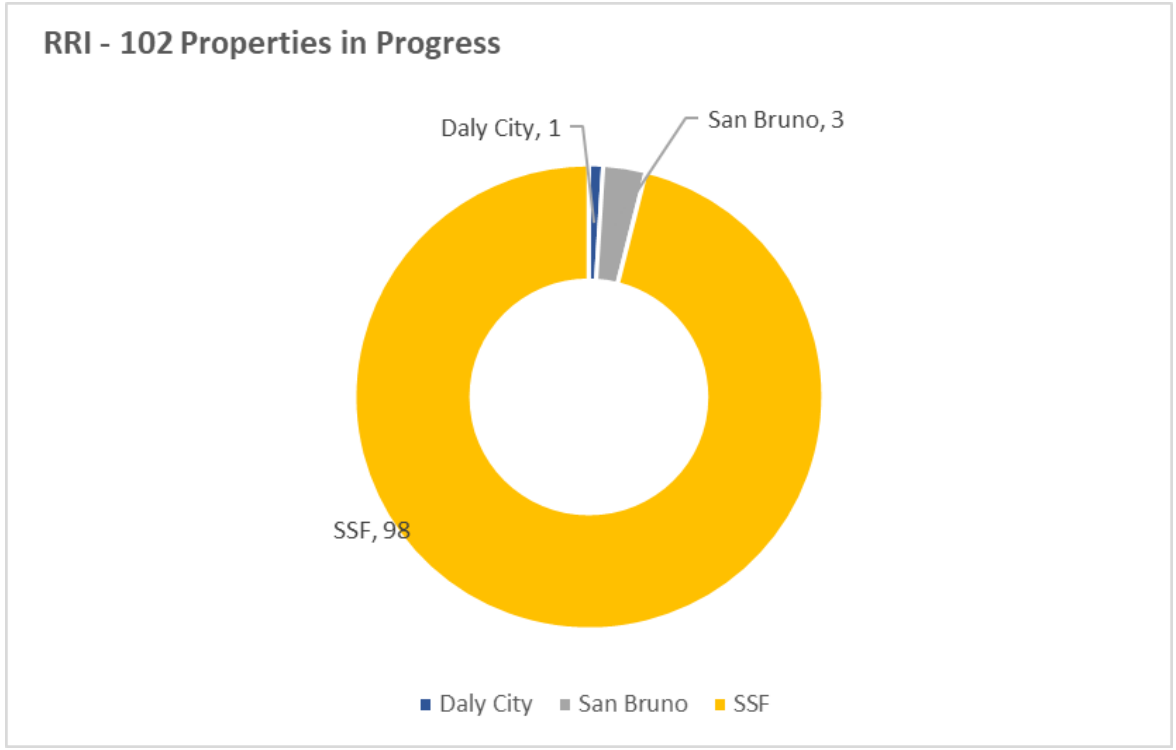


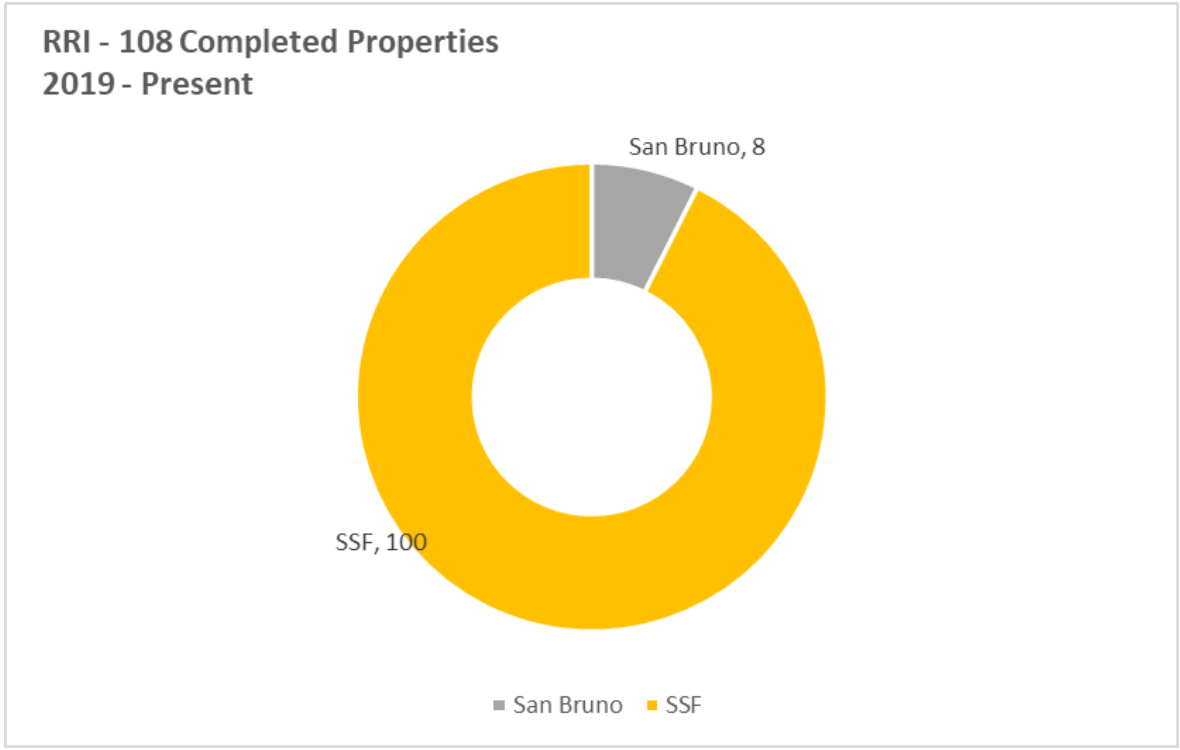
Additional Facts

- Total Potentially Eligible Properties: **3575**
- Total Applications Received: **1050**
