SFO COMMUNITY ROUNDTABLE

Meeting Agenda
Regular Meeting

Wednesday, October 7, 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 and August 5, 2026	*Action*	Page 4
5.	Acceptance of SFO's Reports: • Director Report July 2026 • Director Report August 2026 • Airport Noise Insulation Program September 2026	*Action*	Page 14
6.	Acceptance of HMMH FAA IFP Information Gateway: • August 2026 • September 2026	*Information*	Page 36
7.	Approve Final Fly Quiet 2.0 Program Framework and Recommendations	*Action*	Page 43

REGULAR AGENDA

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

8.	Chairperson Update	*Information*	Verbal
9.	SFO International Airport Updates *Mike Nakornkhet, SFO Airport Director* *Bert Ganoung, SFO Aircraft Noise Abatement Manager*	*Information*	Page 74
10.	Approve SFO Community Roundtable FY 26-27 Budget	*Action*	Page 80
11.	Federal Aviation Administration (FAA) Briefing- SFO Parallel Arrival Decision *Zachary McFall, General Manager, Oakland District – FAA*	*Information*	Verbal

UPDATES

12. Member Updates

13. 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 Calenda 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

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

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.

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.

SFO Airport/Community Roundtable
Meeting No 363 -- Minutes
Wednesday, August 5, 2026

Call to Order / Roll Call / Declaration of a Quorum Present (00:10:00)

Roundtable Chair Stephen Rainaldi called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, August 5, at 7:09 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
County of San Mateo Board of Supervisors – Jackie Speier
City of Burlingame – Desiree Thayer
Town of Colma – Joan del Rosario
City of Foster City – Suzy Niederhofer
Town of Hillsborough – Christine Krolik
City of Millbrae – Stephen Rainaldi
Town of Portola Valley – Rebecca Flynn
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
C/CAG Airport Land Use Committee (ALUC)
Town of Atherton
City of Belmont
City of Brisbane
City of Daly City
City of East Palo Alto
City of Half Moon Bay
City of Menlo Park
City of Pacifica
City of Redwood City
City of San Bruno
City of San Carlos

A quorum was not 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 (00:12:09)
Chair Rainaldi opened public comments for items not on the agenda. Public comments were heard by:

- Ann Schneider, a resident of Millbrae, reported that the closure of Runway 1L has significantly reduced nighttime aircraft noise, allowing her and her neighbors to sleep better. She suggested using Runway 28 for departures and emphasized that nighttime noise is a greater concern than daytime noise. Ms. Schneider also reported a high-pitched noise from airport gate operations occurring between 10:00 p.m. and 2:00 a.m. and asked that it be considered in the noise program.
- Carmen Borg, an urban planner and consultant for an Alameda residents group monitoring noise issues at Oakland Airport, attended to learn more about the Roundtable's operations and gather ideas that may be useful for their work in the East Bay.
- John Hamilton, representing approximately 3,000 homeowners in Harbor Bay Isle on Bay Farm Island and a member of CLASS, stated that the community has been actively involved in airport noise issues for approximately 30 years. He attended to learn more about SFO's noise forum and thanked the Roundtable for the opportunity to participate.

Chair Rainaldi closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:11:50)
The consent agenda was deferred to the next Roundtable meeting on October 7, 2026, due to lack of quorum.

CONSENT AGENDA

All items on the Consent Calenda will be considered for approval at the October meeting.

4. *ACTION:* Approval of SFO Community Roundtable Minutes: June 3, 2026
5. ***ACTION:*** **Airport Director's Report: May 2026 and June 2026 & Airport Noise Insulation Program August 2026**
6. *INFORMATION:* HMMH FAA IFP Information Gateway: May 2026 through July 2026

REGULAR AGENDA

7. *INFORMATION:* Chairperson Update (00:20:22)
Chair Rainaldi reviewed the meeting packet and provided an overview of the evening's agenda. The meeting began with updates from SFO Airport Director Mike Nakornkhet and Airport staff, followed by the Roundtable's consideration of the Fly Quiet Program 2.0.

Chair Rainaldi acknowledged the significant collaborative effort that went into the program, including technical reviews, stakeholder engagement, revisions, and workshops, and expressed

appreciation to the Technical Working Group (TWG) Subcommittee, SFO staff, HMMH Technical Consultants, Aviation Impacted Communities Alliance (AICA), and all other contributors.

He also highlighted the FAA's newly established Aircraft Noise Advisory Committee (ANAC) and the current nomination process. The Roundtable intends to support Gene Reindel, its technical consultant, as an airport representative, and Darlene Yaplee, President and Co-Founder of AICA, as an airport-adjacent community representative. Chair Rainaldi noted their extensive experience in aviation noise and community issues.

Bert Ganoung, SFO Noise Office Manager, also requested support from cities that have benefited from the airport's noise insulation program by providing brief statements for the Roundtable's nomination for the Randy Jones Award for Excellence in Noise Mitigation and Management.

Gerardo Frias, Noise Insulation Program Supervisor, clarified that the program was nominated by Seattle-Tacoma Airport, along with four consulting firms and Massport. He noted that the nomination recognizes the airport's noise mitigation and insulation efforts and requested letters or statements from participating cities or Roundtable representatives to accompany the nomination.

Vice Chair Goeld expressed support for the Roundtable's nominations of Gene Reindel and Darlene Yaplee to the FAA's Aircraft Noise Advisory Committee (ANAC). He highlighted their extensive experience working with airport noise roundtables and communities and expressed hope that both would be selected to serve on the committee. Chair Rainaldi thanked Vice Chair Goeld for his comments and noted that the nominations would be a significant accomplishment for the SFO Roundtable.

Member Speier recommended that the City of South San Francisco, a major recipient of noise insulation program funds, provide a letter supporting the Randy Jones Award nomination. Member Nagales agreed to assist with the letter.

Chair Rainaldi noted that the Roundtable lacked quorum and could not take action on the Fly Quiet Program 2.0. The presentation would proceed for informational purposes, with the item deferred to the next meeting for consideration.

Member Speier also asked about County legal representation. Roundtable Coordinator Vanessa Lee clarified that County Counsel is available upon request but does not typically attend meetings. Members supported requesting remote legal counsel for future meetings. Ms. Lee noted potential budget implications and agreed to coordinate with the County.

Chair Rainaldi concluded by thanking members for their continued participation and commitment to the Roundtable.

8. *INFORMATION:* SFO International Airport Updates (00:16:29)
Mike Nakornkhet, Director of San Francisco International Airport, reported that the Runway 1R/19L construction project is more than halfway complete and remains on schedule for completion by October 3. Once reopened, most aircraft are expected to depart northward over the Bay, which should help reduce noise associated with Runway 28 departures.

Mr. Nakornkhet also reported that SFO is working with the FAA and airline partners to increase arrival rates and reduce delays. A new staggered arrival rate is expected to increase arrival rates into the 40s without changing aircraft routing.

Mr. Nakornkhet noted that July passenger traffic reached 2.4 million departing passengers, approximately 1.5% higher than July 2024 and near pre-pandemic levels, while flight operations were at 89% of July 2019 levels. He also highlighted a new economic impact report showing SFO contributes $85 billion in regional economic benefits, including approximately 248,000 jobs.

Member Krolik asked about the anticipated timeline for the runway project. Mr. Nakornkhet confirmed that the anticipated opening date is October 3, 2026.

9. *INFORMATION:* Approve Final Fly Quiet 2.0 Program Framework and Recommendations (00:57:40)

Chair Rainaldi introduced the Fly Quiet Program 2.0, noting that its development involved extensive collaboration and review over several months. The process included multiple Roundtable and Technical Working Group (TWG) meetings, technical analysis and benchmarking by HMMH, stakeholder engagement, and two public workshops.

Chair Rainaldi highlighted the program's data-driven approach and its focus on strategies anticipated to deliver meaningful noise-reduction benefits for communities throughout San Mateo County. He expressed his appreciation to SFO Noise Office Manager Bert Ganoung, HMMH technical consultant Gene Reindel, and all TWG members, airport staff, consultants, and community representatives for their contributions and dedication to the process, with particular recognition of Darlene Yaplee and Mari-Jo Fremont.

Darlene Yaplee, President and Co-Founder of the Aviation Impacted Communities Alliance, opened the presentation with an overview of the Fly Quiet 2.0 evaluation framework and a review of recommendations for each program element.

Ms. Yaplee explained that the framework was developed based on Roundtable member input and provides a consistent approach for evaluating six key program elements. The principles emphasize meaningful noise reduction, using 3 dB as a general benchmark, and identifying affected cities and noise sources, including departures, arrivals, and ground-based noise. The framework also focuses on actions within pilots' and airlines' control, ensures each element is specific and measurable, and evaluates airline performance independently. Finally, it supports discussion of additional noise reduction opportunities and helps determine whether each element should remain in the program or be considered for other noise abatement measures.

Vice Chair Goeld emphasized that Fly Quiet Program 2.0 is intended to achieve meaningful and measurable noise reductions by focusing on strategies within pilots' control that benefit affected communities. He noted that not all 21 represented cities are included in the current program due to flight path considerations but may be addressed through the Noise Abatement Program or future work plans. He also acknowledged the extensive technical review and collaboration that went into developing the program.

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

- Charlie Goetchius, a Pacifica resident, thanked the Roundtable and the team involved in developing the proposal. He noted ongoing noise concerns in Pacifica, particularly from takeoffs and nighttime flights, including frequent flights around 2:00 a.m. He also expressed appreciation for the Roundtable's efforts and stated that the community would continue to monitor the program and its results.
- Ms. Schneider expressed concern that the report does not fully address noise impacts on Millbrae, including runway selection and airline operations. She noted that approximately 77% of departures use Runway 1 and urged further study of fleet noise certification, low-frequency noise, and nighttime cargo flights.
- Remy Tan, a Pacifica resident, expressed ongoing concerns about nighttime aircraft noise, particularly departures from Runway 28L/28R between approximately 10:00 p.m. and 4:00 a.m. Mr. Tan noted that he has raised the issue with the Roundtable for several years and expressed appreciation for the efforts to address aircraft noise, while noting that the proposed program does not appear to address nighttime overflights.

Chair Rainaldi closed public comments.

Member Speier noted that the Nighttime Hush program was ultimately established for 1:00–5:00 a.m. and questioned nighttime departures during those hours. Mr. Ganoung explained that current Runway 1 closures require use of Runway 28, with departures directed over the ocean. He expects nighttime noise impacts in Pacifica to decrease after October 3, 2026, with additional improvements anticipated from the implementation of staggered and offset arrivals beginning August 15, 2026.

Member Krolik commended the work on Fly Quiet Program 2.0 and asked about pilot training, compliance tracking, and future recognition of airline performance. Mr. Ganoung explained that the next step is to engage airlines and pilots in training and implementation, with current tracking conducted through algorithms and potential future use of AI. Member Krolik also suggested engaging the pilots' union and expressed continued support for the program.

Member Flynn raised concerns about arrival noise and asked about opportunities to reduce noise associated with aircraft turns and configurations. Marie-Jo Fremont, Chief Policy Officer of the Aviation Impacted Communities Alliance, explained that arrival procedures are primarily controlled by the FAA and Air Traffic Control, while airlines have some control over how procedures are programmed into their flight management systems. Member Flynn also requested a permanent noise monitor for Portola Valley. Mr. Ganoung noted that FAA requirements do not permit a permanent monitor at that location but allow for quarterly portable monitoring.

Vice Chair Goeld thanked Technical Working Group members O'Connell, Thayer, Krolik, Ganoung, and Reindel for their contributions to the Fly Quiet 2.0 process and recognized Ms. Lee for coordinating the effort. Chair Rainaldi also thanked the City of Brisbane for providing meeting space and the public for their comments and input.

10. Member Updates (01:19:25)
No member updates were provided.

11. Adjournment
Chair Rainaldi adjourned the meeting at approximately 8:19 P.M.

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



Airport Director's Report

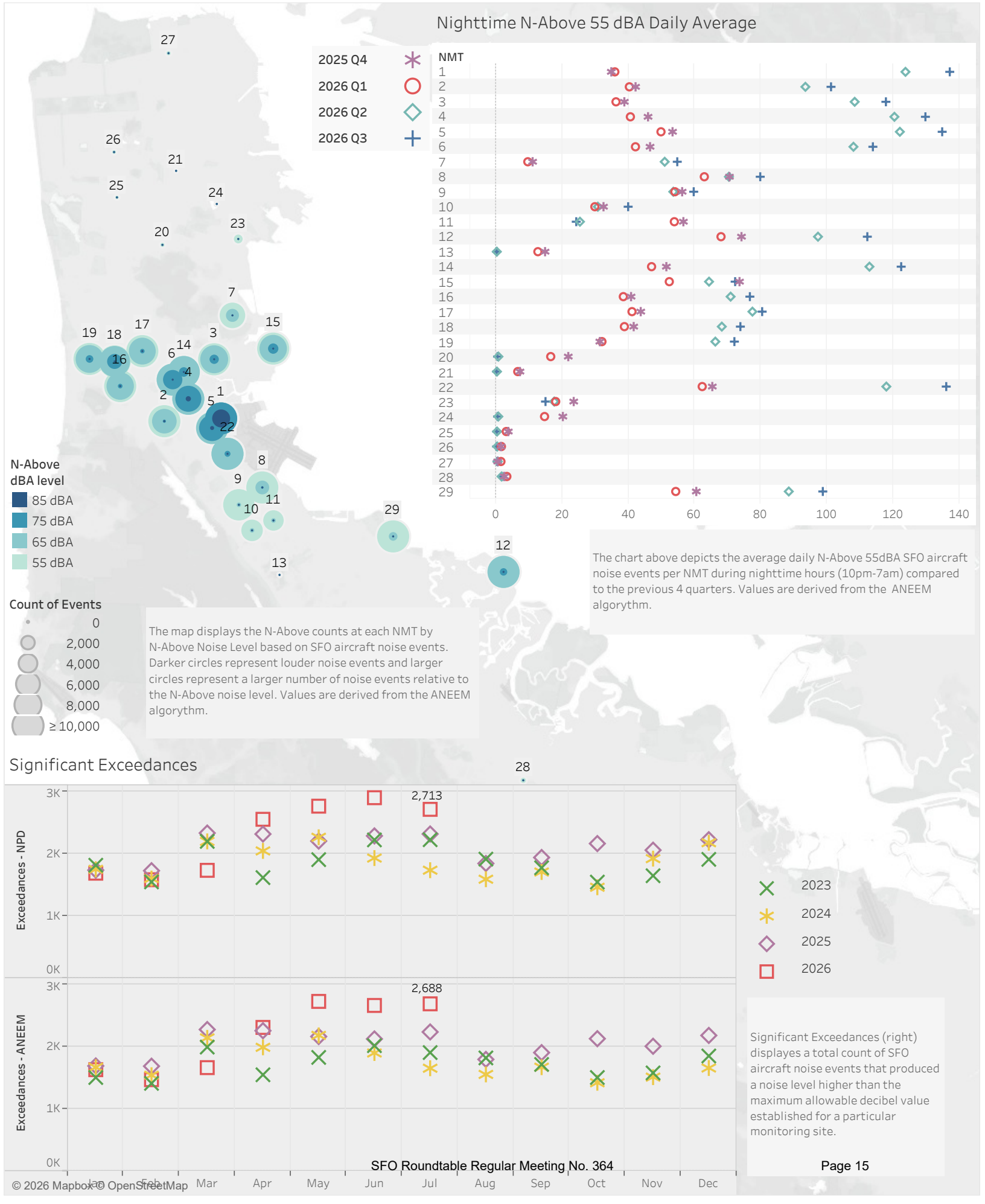
Presented at the October 7, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
July 2026



Aircraft Noise Levels Summary

July 2026



Aircraft Noise Levels Details

July 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	572	75	91	80	67	56	598	75	91	79
2	San Bruno	139	58	81	68	64	51	394	59	77	65
3	SSF	202	61	82	70	65	45	571	62	78	65
4	SSF	401	69	87	75	60	46	577	69	85	72
5	San Bruno	515	69	86	74	63	48	597	69	85	73
6	SSF	328	66	85	73	59	45	503	66	83	69
7	Brisbane	55	53	78	68	57	44	251	54	73	61
8	Millbrae	2	42	86	75	63	50	343	54	73	62
9	Millbrae	3	34	78	66	57	41	509	50	67	56
10	Burlingame	2	29	78	65	59	43	264	49	68	56
11	Burlingame	2	34	77	65	55	41	255	48	67	55
12	Foster City	574	64	81	71	58	42	597	64	81	70
13	Hillsborough	1	21	75	65	57	45	4	31	68	56
14	SSF	331	62	82	70	62	45	552	63	80	68
15	SSF	244	59	81	71	60	45	346	60	80	67
16	SSF	218	59	80	69	60	44	364	60	79	66
17	SSF	220	60	80	69	60	46	365	60	79	66
18	Daly City	277	64	84	72	67	47	343	64	83	71
19	Pacifica	198	60	82	71	64	41	329	61	80	68
20	Daly City	6	41	78	66	62	44	37	40	70	59
21	San Francisco	7	39	77	64	60	47	35	41	74	62
22	San Bruno	243	60	80	70	70	45	614	62	78	67
23	San Francisco	2	32	79	68	71	46	65	45	70	59
24	San Francisco	8	43	79	66	67	50	48	45	77	65
25	San Francisco	4	35	77	65	57	41	30	37	69	58
26	San Francisco	2	31	77	65	59	46	28	38	71	59
27	San Francisco	3	40	80	68	57	43	31	39	71	59
28	Redwood City	5	35	77	64	52	37	33	38	69	56
29	San Mateo	79	49	76	64	58	42	545	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

