



Meeting Agenda Regular Meeting

Wednesday, August 5, 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:
June 3, 2026 | <i>Action</i> | Page 3 |
| 5. | Acceptance of SFO's Reports: <ul style="list-style-type: none">• Director Report May 2026• Director Report June 2026• Airport Noise Insulation Program August 2026 | <i>Action</i> | Page 8 |
| 6. | Acceptance of HMMH FAA IFP Information Gateway: <ul style="list-style-type: none">• May 2026• June 2026• July 2026 | <i>Information</i> | Page 30 |

REGULAR AGENDA

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

- | | | | |
|----|--|--------------------|---------|
| 7. | Chairperson Update | <i>Information</i> | Verbal |
| 8. | SFO International Airport Updates
<i>Mike Nakornkhet, SFO Airport Director</i>
<i>Bert Ganoung, SFO Aircraft Noise Abatement Manager</i> | <i>Information</i> | Page 39 |
| 9. | Approve Final Fly Quiet 2.0 Program Framework and Recommendations | <i>Action</i> | Page 42 |

UPDATES

10. Member Updates
11. Adjourn

SFO Airport/Community Roundtable

Meeting No 362 -- Minutes

Wednesday, June 3, 2026

Call to Order / Roll Call / Declaration of a Quorum Present (00:03:47)

Roundtable Chair Stephen Rainaldi called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, June 3, at 7:00 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
City and County of San Francisco Mayor's Office – Ben White
C/CAG Airport Land Use Committee (ALUC) – Carol Ford
City of Belmont – Tom McCune
City of Burlingame – Desiree Thayer
City of Foster City – Suzy Niederhofer
City of Half Moon Bay – Patric Jonsson
Town of Hillsborough – Christine Krolik
City of Menlo Park – Drew Combs
City of Millbrae – Stephen Rainaldi
Town of Portola Valley – Mary Hufty (arrived at 7:16 p.m.)
City of Redwood City – Marcella Padilla
City of San Carlos – Neil Layton
Town of Woodside – Paul Goeld

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors
County of San Mateo Board of Supervisors
Town of Atherton
City of Brisbane
Town of Colma
City of Daly City
City of East Palo Alto
City of Pacifica
City of San Bruno
City of San Mateo
City of South San Francisco

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 (00:06:02)

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

- Elisa Elite, a Pacifica resident, stated that increased SFO air traffic has made aircraft noise intolerable, disrupting residents' sleep and overall quality of life. She requested confirmation that flight operations will return to pre-construction levels once the runway work is completed.
- Al Elite, a Pacifica resident, said increased SFO air traffic has caused constant aircraft noise and that low-flying planes disrupt communication and safety at construction sites.
- Charlie Goetchius, a Pacifica resident, expressed concern that increased aircraft noise during SFO runway construction is causing stress and requested assurances that flight frequency and departure patterns will return to pre-construction conditions. He also called for greater airport accountability and transparency regarding noise reduction efforts.
- Remy Tan, a Pacifica resident, raised concerns about frequent overnight flights and aircraft noise during SFO runway construction, stating that some flights are not following expected departure paths. He urged the airport to restore promised flight procedures and explore long-term solutions to reduce noise impacts.

Chair Rainaldi closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:17:42)

The consent agenda was approved, with a minor correction on page 7 of the minutes to revise Member Padilla's comment on the burn rate to reflect that they asked what it was not what it meant.

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

CONSENT AGENDA

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

4. ACTION: Approval of SFO Community Roundtable Minutes: April 1, 2026

5. ACTION: Airport Director's Report: March 2026 and April 2026

6. INFORMATION: HMMH FAA IFP Information Gateway: March 2026 and April 2026

REGULAR AGENDA

7. INFORMATION: Chairperson Update (00:18:50)

Chair Rainaldi provided an overview of the meeting agenda, including updates from SFO leadership and the noise abatement office, an advanced air mobility presentation, and FAA-related

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correspondence. Chair Rainaldi also highlighted upcoming Technical Working Group efforts to refine Fly Quiet program recommendations and improve airline participation and community engagement.

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

8. INFORMATION: SFO International Airport Updates (00:23:57)

Mike Nakornkhet, Director of San Francisco International Airport, reported record Memorial Day travel volumes, with 798,000 passengers during the holiday period, surpassing both the previous year and pre-pandemic levels. May passenger traffic reached 2019 levels, while flight activity remained below pre-pandemic levels. He noted that the runway repaving project remains on schedule for completion by October 2, with flight patterns expected to improve afterward. SFO continues to work with the FAA to address arrival rate reductions and delays and announced the launch of new El Al Boeing 787 service between San Francisco and Tel Aviv beginning October 25.

Member Krolik thanked Mr. Nakornkhet for the update and asked whether flight schedules and departure patterns would return to pre-construction conditions after runway work is completed. SFO indicated that departure patterns are expected to improve, with more flights using Runway 1 over the Bay and East Bay and agreed to provide additional details on the expected changes.

Member Speier asked about interim mitigation measures for residents affected by increased aircraft activity. Mr. Nakornkhet stated that limited options are available due to FAA-imposed staggered arrival procedures, but efforts are underway with the FAA to restore more typical arrival rates and flight patterns. SFO expects operations to return closer to normal in Fall, with possible limited nighttime runway work afterward. He also explained that the FAA's change from parallel visual arrivals to staggered approaches resulted from a safety audit and that ongoing technical reviews are focused on optimizing the current approach procedures rather than returning to the previous system.

Bert Ganoung provided an update on the Noise Mitigation Program's three initiatives: Repair and Replacement, Second Chance, and Expanded Eligibility. The Repair and Replacement program added 60 homes to the design phase, completed three construction projects, increased applications by 13, and maintained a 90% satisfaction rate. The Second Chance initiative remained stable, with two additional potentially eligible units and consistent application and satisfaction levels. The Expanded Eligibility program added two units to design, completed 17 construction projects, reduced units in progress by 15, maintained 531 eligible properties, and increased satisfaction by 3%, nearing full satisfaction. South San Francisco and San Bruno continued to have the highest participation levels. Mr. Ganoung noted that two members of the Noise Insulation Program and the summer intern were present to assist with additional questions.

Member Goeld discussed increased aircraft noise complaints following SFO runway changes. SFO reported higher noise reports from communities including South San Francisco, Brisbane, and Pacifica, attributing some impacts to FAA delay management procedures and holding patterns. Staff are reviewing flight and complaint data to identify affected areas and potential mitigation options.

Member Niederhofer asked about increased nighttime noise levels reported in April compared to March across multiple communities, including Foster City. SFO explained that the increase is

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primarily related to FAA-imposed arrival management changes, including the suspension of side-by-side and offset arrival procedures, which previously helped reduce noise impacts.

Member Krolik asked why offset arrivals are no longer being used. SFO explained that FAA safety assessments identified concerns with the procedure due to aircraft interaction with other arrival paths, leading to the discontinuation of the offset approach despite previous use. The change was based on improved collision-avoidance and safety evaluations.

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

- Remi Tan requested that SFO reconsider noise mitigation eligibility criteria by focusing on peak aircraft noise events rather than average noise levels. He urged expanding window and insulation programs to additional communities impacted by high-decibel aircraft overflights, including Pacifica, South San Francisco, and Daly City.

Chair Rainaldi closed public comments.

Chair Rainaldi acknowledged the significant aircraft noise impacts affecting Pacifica, recognized a former Pacifica mayor in attendance, and encouraged the Technical Working Group to explore incentives for airlines to implement additional noise abatement measures through the Fly Quiet 2.0 program.

9. INFORMATION: AAM and eVTOL Operations – Discussion of Potential Roundtable Engagement (00:44:40)

Peter Sorensen, HMMH Senior Consultant, provided an overview of Advanced Air Mobility (AAM) and eVTOL aircraft, noting no current plans for AAM operations at SFO. He discussed emerging technology, potential Bay Area applications, regulatory roles, infrastructure needs, and community considerations, including noise and equity impacts. Sorensen noted that FAA oversees certification and airspace, while local jurisdictions retain authority over vertiport approvals. He also highlighted the FAA's eVTOL Integration Pilot Program and opportunities for community input as the technology develops.

Member White asked about the expected timeline for commercial eVTOL operations and the potential for shared infrastructure among operators. Mr. Sorensen noted that while FAA certification efforts are progressing, a 2026 launch may be optimistic, with 2027 being a more realistic timeframe. He added that eVTOL companies may eventually collaborate on shared vertiport infrastructure, but current plans remain largely independent as companies continue developing their own networks.

Mr. Reindel, HMMH Executive Consultant, added that a key challenge for eVTOL infrastructure is significant electricity demand and the lack of standardized charging systems among manufacturers. He noted that greater industry collaboration will be needed to establish common charging solutions and infrastructure standards, but companies are currently keeping plans proprietary due to competition and the early stage of the technology.

Member Krolik raised concerns that eVTOL aircraft, while quieter than helicopters, could create cumulative noise impacts due to increased operations. She emphasized the need for local guidelines on vertiport development and operating hours as the technology moves toward FAA approval.

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Chair Rainaldi discussed the eVTOL timeline, noting that while a 2026 launch target exists, 2027 is a more likely timeframe due to FAA certification. Mr. Sorenson added that Joby has no announced Bay Area plans and that eVTOL aircraft may still create noise impacts during takeoff and landing.

Member Ford shared observations from Archer's eVTOL testing in Salinas, noting that the aircraft are significantly quieter than traditional aircraft and helicopters. She highlighted the economic opportunities for California and the Bay Area and suggested that vertiport development will likely be concentrated on existing aviation facilities rather than widespread throughout communities.

Member Goeld discussed local oversight of future vertiport development, emphasizing the need to preserve community control over zoning, permitting, and operating conditions. Further member discussions highlighted the importance of understanding eVTOL noise impacts, exploring manufacturer demonstrations, and reviewing potential legislative actions to protect local authority. Staff will consider a legislative subcommittee review and future recommendations.

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

- Remi Tan expressed concerns about eVTOL operations in congested airspace and urged consideration of routes that minimize impacts on communities. He supported limiting late-night flights and recommended firsthand demonstrations to better assess eVTOL noise impacts.
- Sue Digre, a resident of Pacifica, stressed the importance of public involvement and urged consideration of eVTOL noise and health impacts alongside safety and efficiency goals. She encouraged continued community advocacy in future aviation planning.
- Darlene Yaplee, a resident of Palo Alto, emphasized tracking state legislation, evaluating cumulative eVTOL noise impacts, and preserving local authority over vertiport approvals, operations, and capacity.

Chair Rainaldi closed public comments.

10. Member Updates (00:55:30)

Chair Rainaldi thanked the many members of the public, particularly those from Pacifica, for attending and encouraged continued community participation. Staff provided an update on the Technical Working Group's efforts to develop the Fly Quiet 2.0 program, noting coordination with SFO leadership and airlines. A public workshop will be held on June 11 in Brisbane to gather input and identify a smaller number of impactful noise reduction measures focused on benefiting affected communities. Members of the public were encouraged to participate and provide feedback.

11. Adjournment

Chair Rainaldi adjourned the meeting at approximately 8:27 P.M.

Harvey Milk Terminal

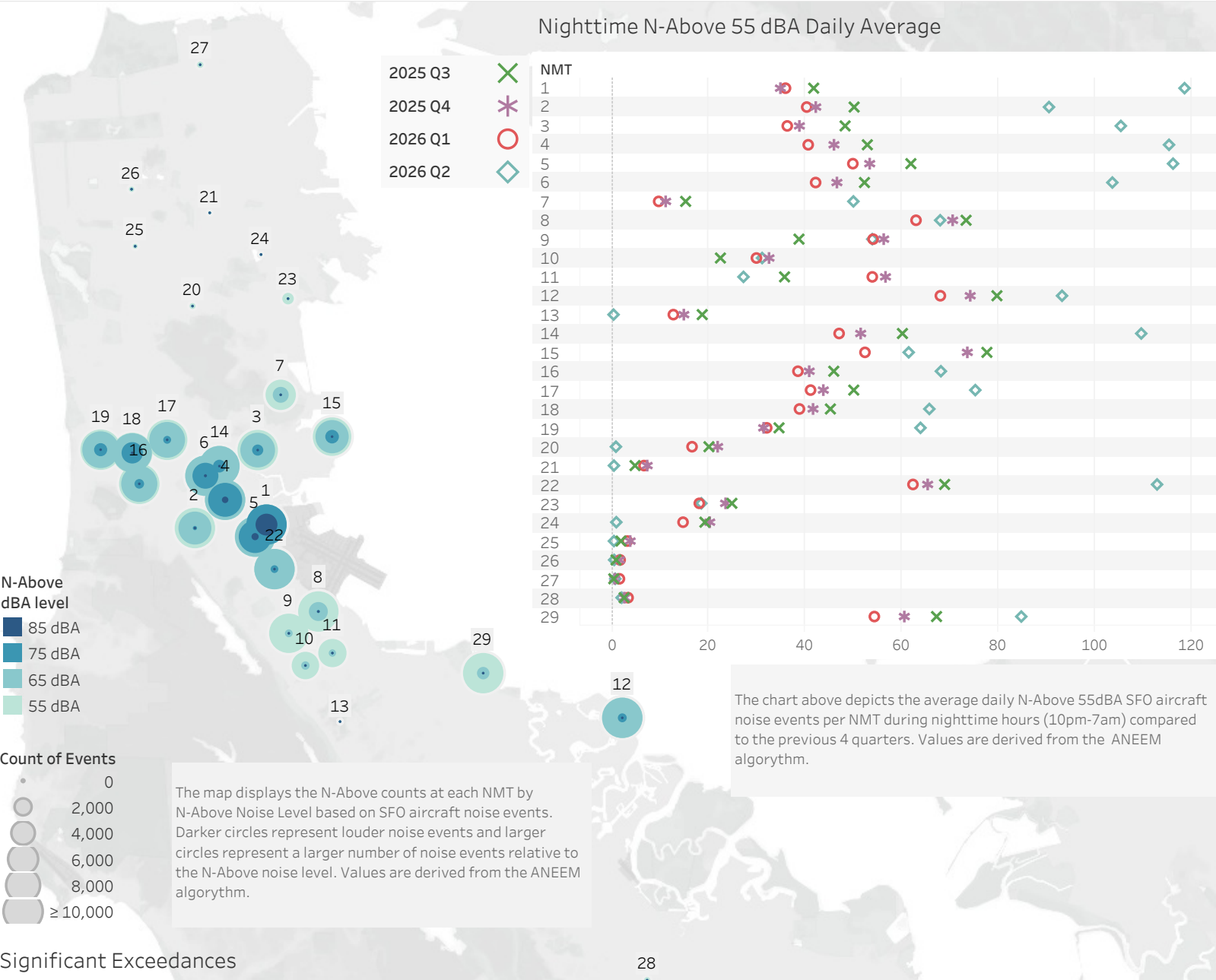
Terminal 1



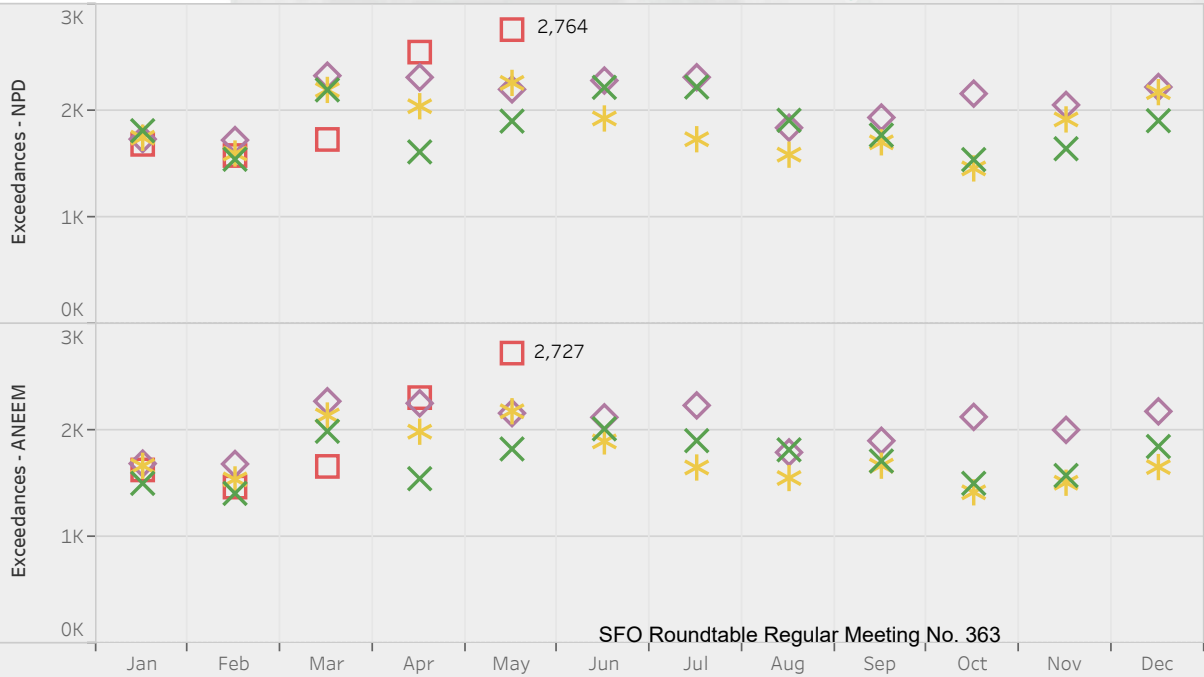
Airport Director's Report

Presented at the August 5, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
May 2026



Significant Exceedances



		ANOMS						ANEEM			
		Aircraft			Community			Aircraft			
NMT	City	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	544	75	91	80	66	56	569	75	91	79
2	San Bruno	162	59	81	69	63	51	387	60	78	66
3	SSF	203	61	82	70	61	45	545	62	78	65
4	SSF	397	70	87	75	60	45	559	70	86	72
5	San Bruno	492	69	86	74	60	48	571	69	85	73
6	SSF	330	67	86	74	59	44	498	67	84	69
7	Brisbane	50	53	79	68	58	44	238	55	74	61
8	Millbrae	1	38	83	73	64	50	339	54	73	62
9	Millbrae	2	31	75	64	58	42	480	50	68	57
10	Burlingame	1	29	78	65	59	44	282	50	71	58
11	Burlingame	2	33	80	65	57	42	258	49	68	56
12	Foster City	545	64	81	71	59	42	574	64	81	70
13	Hillsborough	1	22	75	63	56	43	7	33	68	57
14	SSF	331	63	82	70	60	44	541	63	80	67
15	SSF	224	60	82	71	60	45	323	60	80	67
16	SSF	254	61	81	70	58	43	363	62	80	67
17	SSF	245	61	81	69	59	45	374	61	80	67
18	Daly City	292	66	85	73	60	46	344	66	84	71
19	Pacifica	230	62	82	71	58	41	330	63	81	69
20	Daly City	7	40	78	66	60	44	41	41	70	59
21	San Francisco	10	39	76	64	59	46	39	41	73	61
22	San Bruno	235	60	80	70	62	46	574	62	78	67
23	San Francisco	2	38	78	67	59	47	70	46	71	59
24	San Francisco	12	47	81	67	66	48	51	45	76	64
25	San Francisco	6	39	78	66	57	42	31	38	70	59
26	San Francisco	3	35	79	66	61	45	32	39	72	60
27	San Francisco	4	35	77	65	57	44	34	40	71	60
28	Redwood City	4	36	77	66	54	36	28	38	70	57
29	San Mateo	87	49	77	64	59	43	521	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.