- Homeowner Satisfaction Rate: **90%**

REPAIR/REPLACEMENT INITIATIVE (RRI)

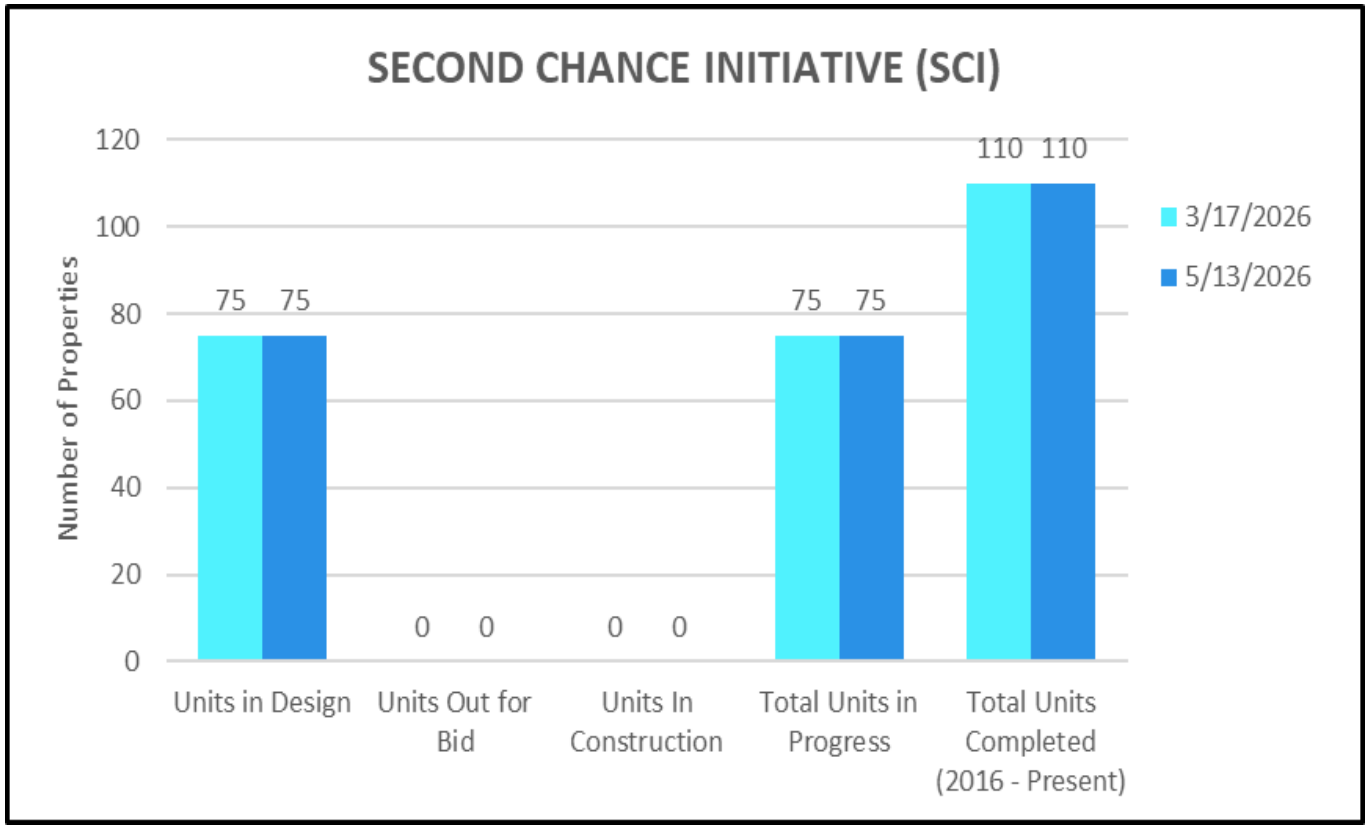
Repair/Replacement of Failed Improvements Installed in Previous Phases of the NIP