NMT	Min:Max LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:100	17,797	17,797	17,797	17,083	14,058	8,653
2	61:90	4,360	4,360	3,803	1,150	242	69
3	62:91	6,257	6,257	5,863	3,146	875	165
4	61:99	12,430	12,430	12,235	10,029	6,449	1,937
5	62:100	15,951	15,951	15,896	13,368	6,595	1,463
6	61:95	10,181	10,181	10,017	8,239	3,622	516
7	61:80	1,707	1,707	1,379	383	40	1
8	70:82	22	22	22	21	10	1
9	59:73	39	38	17	5	0	0
10	60:80	18	18	8	2	1	0
11	60:71	31	31	14	1	0	0
12	63:89	17,936	17,936	17,850	11,384	581	17
13	61:67	3	3	1	0	0	0
14	61:87	10,258	10,258	9,805	4,911	905	77
15	61:85	7,626	7,626	7,222	4,369	1,066	26
16	61:89	6,770	6,770	6,114	2,317	197	9
17	61:87	6,835	6,835	6,250	2,177	199	11
18	64:98	8,604	8,604	8,590	5,936	2,174	347
19	65:86	6,151	6,151	6,147	3,296	581	43
20	62:73	6	6	4	1	0	0
21	60:67	6	5	2	0	0	0
22	64:92	7,527	7,527	7,485	3,746	376	26
23	66:74	6	6	6	4	0	0
24	62:70	9	9	6	1	0	0
25	61:75	15	15	10	6	0	0
26	61:68	13	13	4	0	0	0
27	63:76	13	13	8	2	1	0
28	59:75	63	56	13	5	0	0
29	59:86	2,496	2,445	625	163	51	13

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
53:100	18,467	18,431	18,302	17,230	14,121	8,622
50:87	11,904	11,268	5,880	1,036	101	15
49:88	16,625	13,237	7,594	3,310	836	142
50:99	17,343	16,619	13,963	10,508	6,581	1,959
49:89	18,368	18,264	17,235	13,535	6,604	1,440
50:95	15,096	13,271	10,630	8,274	3,625	518
49:80	6,318	3,896	1,640	403	40	1
46:86	10,274	7,872	1,840	310	65	6
49:76	9,553	1,942	192	14	1	0
39:80	4,483	1,397	196	29	4	0
36:78	4,053	1,005	213	47	6	0
51:82	18,432	18,391	17,831	11,341	535	4
50:67	20	4	1	0	0	0
44:86	15,829	14,768	11,430	5,131	887	62
49:83	10,061	8,928	7,303	4,307	1,040	21
49:83	10,525	9,823	7,289	2,566	211	7
49:84	10,876	9,985	7,002	2,208	202	9
49:89	10,225	10,012	9,258	6,022	2,180	345
50:85	9,996	9,518	7,518	3,319	565	36
50:69	158	39	3	0	0	0
50:69	36	19	7	0	0	0
50:82	18,653	17,814	12,897	4,077	339	10
50:74	740	236	35	7	0	0
53:73	37	24	7	2	0	0
49:75	111	52	13	5	0	0
50:71	123	71	12	1	0	0
50:71	164	62	11	2	0	0
49:75	260	61	8	1	0	0
49:78	16,248	7,560	724	73	7	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

July 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
38,155	1,231	34,661	3%

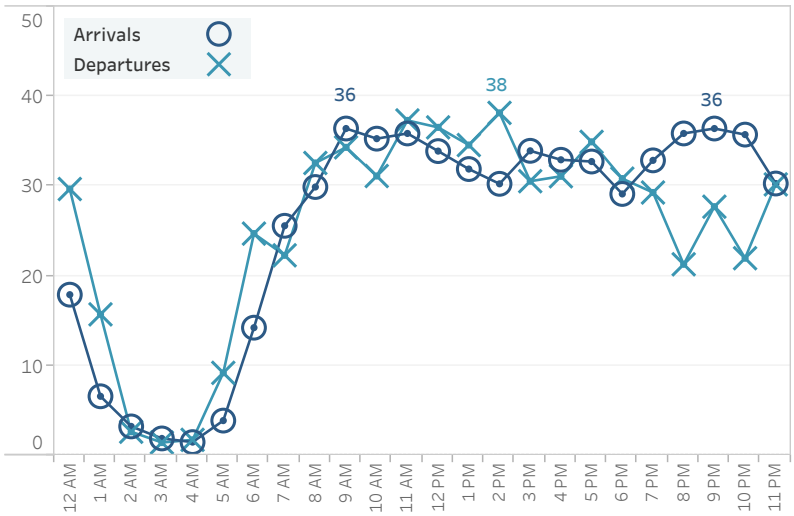
Major Arrival and Departure Routes (West Flow)



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

West Flow
100%

July 2026 Average Day (Hourly)



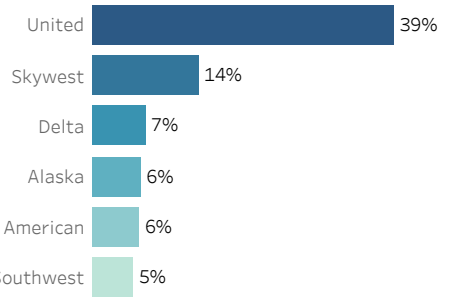
Arrival Route	
1. BDEGA	29%
2. DYAMD	37%
3. SERFR	26%
4. PIRAT	8%

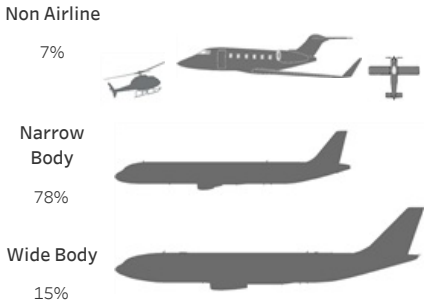
Departure Route	
A. GAP	55%
D. TRUKN RWY 28	45%

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

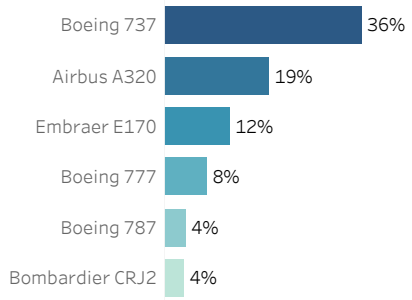
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	11%
1.2 BDEGA Arrival	89%

Airlines with the Most Operations

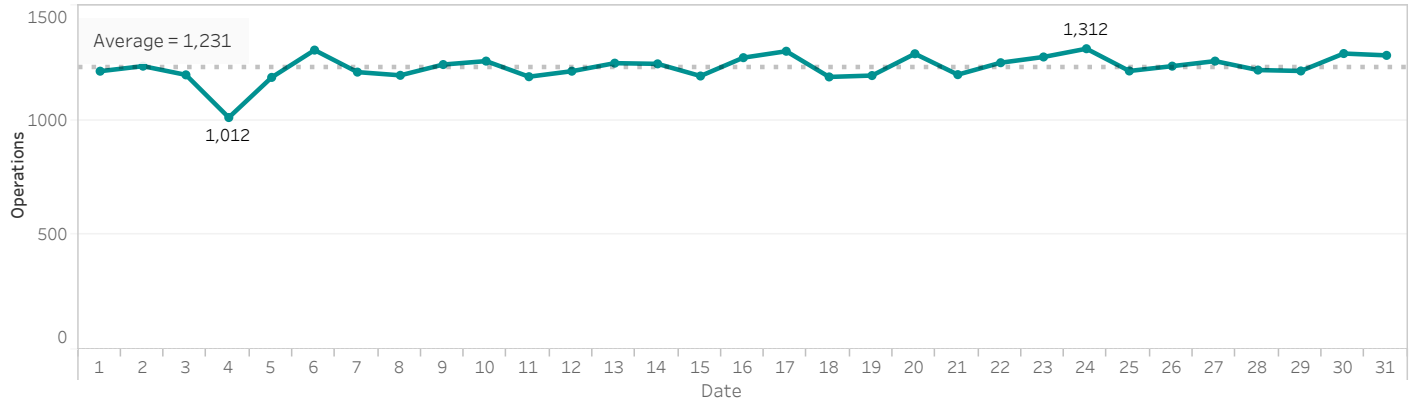




Most Utilized Aircraft Types



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
28 L/R	100% 17,768	100% 17,781

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

	Departures
28 L/R	100% 884

Runway Utilization

Arrivals

28L	28R
40%	60%

Night (10pm-7am)

30%	70%

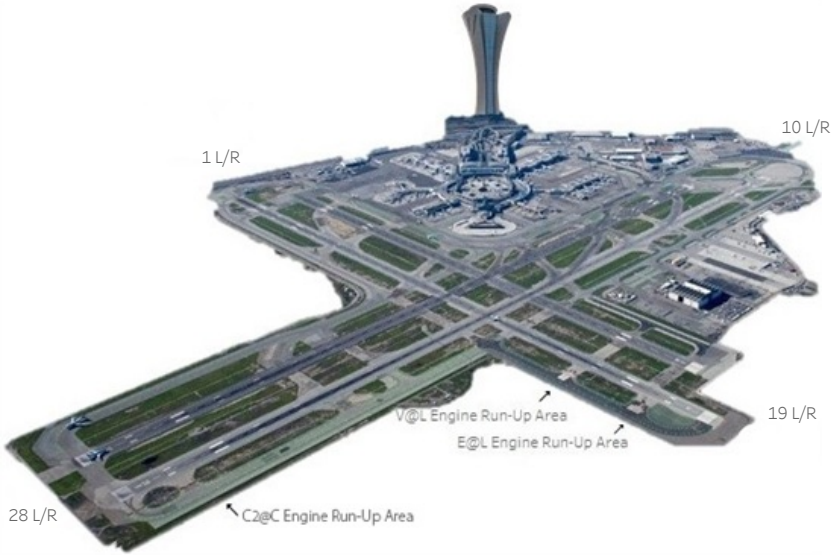
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	14
American Airlines	5
United Airlines	12

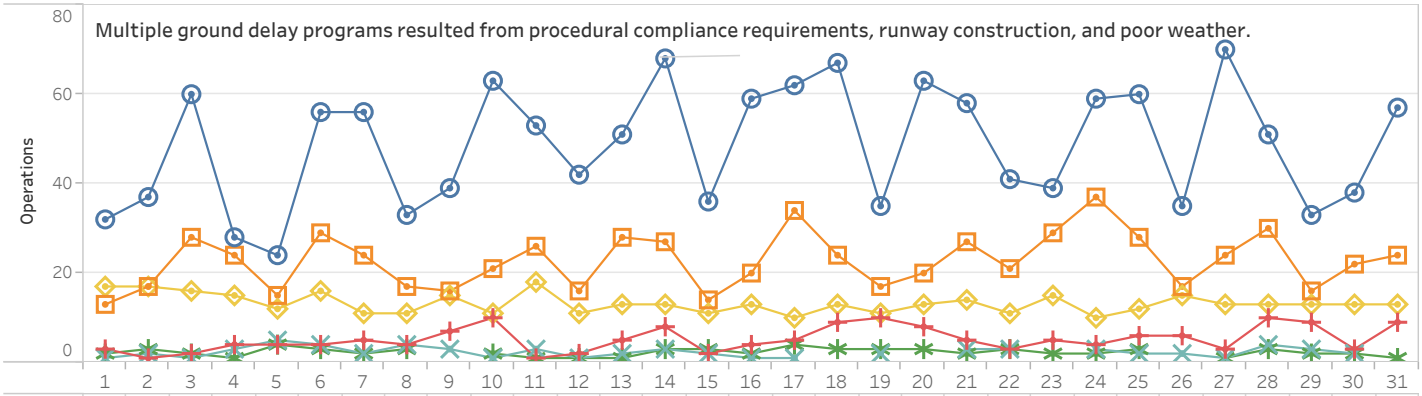
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

12 AM 1 AM 2 AM 3 AM 4 AM 5 AM



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
12 AM	32	37	60	28	24	56	56	33	39	63	53	42	51	68	36	59	62	67	35	63	58	41	39	59	60	35	70	51	33	38	57
1 AM	13	17	28	24	15	29	24	17	16	21	26	16	28	27	14	20	34	24	17	20	27	21	29	37	28	17	24	30	16	22	24
2 AM	3	1	2	4	4	4	5	4	7	10	1	2	5	8	2	4	5	9	10	8	5	3	5	4	6	6	3	10	9	3	9
3 AM	1	2	1	3	5	4	2	4	3	1	3	1	2	3	2	1	1		2		3	3		3	2	2	1	4	3	2	
4 AM	2	3	2	1	4	3	2	3		2	1	1	1	3	3	2	4	3	3	3	2	3	2	2	3		1	3	2	2	1
5 AM	17	17	16	15	12	16	11	11	15	11	18	11	13	13	11	13	10	13	11	13	14	11	15	10	12	15	13	13	13	13	13

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	2	16
	Brisbane	9	118
	Burlingame	2	3
	Daly City	5	1,374
	El Granada	1	838
	Emerald Hills	3	451
	Foster City	8	25
	Hillsborough	1	1
	Menlo Park	7	71
	Montara	1	24
	Pacifica	8	331
	Portola Valley	28	5,005
	Redwood City	5	202
	San Bruno	4	6
	San Francisco	6	428
	San Mateo	5	8
	South San Francisco	20	468
	Woodside	6	1,650
Other	Ben Lomond	1	1
	Boulder Creek	3	8
	Capitola	1	8
	Cupertino	1	43
	Felton	2	36
	Forestville	1	1
	Fremont	1	5
	Lafayette	1	51
	Los Altos	30	3,707
	Los Altos Hills	8	665
	Los Gatos	15	2,059
	Mountain View	11	3,692
	Oakland	3	1,633
	Orinda	1	39
	Palo Alto	68	12,909
	Penngrove	1	1
	Richmond	3	65
	Santa Cruz	24	6,032
	Saratoga	1	1
	Scotts Valley	13	2,903
	Sebastopol	2	24
	Soquel	15	2,992
	Stanford	1	4
	Watsonville	1	43
Grand Total		**329**	**47,941**

Reporters Annual AVG

377

Reports Annual AVG

53,897

New Reporters

19

New Reporters Top City

South San Francisco

Furthest Report

68 miles

Reports per SFO Operation

1

Top Aircraft Types

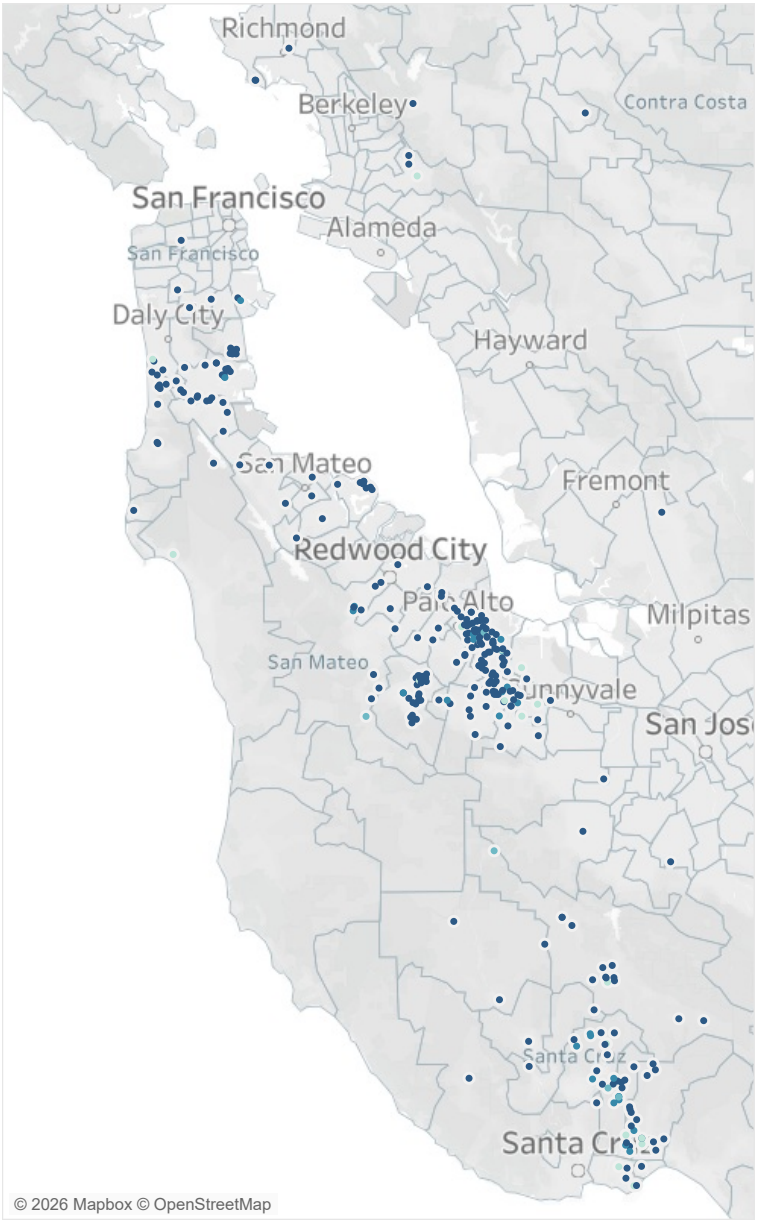
B737
A320
E75L

Top Flight Numbers

UAL2681
KAL214
AAL686

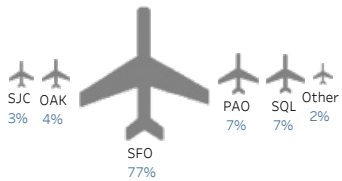
Noise Reporters Location Map

July 2026

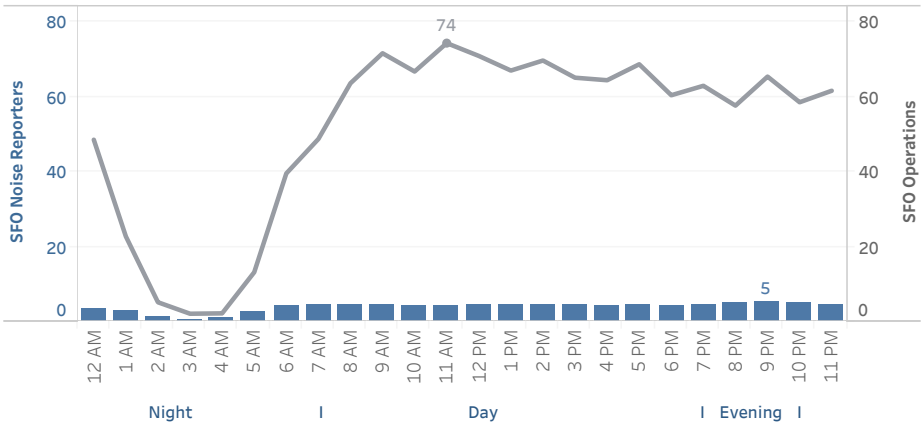


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



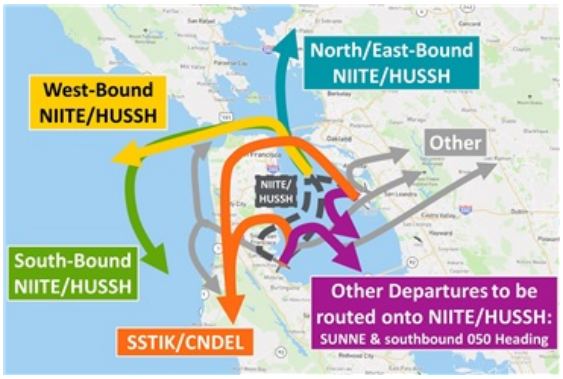
Hourly Noise Reporters (Average Day in a Month)