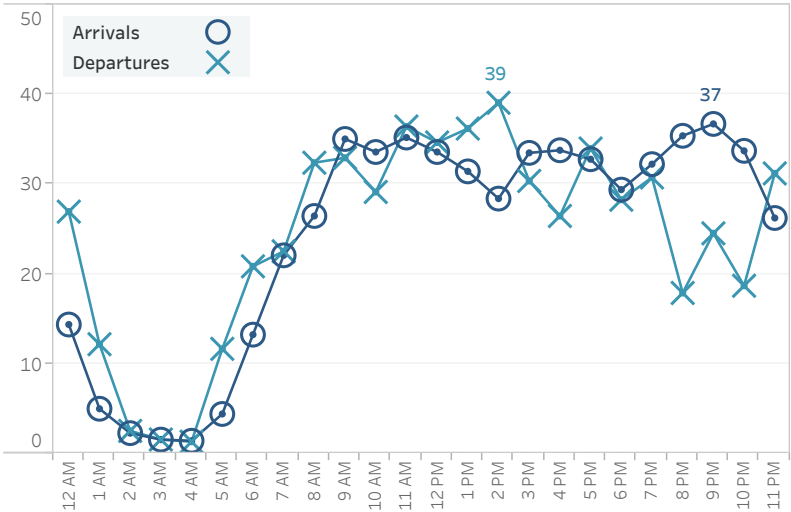
SFO N-Above NPD								SFO N-Above ANEEM							
NMT	Min:Max							NMT	Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA		LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:103	16,948	16,948	16,948	16,342	13,397	8,281	1	50:103	17,521	17,502	17,402	16,511	13,418	8,244
2	61:87	5,036	5,036	4,472	1,480	203	49	2	52:84	11,684	11,236	6,657	1,467	110	9
3	62:86	6,280	6,280	5,871	2,928	804	136	3	49:86	15,856	13,036	7,380	2,965	757	127
4	62:97	12,324	12,324	12,126	10,200	6,962	2,136	4	51:97	16,795	16,129	13,496	10,495	7,067	2,161
5	62:90	15,269	15,269	15,229	12,878	6,603	1,652	5	52:90	17,541	17,434	16,433	12,970	6,576	1,636
6	61:93	10,249	10,249	10,122	8,615	4,145	685	6	49:93	14,840	13,090	10,741	8,623	4,126	674
7	61:81	1,518	1,518	1,260	402	38	2	7	48:81	5,635	3,485	1,546	427	40	2
8	70:78	19	19	19	18	5	0	8	45:85	10,112	8,034	2,195	394	62	7
9	60:71	33	33	13	1	0	0	9	49:77	9,488	2,188	367	40	3	0
10	61:75	10	10	4	1	1	0	10	39:77	4,612	1,914	434	60	5	0
11	61:72	24	24	8	2	0	0	11	38:78	4,894	1,723	324	44	2	0
12	63:96	16,995	16,995	16,905	10,419	546	32	12	54:83	17,676	17,629	16,970	10,410	485	13
13	61:64	5	5	0	0	0	0	13	50:64	20	7	0	0	0	0
14	61:90	10,273	10,273	9,897	4,970	952	74	14	48:90	15,560	14,352	11,231	5,171	993	62
15	62:91	6,989	6,989	6,726	4,348	1,173	35	15	49:88	9,082	7,955	6,777	4,280	1,135	30
16	62:83	7,874	7,874	7,449	3,398	560	5	16	50:82	10,527	9,782	8,016	3,485	562	3
17	62:87	7,602	7,602	7,162	2,851	360	10	17	49:81	11,060	10,193	7,826	2,945	374	8
18	64:90	9,039	9,039	9,030	6,932	2,789	504	18	50:90	10,268	10,067	9,430	6,938	2,788	502
19	65:85	7,119	7,119	7,118	4,379	1,046	70	19	51:85	10,069	9,693	8,290	4,437	1,049	67
20	62:79	15	15	8	6	1	0	20	50:71	213	56	4	1	0	0
21	59:76	11	10	3	1	1	0	21	53:69	69	32	4	0	0	0
22	64:85	7,042	7,042	6,999	3,470	376	18	22	50:85	16,849	16,226	11,850	3,807	363	13
23	63:72	12	12	11	1	0	0	23	49:72	812	235	34	2	0	0
24	60:81	36	36	28	17	12	2	24	52:70	61	31	11	0	0	0
25	61:75	15	15	9	1	1	0	25	50:73	147	67	17	2	0	0
26	60:82	28	27	13	4	1	1	26	51:71	170	107	24	3	0	0
27	61:78	20	20	12	3	2	0	27	51:78	232	112	25	5	2	0
28	60:79	55	54	22	8	6	0	28	49:70	237	82	9	1	0	0
29	59:83	2,737	2,693	817	243	64	6	29	49:81	15,609	7,925	950	114	8	1

Operations

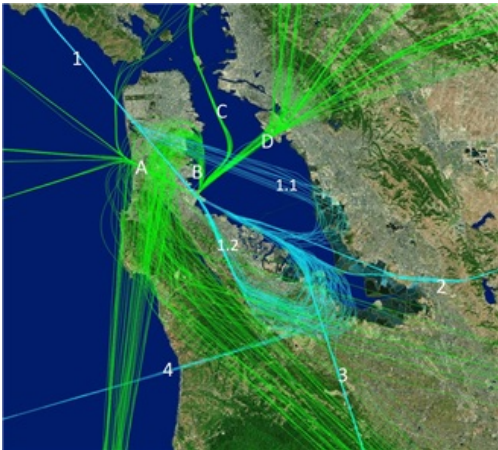
May 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
36,035	1,162	34,481	-1%

May 2026 Average Day (Hourly)



Major Arrival and Departure Routes (West Flow)



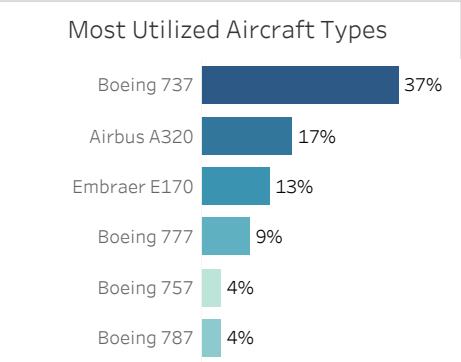
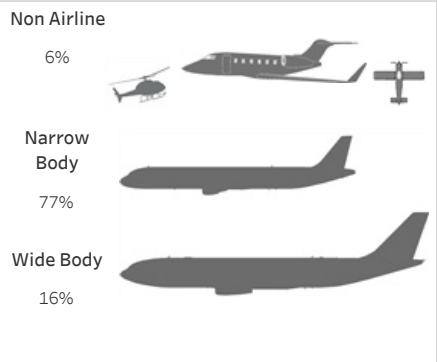
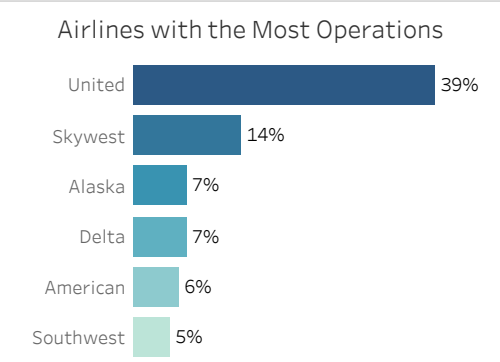
West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow
99%

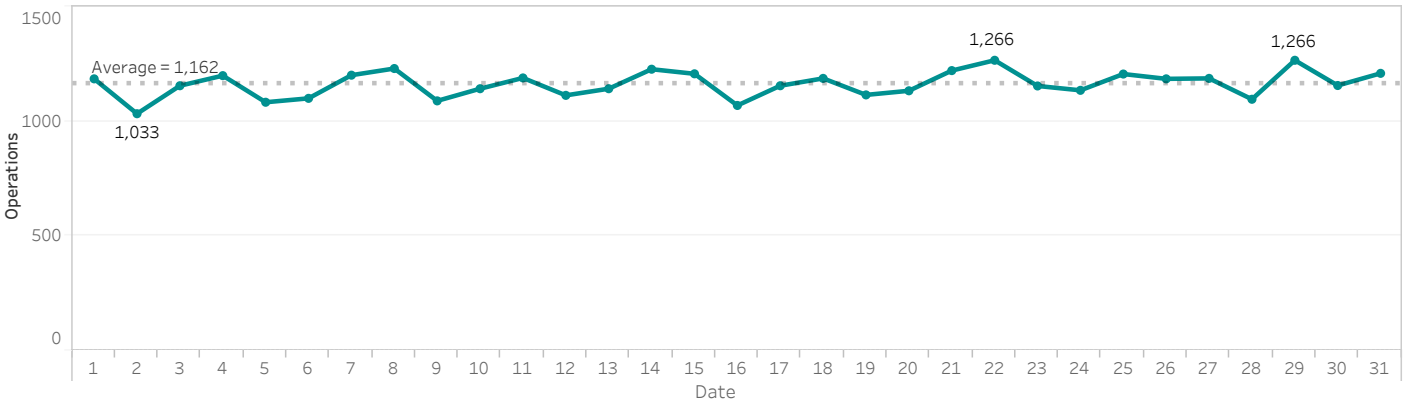
Top Destinations		
Los Angeles	San Diego	Seattle
6%	3%	3%

Down the Bay vs Peninsula	
1.1 Down the Bay Visual	12%
1.2 BDEGA Arrival	88%

Arrival Route		Departure Route	
1. BDEGA	30%	A. GAP	58%
2. DYAMD	38%	D. TRUKN RWY 28	42%
3. SERFR	26%		
4. PIRAT	7%		



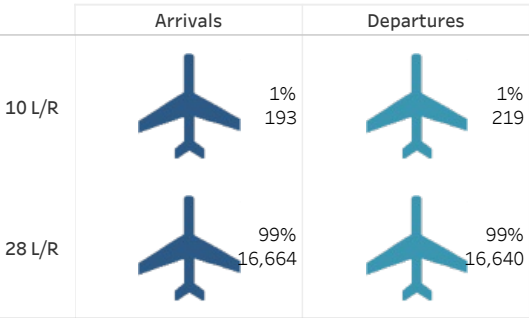
Daily Aircraft Operations



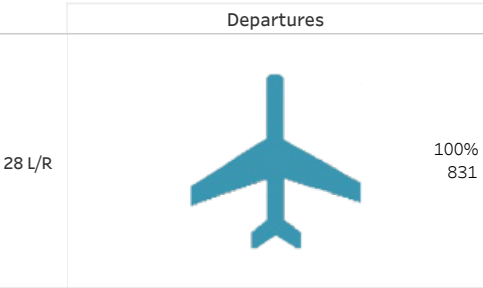
Runway Usage and Nighttime Operations

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.

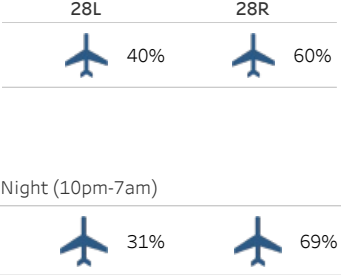
Runway Utilization



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



Runway Utilization
Arrivals



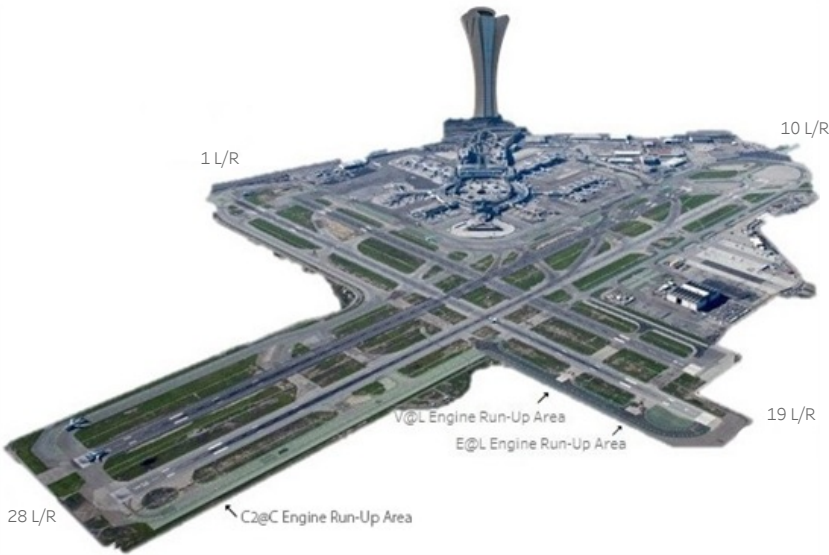
Nighttime Power Run-Ups

10pm-7am

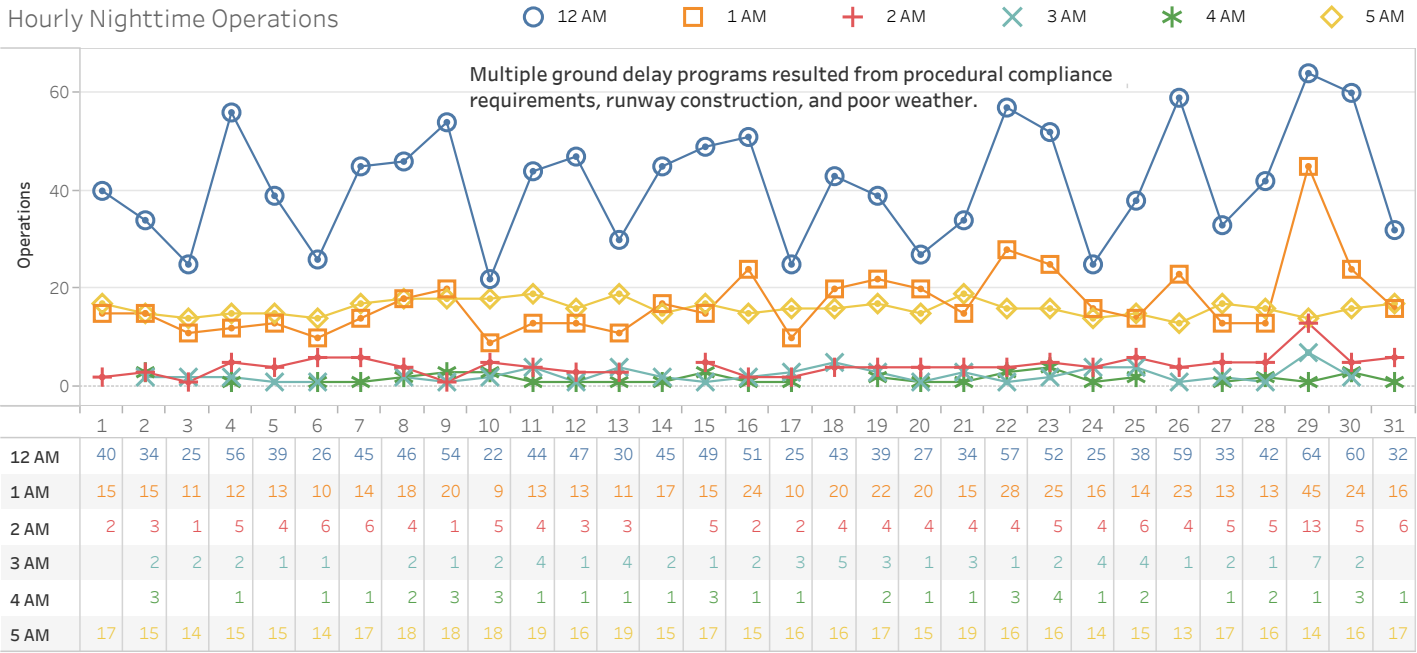
- Alaska Airlines 5
- American Airlines 6
- Amazon Prime Air 1
- Delta Airlines 1
- United Airlines 24