SECOND CHANCE INITIATIVE (SCI)

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



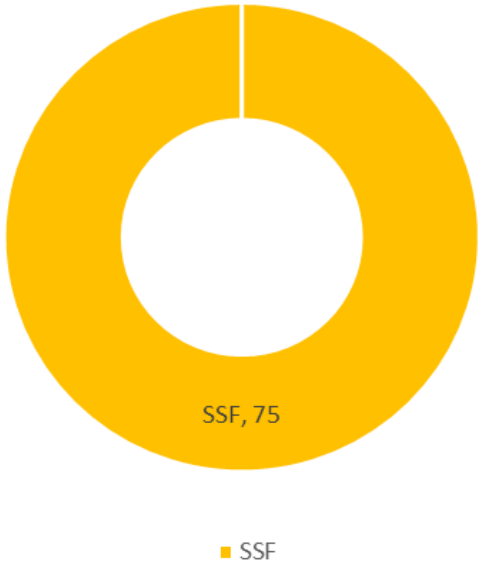
Additional Facts

- Total Potentially Eligible Properties: **284**
- Total Applications Received: **714**
- Homeowner Satisfaction Rate: **97.14%**

SECOND CHANCE INITIATIVE (SCI)

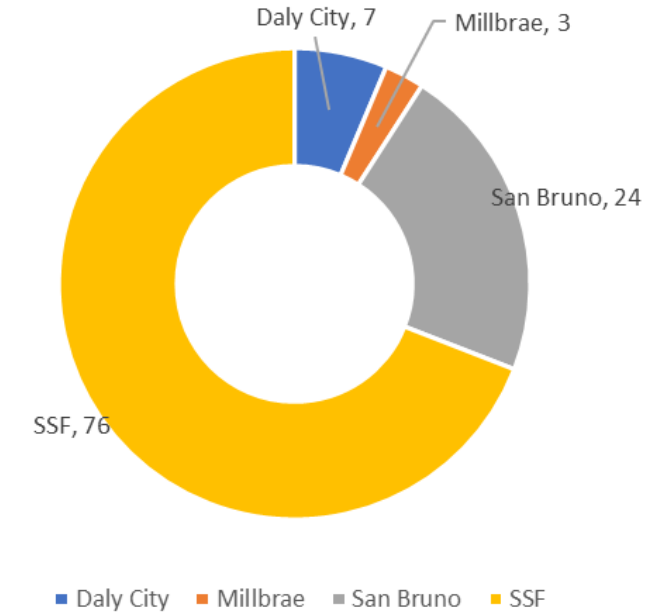
Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP

