SFO COMMUNITY ROUNDTABLE

Meeting Agenda
Regular Meeting

Wednesday, December 2, 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: October 7, 2026	*Action*	Page 4
5.	Acceptance of SFO's Reports: • Director Report September 2026 • Director Report October 2026 • Airport Noise Insulation Program December 2026	*Action*	Page 9
6.	Acceptance of HMMH FAA IFP Information Gateway: • October 2026 • November 2026	*Information*	Page 11

REGULAR AGENDA

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

7.	Chairperson Update	*Information*	Page 13
8.	SFO International Airport Updates *Mike Nakornkhet, SFO Airport Director* *Bert Ganoung, SFO Aircraft Noise Abatement Manager*	*Information*	Page 20
9.	Update on SFO's noise reporting Webapp *Bert Ganoung, SFO Aircraft Noise Abatement Manager* *Tyler Metzger, SFO Web App Consultant*	*Information*	Page 27
10.	Recognition of Outgoing SFO Community Roundtable Members	*Information*	Verbal

UPDATES

11. Member Updates

12. Adjourn

SFO Airport/Community Roundtable
Meeting No 364 -- Minutes
Wednesday, October 7, 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, October 7, at 7:05 p.m., at the David J. Chetcuti Community Room, 450 Poplar Avenue, Millbrae, CA.

REGULAR MEMBERS' PRESENT
City and County of San Francisco Board of Supervisors – Chyanne Chen
City and County of San Francisco Mayor's Office – Ben White
City and County of San Francisco Airport Commission – Michael Nakornkhet
C/CAG Airport Land Use Committee (ALUC) – Carol Ford
City of Burlingame – Desiree Thayer
Town of Colma – Joan del Rosario
City of Foster City – Phoebe Venkat
City of Half Moon Bay – Patric Jonsson
Town of Hillsborough – Sophie Cole
City of Millbrae – Stephen Rainaldi
City of Pacifica – Christine Boles
Town of Portola Valley – Mary Hufty
City of Redwood City – Marcella Padilla
City of San Bruno – Sandy Alvares (via Zoom)
City of San Carlos – Neil Layton
City of San Mateo – Rob Newsome
Town of Woodside – Paul Goeld

REGULAR MEMBERS ABSENT
County of San Mateo Board of Supervisors
Town of Atherton
City of Belmont
City of Brisbane
City of Daly City
City of East Palo Alto
City of Menlo Park
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 (00:08:39)
Chair Rainaldi opened public comments for items not on the agenda. Public comments were heard by:

- Christine Razzini, a resident of Millbrae, expressed concerns about persistent low-frequency aircraft rumbling and vibrations, particularly during nighttime hours, noting that existing sound-insulated windows do not adequately address the issue. Ms. Razzini cited engine backblasts from Runways 1L and 1R as a potential source and requested mitigation measures, changes to nighttime operations, and a concrete action plan and timeline for relief.
- Remi Tan, a resident of Pacifica, thanked the SFO Airport for completing the Runway project, noting reduced aircraft noise in Pacifica and Daly City. However, his concerns remain regarding late-night flights and low-frequency rumbling from larger aircraft. Mr. Tan requested that the Roundtable work with airlines to explore alternative night-time flight paths and reduce flights over residential areas, ideally limiting operations between 10:00 p.m. and 7:00 a.m.

Chair Rainaldi closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:14:26)
The Consent Agenda was approved with clarification that the conditions attached to the Fly Quiet 2.0 Program recommendations discussed at the previous meeting remain in place, and approval is necessary to proceed with the follow-up actions.

MEMBER BOLES MOTIONED TO APPROVE THE CONSENT CALENDAR. MEMBER CHEN SECONDED THE MOTION. THE MOTION PASSED WITH ALL MEMBERS PRESENT.

CONSENT AGENDA

4. *ACTION:* Approval of SFO Community Roundtable Minutes: June 3, 2026, and August 5, 2026
5. *ACTION:* Airport Director's Report: July 2026 and August 2026 & Airport Noise Insulation Program September 2026
6. *INFORMATION:* HMMH FAA IFP Information Gateway: August 2026 and September 2026
7. *ACTION:* Approve Final Fly Quiet 2.0 Program Framework and Recommendations (00:20:22)

REGULAR AGENDA

8. *INFORMATION:* Chairperson Update (00:20:22)

Chair Rainaldi reported on his attendance at the Advanced Air Mobility (AAM) Stakeholder Engagement Series at SFO on September 17, 2026, accompanied by Member Ford and Darlene Yaplee. Topics included infrastructure investment, economic impacts, and potential applications such as air taxis and regional air mobility.

He also highlighted TWG's discussion of the Five-Year Strategic Workplan, including advanced air mobility, noise abatement procedures, and FAA engagement, and encouraged members to view the recorded meeting.

Chair Rainaldi then reviewed the evening's agenda, including SFO updates, approval of the fiscal year 2026–2027 budget, and an anticipated FAA presentation on parallel arrivals, safety and decision-making processes, and potential operational changes affecting aircraft noise at SFO. He thanked FAA representatives for their continued engagement with the Roundtable.

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

9. *INFORMATION:* SFO International Airport Updates (00:16:29)
Doug Yakel, SFO Chief Information Officer, provided the Airport Director's report on behalf of Michael Nakornkhet. He reported that the runway repaving project was completed ahead of schedule, with all four runways now fully repaved and operational. He also noted that arrival rates have gradually improved, with normal operations expected to resume by the end of the month and future runway closures of similar duration are not anticipated for several years.