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

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



Hourly Nighttime Operations



Noise Reports

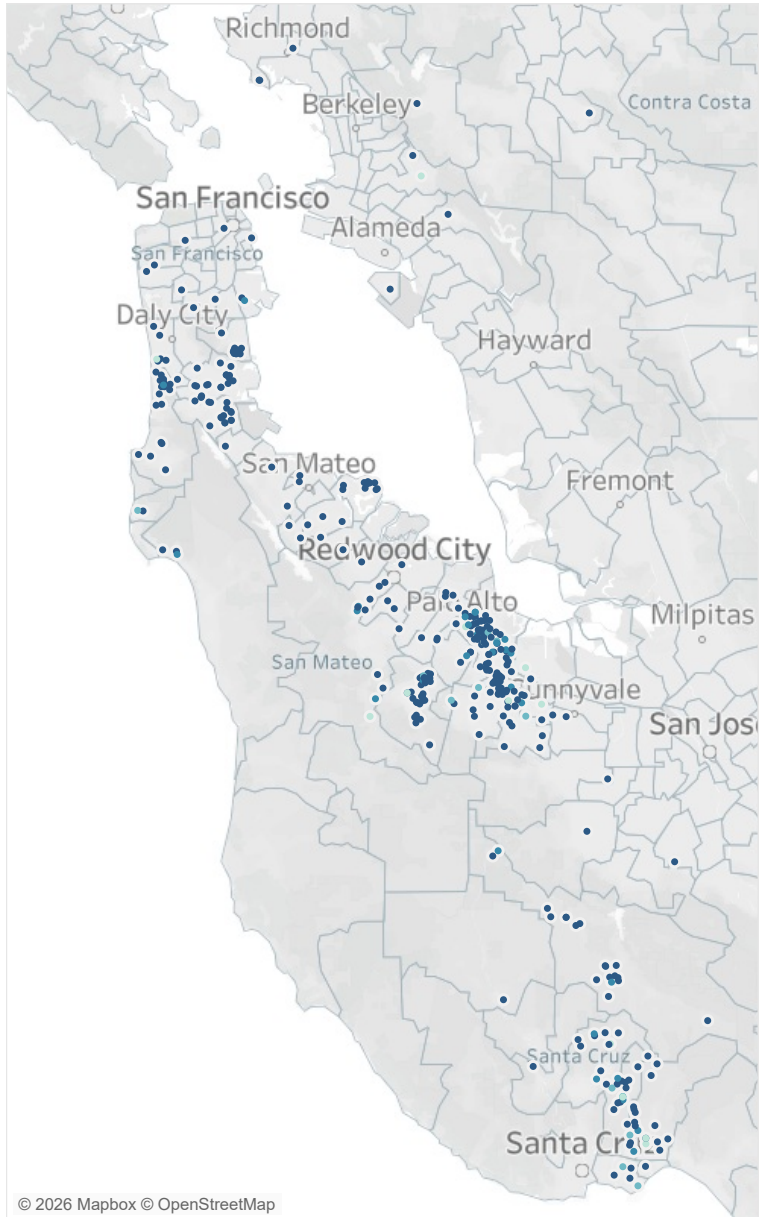
Reporters Annual
AVG

Noise Reporters Location Map

May 2026

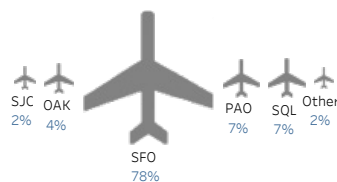
	Noise Reporters / Noise Reports	
Roundtable	Atherton	3
	Belmont	2
	Brisbane	11
	Burlingame	1
	Colma	1
	Daly City	8
	El Granada	3
	Emerald Hills	4
	Foster City	9
	Hillsborough	1
	Menlo Park	10
	Millbrae	1
	Montara	2
	Pacifica	17
	Portola Valley	33
	Redwood City	5
	San Bruno	12
Other	San Carlos	1
	San Francisco	10
	San Mateo	9
	South San Francisco	20
	Woodside	6
	Alameda	1
	Boulder Creek	1
	Capitola	1
	Cupertino	1
	Felton	1
	Forestville	1
	Lafayette	1
	Los Altos	35
	Los Altos Hills	8
	Los Gatos	20
	Mountain View	9
	Oakland	3
	Orinda	1
	Palo Alto	66
	Penngrove	1
	Richmond	4
	Santa Cruz	25
	Saratoga	1
	Scotts Valley	12
	Sebastopol	3
	Soquel	15
	Stanford	1
	Sunnyvale	2
	Watsonville	1
	Grand Total	383
		48,968

395
Reports Annual AVG
56,309
New Reporters
31
New Reporters Top City
South San Francisco
Furthest Report
68 miles
Reports per SFO Operation
1
Top Aircraft Types
B737
A320
E75L
Top Flight Numbers
KAL214
TAI560
UAL2681
AMX664



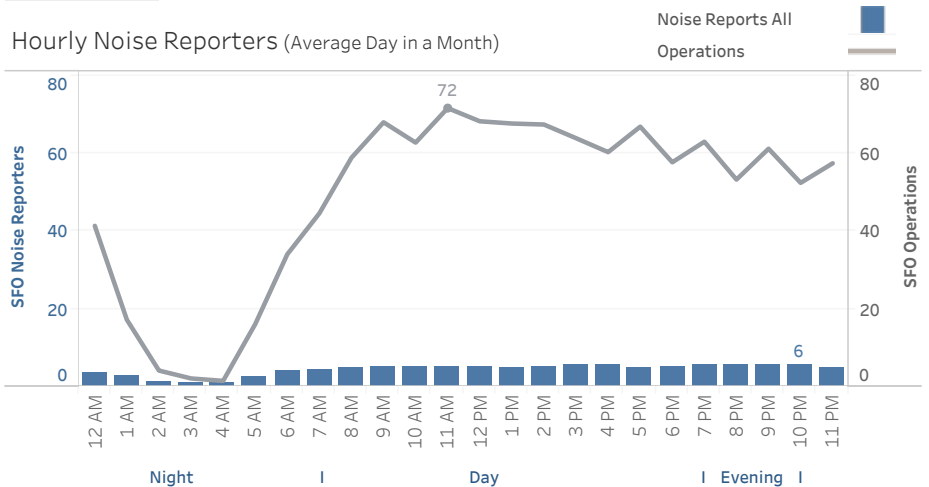
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



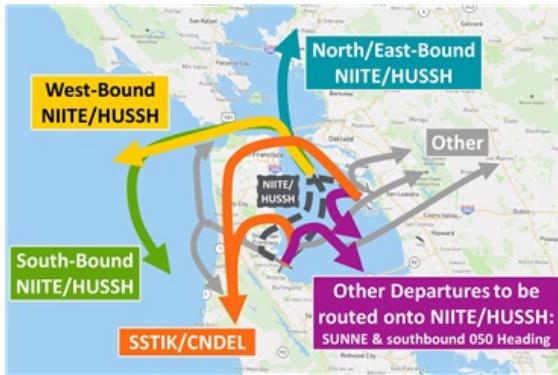
99% of noise reports correlate to a flight origin/destination airport.

Hourly Noise Reporters (Average Day in a Month)

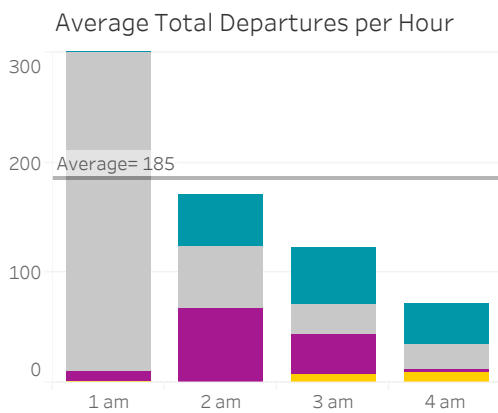
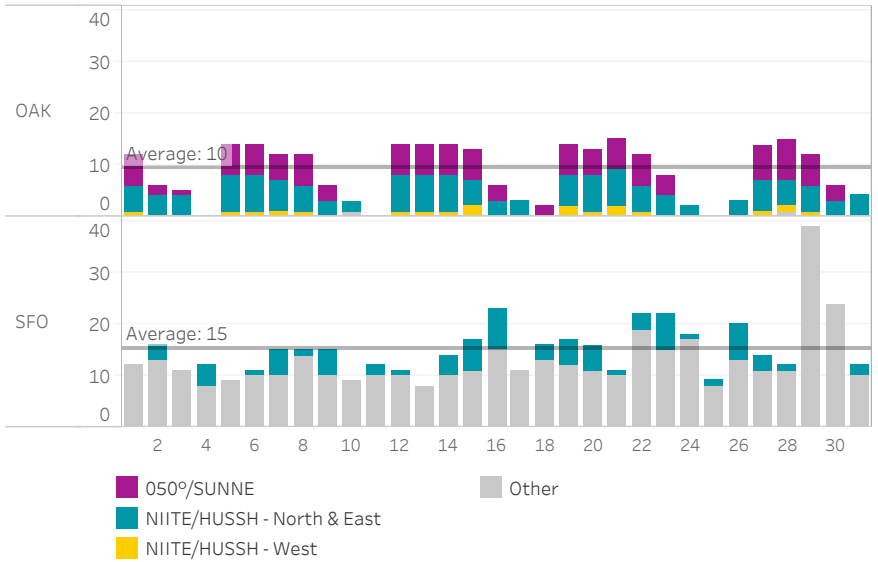


Source: SFO Intl Airport Noise Monitoring System

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



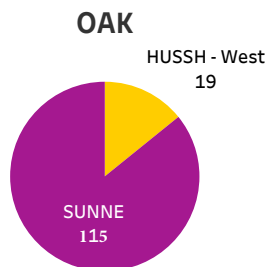
Count of Departures per Night



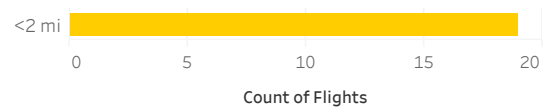
Departure Runway Usage

OAK	SFO	
30	28L	28R
100%	84%	16%

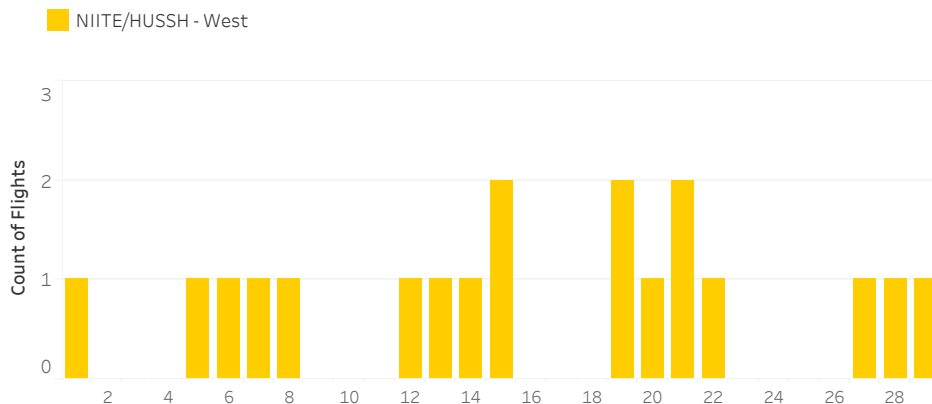
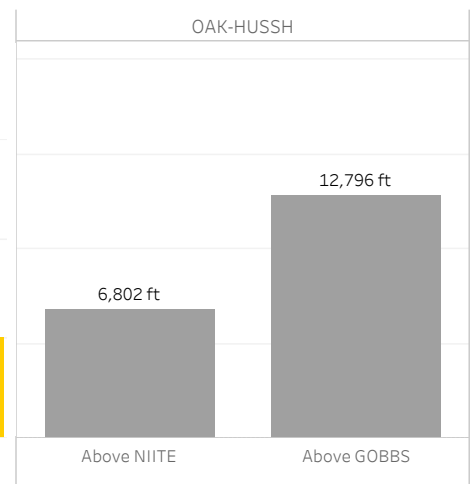
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Harvey Milk Terminal

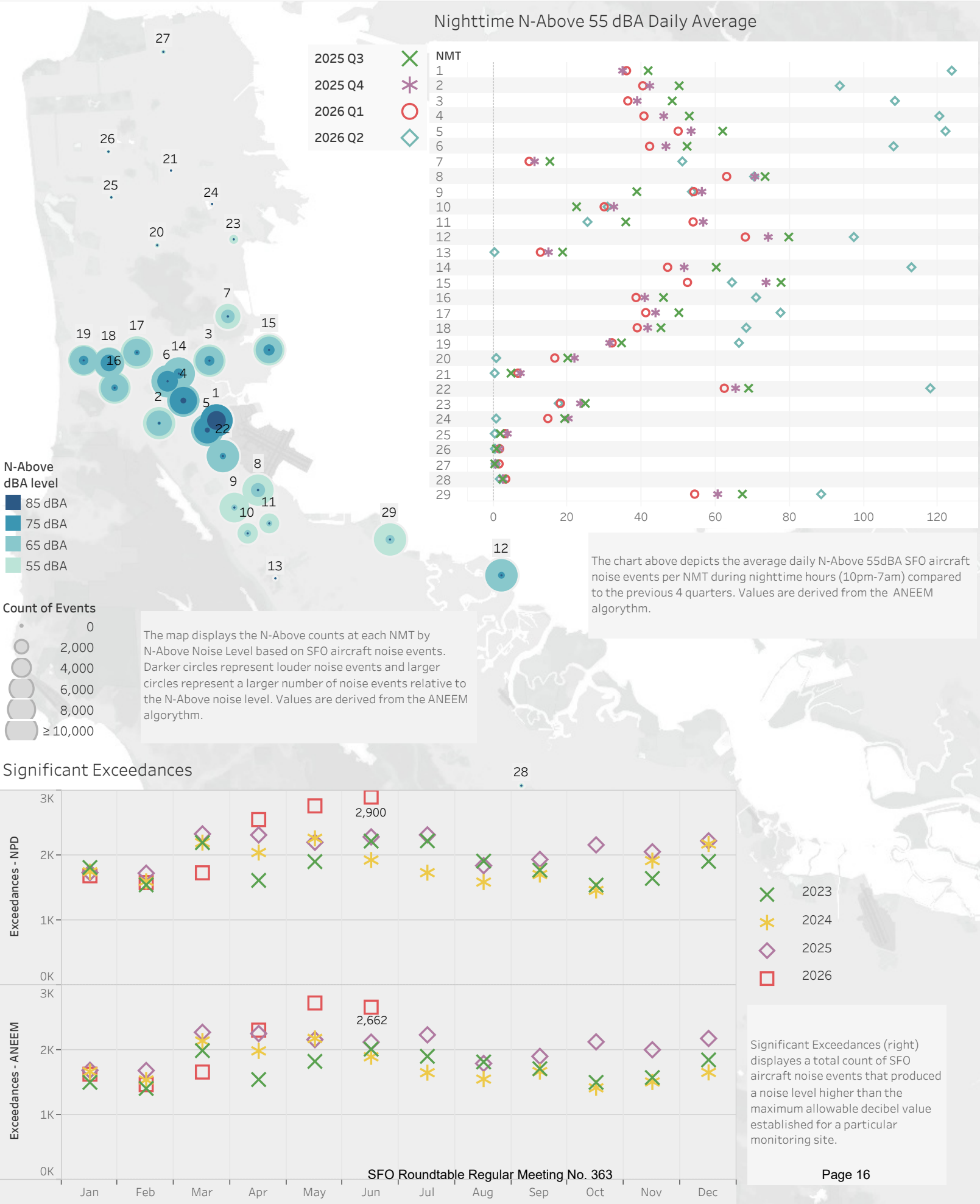
Terminal 1



Airport Director's Report

Presented at the August 5, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
June 2026



Aircraft Noise Levels Details

June 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	560	76	92	80	66	55	583	75	91	80
2	San Bruno	166	59	81	69	64	51	388	60	78	66
3	SSF	230	62	82	71	62	45	540	62	79	65
4	SSF	425	70	87	75	59	45	573	70	86	72
5	San Bruno	533	70	86	74	60	47	587	69	85	73
6	SSF	340	67	85	74	59	44	506	66	83	69
7	Brisbane	62	54	79	68	58	44	250	55	75	62
8	Millbrae	1	37	84	75	63	50	324	54	73	62
9	Millbrae	2	33	77	65	57	40	478	50	69	57
10	Burlingame	2	31	80	65	60	42	290	49	73	58
11	Burlingame	2	34	80	66	56	40	241	48	69	55
12	Foster City	582	64	81	71	58	42	560	64	81	70
13	Hillsborough	1	26	76	64	57	45	5	32	69	57
14	SSF	362	63	82	70	61	44	526	63	81	68
15	SSF	243	60	82	71	59	45	331	60	80	68
16	SSF	255	61	81	70	59	44	350	61	80	67
17	SSF	254	61	81	69	59	45	356	61	80	67
18	Daly City	293	65	85	73	60	46	325	65	84	72
19	Pacifica	234	61	82	71	58	42	312	62	81	69
20	Daly City	7	40	79	66	60	44	39	40	70	59
21	San Francisco	10	40	76	64	59	47	35	41	73	61
22	San Bruno	262	61	80	70	62	44	572	62	78	67
23	San Francisco	2	37	81	68	60	46	65	45	71	59
24	San Francisco	9	47	81	67	66	49	44	44	76	64
25	San Francisco	5	35	77	65	57	41	28	37	69	58
26	San Francisco	4	37	77	65	60	46	30	39	72	60
27	San Francisco	4	34	78	66	57	43	33	39	71	60
28	Redwood City	6	40	80	67	58	36	26	37	70	57
29	San Mateo	91	49	77	64	58	42	494	54	71	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