SCI - 75-unit Apartment Complex in Progress
2025 Phase



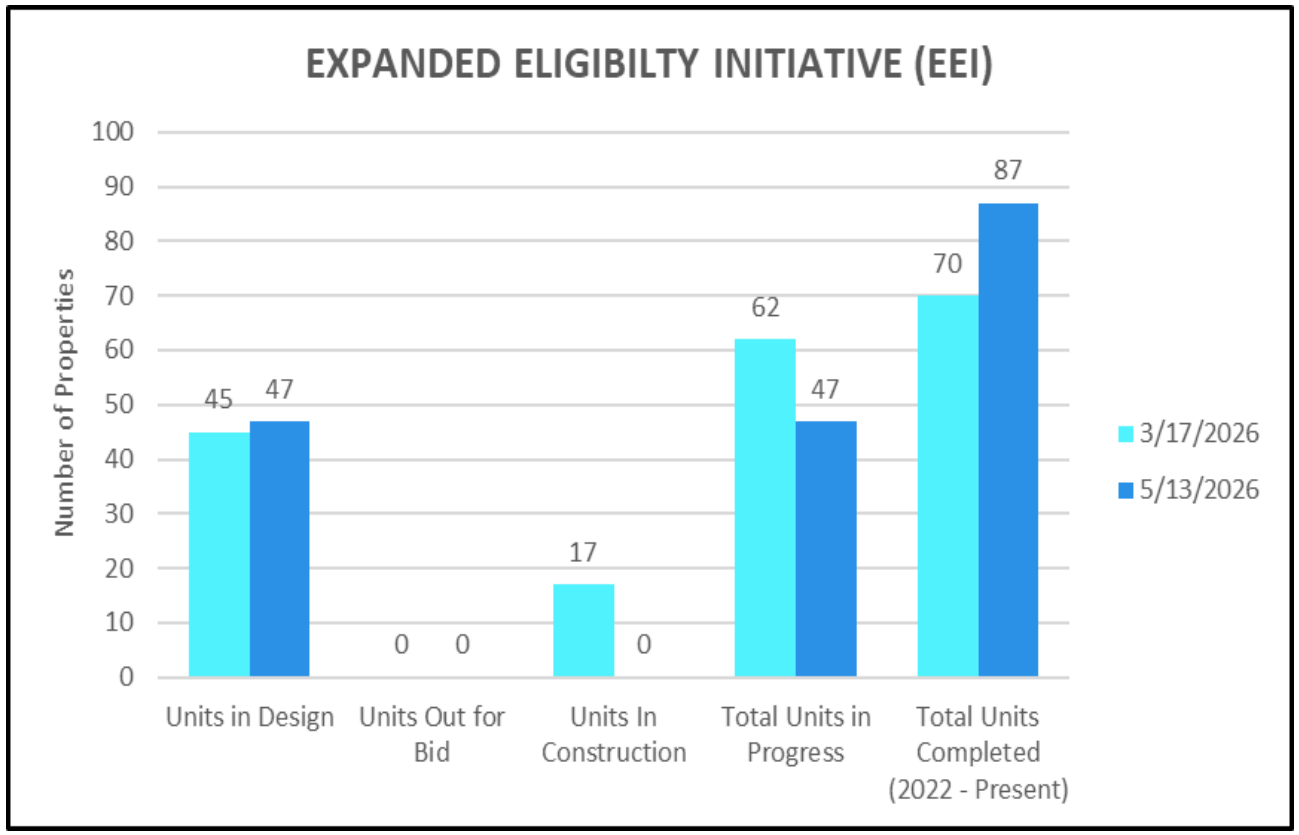
Note: 75-unit apartment building added to NIP in Oct/2025

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



EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993



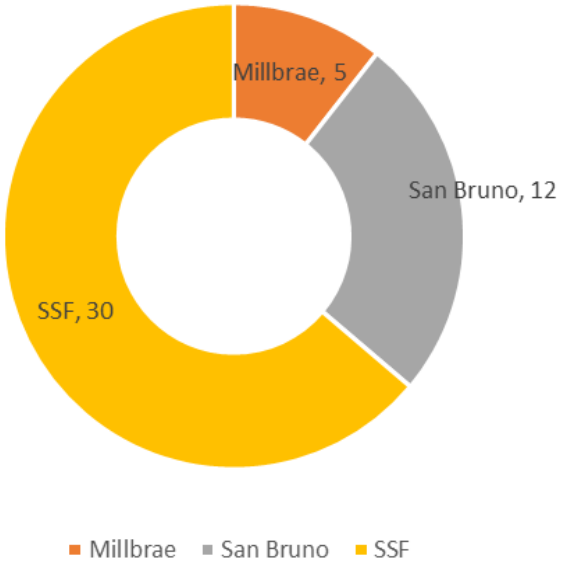
Additional Facts

- Total Potentially Eligible Properties: **531**
- Applications by invitation only
- Homeowner Satisfaction Rate: **99%**