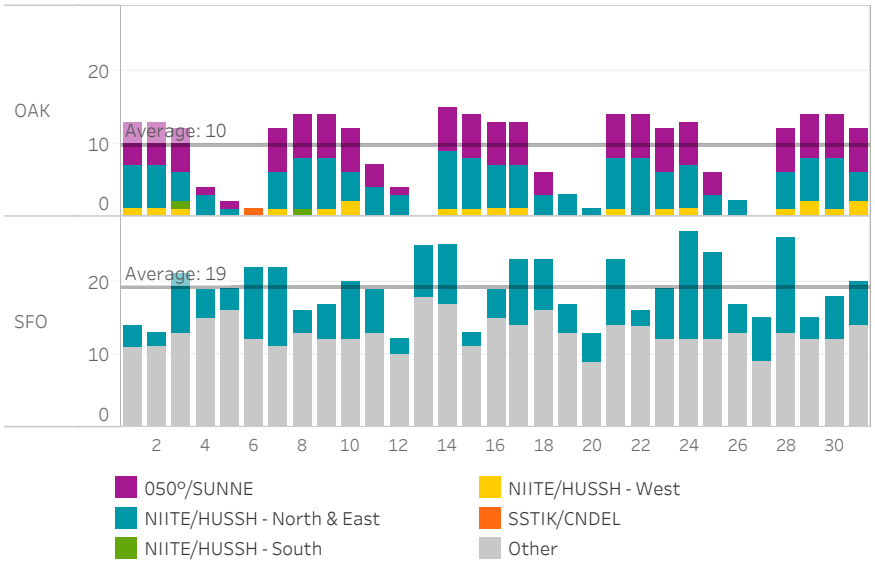
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

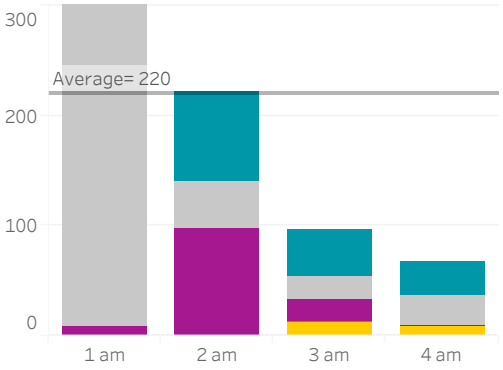
NIITE to GOBBS 1 am to 5 am (July 2026)



Count of Departures per Night



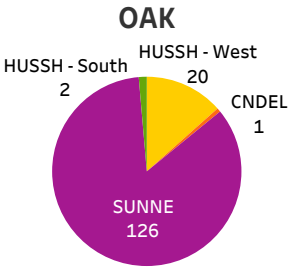
Average Total Departures per Hour



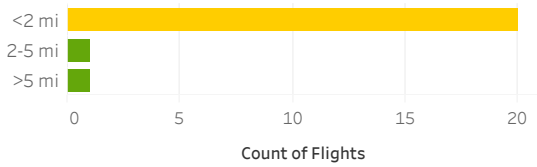
Departure Runway Usage

OAK	SFO	
30	28L	28R
100%	70%	30%

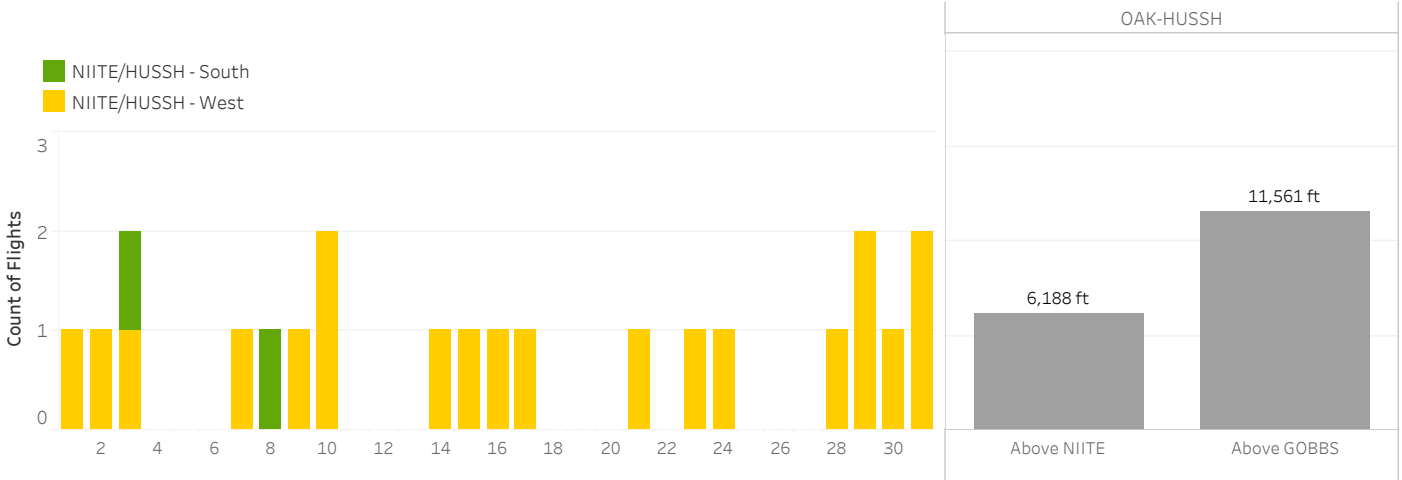
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





Airport Director's Report

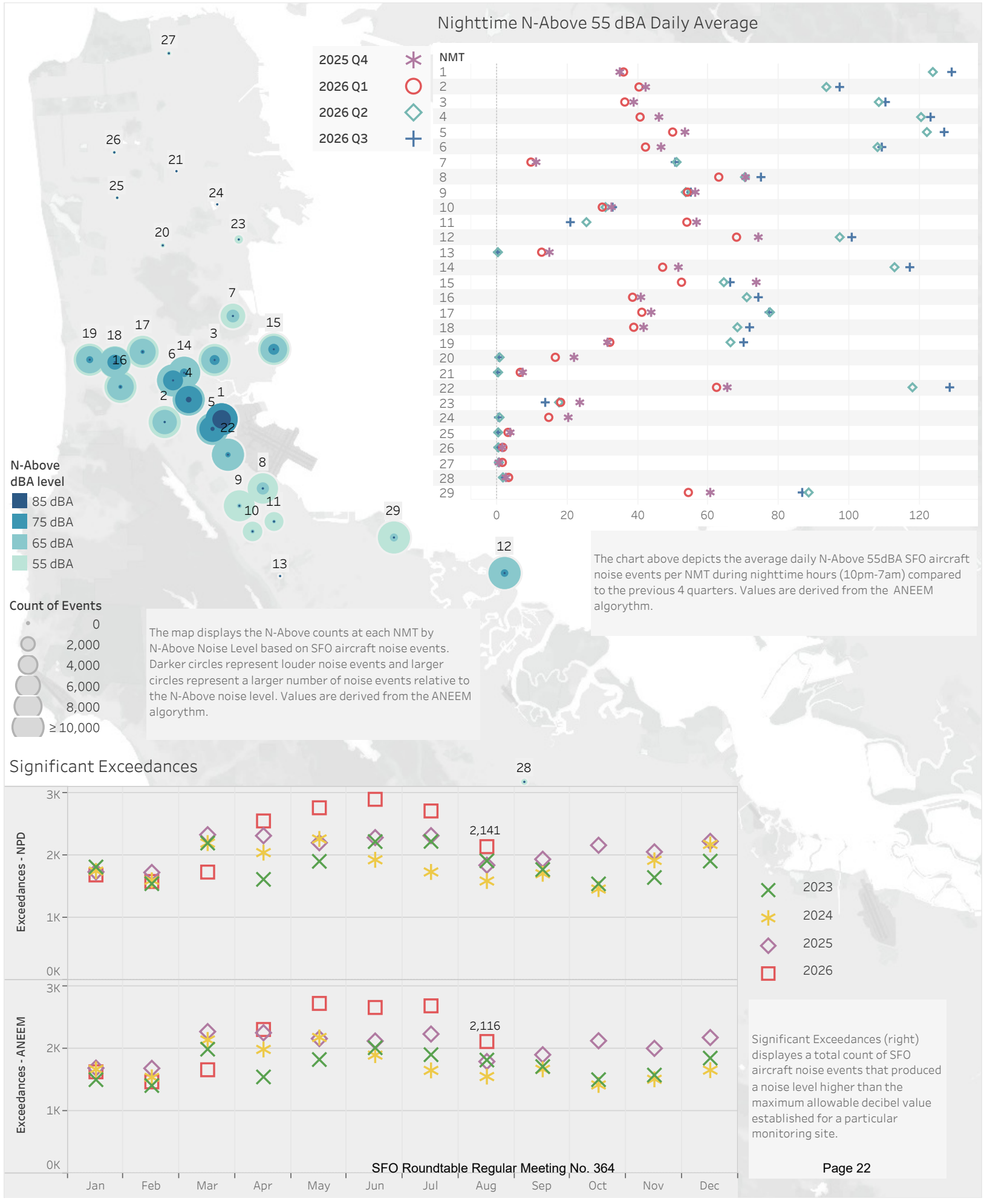
Presented at the October 7, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
August 2026



Aircraft Noise Levels Summary

August 2026



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

August 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	563	75	91	80	66	55	589	75	91	80
2	San Bruno	127	57	79	68	63	50	400	59	77	65
3	SSF	206	60	82	71	60	43	553	61	78	64
4	SSF	417	69	87	75	59	44	574	69	86	72
5	San Bruno	509	69	86	74	60	47	592	69	85	73
6	SSF	328	66	85	74	58	43	505	66	83	69
7	Brisbane	53	51	78	68	57	44	234	53	74	61
8	Millbrae	1	39	83	73	63	50	298	53	73	62
9	Millbrae	2	30	76	64	56	39	517	49	67	56
10	Burlingame	2	28	77	66	58	41	247	47	67	55
11	Burlingame	2	33	79	66	54	40	232	45	66	55
12	Foster City	454	63	81	71	58	41	569	63	81	69
13	Hillsborough	1	28	81	66	57	46	5	31	69	56
14	SSF	327	62	81	70	59	43	545	62	80	67
15	SSF	229	59	82	71	59	44	330	59	80	68
16	SSF	216	59	80	69	58	44	365	60	79	66
17	SSF	207	59	80	69	59	44	360	60	79	66
18	Daly City	278	64	84	72	58	44	345	64	83	70
19	Pacifica	193	60	81	70	58	40	333	61	80	67
20	Daly City	5	40	80	67	61	42	36	39	69	59
21	San Francisco	6	36	94	64	58	46	30	39	71	60
22	San Bruno	224	59	80	70	61	43	609	61	78	66
23	San Francisco	1	36	80	69	58	45	63	44	70	58
24	San Francisco	11	45	82	68	64	46	40	43	76	63
25	San Francisco	4	35	77	66	56	40	27	36	69	58
26	San Francisco	2	31	78	65	57	45	27	37	69	57
27	San Francisco	4	35	78	65	57	43	28	38	71	59
28	Redwood City	5	34	76	65	53	38	34	38	69	56
29	San Mateo	68	48	77	65	57	41	512	53	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	66:103	17,565	17,565	17,565	16,959	14,182	9,142
2	61:86	3,965	3,965	3,449	846	77	9
3	62:92	6,406	6,406	6,006	3,251	983	167
4	62:95	12,929	12,929	12,729	10,494	7,160	2,134
5	63:90	15,777	15,777	15,735	13,330	6,602	1,431
6	62:91	10,181	10,181	10,009	8,282	3,845	553
7	61:82	1,647	1,647	1,313	383	37	2
8	69:80	26	26	26	25	8	1
9	60:73	37	37	11	1	0	0
10	62:75	11	11	5	2	1	0
11	61:82	26	26	14	2	1	1
12	63:85	14,218	14,218	14,147	9,396	606	23
13	62:72	4	4	2	1	0	0
14	61:85	10,156	10,156	9,745	4,552	715	48
15	61:93	7,130	7,130	6,765	4,279	1,178	46
16	61:83	6,704	6,704	6,023	2,228	169	5
17	61:87	6,443	6,443	5,889	2,066	188	14
18	64:90	8,604	8,604	8,586	5,973	2,168	360
19	65:84	5,986	5,986	5,980	3,075	466	30
20	61:70	3	3	1	1	0	0
21	60:68	8	8	2	0	0	0
22	64:86	6,931	6,931	6,890	3,218	269	17
23	65:77	5	5	4	3	1	0
24	63:72	10	10	8	3	0	0
25	60:70	13	13	6	0	0	0
26	61:73	12	12	5	1	0	0
27	62:80	16	16	13	4	2	0
28	59:76	81	75	29	8	1	0
29	59:82	2,175	2,135	770	246	48	5

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
52:103	18,246	18,209	18,104	17,190	14,299	9,175
51:81	12,089	11,481	5,781	898	55	3
49:88	16,040	12,534	7,021	3,267	960	159
50:95	17,388	16,679	13,927	10,605	7,189	2,131
50:90	18,189	18,062	17,096	13,549	6,641	1,432
50:91	15,151	13,358	10,691	8,353	3,860	556
49:81	5,920	3,729	1,584	395	36	1
46:82	8,968	6,704	1,448	308	61	5
49:75	9,325	1,599	204	20	1	0
40:74	3,690	992	166	22	0	0
37:82	3,448	769	132	20	5	1
51:83	17,565	15,902	14,235	9,370	553	6
51:72	13	4	2	1	0	0
44:86	16,073	14,734	11,088	4,645	705	40
49:85	9,499	8,473	6,969	4,305	1,167	34
49:82	10,623	9,648	6,930	2,289	165	2
49:84	10,736	9,701	6,633	2,052	172	11
49:90	10,330	10,048	9,131	6,011	2,167	359
49:84	10,092	9,435	7,234	3,101	471	30
49:70	179	50	1	1	0	0
50:68	35	17	6	0	0	0
49:83	18,485	17,587	12,331	3,571	269	13
49:77	680	192	20	3	1	0
52:75	34	15	4	1	0	0
50:70	99	41	7	0	0	0
49:73	100	40	7	2	0	0
51:77	161	64	19	4	1	0
49:67	351	89	11	0	0	0
49:77	14,641	6,044	623	57	5	0

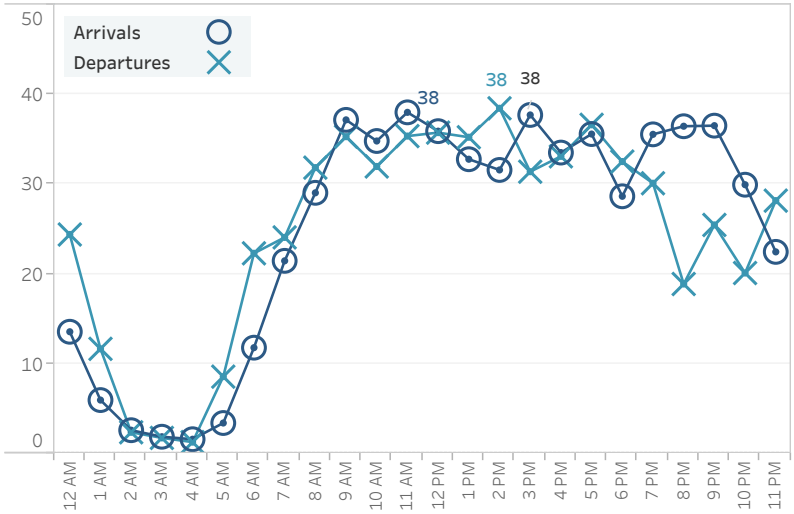
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

August 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
37,397	1,206	34,759	3%

August 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%

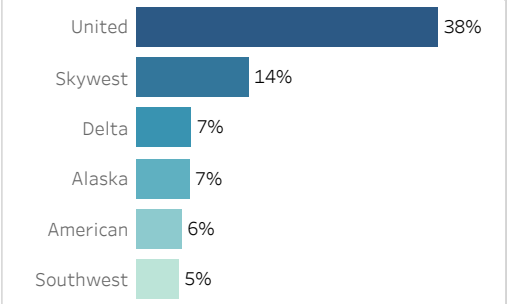
Arrival Route	
1. BDEGA	31%
2. DYAMD	35%
3. SERFR	27%
4. PIRAT	7%