Min:Max								Min:Max						
NMT	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	16,857	16,857	16,857	16,417	13,885	9,110	54:99	17,360	17,326	17,228	16,491	13,715	8,925
2	61:91	4,988	4,988	4,406	1,435	291	105	52:88	11,334	10,812	6,202	1,266	108	18
3	62:89	6,909	6,909	6,497	3,490	1,057	204	49:89	15,258	12,685	7,621	3,370	957	179
4	61:97	12,756	12,756	12,562	10,341	7,302	2,346	51:97	16,658	16,079	13,593	10,275	7,190	2,294
5	62:90	15,982	15,982	15,937	13,623	7,064	1,642	50:89	17,398	17,300	16,523	13,295	6,825	1,582
6	62:93	10,218	10,218	10,077	8,573	4,220	661	50:93	14,649	13,032	10,406	8,325	4,087	640
7	61:84	1,862	1,862	1,542	521	76	4	49:84	6,031	3,915	1,747	502	66	4
8	68:79	18	18	18	17	7	0	46:83	9,328	7,199	1,900	329	65	4
9	60:74	42	42	21	3	0	0	49:78	8,443	1,999	352	60	3	0
10	59:78	15	14	7	2	1	0	37:77	3,952	1,575	437	85	2	0
11	60:70	23	23	12	0	0	0	37:78	3,758	1,237	337	50	4	0
12	63:87	17,591	17,591	17,527	11,351	530	28	49:82	16,725	16,694	16,271	10,508	444	6
13	61:72	5	5	2	1	0	0	51:72	18	6	2	1	0	0
14	61:86	10,864	10,864	10,475	5,524	1,090	84	47:86	14,672	13,775	11,008	5,303	1,009	77
15	62:85	7,328	7,328	7,057	4,697	1,308	40	49:84	9,156	8,130	6,811	4,414	1,196	33
16	61:89	7,635	7,635	7,150	3,160	409	9	49:84	9,802	9,127	7,429	3,165	411	6
17	61:89	7,614	7,614	7,070	2,834	328	13	49:85	10,223	9,415	7,218	2,662	301	10
18	64:92	8,786	8,786	8,774	6,859	2,793	484	49:92	9,407	9,211	8,688	6,565	2,655	459
19	65:86	7,024	7,024	7,024	4,155	885	44	51:86	9,199	8,900	7,651	3,950	849	43
20	61:75	6	6	4	3	1	0	50:70	185	52	5	2	0	0
21	60:72	16	16	8	1	0	0	53:72	35	23	10	3	0	0
22	64:91	7,883	7,883	7,833	4,098	461	19	49:87	16,798	16,167	12,161	4,101	376	5
23	66:77	6	6	6	3	2	0	49:77	765	227	38	1	1	0
24	66:70	11	11	11	2	0	0	53:69	38	27	10	0	0	0
25	61:74	21	21	11	4	0	0	49:74	112	60	16	2	0	0
26	60:70	28	28	12	1	0	0	50:70	128	79	27	0	0	0
27	63:79	23	23	11	3	2	0	50:79	179	82	18	5	2	0
28	60:80	70	70	32	16	6	1	49:67	194	56	4	0	0	0
29	59:86	2,780	2,715	869	182	32	8	50:77	14,328	6,954	778	68	5	0

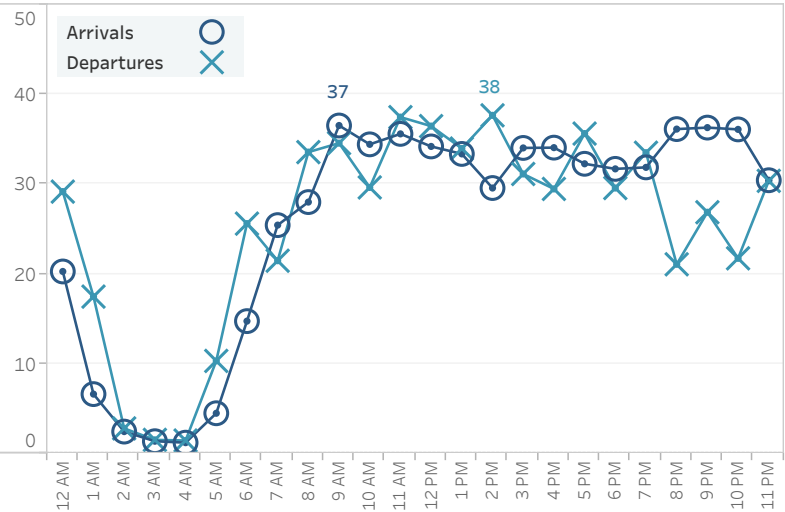
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

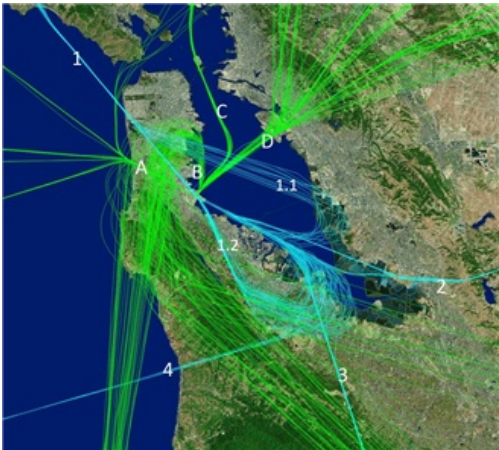
June 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
37,196	1,240	34,560	3%

June 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%**

Top Destinations			Down the Bay vs Peninsula	
Los Angeles	San Diego	Seattle	1.1 Down the Bay Visual	12%
6%	4%	3%	1.2 BDEGA Arrival	88%

Arrival Route		Departure Route	
1. BDEGA	31%	A. GAP	56%
2. DYAMD	37%	D. TRUKN RWY 28	44%
3. SERFR	25%		
4. PIRAT	7%		

Airlines with the Most Operations

United	39%
Skywest	14%
Delta	7%
Alaska	6%
American	6%
Southwest	5%

Non Airline

7%

Narrow Body

78%

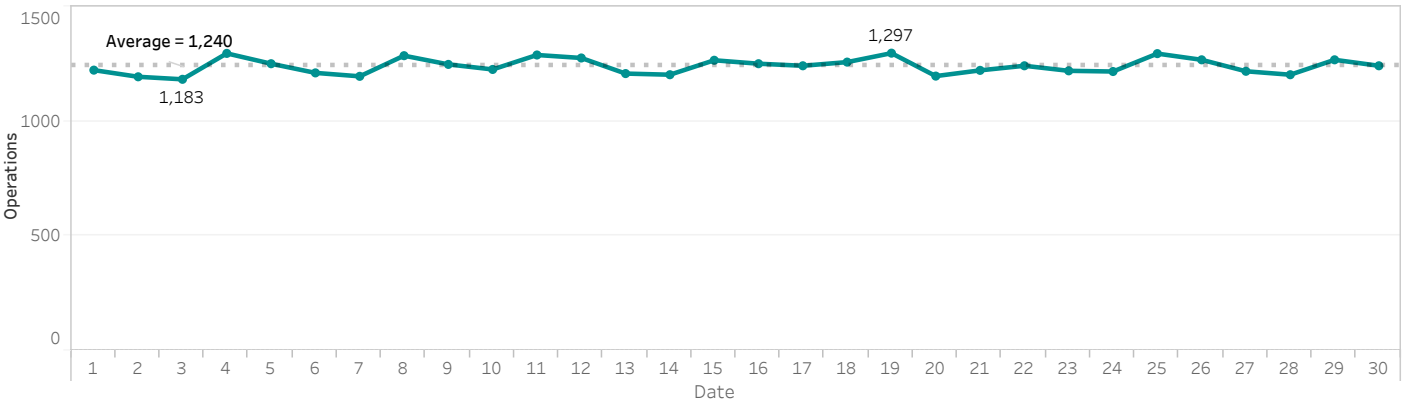
Wide Body

16%

Most Utilized Aircraft Types

Boeing 737	36%
Airbus A320	19%
Embraer E170	12%
Boeing 777	8%
Boeing 787	4%
Bombardier CRJ2	4%

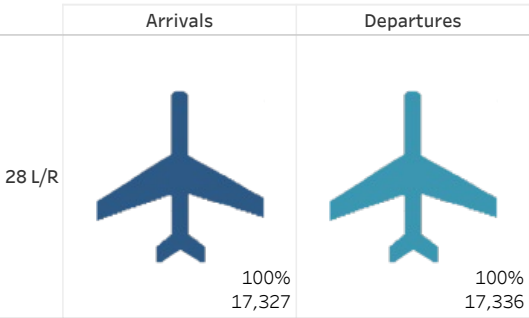
Daily Aircraft Operations



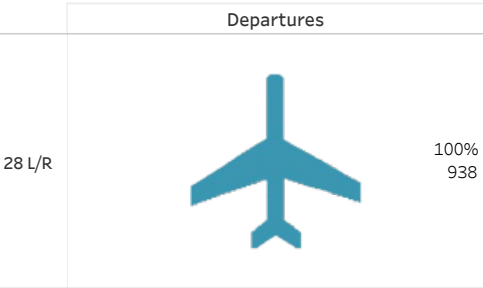
Runway Usage and Nighttime Operations

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.

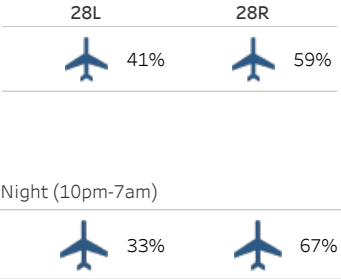
Runway Utilization



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



Runway Utilization
Arrivals



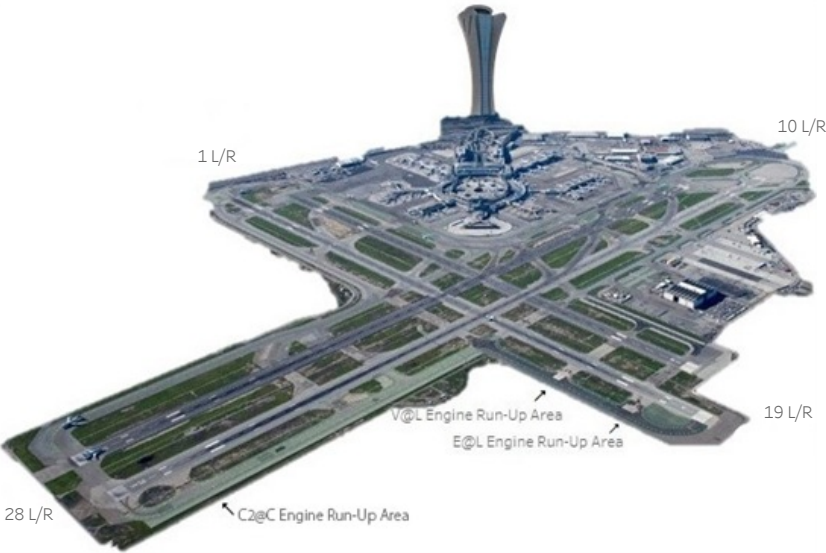
Nighttime Power Run-Ups

10pm-7am

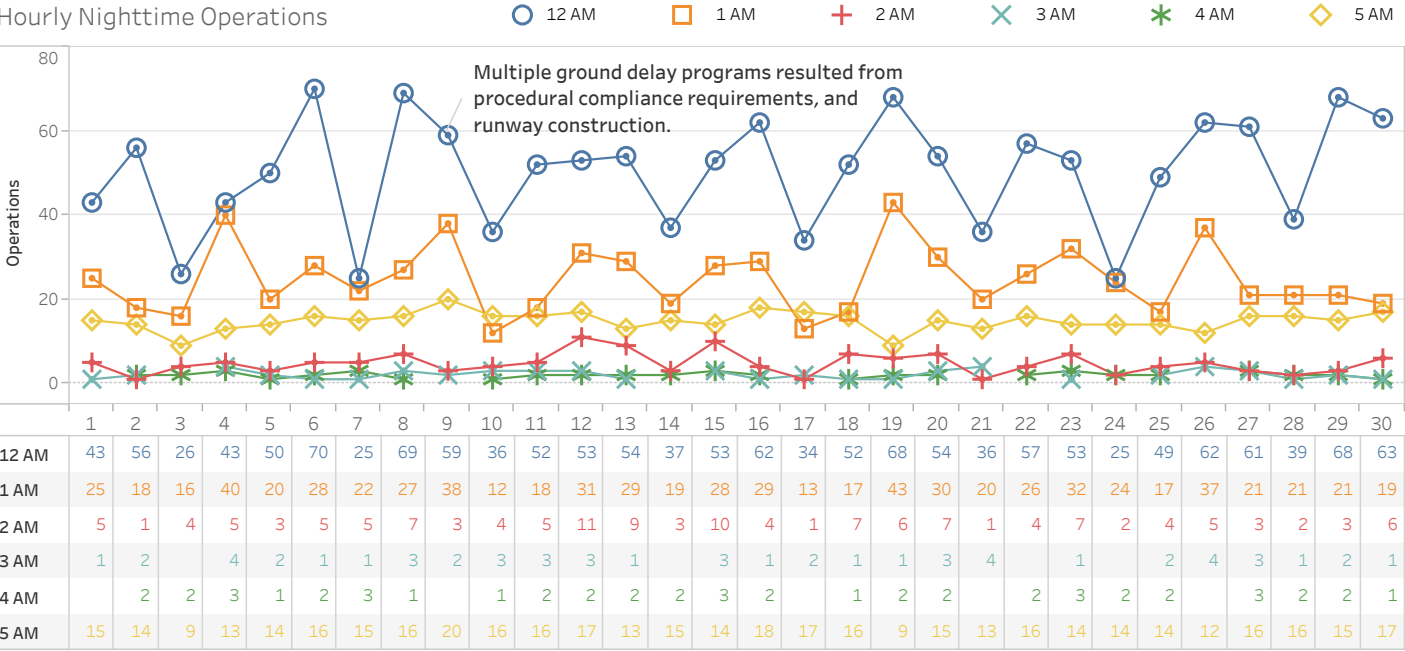
- Alaska Airlines 9
- American Airlines 2
- United Airlines 10

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

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



Hourly Nighttime Operations



Noise Reports

Reporters Annual
AVG

Noise Reporters Location Map

June 2026

Noise Reporters / Noise Reports		
Roundtable	Atherton	2
	Belmont	2
	Brisbane	12
	Burlingame	3
	Daly City	4
	El Granada	1
	Emerald Hills	3
	Foster City	4
	Hillsborough	3
	Menlo Park	7
	Millbrae	3
	Montara	1
	Pacifica	9
	Portola Valley	25
	Redwood City	6
	San Bruno	7
	San Francisco	6
Other	San Mateo	7
	South San Francisco	25
	Woodside	5
	Alameda	1
	Berkeley	1
	Boulder Creek	2
	Capitola	1
	Cupertino	1
	Felton	2
	Forest Knolls	1
	Forestville	1
	Fremont	1
	Lafayette	2
	Los Altos	32
	Los Altos Hills	10
	Los Gatos	19
	Moraga	1
	Mountain View	8
	Oakland	2
	Orinda	1
	Palo Alto	74
	Penngrove	1
	Richmond	3
	Santa Cruz	21
	Scotts Valley	12
	Sebastopol	2
	Soquel	11
	Stanford	1
	Sunnyvale	1
	Watsonville	1
	Grand Total	348
		45,699

Reports Annual
AVG

55,124

New Reporters

24

New Reporters
Top City

South San
Francisco

Furthest Report

68 miles

Reports per SFO
Operation

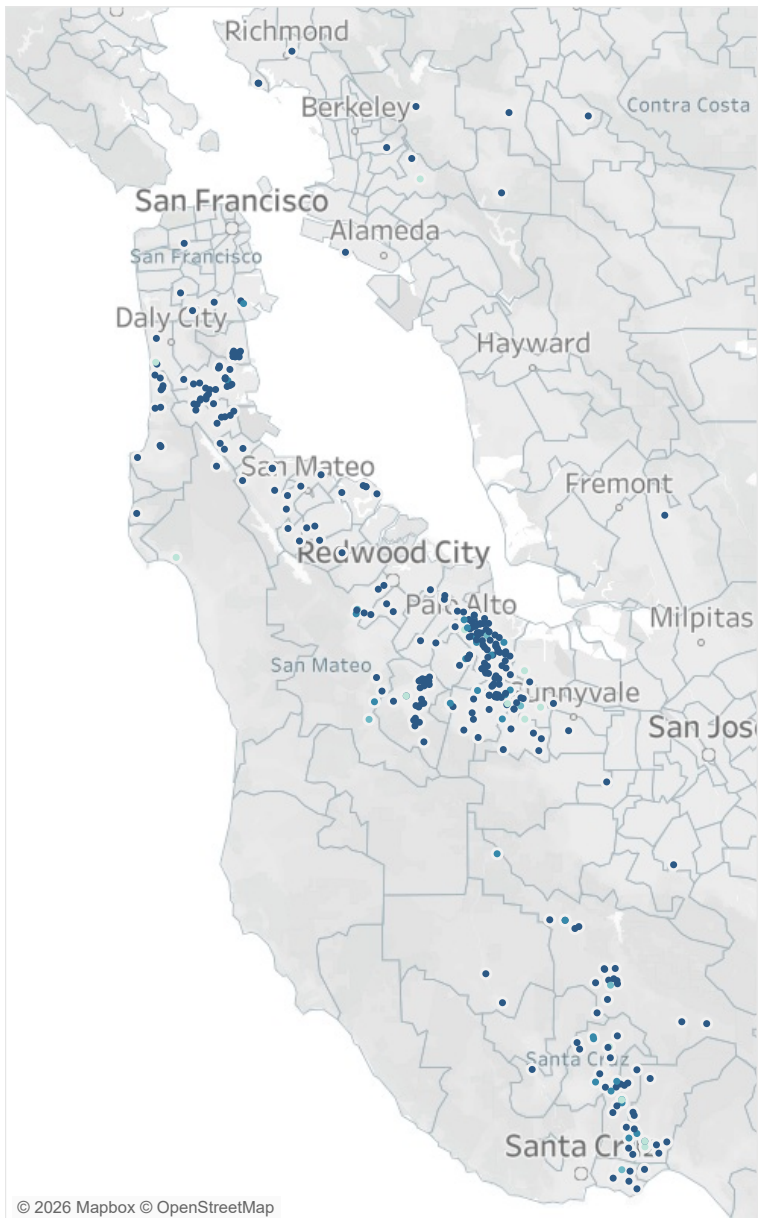
1

Top Aircraft
Types

B737
A320
E75L

Top Flight
Numbers

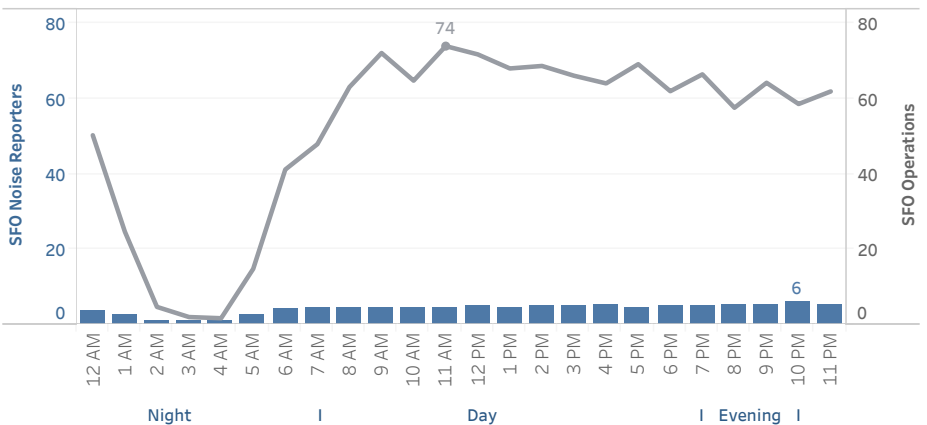
TAI560
UAL1141
UAL1272



© 2026 Mapbox © OpenStreetMap

Hourly Noise Reporters (Average Day in a Month)