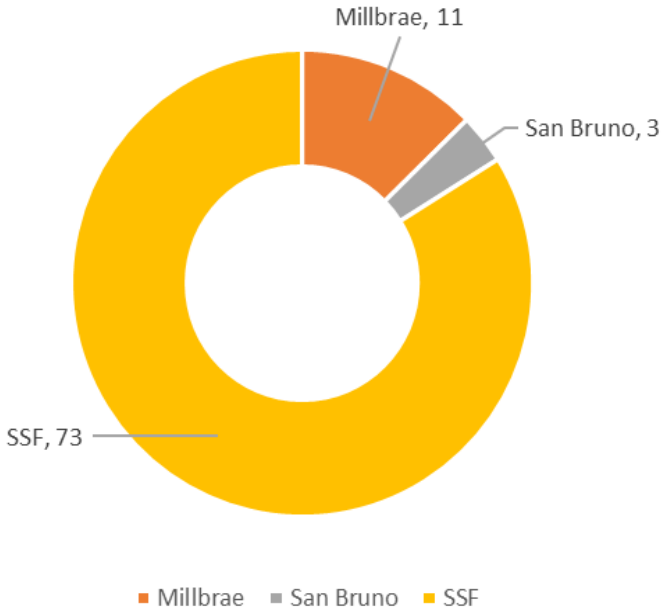
EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

EEI - 47 Properties in Progress
2022 & 2024 Phases



EEI - 87 Completed Properties
2022 Phase



Thank you

San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
Redwood City, CA 94063
T (650) 363-4220
F (650) 363-4849
www.sforoundtable.org

May 29, 2026

TO: Members of the SFO Roundtable

FROM Vanessa Lee, SFO Roundtable Coordinator

RE: AAM and eVTOL Operations – Discussion of Potential Roundtable Engagement

---

BACKGROUND

Advanced Air Mobility (AAM), including electric vertical takeoff and landing (eVTOL) aircraft and air taxi operations, continues to advance nationally through ongoing Federal Aviation Administration (FAA) regulatory development, private sector investment, and regional transportation planning efforts. As these technologies continue to evolve, airports, local jurisdictions, and community stakeholder organizations are beginning to evaluate potential operational, environmental, and community implications associated with future deployment.

The Roundtable has previously received informational presentations regarding AAM and emerging aviation technologies. As discussion surrounding AAM implementation continues to expand, there may be value in evaluating what role, if any, the Roundtable wishes to play regarding future local policy discussions, advocacy efforts, and community impact considerations related to AAM operations affecting jurisdictions represented by the Roundtable.

OVERVIEW

At the June 2026 meeting, the Roundtable will receive a brief presentation providing a high-level overview of AAM and eVTOL operations, including potential operational concepts and considerations relevant to the Bay Area region. The presentation will also include discussion regarding potential local considerations, including community impacts, aircraft noise, governance considerations, and opportunities for regional coordination and stakeholder engagement.

The purpose of this agenda item is not to establish a formal Roundtable position regarding AAM operations at this time, but rather to begin a broader discussion regarding whether the Roundtable wishes to engage more formally on future AAM-related policy matters affecting member jurisdictions and impacted communities.

Potential areas for future discussion may include:

- Community engagement and transparency
- Aircraft noise and operational impacts
- Regional coordination among jurisdictions
- Local advocacy opportunities
- Development of guiding principles or policy recommendations related to future AAM implementation

CONCLUSION

As AAM and eVTOL integration efforts continue to evolve nationally and regionally, the Roundtable will continue to monitor related FAA developments, pilot programs, and regional coordination efforts that may impact local communities. The purpose of this discussion is to receive direction from the Roundtable and public input regarding what areas of focus that fall under the Roundtables purview, should be prioritized moving forward. Any future areas of focus or recommendations would be vetted through the appropriate subcommittee and brought back to the full Roundtable for discussion and consideration.

Advanced Air Mobility

What's Flying Into Our Neighborhood?

What is Advanced Air Mobility? An Overview

A new category of electric aircraft designed for short-distance metro travel

Joby Aviation ***S4***

Archer ***Midnight***

BETA ***ALIA***

Electric Vertical Takeoff and Landing (eVTOL)

- *Battery-powered aircraft* using multiple rotors
- Vertical take off: No runway necessary
- Designed for trips of *5-60 miles within metro regions*
- *Quieter* and *cleaner* than helicopters
- Early development - Hundreds of novel designs with only a handful pursuing FAA certification

How eVTOL differ from existing aircraft

- Compared to helicopters
  - *Significantly quieter*, especially during cruise
  - Lower to *zero local emissions*
  - Lower mechanical complexity
- Compared to small planes:
  - *No runway*

Where the industry stands today:

300+ Companies worldwide developing eVTOL designs

$15B+ Invested globally in eVTOL startups (2020-2025)

2026-27 Expected commercial launch

No commercial passenger service operating as of May 2026

Joby Aviation completed Stage 4 of 5 FAA certification in March 2026

Sources: eVTOL.Travel - San Francisco Air Taxi Guide (Feb 2026) | Stratview Research / CompositesWorld (Jan 2025) | Altitudes Magazine - Joby Stage 4 (Apr 2026) | NASA / Joby Aviation Acoustic Test (May 2022) | HAI via New Atlas (May 2022) | FAA Advisory Circular AC 36-3H | Joby Aviation | Archer Aviation | BETA Technologies

What is planned for the Bay Area?