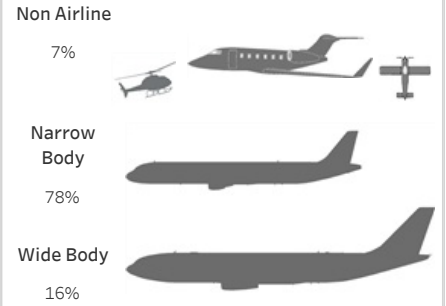
Departure Route	
A. GAP	57%
D. TRUKN RWY 28	43%

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

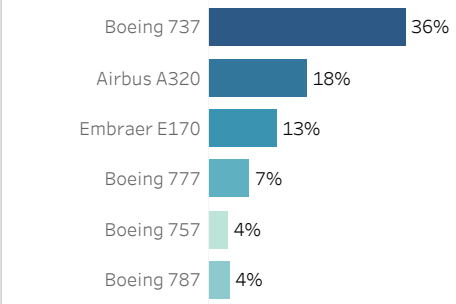
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	25%
1.2 BDEGA Arrival	75%

Airlines with the Most Operations

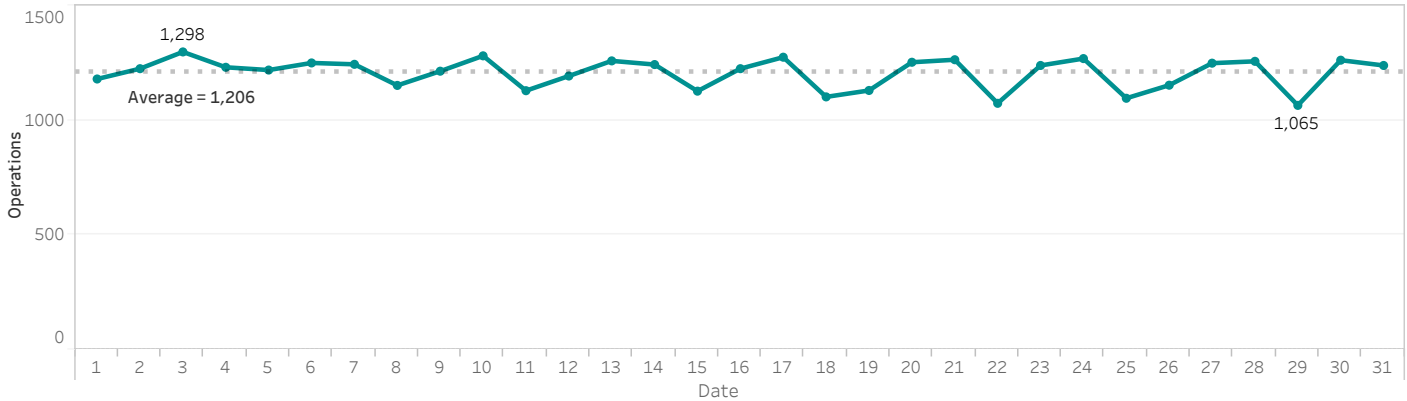




Most Utilized Aircraft Types



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
28 L/R	100% 17,377	100% 17,361

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

	Departures
28 L/R	100% 710

Runway Utilization

Arrivals

28L	28R
40%	60%

Night (10pm-7am)

24%	76%

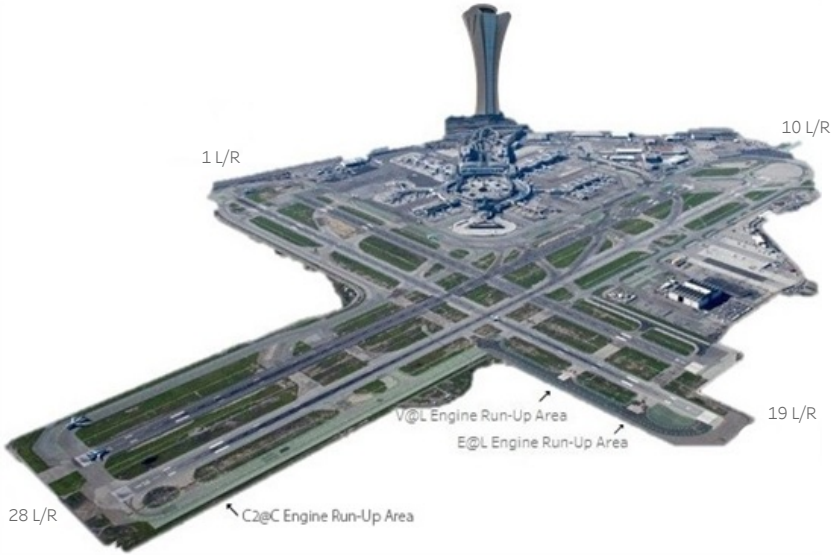
Nighttime Power Run-Ups

10pm-7am

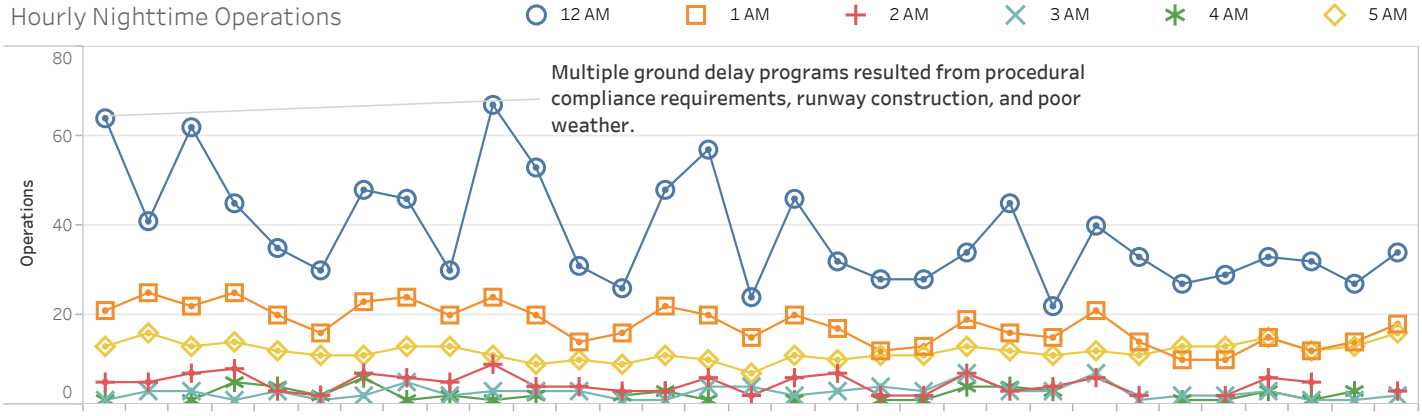
Alaska Airlines	8
American Airlines	8
Air Transport International	2
United Airlines	25

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	64	41	62	45	35	30	48	46	30	67	53	31	26	48	57	24	46	32	28	28	34	45	22	40	33	27	29	33	32	27	34
1 AM	21	25	22	25	20	16	23	24	20	24	20	14	16	22	20	15	20	17	12	13	19	16	15	21	14	10	10	15	12	14	18
2 AM	5	5	7	8	3	2	7	6	5	9	4	4	3	3	6	2	6	7	2	2	7	3	4	6	2		2	6	5		3
3 AM	1	3	3	1	3	1	2	5	2	3	3	3	1	1	4	4	2	3	4	3	7	3	3	7	1	2	2	3	1	1	2
4 AM	1		1	5	4	2	6	1	2	1	2		2	3	1		1		1	1	4	4	3			1	1	3	1	3	
5 AM	13	16	13	14	12	11	11	13	13	11	9	10	9	11	10	7	11	10	11	11	13	12	11	12	11	13	13	15	12	13	16

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	2	12
	Belmont	2	2
	Brisbane	10	57
	Burlingame	3	4
	Daly City	6	1,142
	El Granada	1	507
	Emerald Hills	2	61
	Foster City	7	33
	Hillsborough	4	4
	Menlo Park	7	365
	Millbrae	3	3
	Montara	1	26
	Pacifica	6	279
	Portola Valley	21	6,298
	Redwood City	6	300
	San Bruno	6	11
	San Carlos	2	2
	San Francisco	4	469
	San Mateo	5	10
	South San Francisco	13	433
	Woodside	5	1,346
Other	Alameda	1	2
	Belvedere	1	1
	Boulder Creek	2	48
	Capitola	1	12
	Cupertino	1	41
	Felton	2	14
	Fremont	1	6
	Lafayette	1	19
	Los Altos	28	3,024
	Los Altos Hills	6	495
	Los Gatos	22	2,394
	Mountain View	10	3,196
	Oakland	3	1,684
	Orinda	1	23
	Palo Alto	68	12,491
	Penngrove	1	8
	Richmond	3	78
	Santa Cruz	22	6,256
	Saratoga	1	1
	Scotts Valley	14	3,222
	Sebastopol	2	22
	Soquel	13	2,624
	Stanford	1	1
	Sunnyvale	1	2
	Watsonville	1	38
Grand Total		**323**	**47,066**

Reporters Annual AVG

371

Reports Annual AVG

53,098

New Reporters

16

New Reporters Top City

South San Francisco

Furthest Report

68 miles

Reports per SFO Operation

1

Top Aircraft Types

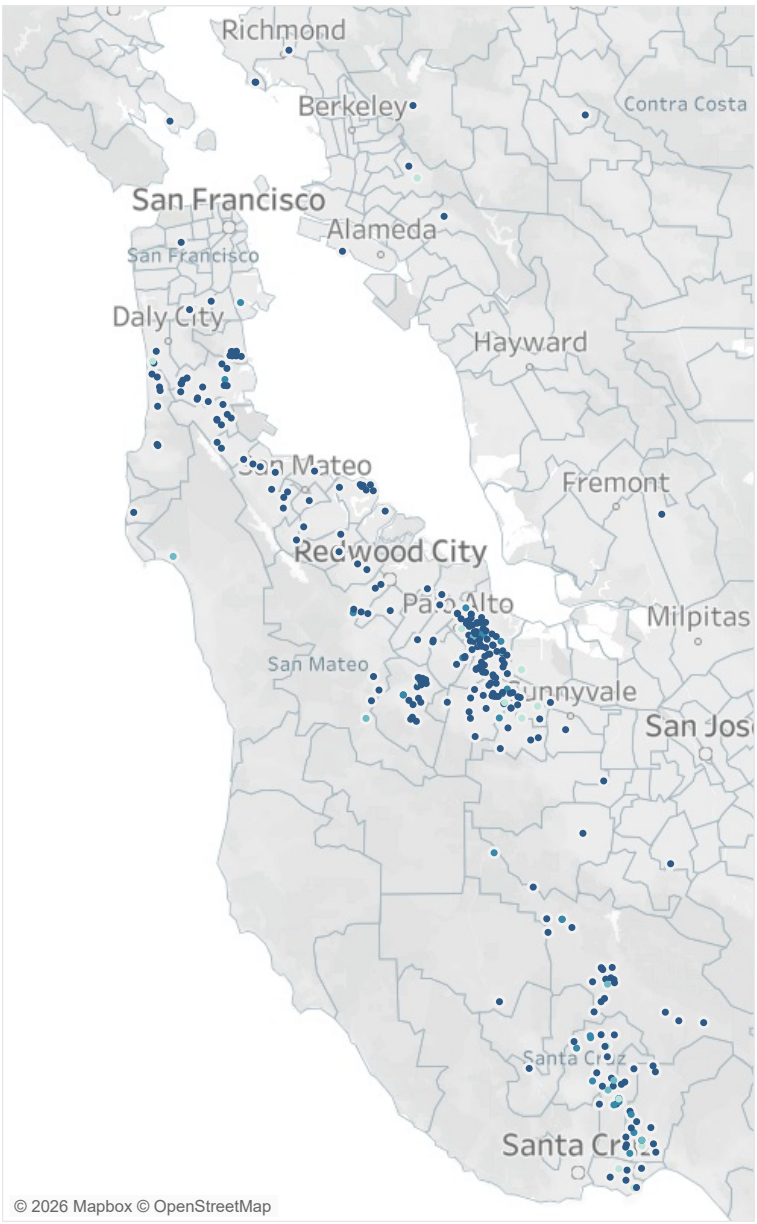
B737
A320
E75L

Top Flight Numbers

KAL214
UAL2681
AMX664

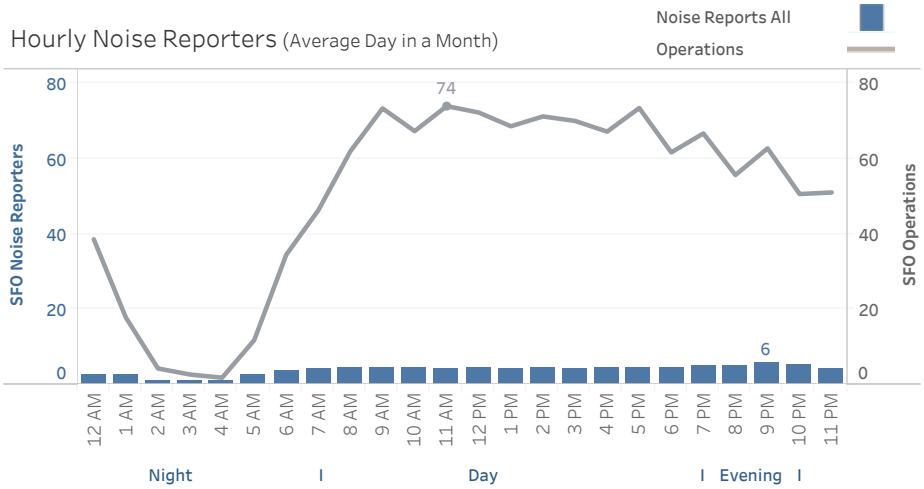
Noise Reporters Location Map

August 2026

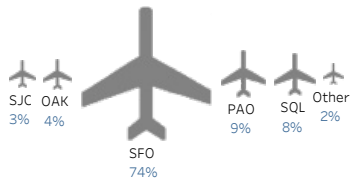


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Hourly Noise Reporters (Average Day in a Month)



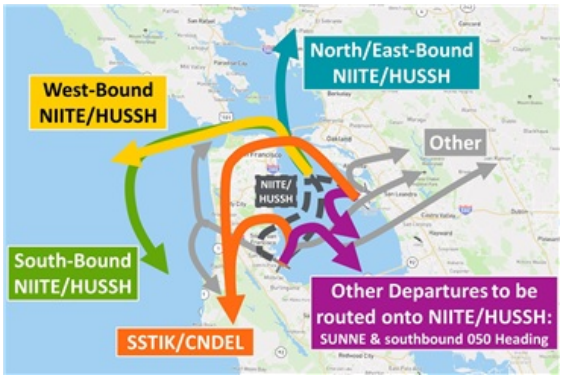
Noise Reports by Airport



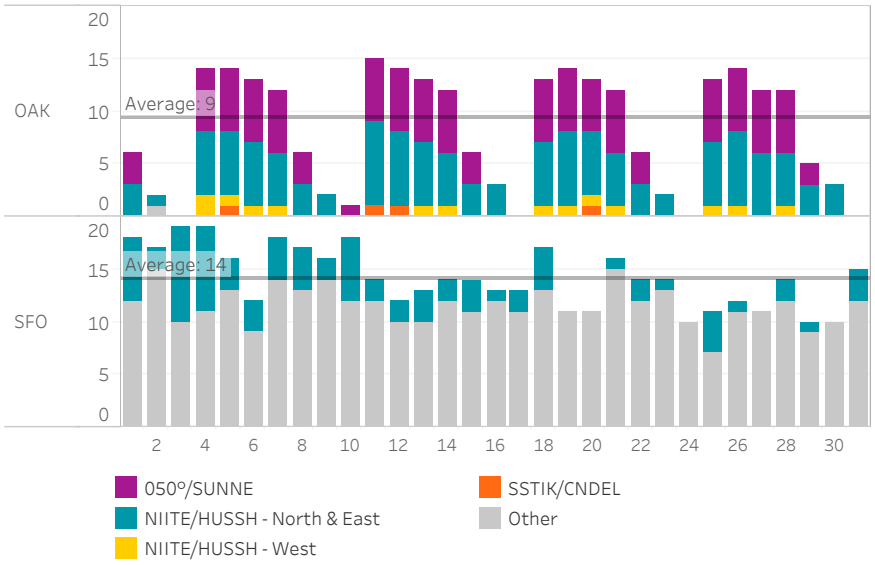
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

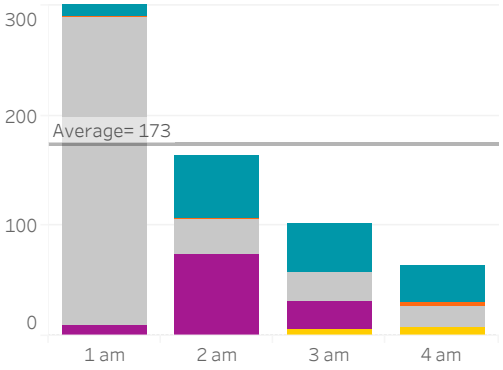
NIITE to GOBBS 1 am to 5 am (August 2026)