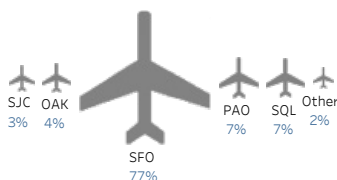
Noise Reports All
Operations



Source: SFO Intl Airport Noise Monitoring System

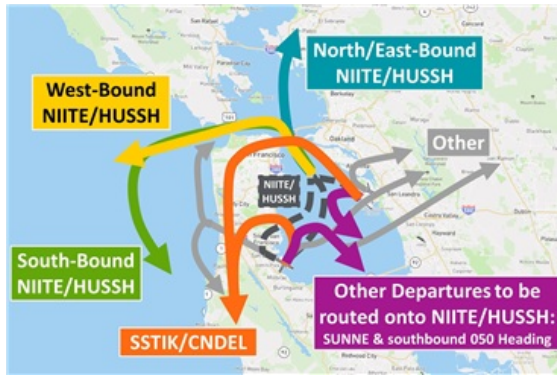
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

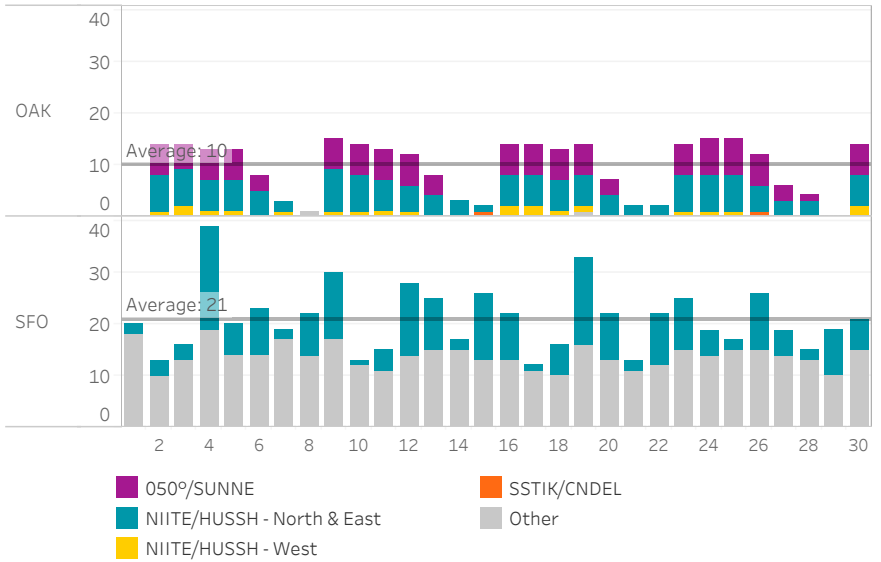


99% of noise reports correlate to a flight origin/destination airport.

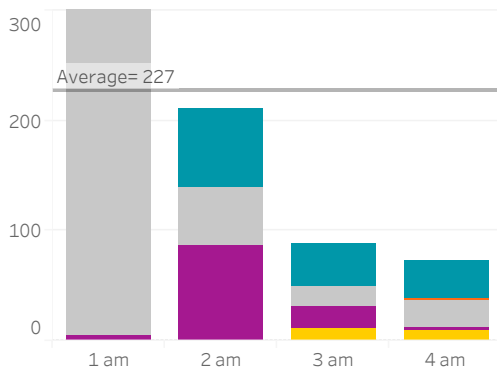
NIITE to GOBBS 1 am to 5 am (June 2026)



Count of Departures per Night



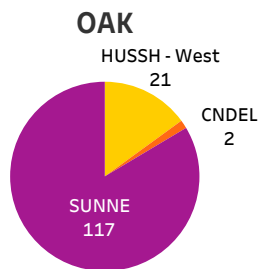
Average Total Departures per Hour



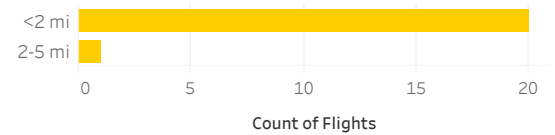
Departure Runway Usage

OAK		SFO	
28L	30	28L	28R
1%	99%	82%	18%

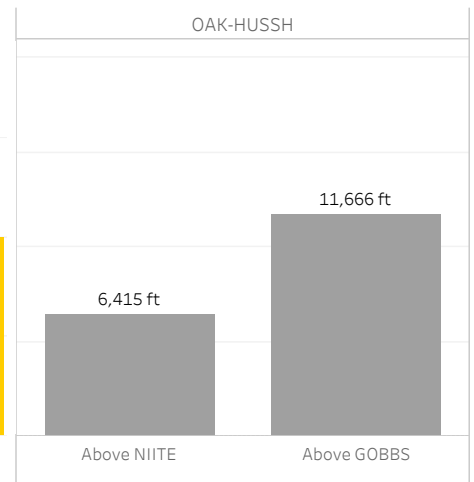
CNDEL and SSTIK Departures vs HUSSH and NIITE



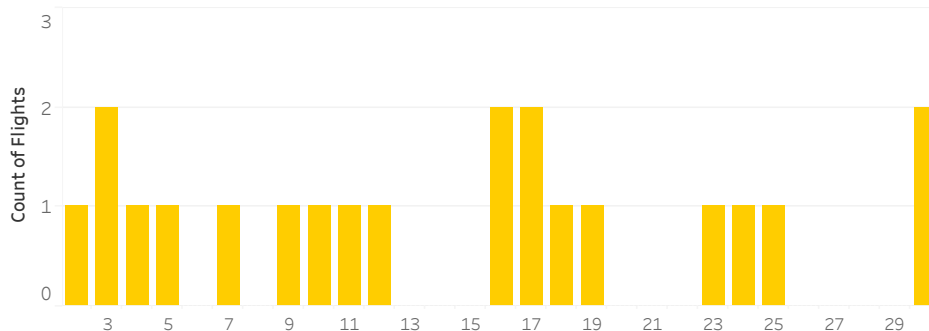
How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



NIITE/HUSSH - West



Noise Insulation Program (NIP) Roundtable Program Overview

August 5, 2026



AGENDA

1

Repair and/or Replacement Initiative (RRI)

2

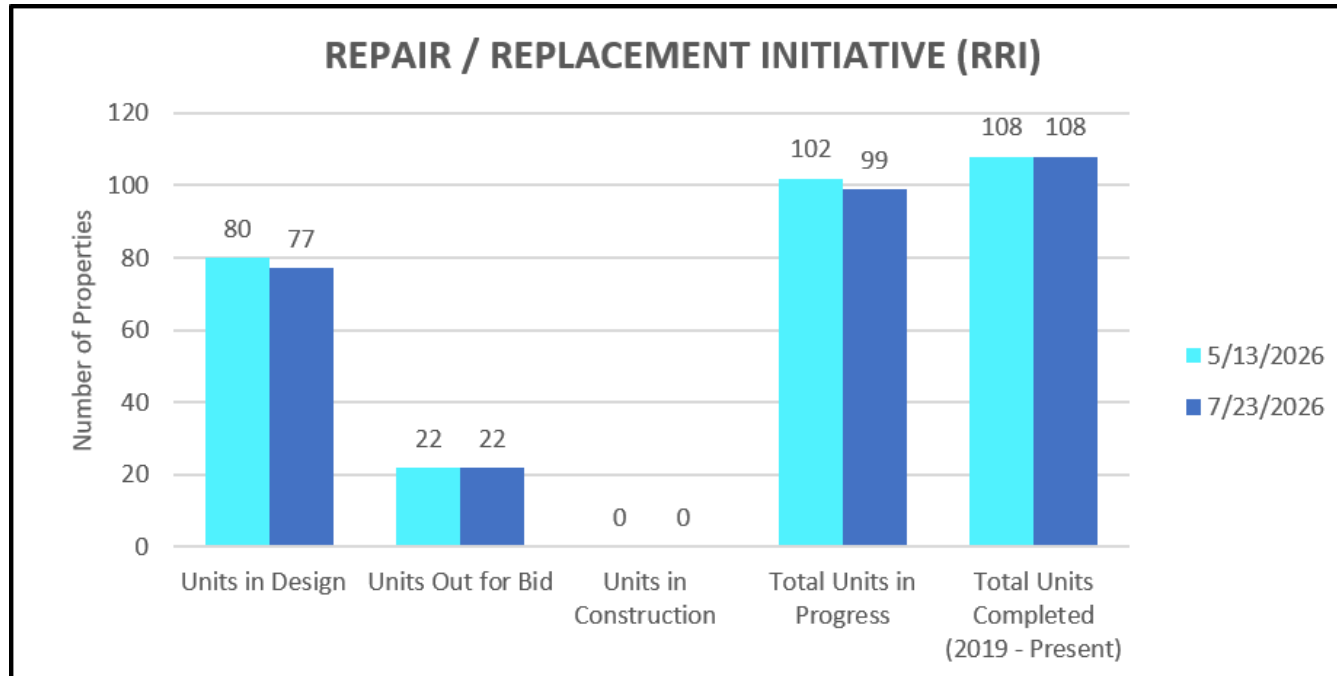
Second Chance Initiative (SCI)

3

Expanded Eligibility Initiative (EEI)

REPAIR/REPLACEMENT INITIATIVE (RRI)

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



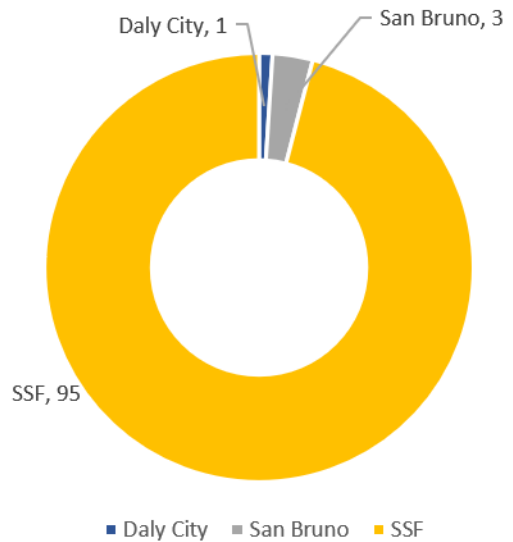
Additional Facts

- Total Potentially Eligible Properties: **3575**
- Total Applications Received: **1064**
- Homeowner Satisfaction Rate: **90%**

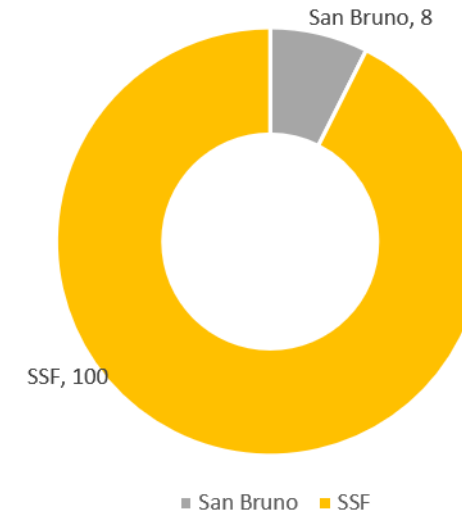
REPAIR/REPLACEMENT INITIATIVE (RRI)

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

RRI - 99 Properties in Progress

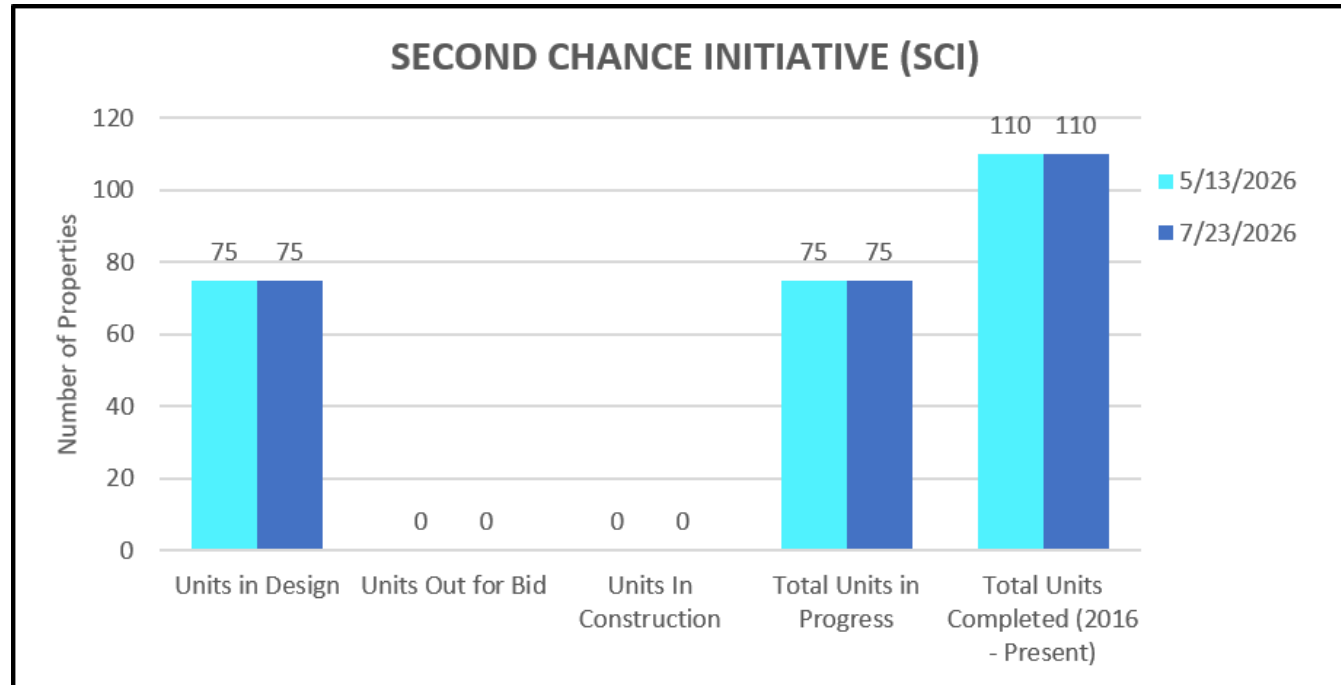


**RRI - 108 Completed Properties
2019 - Present**



SECOND CHANCE INITIATIVE (SCI)

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



Additional Facts

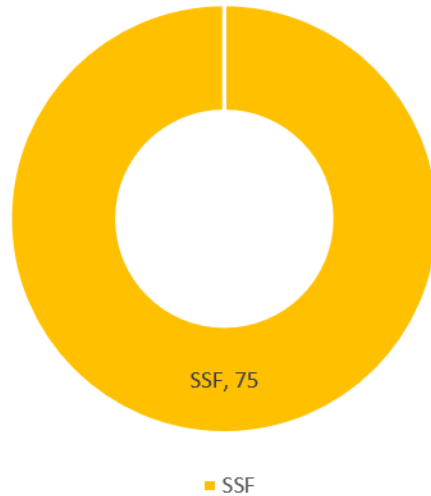
- Total Potentially Eligible Properties: **284**
- Total Applications Received: **714**
- Homeowner Satisfaction Rate: **97.14%**

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

SECOND CHANCE INITIATIVE (SCI)

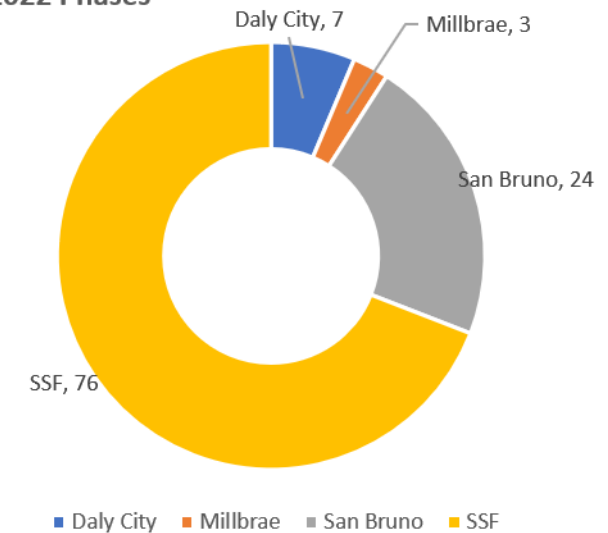
Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP

SCI - 75-unit Apartment Complex in Progress
2025 Phase



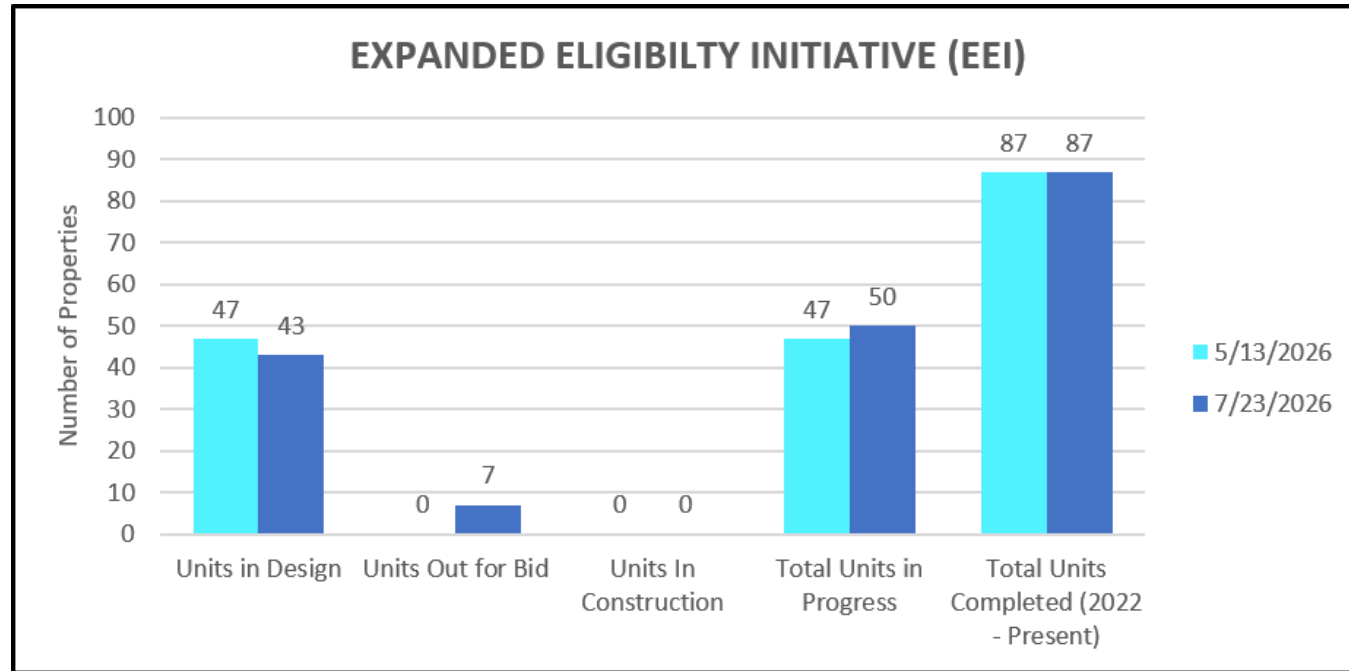
*Note: 75-unit
apartment
building
added to NIP
in Oct/2025*

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



EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993



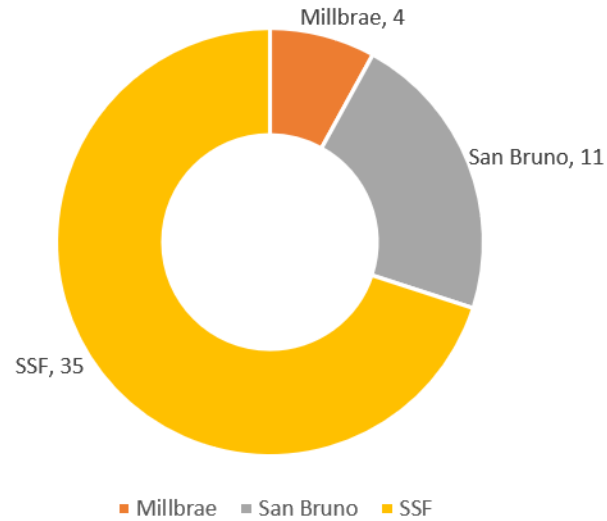
Additional Facts

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

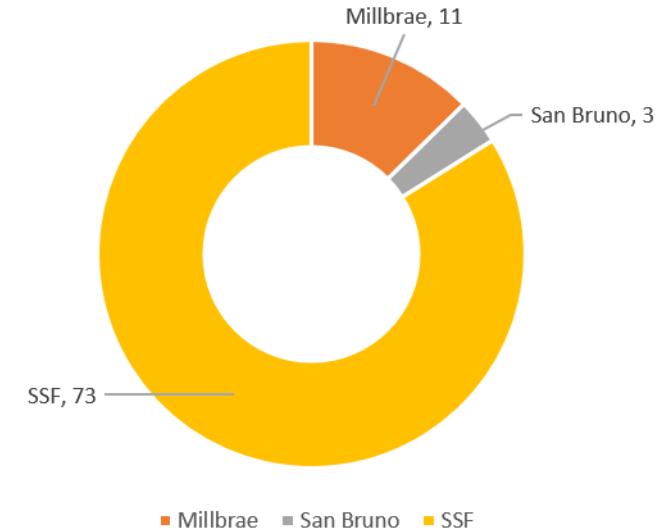
EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

EEI - 50 Properties in Progress
2024 & 2025 Phases



EEI - 87 Completed Properties
2022 Phase





MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties
From: Jason R. Stoddard, Senior Airspace Analyst
Eugene M. Reindel, Vice President
Date: June 3, 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, 2 updates for OAK, and 1 update for SJC. There are currently two open comment periods. The next publication is expected on June 11, 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 ILS or LOC RWY 19L, AMDT 23A
 - Published
 - Publication date of May 14, 2026
- SFO SAN FRANCISCO FIVE DEPARTURE
 - Published
 - Publication date of May 14, 2026
- OAK NIMITZ SIX DEPARTURE
 - Published
 - Publication date of May 14, 2026
- SJC ILS OR LOC RWY 30L, AMDT 26A
 - Pending
 - Publication date of Jun 10, 2027
- OAK SID CNDEL SIX (RNAV)
 - Under Development
 - Publication date of Oct 29, 2026
- SFO QUIET BRIDGE VISUAL RWY 28R
 - Awaiting Publication
 - Publication date of Jul 9, 2026
- OAK SID HUSSH THREE (RNAV)
 - Under Development
 - Publication date of Oct 29, 2026

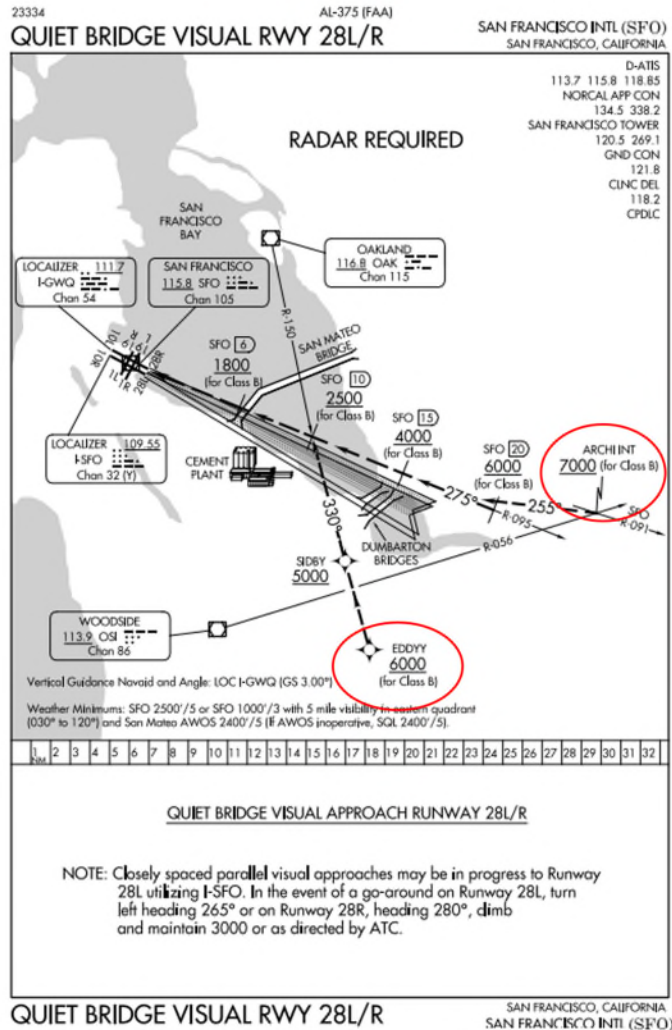
*Additional information regarding the contents of the pending updates will be available when the updated procedures enter the comment period. This typically occurs 2-4 months prior to the proposed publication date.

Open Comment Periods:

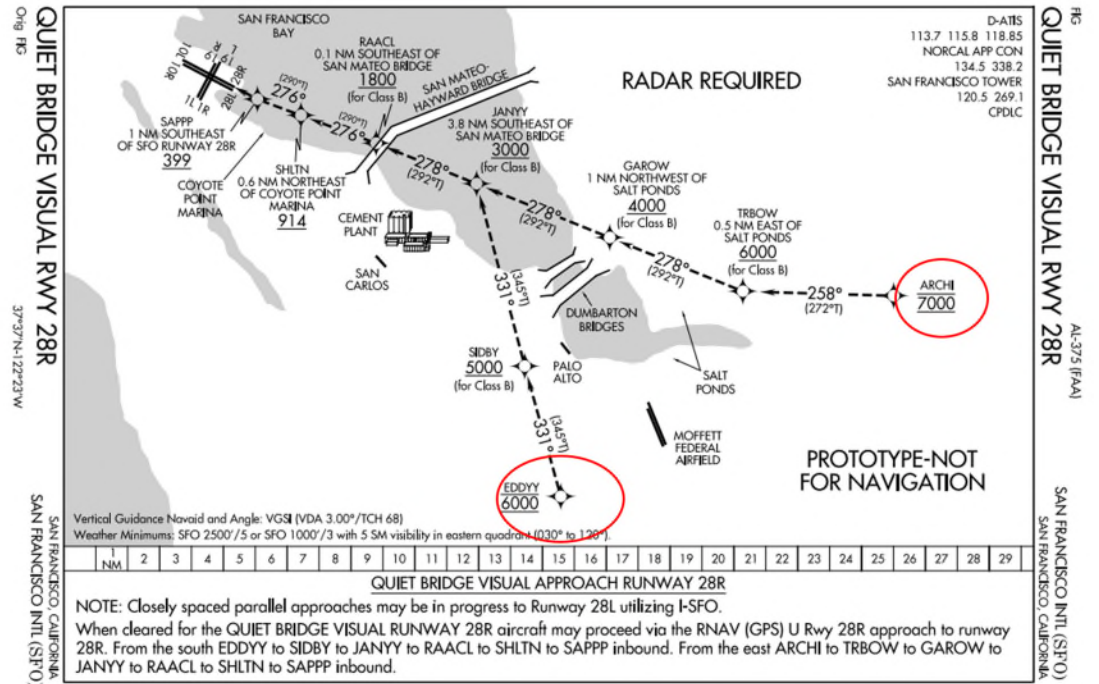
- SFO QUIET BRIDGE VISUAL RWY 28R NIGHT EVAL
 - Quiet Bridge Visual to Runway 28R authorized as a Charted Visual Flight Procedure (CVFP) or includes a “Fly Visual” Segment and as such, requires a night evaluation.
 - Comment period is administrative in nature and does not change flight paths or altitudes
 - Comment period ends June 30, 2026
- SFO RNAV (GPS) U RWY 28R ORIG
 - Comment period extended due to the removal of procedural waivers from the package
 - Comment period extension is administrative in nature and all details regarding approach remain the same as described in the May 6th IFP Gateway Memo
 - Comment period ends June 30, 2026

SFO Quiet Bridge Visual Runway 28R

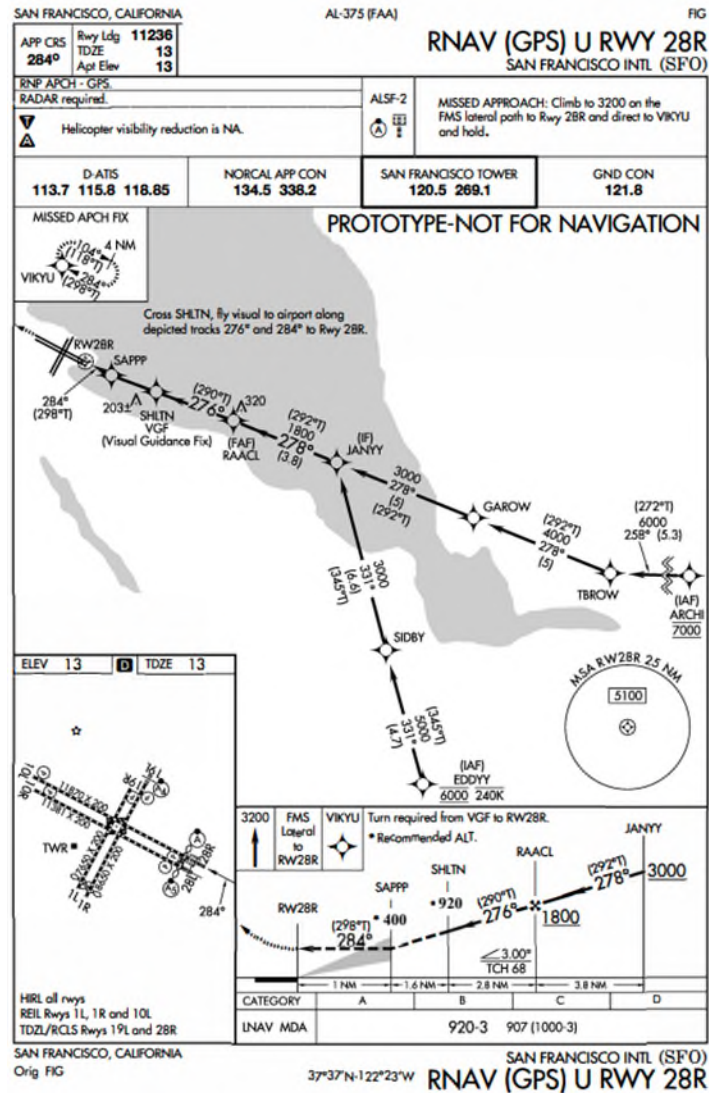
Existing



New



SFO RNAV (GPS) U RWY 28R





MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties
From: Jason R. Stoddard, Senior Airspace Analyst
Eugene M. Reindel, Vice President
Date: July 2, 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, 3 updates for OAK, and 1 update for SJC. There are currently no open comment periods. The next publication is expected on July 9th, 2026.

Important Terms and Items:

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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 RNAV (GPS) U RWY 28R
 - Awaiting Publication
 - Publication date of July 9, 2026
- SFO RNAV (RNP) Z RWY 10R AMDT 2B
 - Under Development
 - Publication date of Oct 29, 2026
- OAK NIMITZ SEVEN DEPARTURE
 - Under Development
 - Publication date of Oct 29, 2026
- SJC RNAV (GPS) Y RWY 30L AMDT 4B
 - Pending
 - Publication date of Jun 10, 2027
- SFO (RNAV) GPS Y RWY 10R AMDT 2B
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID KATFH FOUR (RNAV)
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID NUEVO NINE
 - Under Development
 - Publication date of Oct 29, 2026

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

Open Comment Periods:

- None



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Burlington, MA 01803
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MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: July 30, 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 4 updates for SFO, 2 updates for OAK, and 1 update for SJC. There are currently no open comment periods. The next publication is expected on August 6th, 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
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 - STAR: Standard Terminal Arrival Route
 - SID: Standard Instrument Departure
 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- 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 RNAV (GPS) RWY 19L, AMDT 4A
 - Under Development
 - Publication date of Dec 24, 2026
- SFO RNAV (GPS) Y RWY 10R, AMDT 2B
 - Under Development
 - Publication date of Dec 24, 2026
- OAK SID QUAKE THREE
 - Under Development
 - Publication date of Oct 29, 2026
- OAK SID SALAD SIX
 - Under Development
 - Publication date of Oct 29, 2026
- SJC RNAV (GPS) Y RWY 30R AMDT 4C
 - Pending
 - Publication date of Jun 10, 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:

- None



Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
August 5, 2026



Noise Office Items

Runway 01R/19L Update

- Delay reduction measures being applied starting August 15 with stagger-by arrivals in good weather.
- Offset arrivals may resume on August 15 in good weather.

Thank you





June 29, 2026

TO: Members of the SFO Roundtable

FROM: Vanessa Lee, SFO Roundtable Coordinator

RE: Approve Final Fly Quiet 2.0 Program Framework and Recommendations

BACKGROUND

In June 2025, the San Francisco International Airport (SFO) Community Roundtable initiated a comprehensive review of the Fly Quiet Program (FQP) to strengthen its effectiveness in reducing aircraft noise in surrounding communities. Over the past year, the Technical Working Group (TWG) reviewed the existing FQP, examined comparable airport programs, solicited input from Roundtable members and the public, and worked collaboratively with SFO staff, SFO air traffic consultant, Aviation-Impacted Community Alliance (AICA)¹, and the Roundtable's technical consultant to develop the proposed FQP 2.0.

Throughout this process, the TWG recognized that while many aircraft noise mitigation measures benefit surrounding communities, historically, not all were appropriate for inclusion in the Fly Quiet Program. As a result, the AICA developed an evaluation framework for TWG to determine those elements in which the aircraft operator has a major role in implementation and, therefore, should (i) be included in the program, (ii) should continue to be tracked as Noise Abatement Procedures (NAPs), or (iii) should remain future Roundtable Work Plan items.

OVERVIEW

As part of the Fly Quiet Program review, the Technical Working Group convened two publicly noticed meetings to further evaluate the proposed FQP 2.0 and resolve outstanding technical questions.

The group evaluated each proposed FQP 2.0 proposed element using the following framework designed to ensure that FQP recognizes voluntary aircraft operator actions that provide meaningful and measurable community noise benefits:

- Degree of aircraft operator influence
- Ability to objectively measure and attribute performance
- Potential to provide meaningful aircraft noise reduction ($\geq 3\text{dB}$)
- Frequency of use
- Communities benefiting from the procedure, including equitable coverage
- Overall suitability for inclusion in FQP 2.0

¹ AICA is a bipartisan national coalition of more than 90 local and national organizations whose lived experience with aviation noise, emissions, and safety impacts informs its work. AICA advocates for responsible policies that reduce noise and health impacts while ensuring the safe management of the National Airspace System. <https://aviationimpactedcommunities.org/>.

Using this framework, each proposed FQP 2.0 element was categorized as either a Fly Quiet Program element, a Noise Abatement Procedure (NAP) or SFO Rules & Regulations to be tracked separately, or a future Work Plan item requiring additional evaluation. *The focus of the recommended action is to approve FQP 2.0 elements only.*

RECOMMENDATION

Based on the evaluation framework and technical review, the Technical Working Group recommends the following elements for inclusion in FQP 2.0. Elements marked “Conditionally recommend” meet the framework criteria but are subject to an outstanding issue (which will be discussed during the meeting).