Three OEMs have publicly announced plans to public with major operators

	Archer Aviation *Midnight – 4 passengers*	Eve Air Mobility (Embraer) *Eve eVTOL – 6 passengers*	Joby Aviation *S4 – 4 passengers*
Operating Partner	**United Airlines** *Investor and launch partner*	**United Airlines** *$15M investment; conditional order for 200 aircraft, up to 400.*	**Delta Airlines** *Up to $200M committed investment*
Hub	Kilroy Oyster Point, South San Fransico *MOU signed June 2024*	SFO and Bay Area vertiport network *Specific locations not yet publicly announced*	No Bay Area vertiport sites publicly announced *Delta partnership sites confirmed at LAX and JFK*
Expected Routes:	South SF to NAPA, San Jose, Oakland, and Livermore *Estimated 10-20 min flights replacing 60-90 min drives*	SFO to Bay Area city centers *Average route approximately 60 miles*	Bay area identified as target market *Demonstrated flight from OAK around Golden Gate Bridge (March 2026)*
Infrastructure	Sea Portal: Combined eVTOL and electric ferry waterfront hub *Kilroy Realty exploring expansions*	Working with officials in Bay Area to identify sites and deliver service	Targeting Bay Area commercial service approximately 2027

*Mountain View based Wisk Aero (Boeing) completed first flight of Generation 6 aircraft December 2025. No publicly announced passenger service plans

Sources: Archer Aviation press release (Jun 20 2024) | Flying Magazine - Bay Area Network (Apr 2025) | Eve Air Mobility / United Airlines press release (Jun 14 2023) | Business Traveller - Eve/United SF (Sep 2025) | Joby Aviation press release - Golden Gate flight (Mar 13 2026) | Delta News Hub - Joby partnership (Oct 2022) | Wisk Aero / Business Wire - Gen 6 first flight (Dec 16 2025)

Who is Driving AAM Development?

Operators, Regulators, and Developers are each moving forward

Operators

- Archer / United Airlines: MOU signed with Kilroy Reality at Oyster Point. Planned routes in Bay Area. Sea Portal hub study underway.
- Eve Air Mobility / United Airlines: $15M investment; conditional order for 200 aircraft, up to 400.
- Joby Aviation / Delta: Targeting 2027. No vertiport sites announced. Up to $200M committed investment.
- Wisk Aero (Boeing): Generation 6 aircraft first flight December 2025. No public announcement of Bay Area commercial service.

Regulators and Current Guidance

- FAA has exclusive authority over airspace, aircraft certification, and pilot training. Local governments cannot restrict flight paths.
- FAA issued EB 105A on interim vertiport design standards (Dec 24). Not legally binding. Advisory circular to follow.
- FAA Aircraft Noise Advisory Committee (ANAC) established 2025. No members appointed or meetings scheduled as of June 2026.
- No California AAM or air taxi statute exists as of June 2026. Only Oregon (2023) and Florida (2026) have passed AAM legislation.
- Vertiport permitting currently falls under existing heliport code.

Infrastructure Requirements

- Vertiports expected to require 1 MW or greater charging capacity for consistent operation (equal to 800 homes).
  - Utilities must be engaged early in planning. Major grid upgrades and utility coordination will be required.
- Battery storage safety, fire suppression, and EMS access codes for vertiports are nationally unresolved. No specific fire safety standard for lithium-ion eVTOL batteries has yet been adopted.
- No public environmental review has been initiated for any Bay Area vertiport site. CEQA applies to vertiport ground development but no eVTOL specific guidance exists at state or federal level .