Count of Departures per Night



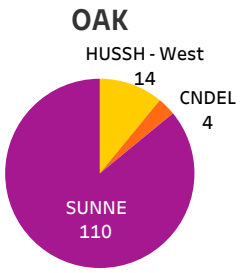
Average Total Departures per Hour



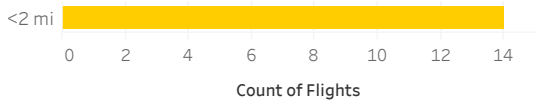
Departure Runway Usage

OAK	SFO	
30	28L	28R
100%	82%	18%

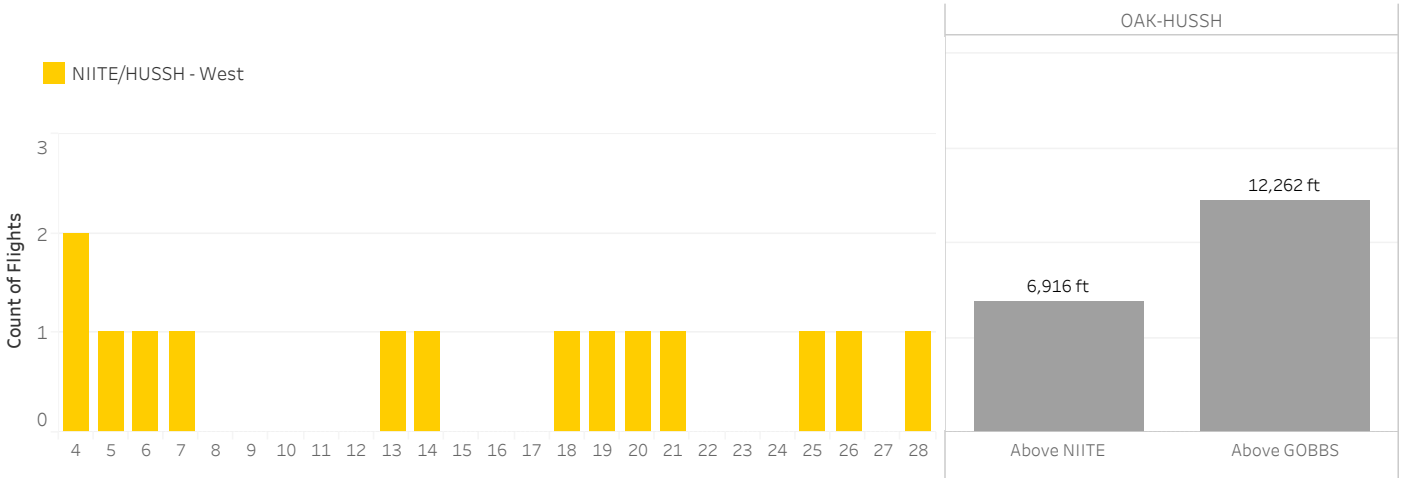
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



SAN FRANCISCO
INTERNATIONAL AIRPORT



Noise Insulation Program (NIP)

Roundtable Program Overview

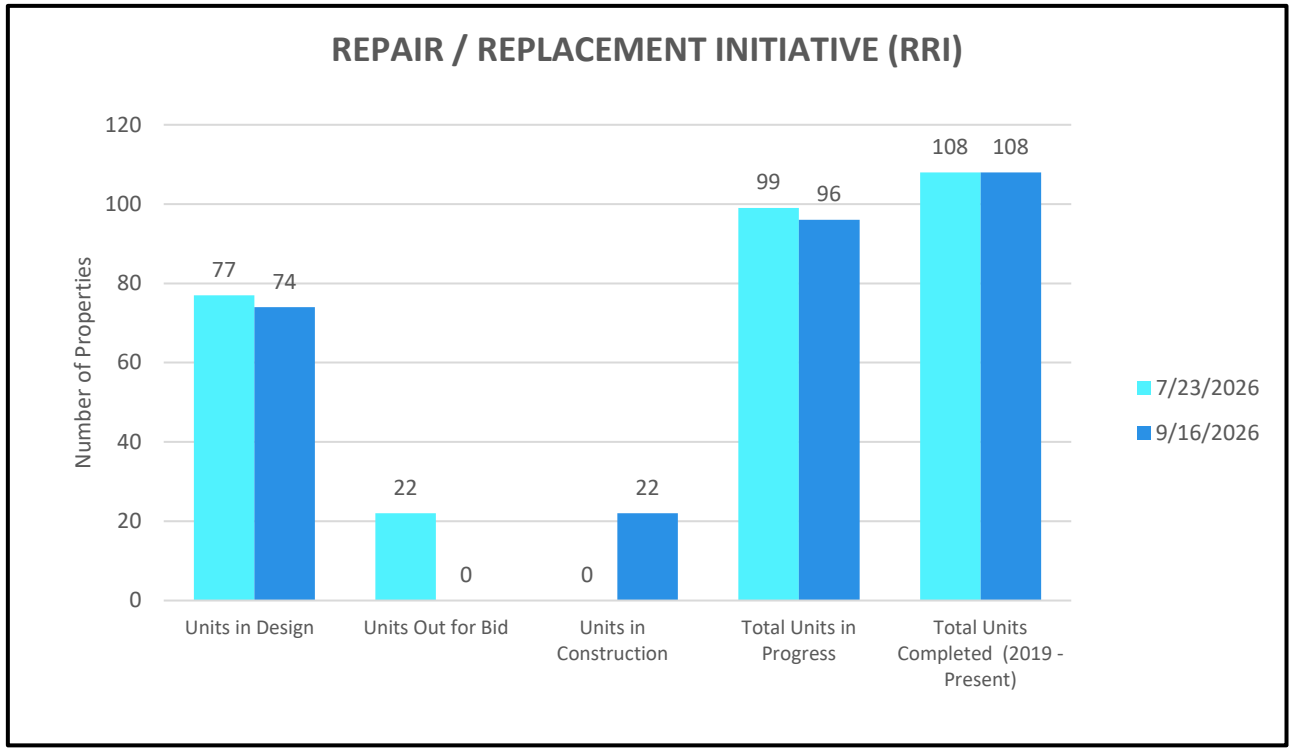
October 7, 2026

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

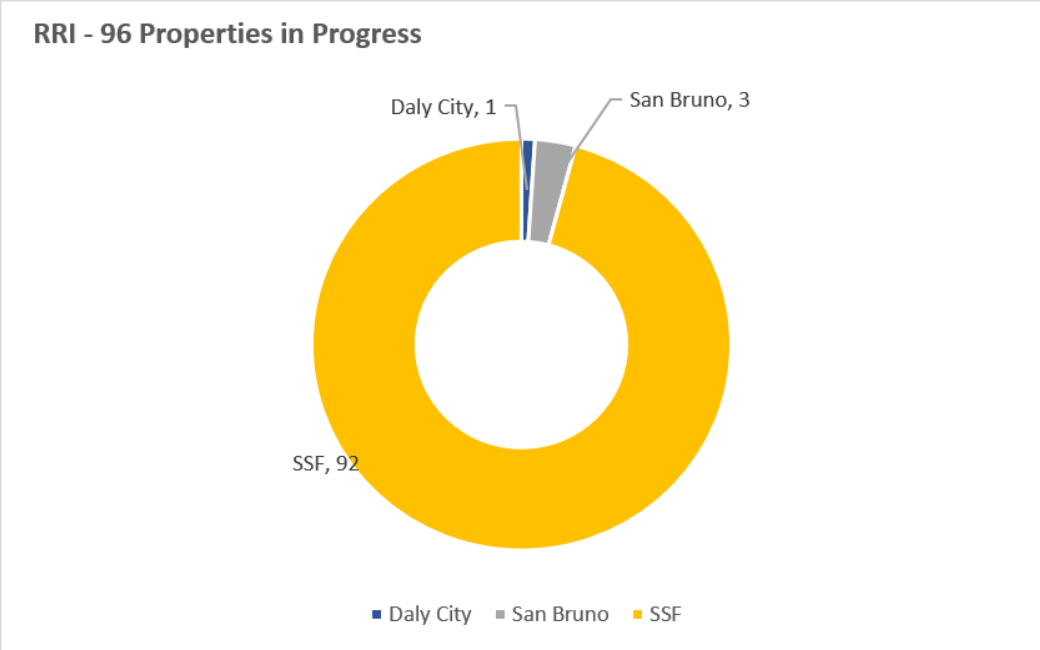


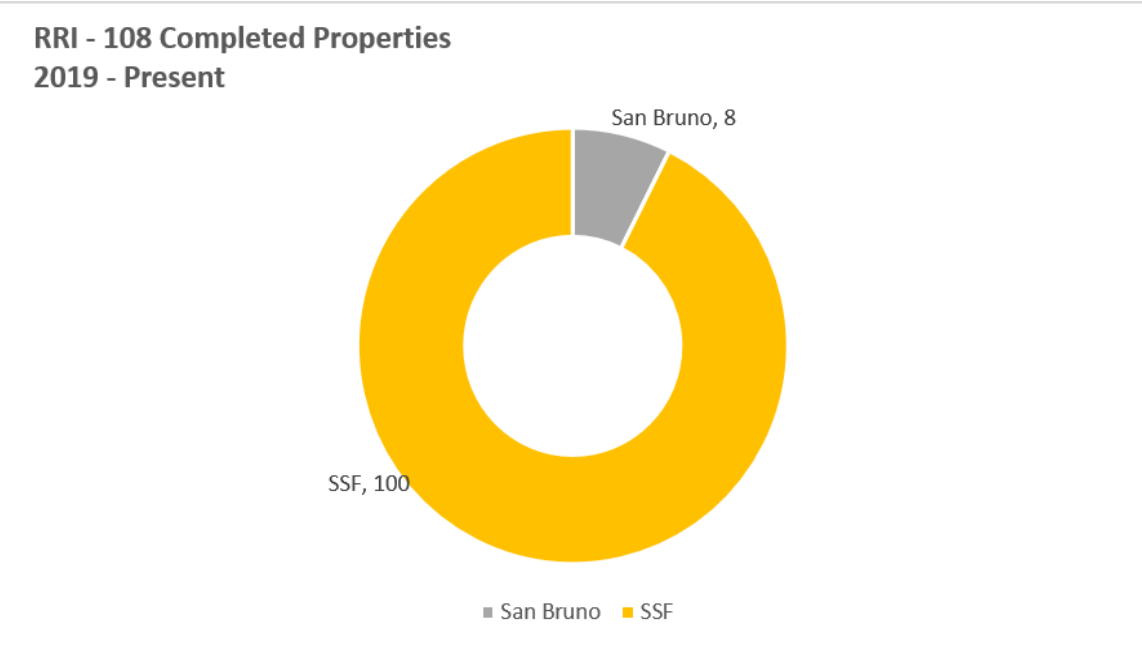
Additional Facts

- Total Potentially Eligible Properties: **3575**
- Total Applications Received: **1059**
- Homeowner Satisfaction Rate: **90%**

REPAIR/REPLACEMENT INITIATIVE (RRI)

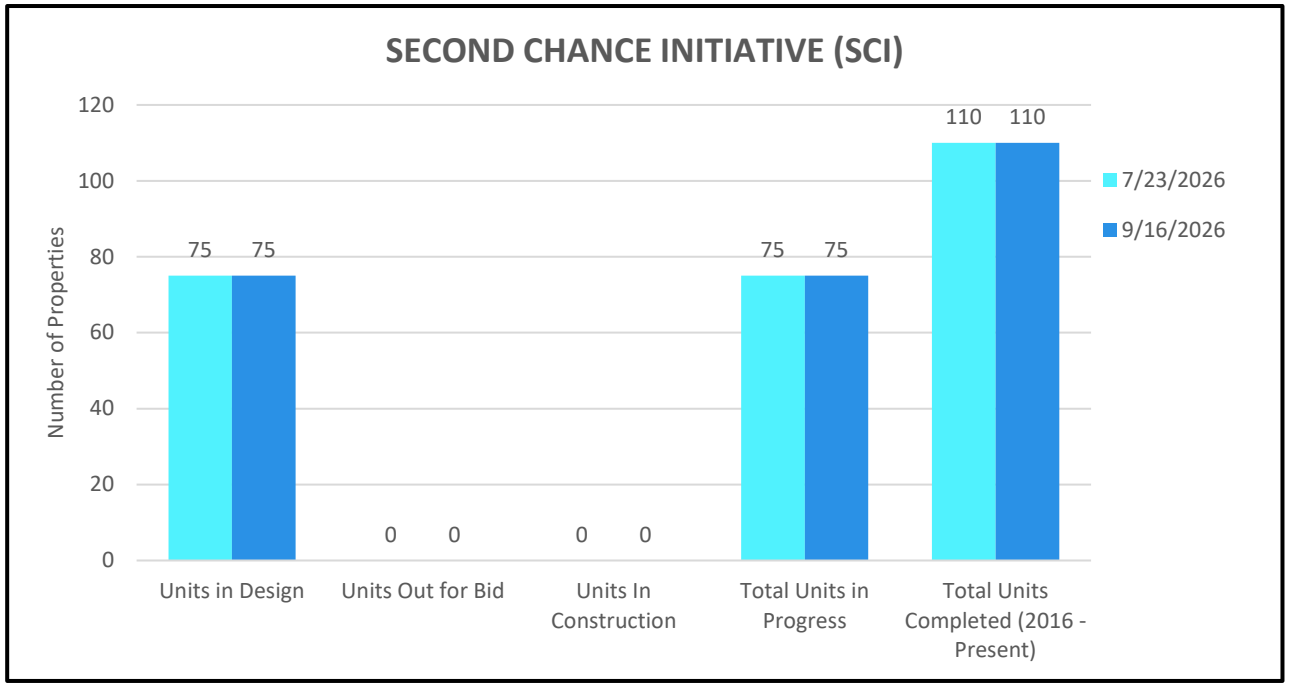
Repair/Replacement of Failed Improvements Installed in Previous Phases of the NIP





SECOND CHANCE INITIATIVE (SCI)

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



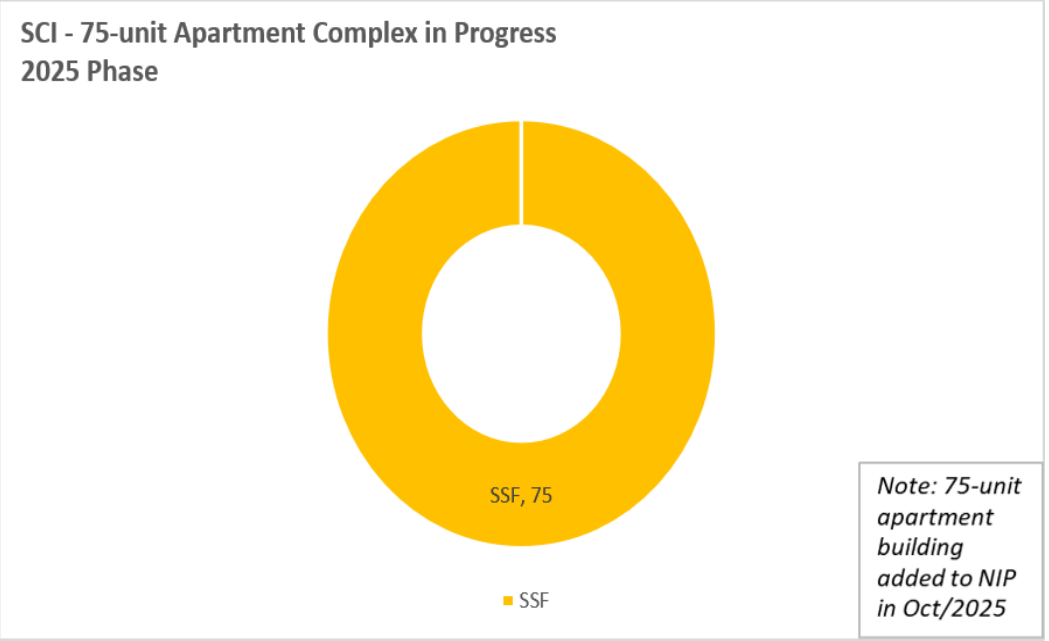
Additional Facts

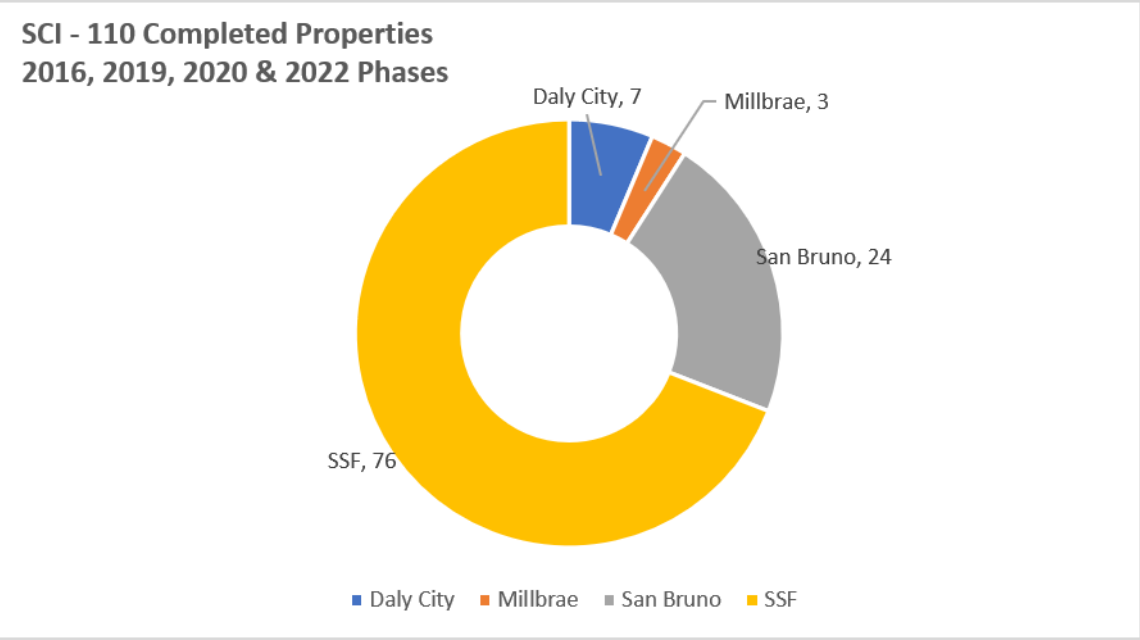
- Total Potentially Eligible Properties: **284**
- Total Applications Received: **714**
- Homeowner Satisfaction Rate: **97.14%**

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

SECOND CHANCE INITIATIVE (SCI)