- Shoreline TRUKN Departure: Conditionally recommended to encourage departure procedures that maximize over-water routing and reduce noise exposure to shoreline communities, including Brisbane, San Bruno, and South San Francisco.
- GAP SNTNA – (Day): Conditionally recommended to encourage aircraft to remain over the Pacific Ocean as long as practicable before turning inland, reducing noise exposure to Pacifica, Daly City, Half Moon Bay, San Bruno and South San Francisco.
- GAP Oceanic Departure: Conditionally recommended to encourage higher climb profiles that reduce aircraft noise near the airport including Brisbane, San Bruno, South San Francisco, and Pacifica.
- Ground Engine Run-Ups: Recommended to encourage compliance with SFO’s Rules and Regulations governing aircraft engine run-up maintenance operations, reducing noise exposure from ground-based operations in the communities of Brisbane, San Bruno, South San Francisco and Burlingame.
- Fleet Noise Certification Departures: Recommended to encourage airlines to operate quieter aircraft and engine combinations at SFO as part of continued fleet modernization, which results in reduced departure noise exposure to all Roundtable communities.
- Arrivals Procedure Noise and Fleet: Recommended to encourage quieter arrival practices by recognizing airlines that demonstrate lower measured aircraft noise along primary Peninsula arrival procedures (SERFR, BDEGA peninsula, and PIRAT) on 28L.
- Airline Engagement: Recommended as a scored program element to encourage airlines to actively support the SFO Fly Quiet Program through pilot training, operational collaboration, implementation of requested operational improvements, and participation in SFO Roundtable meetings.

CONCLUSION/ NEXT STEPS

The proposed Fly Quiet Program 2.0 represents more than a year of collaboration among the Technical Working Group, SFO staff, AICA and technical consultants, Roundtable members, and the public. By focusing on measurable pilot and airline actions that provide meaningful community noise benefits, the proposed program establishes a stronger and more transparent framework for recognizing voluntary noise reduction efforts from the aircraft operators while creating a process for continuous evaluation and future improvement.

Following Roundtable approval, SFO staff will implement FQP 2.0 and begin collecting operational data in accordance with the approved evaluation methodology. SFO staff will propose scoring methodology for review by the TWG and the Roundtable’s technical consultant as part of FQP 2.0 implementation.

The recognition component of the Fly Quiet Program will be developed following implementation of the updated program. After sufficient operational data has been collected, the Technical Working Group will evaluate program results and return to the Roundtable with recommendations regarding scoring methodology, aircraft operator (airline) recognition criteria and awards prior to issuing any formal recognitions.

SFO Fly Quiet Program 2.0

SFO Roundtable

Technical Working Group Recommendation

August 5, 2026

Framework Principles for Evaluating FQP Elements

Incentivize actions that pilots and airlines can influence and that provide meaningful community noise reduction

Meaningful Noise Reduction (≥ 3 dB)

Meaningful noise reduction with equitable community coverage

Pilot/Airline Influence

Focus on actions that pilots and airlines can influence

Specific & Actionable

Each element measures a distinct, attributable behavior that is actionable

Scoring & Recognition

Score elements independently; recognize achievement, not rank alone

Learning & Discussion

Use data to identify patterns & discuss improvement opportunities with airlines

Program Decisions

Use findings to guide program decisions and future work plans

Noise Reduction Evaluation Framework

Noise Reduction Opportunities

Meaningful opportunities to reduce SFO aircraft noise



Screening Questions (1)

- 1) Who has control?
- 2) Is it likely to reduce noise?
- 3) Who benefits?

Evaluation Outcome

Fly Quiet Program	NAPs SFO Rules & Regulations	Potential Work Plan Items
• Pilot and airline actions • Voluntary participation	• ATC-managed NAPs • SFO Rules & Regulations • Required compliance	• Opportunities for future evaluation and development
SCORE	TRACK	EXPLORE

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Noise Reduction Evaluation Framework

Noise Reduction Opportunities

Meaningful opportunities to reduce SFO aircraft noise

Screening Questions (1)

- 1) Who has control?
- 2) Is it likely to reduce noise?
- 3) Who benefits?

Framework Results

Today's
Focus



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Element Evaluation Framework

SECTION 1: CONTROL	
Who Has Control?	ATC / Airline / Pilot / Other
Pilot/Airline Control Level	High / Medium / Low / None
SECTION 2: EFFECTIVENESS & BENEFITS	
Time of Day	Day (7am-10pm) / Night (10pm-7am)
How it Reduces Noise	Higher altitude, over water, early turns, reduced thrust, etc.
Usage Volume	High / Medium / Low, H: ≥ 150 /day, M: 50-149/day, L: <50 /day
Communities Benefiting	Identify benefiting communities
Overall Benefit	High / Medium / Low (combines noise reduction, communities benefiting, and usage volume)
Clarifications	Additional information needed

Estimated Usage of SFO Procedures

Daily averages estimated based on 9 months of data (Jun. 2025-Feb. 2026) published in Airport Director's reports

AVERAGE DAILY DEPARTURES				
GAP	SSTIK	NIITE	TRUKN R1	TRUKN R28
136 Range: 116-151	155 Range: 137-172	51 Range: 36-60	203 Range: 187-216	15 Range: 5-54

AVERAGE DAILY ARRIVALS			
BDEGA	DYAMD	SERFR	PIRAT
166 Range: 141-193 ●Down the Bay: 54/day (46-63) ●Peninsula: 112/day (87-131)	213 Range: 192-226	150 Range: 142-157	38 Range: 33-43

Candidate Elements: Evaluated and Not Included in FQP

Element	Conclusion
SSTIK (DEP)	ATC-controlled , Work Plan
NIITE HUSSH (DEP)	ATC-controlled , Track Compliance
Gap Early Turns (DEP)	ATC-controlled , NAP
GAP SNTNA Night (DEP)	ATC-controlled , NAP
Oceanic Woodside (ARR)	ATC-controlled , Work Plan
Noise Exceedance Ratings (DEP)	Not specific and actionable. Mixes multiple NAP and non-NAP procedures. Noise evaluation incorporated into 3 FQP elements.
Early Turns to 28L/R (ARR)	ATC-controlled , Work Plan
BDEGA Down the Bay (ARR)	ATC-controlled , Work Plan
Nighttime 28R (ARR)	ATC-controlled , NAP
Offset 28R approach	ATC-controlled , NAP (soon after July 30, QBridge RNAV offset expected)

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FQP 2.0 Elements

1. Shoreline TRUKN – Conditionally Recommended	DEP
2. Gap SNTNA – Day – Conditionally Recommended	DEP
3. Gap Oceanic – Conditionally Recommended	DEP
4. Ground Engine Run-Ups	GBN
5. Fleet Noise Certification	DEP FLEET
6. Arrivals Procedure Noise and Fleet – Conditionally Recommended	ARR FLEET
7. Airline Engagement	ALL

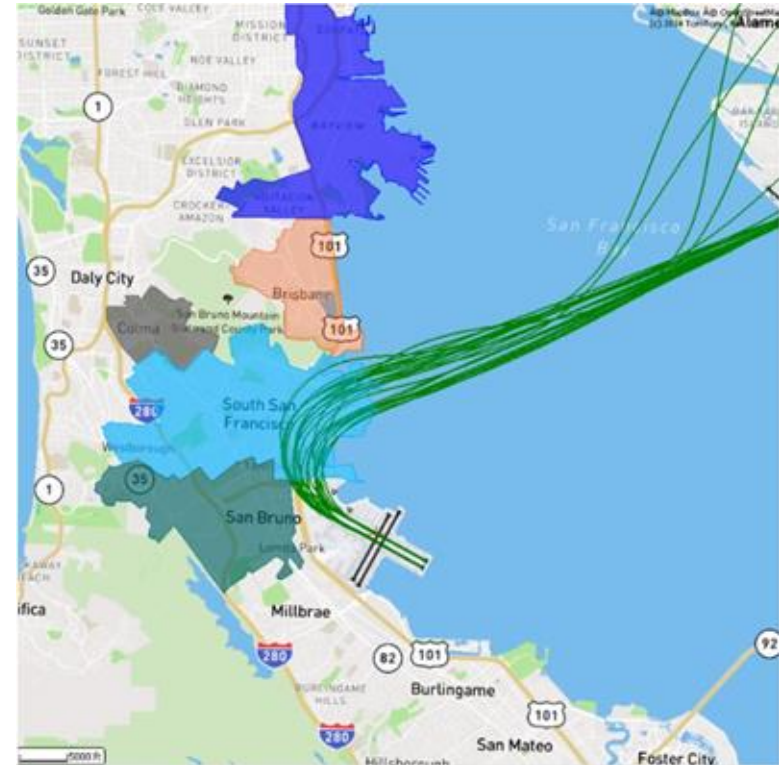
Source: AICA

1. Shoreline TRUKN - DEP

Purpose: Encourage turning right as soon as possible after departing Runways 28L/R to avoid shoreline cities

Assessment: Evaluate turn location of actual departures

Note: Conditionally Recommended:
Remove from FQP if turn location is entirely controlled by FAA or ATC (including runway departure assignment)

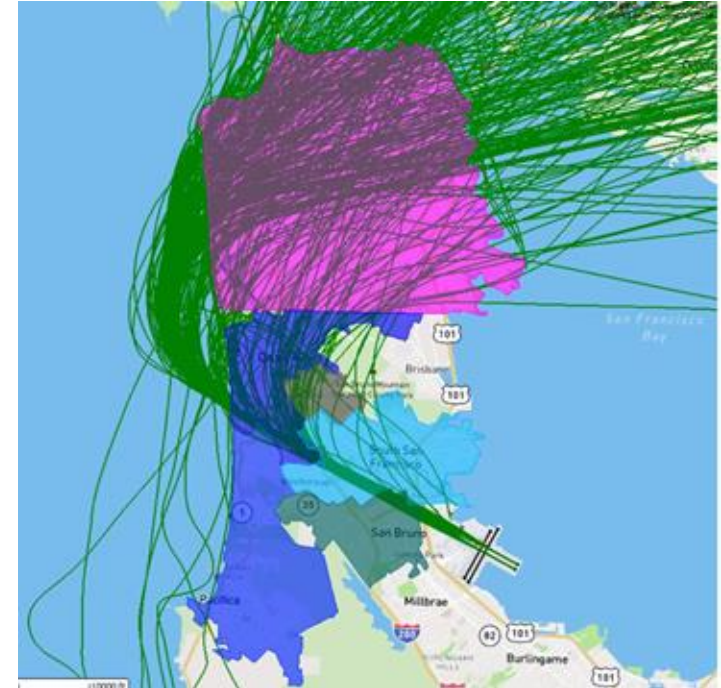


2. Gap SNTNA DAY – DEP

Purpose: Encourage pilots to remain on SNTNA Departure Procedure until over the Ocean and stay over the Ocean until north end of the Golden Gate Bridge

Assessment: Assess % of non-compliance (before 6 nm, before Golden Gate) due to pilot requests

Note: Conditionally Recommended: Measure compliance rates with no early turns before Ocean and after 6 nm gate and/or Golden Gate Bridge. Remove from FQP if SFO shows compliance is $\geq 95\%$. Keep if below 95% and listen to ATC radio exchanges for non-compliant flights to determine if turns were pilot requested



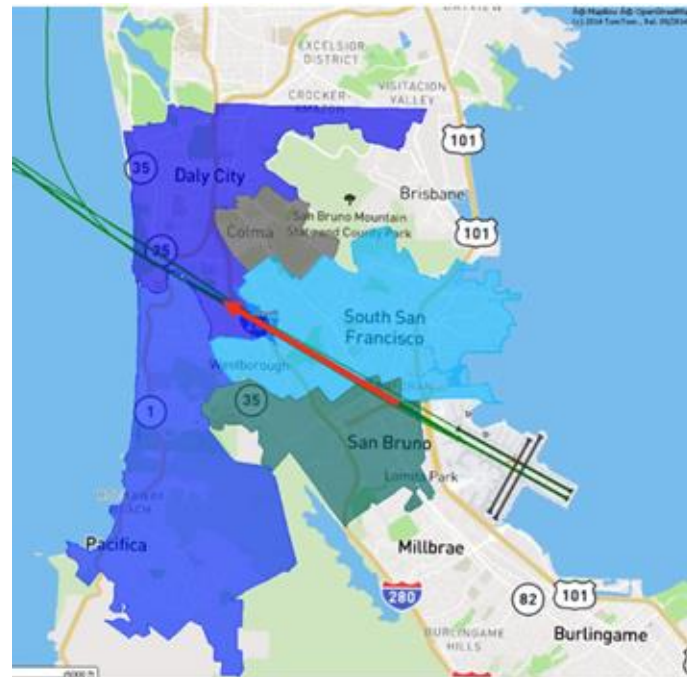
3. Gap Oceanic - DEP

Purpose: Encourage pilots to climb as fast as possible to 3,000 ft then reduce power

Assessment:

- Determine NADP policy differences and usage across airlines
- Measure noise at different gates using appropriate monitors for different aircraft types and destinations to detect differences across airlines

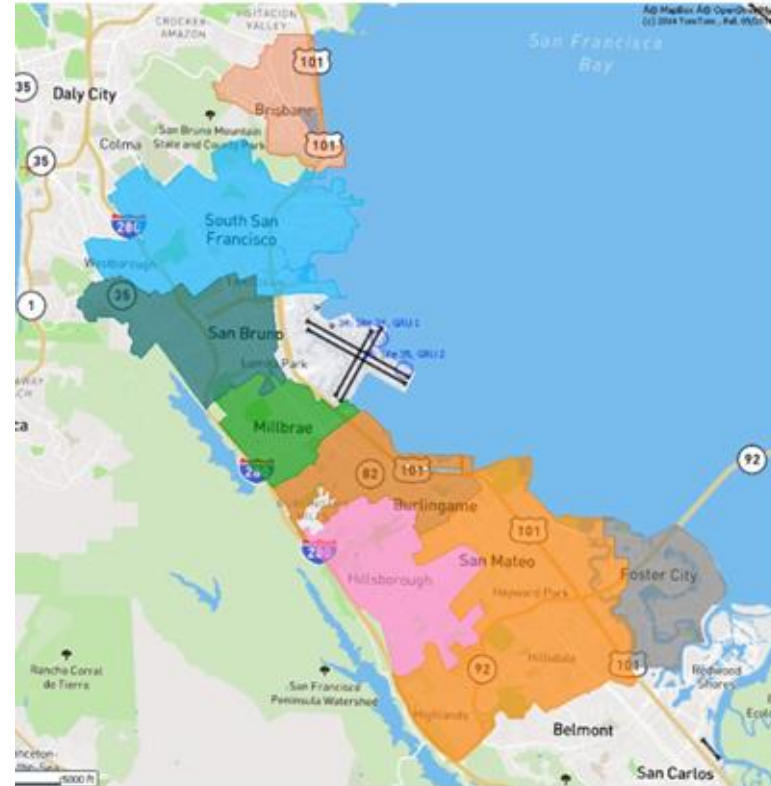
Note: Conditionally Recommended: Evaluate noise level changes by community before incentivizing airlines to climb as fast as possible to avoid unintended noise shifting



4. Ground Engine Run-ups – GBN

Purpose: Encourage airlines to follow SFO Rules and Regulations when doing aircraft engine run-up maintenance operations

Assessment: Determine compliance with SFO Rules & Regulations for engine run-ups



5. Fleet Noise Certification - DEP FLEET

Purpose: Report the relative and absolute noise-certification quality of each airline's fleet operating at SFO to recognize airlines with quieter, newer aircraft

Assessment: Determine aircraft type and engine type of each airline's fleet and estimate noise based on actual departure operations

Note: Fleet noise is noise certification data submitted by aircraft airframe and engine manufacturers (see appendix). Certification data does not represent actual noise, especially for arrival cities where aircraft configuration and thrust differ substantially from certification conditions

- Arrivals noise is covered under Arrivals Proc. Noise & Fleet FQP element
- Fleet noise is also included for future work plan consideration to evaluate the correlation between actual noise recordings and engine noise certification at different distances from SFO

6. Arrivals Procedure Noise and Fleet - ARR FLEET

Purpose: Encourage quieter ops practices and fleet using actual noise measurements

Assessment: Measure actual aircraft noise for each of 3 SFO arrival procedures using representative Peninsula noise monitor(s), including coverage of the East Palo Alto/Menlo Park area

1. Compare noise across aircraft types to inform fleet modernization (*Recommended*)
2. Compare noise across airlines for the same aircraft type to identify best-in-class operating practices (*Conditionally Recommended*)

Note: Assessment 1 is approved without condition. Assessment 2 is **Conditionally Recommended** and will be removed if data analysis does not reveal differences across airlines for same aircraft type and similar timing of operations

Evaluating actual noise levels for each of the three SFO arrival procedures (SERFR, BDEGA peninsula, and PIRAT) over Peninsula cities will provide FQP coverage for ~50% of SFO arrivals. Limit evaluation to 28L landings to reduce variability due to runway distance from the shoreline

7. Airline Engagement

Purpose: Encourage airlines to adopt FQP elements and collaborate with SFO to support continuous improvement of the Program

Assessment: Evaluate how airlines support implementation of the FQP through actions such as integrating FQP elements and NAPs into pilot training, participating in collaborative SFO discussions, and implementing operational improvements informed by FQP reporting

Scoring and Reporting of FQP Elements

Scoring Principles:

- Score each FQP element independently
 - No summing or averaging scores across FQP elements
- Use Pass/Fail scoring whenever possible to delineate results
- For noise-based comparisons, use a minimum 3 dB difference as the threshold for a meaningful distinction

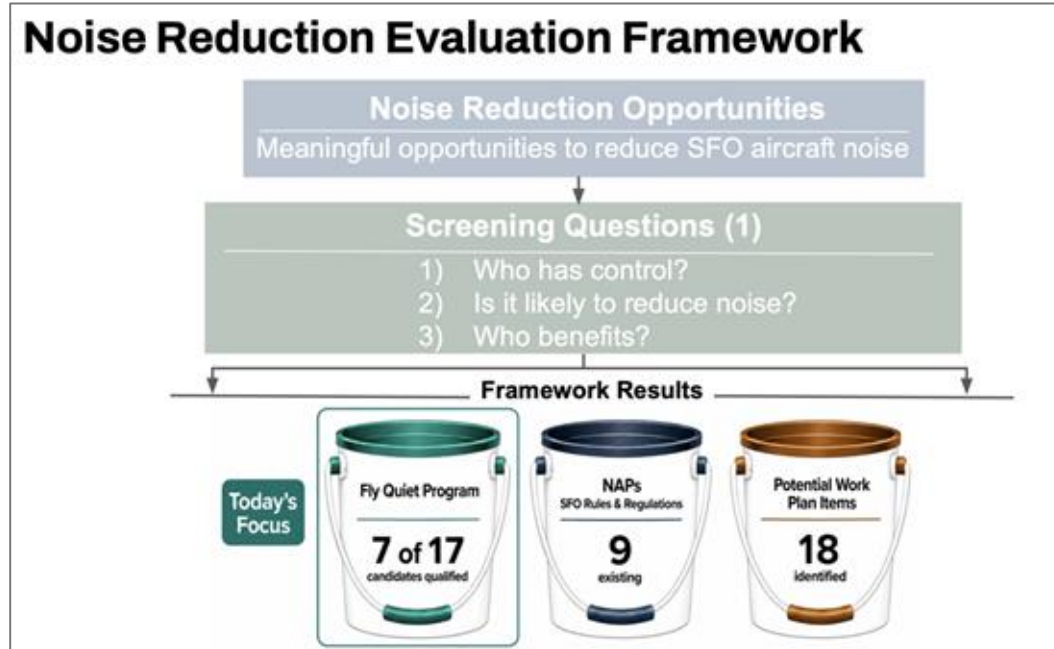
Scoring Methodology: Develop and test scoring rules using actual SFO operations data (iterate as necessary). See illustrative scoring in the Appendix.