Sources: Archer Aviation press release (Jun 20 2024) | Eve / United Airlines press release (Jun 14 2023) | Joby Aviationpress release (Mar 13 2026) | Wisk Aero / Business Wire (Dec 16 2025) | GAO-24-106451 AAM Legal Authorities (Mar 14 2024) | FAA EB 105A (Dec 27 2024) | Jetlaw - EB 105A (Jan 2025) | FAA ANAC Charter (Jan 14 2025; Public Law 118-63, Sec. 792) | Congress.gov FAARA 2024 update | NREL / FAA Vertiport Electrical Infrastructure Study (2024) | Leech Tishman - AAM Ground Level Law (Jan 2026)

Potential Impacts and Implications for Local Communities

Community and Equity

- Early pricing estimates $3-6 per mile per Joby (near Uber Black)
- Vertiport siting targets commercial real estate
- Identified equity and access as an unresolved challenge (UC Berkely / SFO ([2024])

Noise

- eVTOL quieter than helicopters
- High-frequency vertiport ops may accumulate noise exposure even if each flight is quieter
- FAA reviewing noise policy via ANAC but no decisions made
- Noise compatibility with land use standard is Title 21 with 65 dB CNEL as the threshold for noise-sensitive land uses

Operations and Infrastructure

- No public environmental review for Bay Area
- Vertiports may require electrical infrastructure improvements
- National Fire and Safety codes for vertiports do not yet exist

Governance

- FAA has exclusive authority over aircraft and airspace
- State and local governments retain authority over vertiport construction, zoning, and permitting
- No California AAM statute exists as of June 2026
- Vertiport permitting falls under heliport codes (AC150/5390-2D)

Sources: GAO-24-106451 AAM Legal Authorities (Mar 14 2024) | NASA / Joby Aviation Acoustic Test (May 2022) | HAI via New Atlas (May 2022) | FAA AC 36-3H | NREL / FAA Vertiport Electrical Infrastructure Study (2024) | FAA EB 105A (Dec 27 2024) | eVTOL.Travel - SF Air Taxi Guide (Feb 2026) | UC Berkeley / SFO AAM Hackathon (2024) | Joby Aviation pricing via Daily Voice (Apr 2026) | Archer Aviation press release (Jun 2024) | Florida HB 1093 AAM analysis (Feb 2026) | Leech Tishman - AAM Ground Level Law (Jan 2026) | FAA Noise Policy Review

Opportunities for Local Input, Coordination, and Advocacy

The FAA governs the air, local governments control the ground, and regional bodies coordinate across jurisdictions

Local Jurisdictions Directly Control:

- Vertiport Zoning and Permits
- Noise Compatibility Ordinances
- Utility and Infrastructure Agreements
- Emergency Services and Fire Codes

Regional Advocacy and Coordination:

- State Legislation
  - No California AAM statutes
- SFO
  - On-airport vertiport development, ground lease terms, operational hours
- Metropolitan Transportation Commission
  - Vertiport siting, equity analysis, multimodal integration
- Association of Bay Area Governments
  - Vertiport siting, equity analysis, multimodal integration
- FAA Aircraft Noise Advisory Committee (ANAC)

Sources: GAO-24-106451 AAM Legal Authorities (Mar 14 2024) | FAA EB 105A (Dec 27 2024) | FAA ANAC Charter (Jan 14 2025; Public Law 118-63, Sec. 792) | FAA.gov Noise Policy Review | Congress.gov FAARA 2024 implementation update | NREL / FAA Vertiport Electrical Infrastructure Study (2024) | UC Berkeley / [illegible] - AAM Ground Level Law (Jan 2026) | Florida HB 1093 AAM analysis (Feb 2026) | AICA - SFO Roundtable ANAC letter (Oct 2024)

eVTOL Integration Pilot Program (eIPP) Summary

eVTOL Integration Pilot Program

- The **eVTOL Integration Pilot Program (eIPP)** is a first-of-its-kind federal initiative launched by the USDOT and the FAA
  - Mandated under President Trump's "Unleashing American Drone Dominance" Executive Order (EO14307, June 2025).
  - Announced via a Request for Proposals in September 2025
- US Transportation Secretary Sean Duffy and FAA Deputy Administrator Chris Rocheleau announce the selection of eight projects across 26 states from over 30 proposals
- DOT called the eIPP:
  - "One of the largest real-world testing environments for next-generation aircraft in the world"