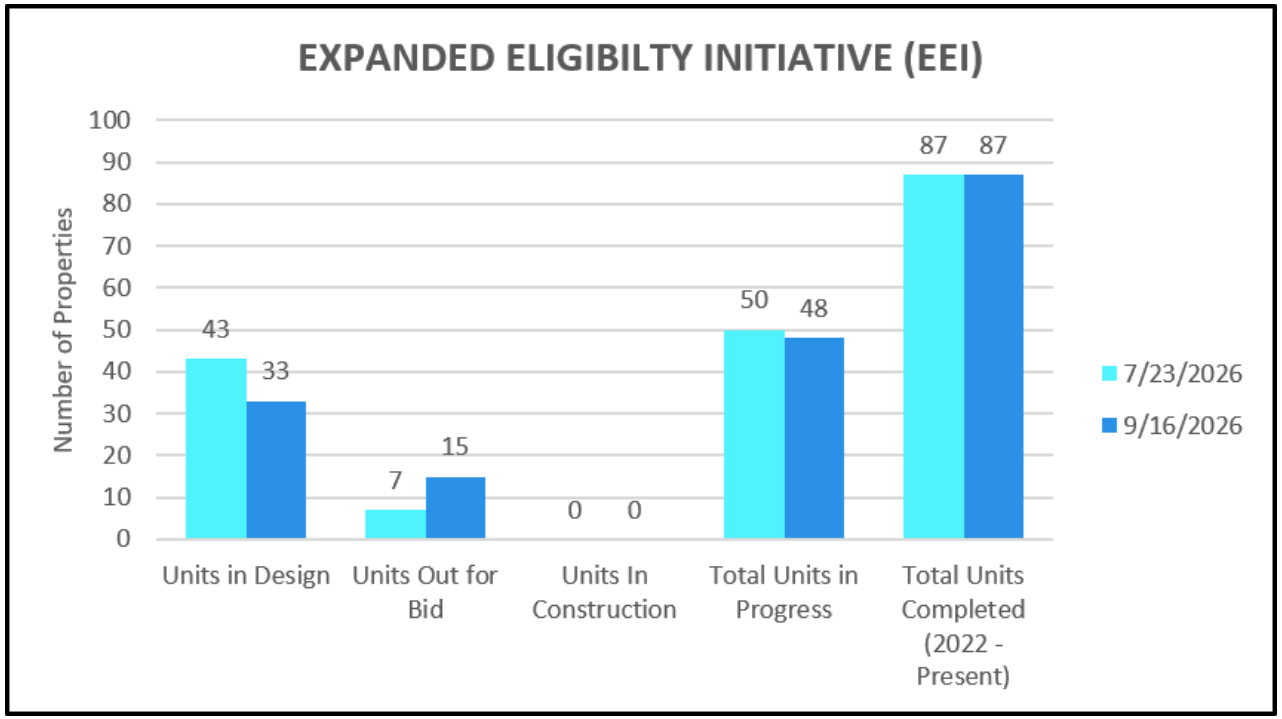
Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP





EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993

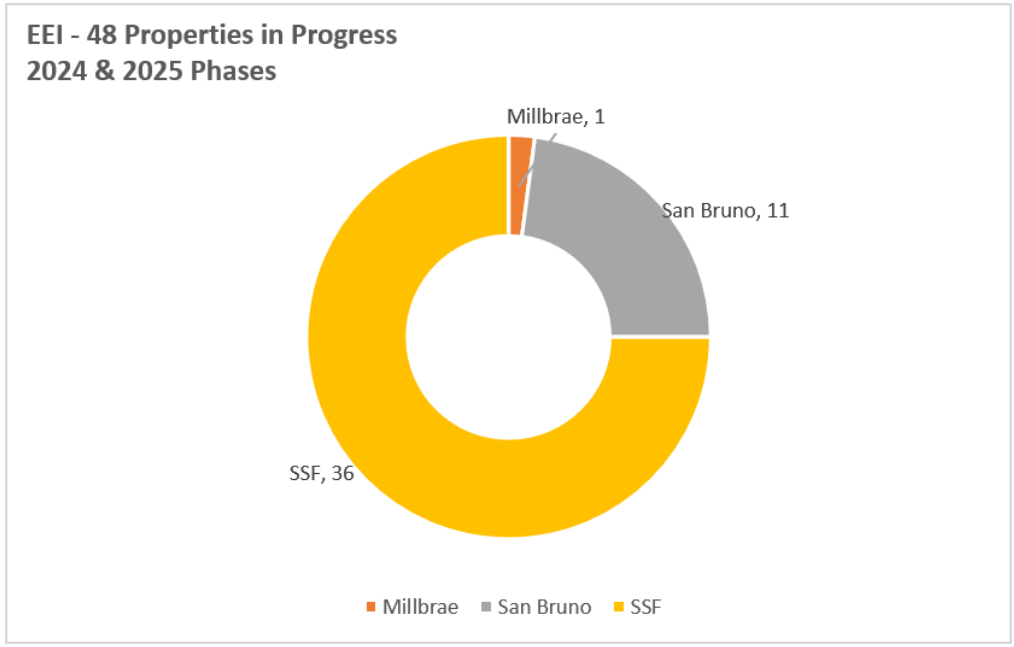


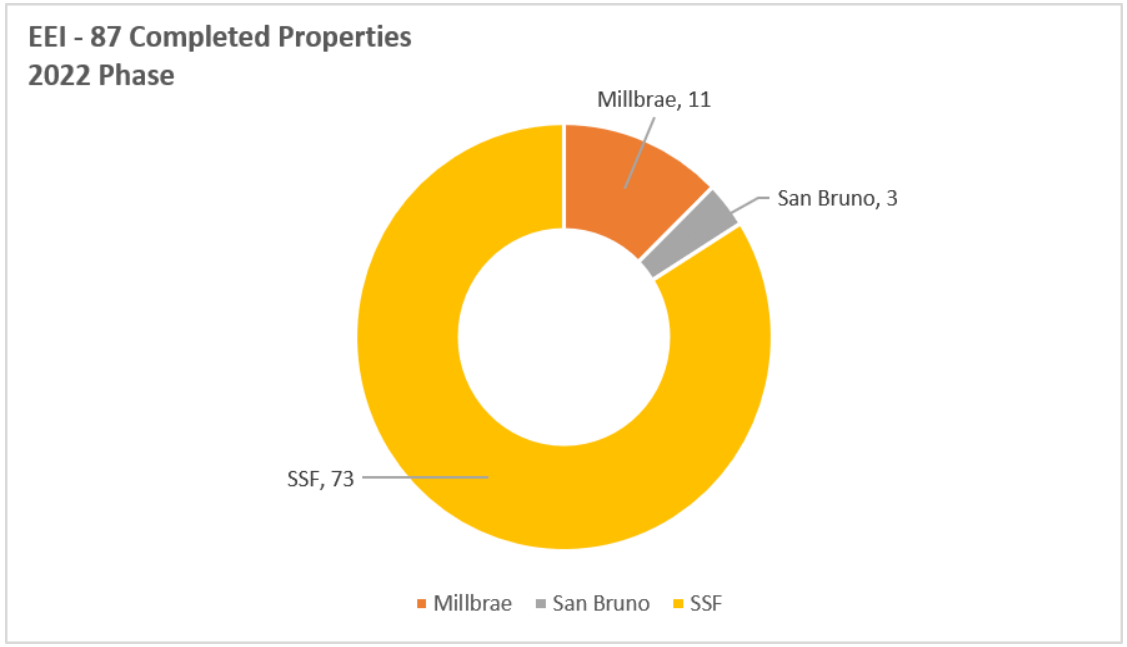
Additional Facts

- 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





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:	August 27, 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 8 updates for OAK. There are currently 10 open comment periods. The next publication is expected on September 3rd, 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:

- OAK CNDEL SIX DEPARTURE (RNAV)
  - Awaiting Publication
  - Publication date of Oct 29, 2026
- OAK HUSSH THREE DEPARTURE (RNAV)
  - Awaiting Publication
  - Publication date of Oct 29, 2026
- OAK NUEVO NINE DEPARTURE
  - Awaiting Publication
  - Publication date of Oct 29, 2026
- OAK SKLINE TWO DEPARTURE
  - Awaiting Publication
  - Publication date of Oct 29, 2026
- OAK KATFH FOUR DEPARTURE (RNAV)
  - Awaiting Publication
  - Publication date of Oct 29, 2026
- OAK NIMITZ SEVEN DEPARTURE
  - Awaiting Publication
  - Publication date of Oct 29, 2026
- OAK OAKLAND SEVEN DEPARTURE
  - Awaiting Publication
  - Publication date of Oct 29, 2026
- OAK COAST NINE DEPARTURE
  - Awaiting Publication
  - 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:

- OAK CNDEL SIX DEPARTURE (RNAV)
  - Changes are administrative in nature and are not expected to affect local communities.
  - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.
- OAK SID OAKLAND SEVEN
  - Changes are administrative in nature and are not expected to affect local communities.
  - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.
  - Removed SAC VORTAC and Fix ORRCA from procedure per ATC request.
- OAK HUSSH THREE DEPARTURE (RNAV)
  - Changes are administrative in nature and are not expected to affect local communities.
  - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.
- OAK KATFH FOUR DEPARTURE (RNAV)
  - Changes are administrative in nature and are not expected to affect local communities.
  - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.

- OAK NIMITZ SEVEN DEPARTURE
    - Changes are administrative in nature and are not expected to affect local communities.
    - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.

- OAK NUEVO NINE DEPARTURE
    - Changes are administrative in nature and are not expected to affect local communities.
    - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.

- OAK QUAKE THREE DEPARTURE
    - Changes are administrative in nature and are not expected to affect local communities.
    - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.

- OAK SALAD SIX DEPARTURE
    - Changes are administrative in nature and are not expected to affect local communities.
    - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.

- OAK SILENT FOUR DEPARTURE
    - Changes are administrative in nature and are not expected to affect local communities.
    - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.

- OAK SKLINE TWO DEPARTURE
    - Changes are administrative in nature and are not expected to affect local communities.
    - Updated expected filed altitude time from “10 Minutes” to “5 Minutes” per ATC request.

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:	September 28, 2026
Subject:	Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway Review
Reference:	HMMH Project Number 312310

At the request of the Roundtable, Harris Miller Miller & Hanson Inc. (HMMH) is monitoring and reviewing updates to procedures published onto the FAA's IFP Information Gateway in the regions of San Francisco International Airport (SFO), Metropolitan Oakland International Airport (OAK), and Norman Y. Mineta San Jose International Airport (SJC).

After analyzing the documents posted, HMMH determines the proposed changes and the reason for the changes. The FAA IFP Information Gateway published 6 updates for SFO and 2 updates for SJC. There is currently 1 open comment period. The next publication is expected on October 1st, 2026.

Important Terms and Items:

- FAA Stage Definitions
  1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation, and priority (FPO)
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  3. FC: FAA Flight Inspection of the developed procedures
  4. PIT: Production Integration Team (TS)
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  5. Pending: Procedure development work on-going
  6. Published: Procedure charted and published
  7. Under Development: Procedure is being worked on by the FAA
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- Glossary
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  - IAP: Instrument Approach procedure
  - STAR: Standard Terminal Arrival Route
  - SID: Standard Instrument Departure
  - GPS: Global Positioning System
  - ILS: Instrument Landing System
  - LOC: Localizer

Updates:

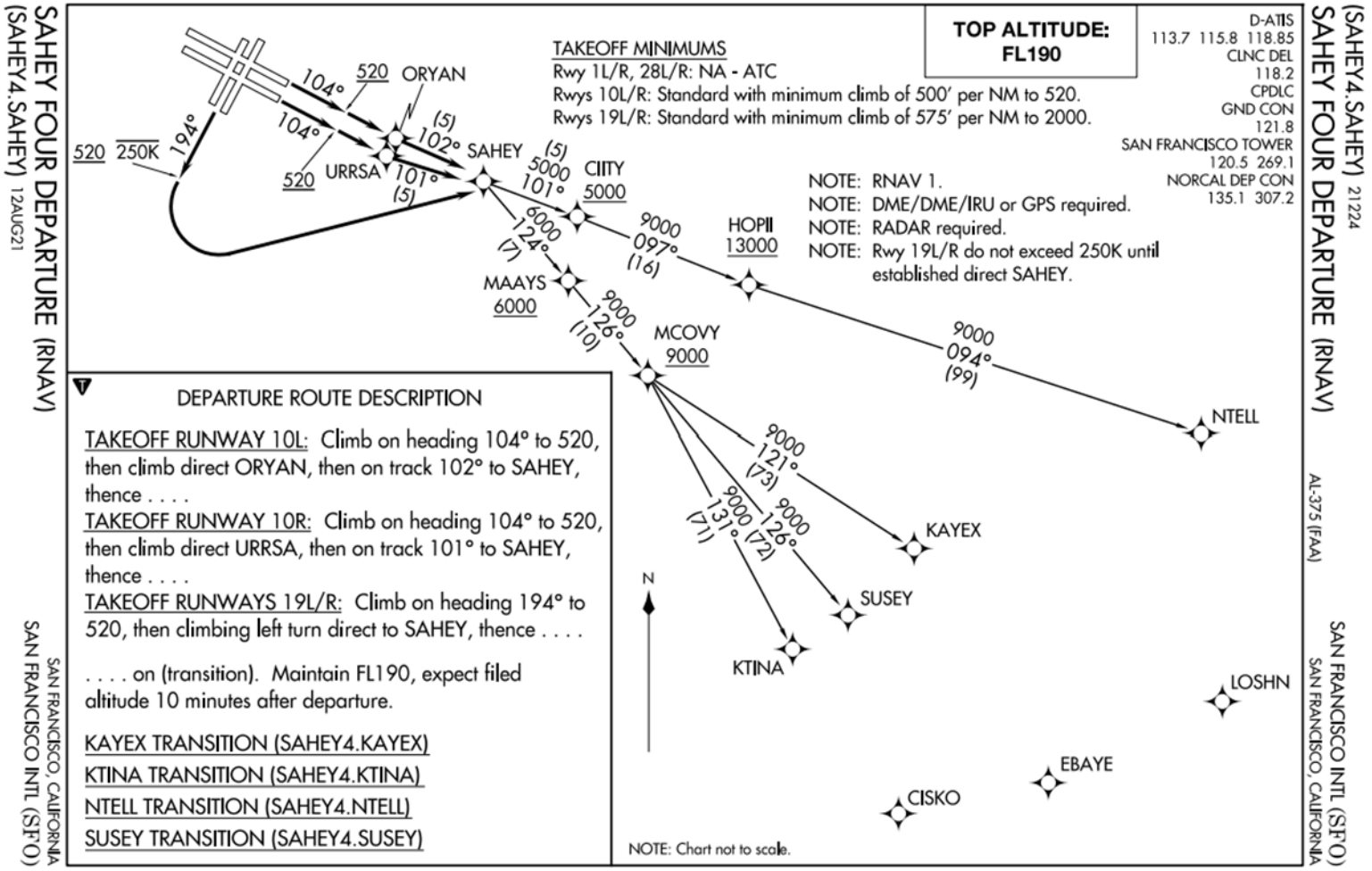
- SFO CIITY FOUR DEPARTURE (RNAV)
  - Pending
  - Publication date of Jun 10, 2027
- SFO SID SEGUL TWO (RNAV)
  - Awaiting Cancellation
  - Cancellation date of Jun 10, 2027
- SFO SID TRUCKN THREE (RNAV)
  - Pending
  - Publication date of Jun 10, 2027
- SFO ILS or LOC RWY 28L
  - Pending
  - Publication date of Jul 8, 2027
- SFO ILS OR LOC RWY 28R
  - Pending
  - Publication date of Jul 8, 2027
- SFO STAR YOSEM FOUR (RNAV)
  - Pending
  - Publication date of Aug 5, 2027
- SJC ILS or LOC RWY 30L AMDT 26A
  - Pending
  - Publication date of Jun 10, 2027
- SJC RNAV (GPS) Y RWY 30L AMDT 4B
  - 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.