Reporting: Publish results for each FQP element, including airline rankings. Provide an airline summary listing its results for each FQP element

Next Step: Convene TWG to review and finalize scoring of each element

Recommended Action

■ Approve the Seven Fly Quiet Program Elements



Appendix

- Evaluation Framework for FQP Elements
- Community Coverage by FQP Element
- Illustrative FQP Scoring of Each Element
- Community Coverage by NAPs, and SFO Rules & Regulations
- Potential Work Plan Items
- Aircraft Noise Certification Background Information
- Evaluating Fly Quiet Programs and NAPs

Evaluation Framework for Fly Quiet Program Elements

Element		SECTION 1: Control		SECTION 2: Effectiveness & Benefits				Potential Work Plan	NAP or SFO R&Rs
Name	Type	ATC Control	Pilot/Airline Control	Time of Day	How It Reduces Noise	Usage Volume	Communities Benefiting		
Shoreline (TRUKN)	DEP	TBD	TBD	Day	See Note 1	M	See Note 2	Yes	No
Gap SNTNA - Day	DEP	Primary	Partial - L	Day	""	L	""	Yes	NAP
Gap Oceanic	DEP	Primary	Partial	Both	""	M	""		No
Ground Engine Run-Ups	GBN	None	Full	Both	""	M	""	Yes	SFO
Fleet Noise Certification	DEP FLEET	None	Full	Both	""	H	""	Yes	No
ARR Proc. Noise & Fleet	ARR FLEET	Some	Some	Both	""	H	""	Yes	No
Airline Engagement	ALL	NA	Full	NA	NA	NA	ALL		No

7 TOTAL

Note 1: See FQP Element slides in August 5, 2026 SFO-RT Presentation

Note 2: See Community Coverage by FQP Element chart in the August 5, 2026 SFO-RT Presentation Appendix

Gold Color = Conditionally Recommended, ARR Proc. Noise & Fleet is Partial Conditionally Recommended

Community Coverage by FQP Element

City	Shoreline TRUKN	Gap SNTNA Day	Gap Oceanic	Ground Engine RUs	Fleet Noise Cert	ARR Proc Noise & Fleet	Airline Engmt	TOTAL
	DEP	DEP	DEP	GBN	DEP FLEET	ARR FLEET	ALL	
Atherton						X	X	2
Belmont							X	1
Brisbane	X	X			X		X	4
Burlingame				X	X		X	3
Colma		X			X		X	3
Daly City		X	X		X		X	4
East Palo Alto						X	X	2
Foster City						X	X	2
Half Moon Bay							X	1
Hillsborough				X	X		X	3
Menlo Park						X	X	2
Millbrae				X	X		X	3
Pacifica		X	X		X		X	4
Portola Valley						X	X	2
Redwood City						X	X	2
San Bruno	X	X	X	X	X		X	6
San Carlos							X	1
San Francisco		X			X		X	3
San Mateo				X		X	X	3
SS Francisco	X	X	X	X	X		X	6
Woodside						X	X	2
# Covered	3	2	2	5	5	8	21	

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Illustrative FQP Scoring of Each Element

- **Shoreline TRUKN:** Points based on turn location
 - Good: most points. Marginal: some points. Poor: no points.
 - Is $\frac{1}{8}$ of a mile east or west of 101 a reasonable reference distance for the turn? Actual turn data should inform the distance selected for the ratings.
- **GAP SNTNA Day:** Points based on pilot requests for early turns
 - Negative points based on % of early turn requests. No positive points for not requesting. Use % of early turn requests per airline's usage of the procedure
 - 2 separate requests: before Ocean, before north end of Golden Gate Bridge
- **GAP Oceanic:** based on aircraft type and destination (short-haul, medium-haul, long-haul, ultra long-haul)
 - Points for using specified NADP: 100% usage: most points, 50-75% usage: some points; <50% usage: no points
 - Points based on airline's noise levels per gate. Most points: within 3 dB of least noisy; Some points: within 3-6 dB of least noisy; No points: At least 6 dB higher than least noisy. Number of gates along departure path should be based on meaningful noise reductions (min 3 dB) between gates.

Illustrative FQP Scoring of Each Element, Cont.

- **Ground Engine Run-Ups:** Points based on compliance with SFO Rules & Regulations during the day and at night.
 - Points if 100% of run-ups done during the day (7am-10pm)
 - Negative points for unauthorized at night or longer than 5 min in daytime or not in designated area
- **Fleet Noise Certification:** Points based on actual DEP operations and aircraft type/engine type configuration
 - Set maximum standard based on certification data. The quieter value at the takeoff measurement, the more points. Double points for each 3 dB reduction. Negative points for Stage 3 aircraft. Normalize results to each airline's actual operations.
- **Arrivals Procedure Noise and Fleet:** Procedure-specific points for Runway 28L arrival operations for SERFR, BDEGA Peninsula, and PIRAT
 - Based on actual noise recordings across the Peninsula, including the East Palo Alto/Menlo Park area
 - Points for the best-in-class op practice (same aircraft type, different airlines). Look at noise distribution in 3 dB increments and normalize results to each airline's actual procedure usage.
 - Points for quieter aircraft types (across airlines). Look at noise distribution in 3 dB increments and normalize results to each airline's actual procedure usage. Set maximum standard

Illustrative FQP Scoring of Each Element, Cont.

- **Airline Engagement:** Evaluate engagement using multiple metrics with different point values
 - High points: Demonstrate integration of SFO FQP and NAPs in initial and recurring pilot training:
 - Content (provide copy of materials)
 - Frequency (provide training dates)
 - Volume/duration (provide time spent)
 - Pilot coverage
 - High points: Implement operational improvements such as FMS reprogramming and policy changes when requested by SFO
 - Medium points: Participate in FQP Focus Group virtual briefings
 - Medium points: Participate in collaborative FQP meetings when requested by SFO
 - Low points: Review the FQP dashboard/reporting site at least once per quarter

Community Coverage by Noise Abatement Procedures and SFO Rules & Regulations

Community Coverage by Noise Abatement Procedures (NAP) and SFO Rules & Regulations													
City									SFO Rules & Regulations			TOT FQP	TOT*
	Gap Early Turns	Gap SNTNA Day#	Gap SNTNA Night	Heading 050	NIITE HUSSH	Offset Appr 28R	Prefer Night 28R	TOT NAPs	Ground Engine RUs#	APUs	TOTAL R&R		
	DEP	DEP	DEP	DEP	DEP	ARR	ARR		GBN	GBN			
Atherton												2	2
Belmont												1	1
Brisbane		X	X	X	X			4				4	8
Burlingame									X	X	2	3	4*
Colma		X	X	X	X			4				3	7
Daly City	X	X	X	X	X			5				4	9
East Palo Alto												2	2
Foster City						X	X	2				2	2
Half Moon Bay												1	1
Hillsborough									X	X	2	3	4*
Menlo Park												2	2
Millbrae									X	X	2	3	4*
Pacifica	X	X	X	X	X			5				4	9
Portola Valley												2	2
Redwood City							X	1				2	3
San Bruno	X	X	X	X	X			5	X	X	2	6	12*
San Carlos												1	1
San Francisco		X	X	X	X			4				3	7
San Mateo							X	1	X	X	2	3	5*
SS Francisco	X	X	X	X	X			5	X	X	2	6	12*
Woodside												2	2
# Covered	4	7	7	7	7	1	3		6	6			

Includes noise abatement procedures documented in NCT 7110.65K, May 14, 2026

= NAPs also FQP elements with some pilot control

* = Ground Engine RUs counted 1x in total given exact same definition is repeated in FQP and SFO R&R

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Potential Work Plan Items
Opportunities Identified Through TWG Fly Quiet Program Workshops 1.0 & 2.0
 August 5, 2026

Items are not listed in priority order. They are organized by DEP, ARR, GBN, and ALL ITEMS.

Item	Current Profile	Exploration
Shoreline TRUKN	DEP Not NAP FQP?	- Consider restoring old conventional Shoreline procedure (ATC discussion) - Assess FMS encoding practices across carriers if SFO/consultant data analysis of the turns shows pattern differences across airlines (TWG discussion) - Review oper. considerations for modifying procedure (TWG discussion)
050 Heading	DEP NAP Not FQP	Explore opportunities to extend noise benefits beyond periods when NIITE/HUSSH is available (NAP between 1-5 am), including: (1) establishing an ATC waypoint (fix) in the center of the Bay to support pilot-requested 050 departures, and then (2) evaluating opportunities to expand the use of 050 departures (ATC discussion)
SSTIK	DEP Not NAP Not FQP	Assess FMS encoding of the RNAV SSTIK departure turns for daytime and nighttime operations across carriers, and consider interest in nighttime noise abatement procedure given that NIITE-HUSSH does not start until 1 pm even though this may concentrate traffic (TWG discussion)
Gap Early Turns	DEP NAP FQP	Investigate what triggers early turns (pilot request, traffic, etc.) given the existing 6 nmile DME NAP. Evaluate operationally feasible opportunities to reduce early turns, including ATC denying (ATC discussion)
Gap SNTNA Day	DEP Partial NAP FQP?	- SFO to assess noncompliance levels before the Ocean and GG bridge. If <95%, communicate to ATC to remind controllers of requirements. - Evaluate optyps to expand daytime use of GAP SNTNA procedur., including potential modifications to daytime vectoring, and explore building a daytime NAP beyond the 6 nmile DME gate (ATC discussion)
Fleet Noise Actual	DEP Not NAP Not FQP	Evaluate actual fleet noise performance by measuring aircraft noise at representative monitors for selected departure procedures. Compare the measured noise of the same aircraft type across airlines to identify operational differences, and across aircraft types for the same carrier to better understand the actual fleet noise performance. This complements certification-based fleet noise metrics by using measured operational noise rather than aircraft noise certification data (TWG discussion)
BDEGA Down the Bay (DTB)	ARR Not NAP Not FAQ	Monitor operational usage, consider inclusion in the Noise Abatement Program, and evaluate opportunities for a Down-the-Bay arrival procedure that is not tied to the BDEGA arrival (TWG discussion)
ARR Procedure Noise and Fleet	ARR FLEET Not NAP FQP?	Explore opportunities to strengthen noise monitoring coverage to support measurement of actual aircraft noise for Peninsula arrival procedures

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Item	Current Profile	Exploration
Oceanic Woodside	ARR Not NAP Not FQP	- Explore opportunities for a quieter arrival profile, including optimized descent operations (TWG discussion) - Evaluate impacts on downstream communities of current 3/26/2020 NAP for Oceanic arrivals crossing ARGGG at or above 8000 ft
Offset Approach 28R	ARR NAP FQP?	- Explore opportunities to increase use of the Quiet Bridge Offset (Day) - Track usage trend once the Offset RANV is implemented after July 30, 2026 - Evaluate feasibility of restoring FMS Bridge Visual Offset Approach to 28R (as is or modified version Day and Night) (TWG discussion)
Preferential Night 28R	ARR NAP Not FQP	Evaluate opportunities to increase usage of Runway 28R arrivals at night time when operationally feasible, including through operational tools that support runway sequencing (e.g., ghost target tool), advertising 28R landing, and proposing offset to 28R (ATC discussion)
Early Turns 28L/R	ARR Not NAP Not FQP	Review opportunities to improve compliance with the 9-mile lineup for Runway 28L/R arrivals, including reporting to assess current performance, and identify op. strategies to improve consistency (ATC discussion)
Ground Engine Run-Ups	GBN SFO R&R FQP	Review implementation of the SFO Ground Engine Run-Up Rules and Regulations, including compliance, data collection, reporting needs, and opportunities for program enhancements (TWG discussion)
Auxiliary Power Units (APUs)	GBN SFO R&R FQP	Review implementation of the SFO APU's Rules and Regulations, including compliance, data collection, reporting needs, and opportunities for program enhancements (SFO discussion)
NAP and R&R Compliance Reporting	NAP SFO R&R	Track compliance with Noise Abatement Procedures and SFO Rules & Regulations (Run-ups, APUs) through the Airport Director's Report
Airport Director's Report	ALL ITEMS	Explore opportunities to enhance the Airport Director's Report to improve communication of SFO operational performance and noise-related information in support of Roundtable decision-making
Roundtable Member City Profiles	ALL ITEMS	Develop profiles for each Roundtable member city summarizing relevant overflights, procedures, FQP elements, Noise Abatement Procedures (NAPs), SFO Rules & Regulations, and noise monitoring to support community understanding and informed Roundtable decision-making
Roundtable Training	ALL ITEMS	Explore opportunities to enhance Roundtable member education on the Fly Quiet Program, Noise Abatement Procedures (NAPs), SFO Rules & Regulations, and related topics

Community Coverage by Potential Work Plan Items

Items are not listed in priority order. They are organized by DEP, ARR, GBN, and ALL ITEMS.

City	Shore. TRUKN	Heading 050	SSTIK	Gap Early Turns	Gap SNTNA Day	Fleet Noise Actual	BDEGA DTB	ARR Proc. Noise & Fleet	Oceanic Wood.	Offset 28R	Prefer Night 28R	Early Turns 28L/R	Engine RUs	APUs	NAP R&R Rpts	Dir. Rpt.	TOT
	DEP	DEP	DEP	DEP	DEP	FLEET	ARR	ARR FLEET	ARR	ARR	ARR	ARR	GBN	GBN		ALL	
Atherton						X	X	X								X	4
Belmont												X?				X	1+1?
Brisbane	X	X	X		X	X									X	X	6
Burlingame						X							X	X	X	X	5
Colma		X	X		X	X									X	X	6
Daly City		X	X	X	X	X									X	X	7
East Palo Alto						X	X	X	X							X	5
Foster City						X		X		X	X	X			X	X	7
Half Moon Bay																X	1
Hillsborough						X							X	X	X	X	5
Menlo Park						X	X	X	X							X	5
Millbrae						X							X	X	X	X	5
Pacifica		X	X	X	X	X									X	X	7
Portola Valley						X	X	X								X	4
Redwood City						X	X	X			X	X?			X	X	6+1?
San Bruno	X	X	X?	X	X	X							X	X	X	X	9+1?
San Carlos												X?				X	1+1?
San Francisco		X	X		X	X									X	X	6
San Mateo						X		X			X		X	X	X	X	7
SS Francisco	X	X	X	X	X	X							X	X	X	X	10
Woodside						X	X	X	X							X	5
# Covered	3	7	6+1?	4	7	16	6	6	3	1	3	1+3?	6	6	13	21	

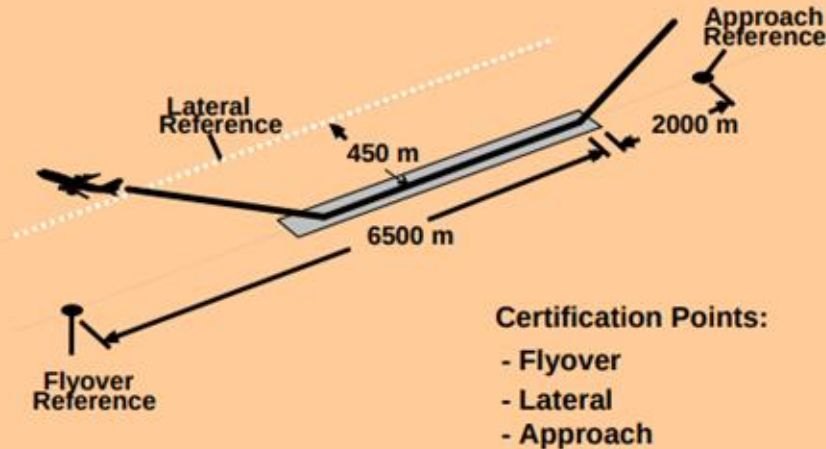
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Aircraft Noise Certification Background Information

Aircraft Noise Certification Measurement Points

Trajectory and Certification Locations



Source: [ICAO Noise Certification workshop 2006](#)

Measurements done close to runways:

- Flyover (DEP): 4 miles from beginning of runway
- Lateral: $\sim \frac{1}{4}$ mile from runway centerline
- Approach (ARR): 1.25 miles from beginning of runway

SFO runway lengths:
between 1.45 and 2.25
miles

Evaluating Fly Quiet Programs and NAPs

Fly Quiet elements are distinct from Noise Abatement Procedures (NAPs).

Evaluation Criterion	Fly Quiet Program	Noise Abatement Procedures
Primary purpose	Incentivize voluntary noise-reducing actions by pilots and airlines	Reduce aircraft noise
Meaningful pilot/airline influence	Essential	Not a defining requirement
Type of measure	Performance-based measure	Procedure compliance
Evaluation approach	Score airline performance	Track operational compliance