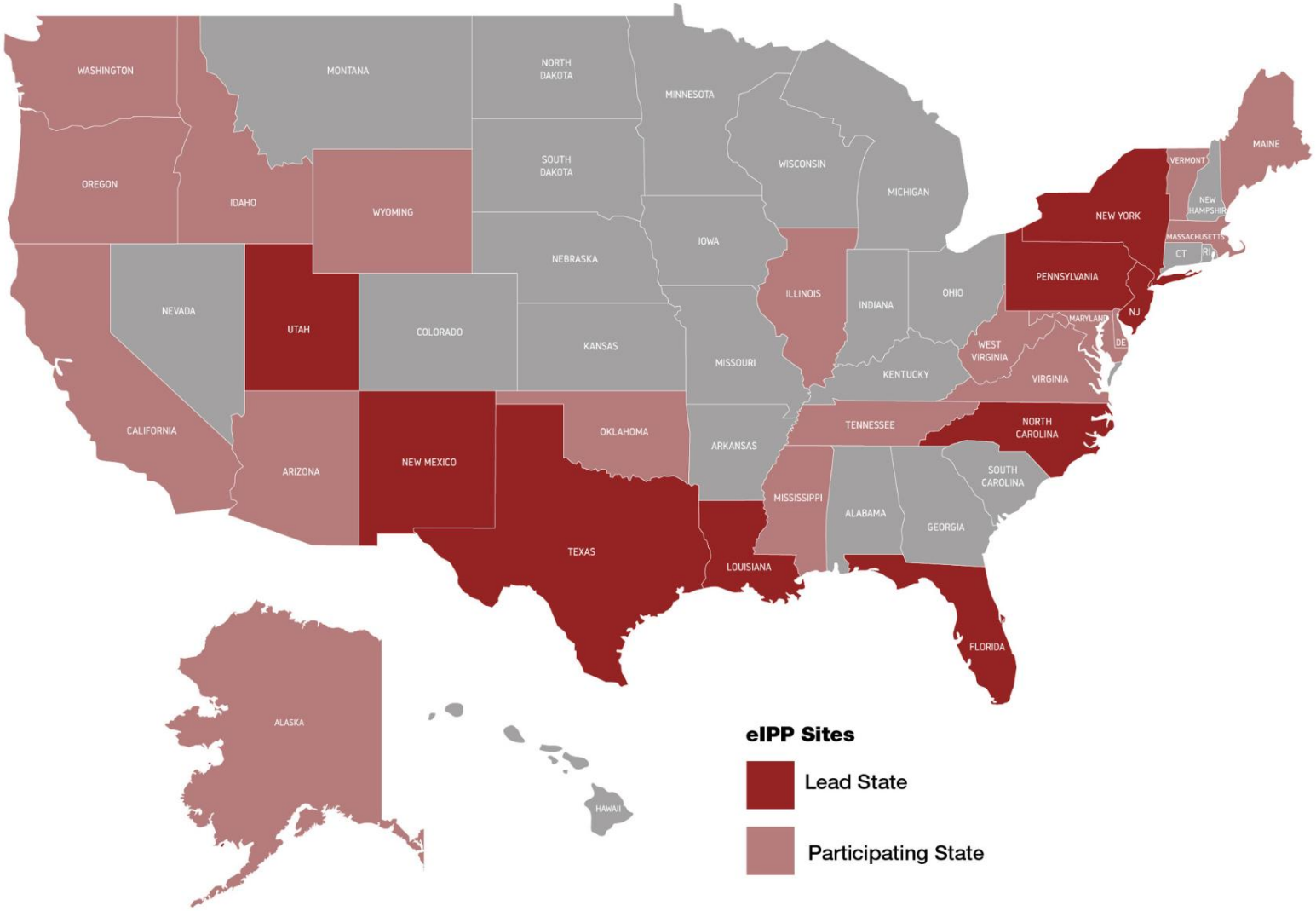
Sources: U.S. DOT Press Release, Mar 9, 2026

8 Selected eIPP Projects

1. Port Authority of New York and New Jersey
   - 12 Ops Concepts, Manhattan Air Taxi
2. Texas Department of Transportation
   - Regional Flights: Dallas - Austin - San Antonio - Houston
3. Utah Department of Transportation
   - 4-State Test: Pacific NW to Oklahoma
4. Pennsylvania Department of Transportation
   - 13-State NASAO Collaborative, Regional
5. Louisiana Department of Transportation and Development
   - Offshore Energy Cargo, Gulf of Mexico
6. Florida Department of Transportation
   - Statewide 3-phase: Cargo, Pax, Medical
7. North Carolina Department of Transportation
   - Medical Operations, Autonomous VA Corridor
8. City of Albuquerque, New Mexico
   - Autonomous Cargo: ABQ-DRO-SAF

Sources: U.S. DOT Press Release, Mar 9, 2026

eVTOL Integration Pilot Program Sites



Sources: U.S. DOT Press Release, Mar 9, 2026