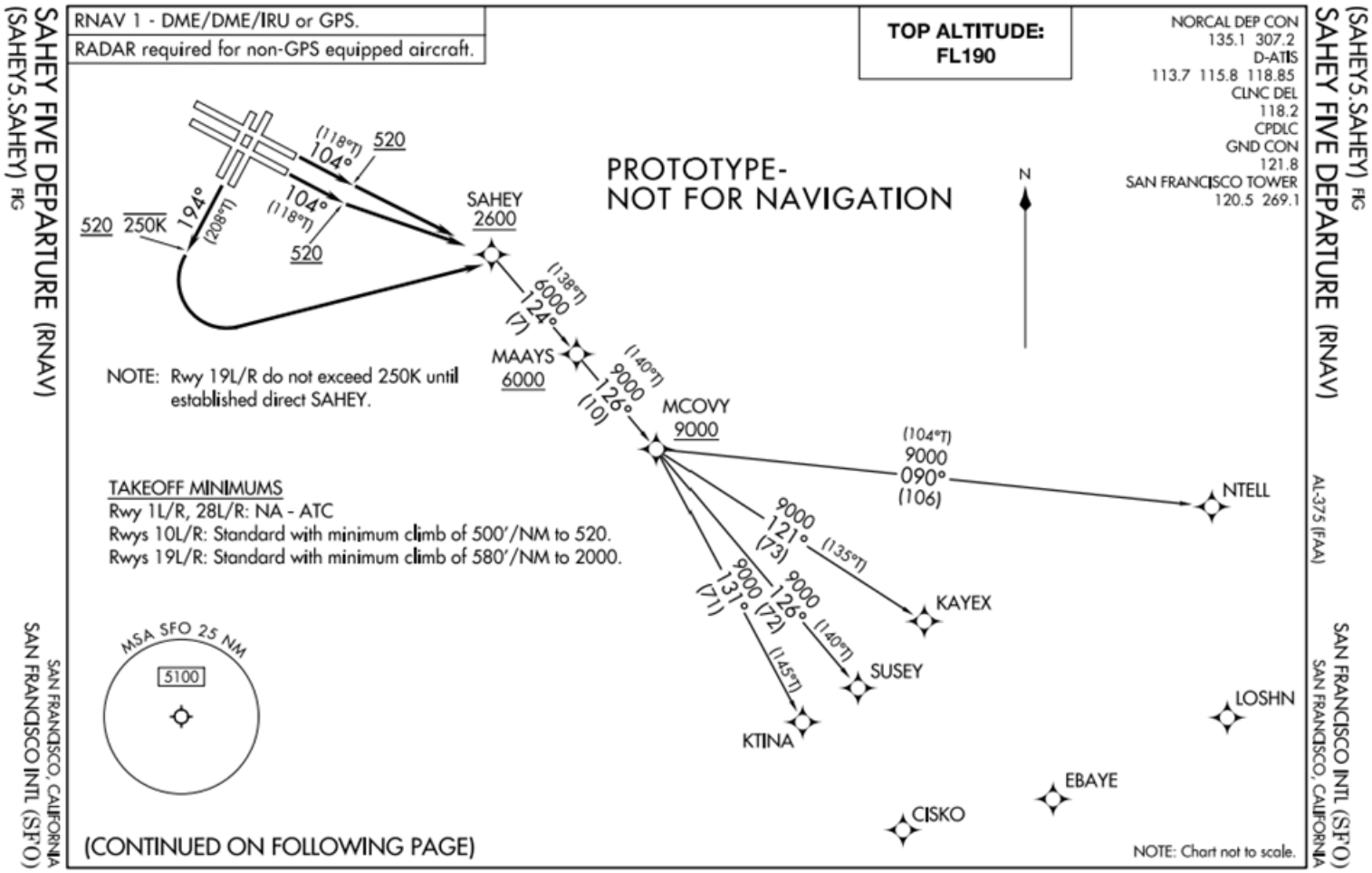
Open Comment Periods:

- SFO SAHEY FIVE DEPARTURE (RNAV)
  - Removed waypoints ORYAN and URRSA from RWY 10L and 10R departure path. This change is not expected to materially change flight path from what is currently flown.
  - Removed leg from SAHEY to NTELL, which is primarily over the bay and not expected to impact local communities.
  - Added leg from MCOVY to NTELL. Leg is flown above 9,000 ft. MSL and not expected to impact local communities.

CURRENT SAHEY FOUR DEPARTURE (RNAV)



PROPOSED SAHEY FIVE DEPARTURE (RNAV)



San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
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T (650) 363-4220
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www.sforoundtable.org

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

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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 (≥3dB)
- 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

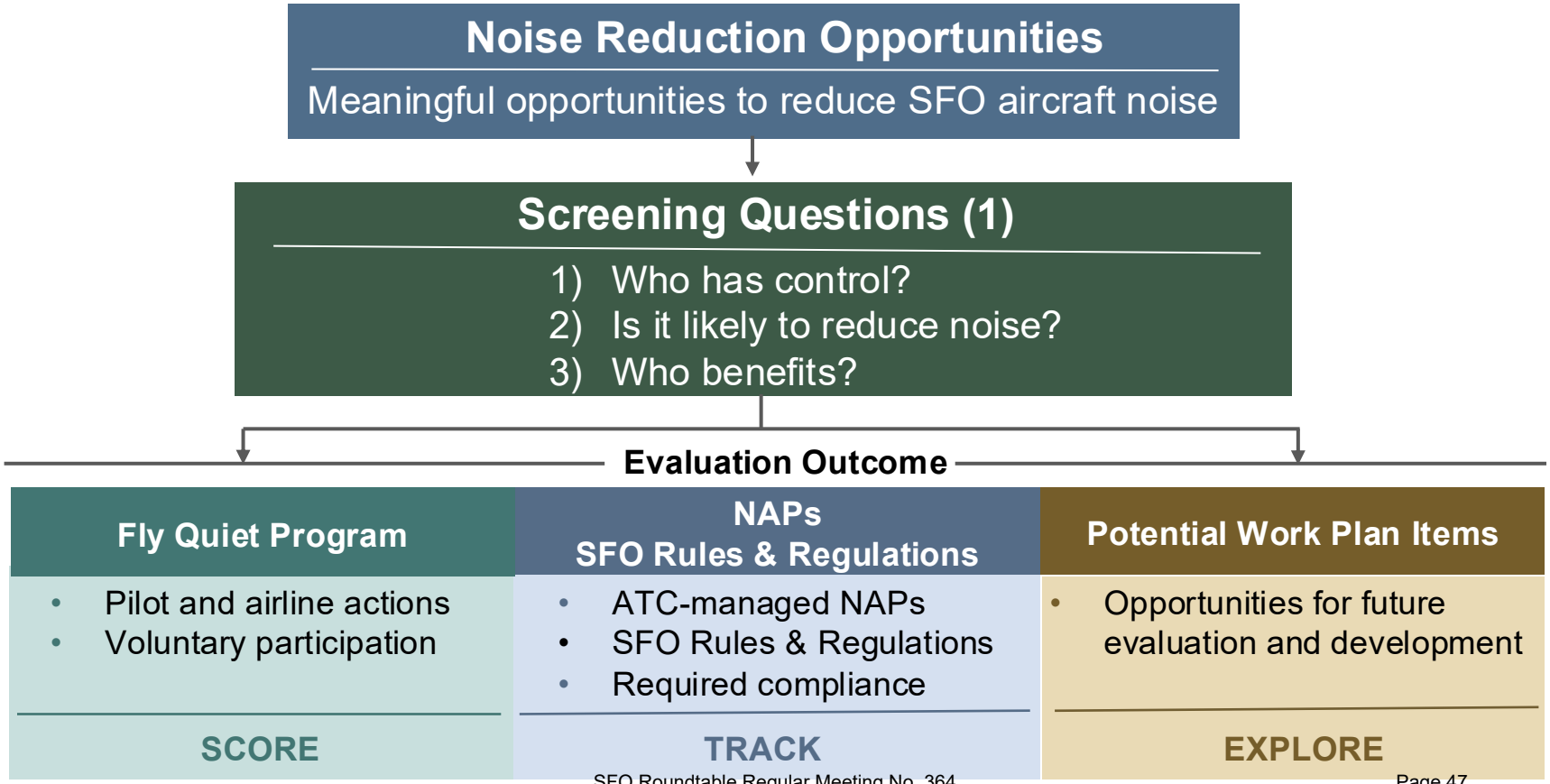
Framework Principles for Evaluating FQP Elements

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

Meaningful Noise Reduction (≥3 dB)	Pilot/Airline Influence
Meaningful noise reduction with equitable community coverage	Focus on actions that pilots and airlines can influence
Specific & Actionable	**Scoring & Recognition**
Each element measures a distinct, attributable behavior that is actionable	Score elements independently; recognize achievement, not rank alone
Learning & Discussion	**Program Decisions**
Use data to identify patterns & discuss improvement opportunities with airlines	Use findings to guide program decisions and future work plans

Source: AICA

Noise Reduction Evaluation Framework



Source: AICA

See (1) Framework Principles slide for full criteria

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



Source: AICA

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

Source: AICA

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

Source: AICA

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)

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

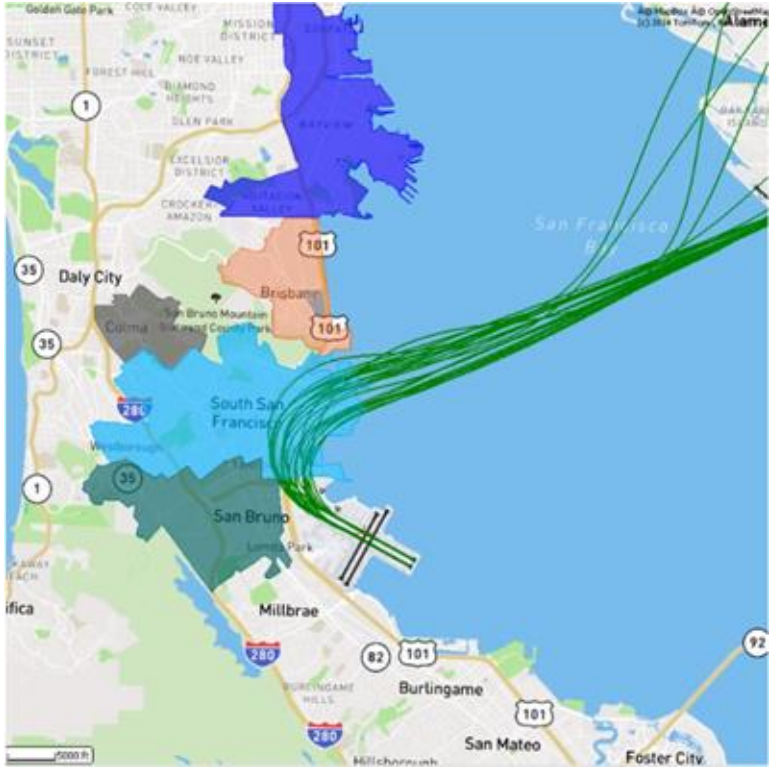
Source: AICA

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)

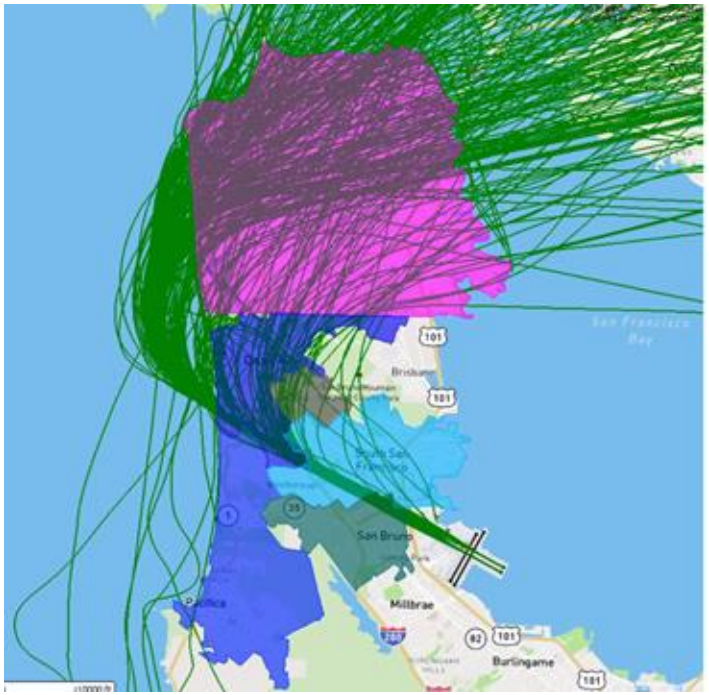


2. Gap SNTNA DAY – DEP

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 >=95%. Keep if below 95% and listen to ATC radio exchanges for non-compliant flights to determine if turns were pilot requested



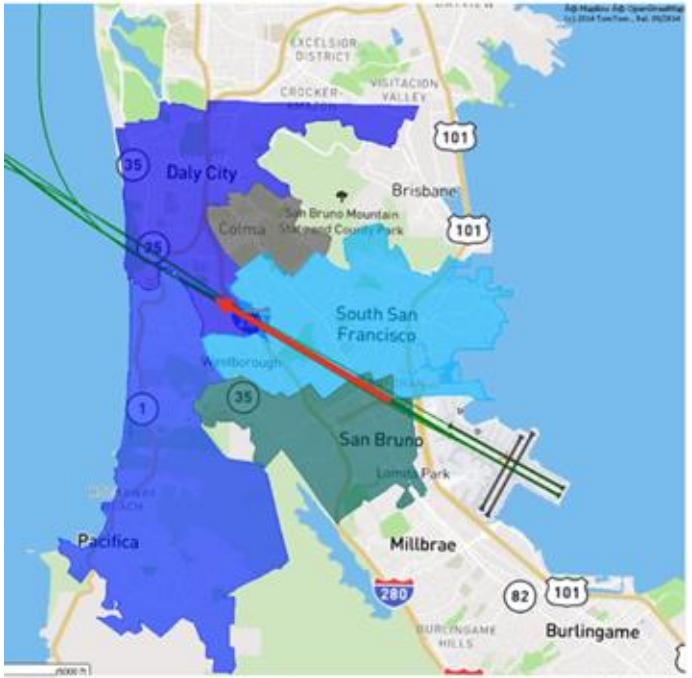
3. Gap Oceanic - DEP

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

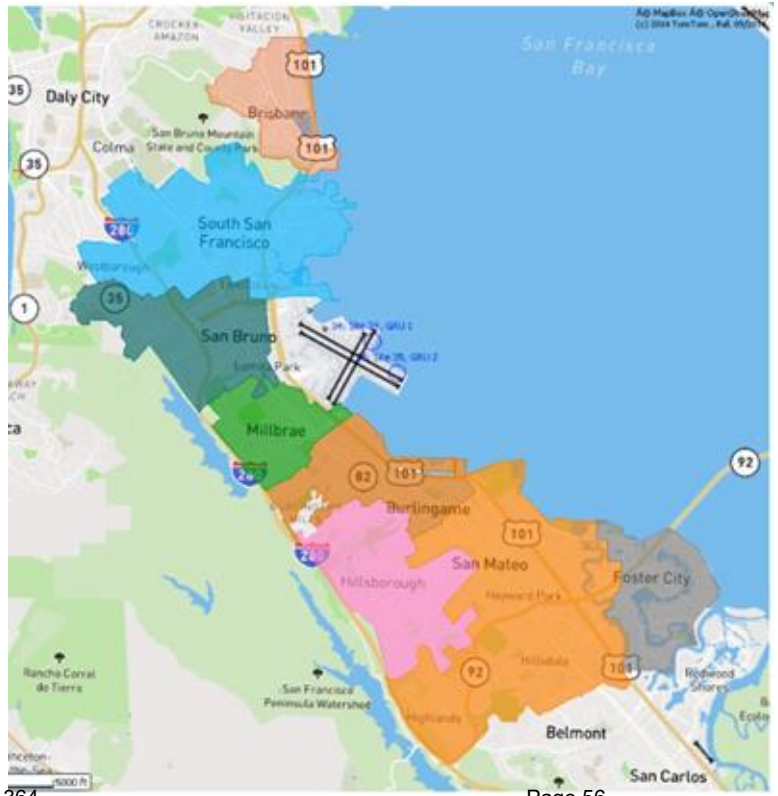
Note: **Conditionally Recommended**: Evaluate noise level changes by community before incentivizing airlines to climb as fast as possible to avoid unintended noise shifting



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

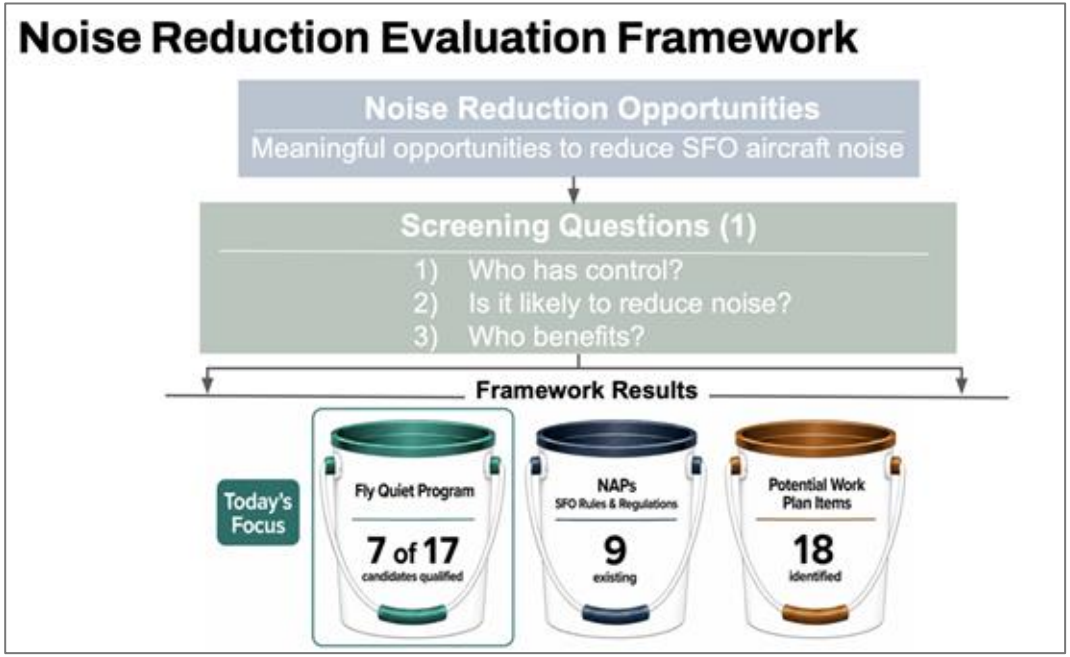
Scoring Methodology: Develop and test scoring rules using actual SFO operations data (iterate as necessary). See illustrative scoring in the Appendix.

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	7	4	6	11	8	21	

Illustrative FQP Scoring of Each Element

- **Shoreline TRUKN:** Points based on turn location
  - Good: most points. Marginal: some points. Poor: no points.
  - Is ⅛ 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	Gap Early Turns	Gap SNTNA Day#	Gap SNTNA Night	Heading 050	NIITE HUSSH	Offset Appr 28R	Prefer Night 28R	TOT NAPs	SFO Rules & Regulations: Ground Engine RUs#	SFO Rules & Regulations: APUs	SFO Rules & Regulations: TOTAL R&R	TOT FQP	TOT*
	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

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 opptys 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

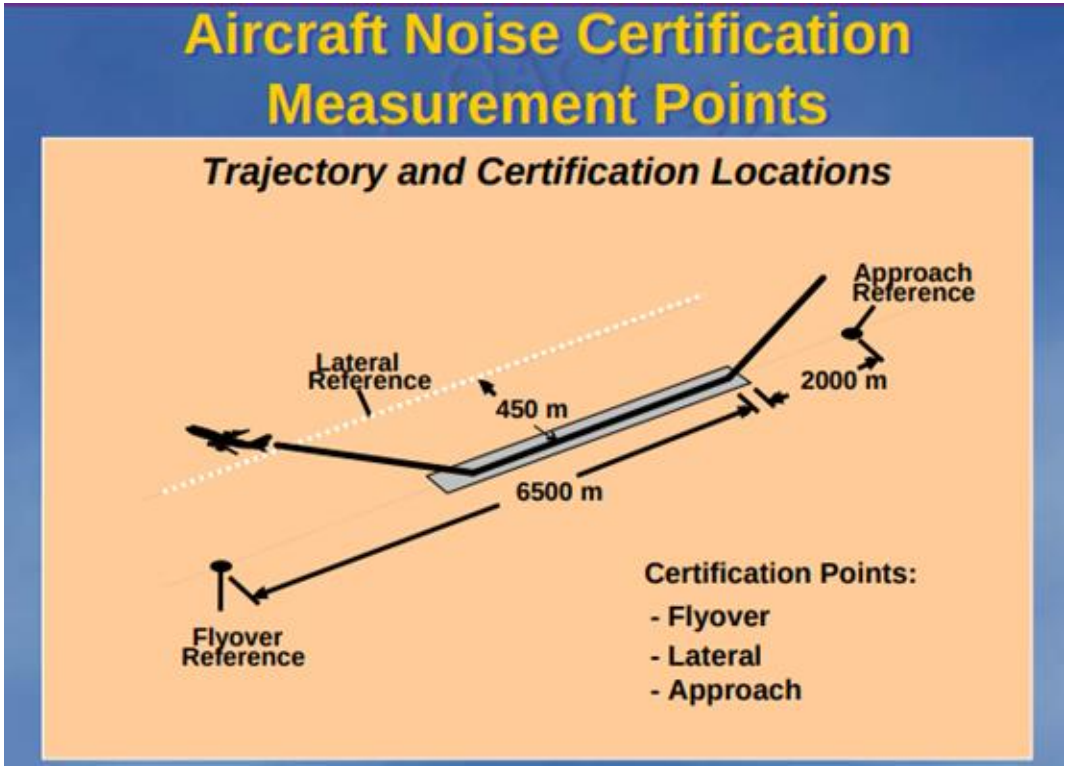
Item	Current Profile	Exploration
Oceanic Woodside	**ARR** Not NAP Not FQP	• Explore opportunities for a quieter arrival profile, including optimized descent operations (TWG discussion) • Evaluate impacts on downstream communities of current 3/26/2020 NAP for Oceanic arrivals crossing ARGGG at or above 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 Jully 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	18	6	8	3	1	3	1+3?	6	6	13	21	

Aircraft Noise Certification Background Information



Source: ICAO Noise Certification workshop 2006

Measurements done close to runways:

- Flyover (DEP): 4 miles from beginning of runway
- Lateral: ~¼ mile from runway centerline
- Approach (ARR): 1.25 miles from beginning of runway

SFO runway lengths: between 1.45 and 2.25 miles

Source: AICA

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

Source: AICA

SAN FRANCISCO INTERNATIONAL AIRPORT



Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
October 7, 2026

Noise Office Items

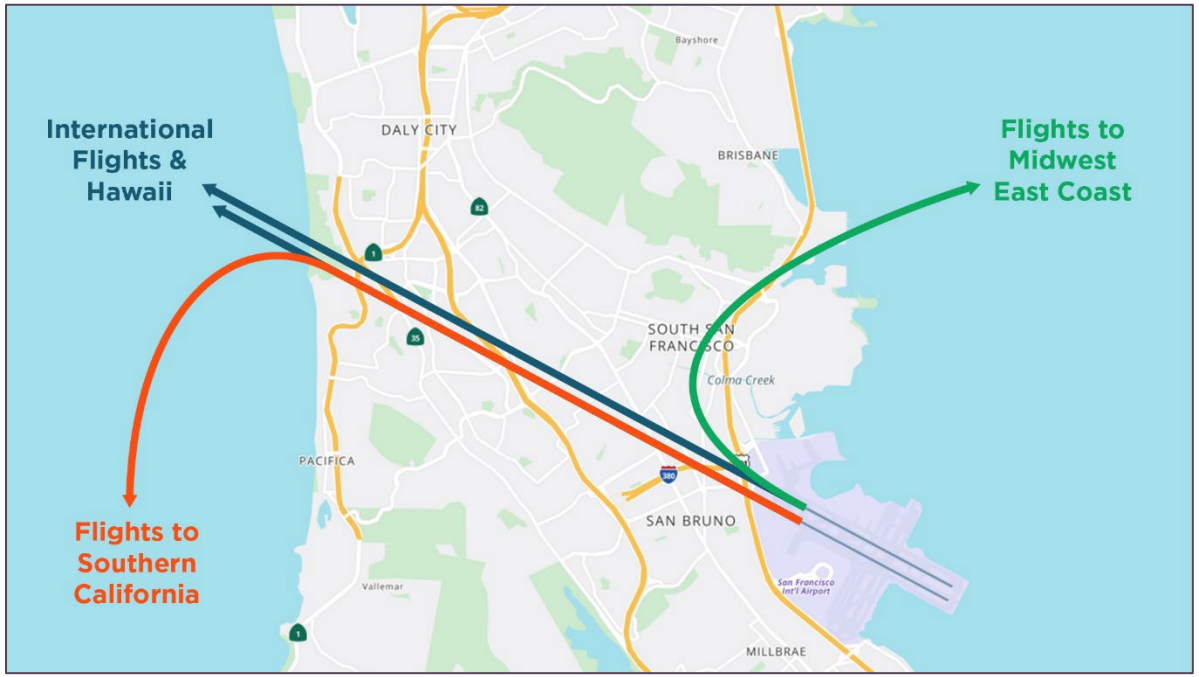
Runway 01R/19L Update

AAM Update

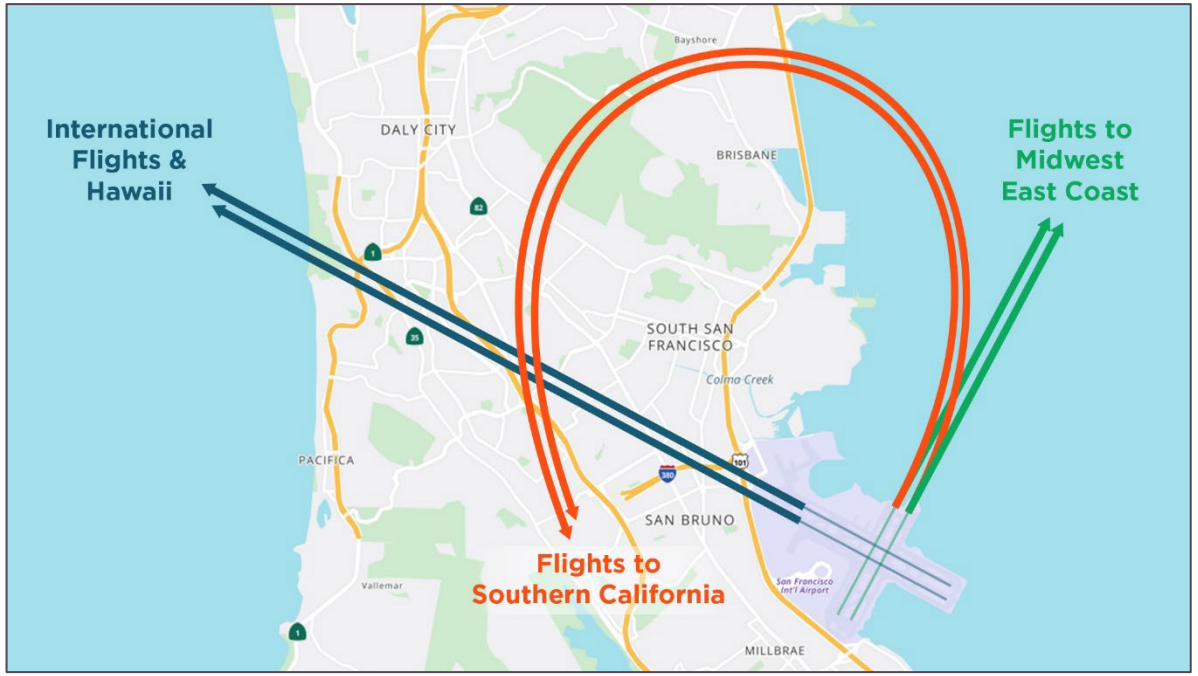
Runway 1R-19L Project Update

Runways Reopened: September 29

- Completion 4 days ahead of schedule
- SFO is back to normal operations using Runways 1 Left and Right for departures (West Plan or 28-1 configuration)
- This has significantly decreased the amount of departures from Runways 28 Left and Right



Flight Patterns During Construction



Flight Patterns after September 29

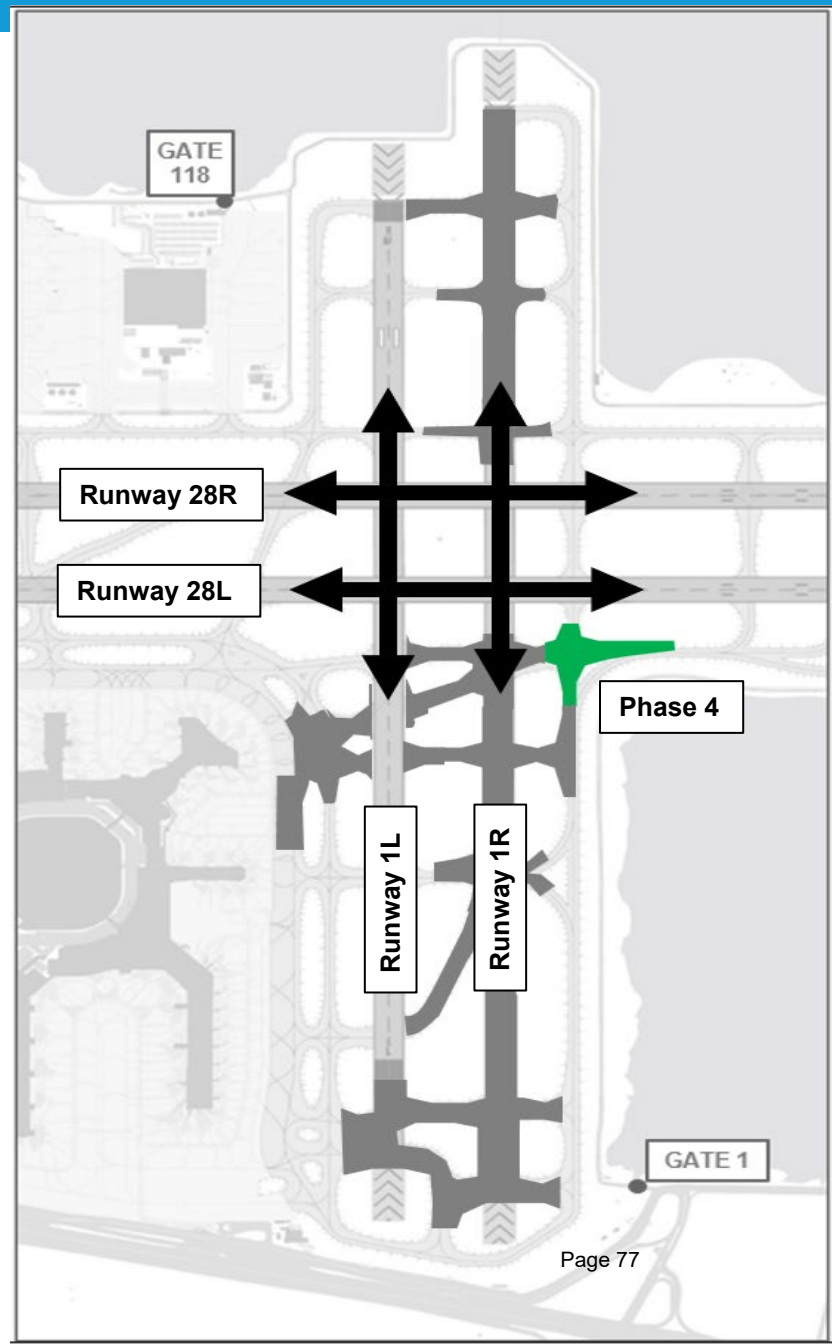
Runway 1R-19L Project Update

Fleet Week: October 4 - 11

- No construction activities
- All runways remain open for operations

Phase 4: October 12 – November 13

- Closure of Taxiway F and L Intersection
- All runways remain open for operations



AAM Update

- SFO continues to advance its AAM planning in close coordination with the FAA, industry, academic partners, and regional stakeholders.

- SFO recently completed the second of its AAM stakeholder forums with UC Berkeley's Transportation Sustainability Research Center (TSRC), focused on community and stakeholder perspectives surrounding potential AAM operations in the Bay Area, as well as integrating/coordinating the AAM initiatives of the region.

- SFO is working with the FAA to host an AAM Tabletop Exercise December 1-3, bringing together FAA subject-matter experts, SFO staff, operators/OEMs, and other stakeholders to examine the operational integration of AAM at SFO.

- The exercise will explore key considerations including airspace integration, potential flight routes and operating concepts, infrastructure requirements, safety, noise, and community impacts.

- At the next Roundtable meeting, we can provide a more detailed update on SFO's AAM work, including the FAA Tabletop Exercise, stakeholder engagement, and next steps in SFO's AAM planning. Btw, December 2 wouldn't be a good date to present because it will be in the middle of the TTX. Also, several Roundtable members will be invited to the TTX. It will be better to wait until after the findings are provided by the FAA.

Thank you



San Francisco International
Airport/Community Roundtable
455 County Center, 2nd Floor
Redwood City, CA 94063
www.sforoundtable.org

October 1, 2026

TO: Members of the SFO Roundtable

FROM Vanessa Lee, SFO Roundtable Coordinator

RE: Approval of the SFO Community Roundtable FY 26-27 Budget

BACKGROUND

Roundtable Bylaws Article VIII states that the Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting held between May 31 and October 31 of each calendar year. It is recommended that the Roundtable approve the FY 26-27 budget by a majority vote of all members present.

BUDGET OVERVIEW

The budget represents a financial plan that compares the previous fiscal year actuals to the projected revenue and expenses for the current fiscal year. All SFORT revenue, expenses and reimbursements are processed out of the Roundtables Trust Fund.

- **REVENUE:** FY 2025-2026 revenue remains unchanged with the twenty cities in San Mateo County and C/CAG contributing $1500 each, San Mateo County contributing $12,000, and the City and County of San Francisco International Airport (SFO) contributing $220,000.
- **EXPENSES:** Expenses represent the following categories; staffing and technical consultants, administration/ operations, and projects, programs, & other.

  Staffing/ Operations: Several of the categories in this area are charges billed as reimbursements by the County of San Mateo to the Roundtable except for the Roundtable website and video services. Roundtable staff was able to negotiate to keep all reimbursements administered by the County consistent from previous years although it is planned that these expenses will increase over time. Roundtable staffing is managed and administered through the County of San Mateo. The Roundtable budget accounts for two part-time staff positions and includes applicable union contract negotiated COLA increases.

  Technical Consultant: On March 13, 2026, the County issued a request for proposals for firms to provide independent aviation technical expertise to assist the Roundtable. Harris Miller Miller & Hanson (HMMH) was selected as the most qualified firm to provide technical support based on their demonstrated knowledge and expertise. As such, the Roundtable entered into a contract with HMMH for a not to exceed amount of $450,000 over the three-to-five-year term.

SUMMARY

The FY 25-26 Fund Balance was $529,582.36. Total expenses for FY 26-27 budget are estimated to be $263,290.00, with total revenues equaling $263,500.00, for a total end of FY 26-27 Trust Fund balance of $529,792.36.

SFO Airport/Community Roundtable
FY 2026/27 PROPOSED BUDGET

	(7/1/2025 - 6/30/2026)	(7/1/2026-7/1/2027)
	2025-2026 Actuals	**2026-2027 Proposed Budget**
REVENUE		
[1] San Francisco Airport Commission	$ 220,000.00	$ 220,000.00
Roundtable Membership	$ 43,500.00	$ 43,500.00
REVENUE SOURCES TOTAL	**$ 263,500.00**	**$ 263,500.00**
EXPENSES		
STAFFING AND TECHNICAL CONSULTANT		
County of San Mateo Coordination Services	$ 151,351.25	$ 175,000.00
Roundtable Aviation Technical Consultant	$ 62,954.62	$ 70,000.00
SOURCE SUBTOTAL	$ 214,305.87	$ 245,000.00
ADMINISTRATION / OPERATIONS		
Photo Conference and Expense	$ 300.00	$ 300.00
[1] Website	$ 173.27	$ 2,500.00
Data Storage & Conference Services	$ 990.00	$ 990.00
Miscellaneous Office Expenses/Equipment	$ 1,500.00	$ 1,500.00
[2] Video Services	$ 10,024.50	$ 7,000.00
SOURCE SUBTOTAL	$ 12,987.77	$ 12,290.00
PROJECTS, PROGRAMS, & OTHER		
[3] Member Conferences Attendence	$ 1,353.21	$ 1,500.00
Airport Noise Report subscription	$ 2,500.00	$ 2,500.00
Fly Quiet Awards	$ -	$ 1,000.00
Staff Professional Development	$ 695.00	$ 1,000.00
SOURCE SUBTOTAL	$ 4,548.21	$ 6,000.00
EXPENSES SOURCES TOTAL	**$ 231,841.85**	**$ 263,290.00**
End of Year Trust Fund Balance		
FY 25/26 Fund Balance	$ 529,582.36	
FY 26/27 Year End Revenue	$ 263,500.00	
FY 26/27 Projected Year End Balance		**$ 529,792.36**

[1] Increase over actuals due to anticipated website revamp

[2] Reflects $3,395.50 backpay for 2024 meetings

[3] 2026 ANES Conference Attendence