Mr. Yakel reported that September passenger traffic increased approximately 3% compared to September 2025, with full-year 2026 traffic projected to increase by 2%. He noted that Thanksgiving travel is expected to exceed last year's by approximately one million passengers. Mr. Yakel concluded his report by announcing two new United Airlines routes from SFO to Sapporo and Okinawa starting in December 2026 and March 2027.

Bert Ganoung reported that SFO has resumed normal operations following completion of the runway repaving project, with departures primarily using Runways 1L and 1R, and arrivals using Runways 28. Some departures from Runways 28 will continue to accommodate aircraft requiring longer runways. He also noted that limited construction on Taxiways Foxtrot and Lima was scheduled for October 12–13, following Fleet Week.

Mr. Ganoung provided an update on AAM, noting that the second stakeholder forum focused on community perspectives and regional coordination. He noted that the FAA's AAM tabletop exercise has been postponed to 2027 and will address operational integration, airspace, flight routes, and safety considerations.

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

- Shiela Gardella, a South San Francisco resident, requested a review of her property's exclusion from the EEI initiative, citing acoustic testing results and supporting legal and permitting documentation. She noted that Councilmember Mark Nagales had forwarded her evidence packet for review. Chair Rainaldi invited her to submit additional information by email.
- Remi Tan, a Pacifica resident, expressed concerns regarding AAM, emphasizing the importance of flight safety, airspace capacity, and potential noise impacts. He requested that

the Roundtable continue monitoring AAM developments and ensure noise data is presented to the Roundtable and local jurisdictions.

Chair Rainaldi closed public comments.

10. *ACTION:* Approve SFO Community Roundtable FY 2026 – 2027 Budget (00:57:40)
Vanessa Lee, Roundtable Coordinator, presented the proposed FY 2026–27 Roundtable budget, which was developed using prior-year actual expenditures and anticipated revenues and expenses. She explained that the budget maintains existing funding for staffing, technical consultants, administration, operations, and ongoing programs. Ms. Lee noted no increases in County administrative reimbursement fees are anticipated.

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

Member Boles asked whether the $1,000 allocated for Fly Quiet Awards could be increased to support a more public recognition event or award ceremony. Ms. Lee clarified that the amount was carried over from previous budgets as a placeholder while the TWG and Roundtable determine appropriate forms of recognition. Vice Chair Goeld added that incentive options are limited for government agencies and that further discussion is needed to explore appropriate ways to recognize participants.

Member Layton asked about the Roundtable's reserve funds. Ms. Lee explained that the County manages the reserves through the Trust Fund, which serves as an operating account to cover expenses and temporary funding gaps while awaiting revenue from SFO. Reserve funds may also support major expenses identified in the work plan.

MEMBER NEWSOM MOTIONED TO APPROVE THE FY 2026-2027 BUDGET. MEMBER CHEN SECONDED THE MOTION. THE MOTION PASSED WITH ALL MEMBERS PRESENT.

11. *INFORMATION:* Federal Aviation Administration (FAA) Briefing- SFO Parallel Arrival Decision (01:19:25)
Zachary McFall, General Manager of the FAA Oakland District, provided an overview of changes to SFO's staggered and side-by-side arrival procedures.

Mr. McFall explained that the loss of the San Francisco VOR affected the Quiet Bridge Visual Approach, resulting in aircraft alignment issues and an increase in Traffic Alert and Collision Avoidance System (TCAS) alerts. In response, the FAA worked with Northern California TRACON and airline partners to improve aircraft separation and address safety concerns. He noted that the FAA identified a compliance issue with existing visual separation procedures and temporarily implemented staggered approaches under FAA regulations, reducing arrival capacity.

Mr. McFall explained that additional offset procedures were developed and tested to accommodate the reopening of Runways 1L and 1R while maintaining required aircraft separation and allowing departures between arriving aircraft.

Vice Chair Goeld thanked Mr. McFall for attending in person and asked whether the transition from side-by-side to offset arrivals was related to the Washington, D.C., aircraft collision. Mr. McFall clarified that the changes were driven by increased TCAS alerts and the discovery of a compliance issue specific to SFO, not the Washington, D.C., incident. He emphasized that the FAA acted

promptly to address compliance requirements and maintain safety, despite resulting operational delays.

Member Jonsson asked about the VOR outage and its impact on aircraft approaches. Mr. McFall explained that the VOR was temporarily shut down due to crane construction, contributing to aircraft deviations, TCAS alerts, and occasional go-arounds. He clarified that pilots were notified through NOTAMs and that TCAS provides automated collision-avoidance instructions while controllers maintain required aircraft separation.

Chair Rainaldi asked how community noise impacts are considered in FAA operational decisions and how the Roundtable could collaborate with the FAA on future changes. Mr. McFall recommended coordinating through the FAA's Western Pacific Regional Administrator to facilitate communication and collaboration. Chair Rainaldi emphasized the importance of advanced coordination to address potential noise impacts on surrounding communities.

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

- Remi Tan, a Pacifica resident, asked whether staggered arrivals have reduced flight capacity and how delays are managed during late-night hours. Mr. McFall explained that arrival capacity initially decreased from 54 to 36 flights per hour, then increased to 42 with staggered arrivals and 45 with the offset procedure. He noted that the FAA uses ground delay programs as needed to manage traffic safely and plans to resume testing the 45-arrival rate following Fleet Week.
- Darlene Yaplee, a resident of Palo Alto, requested additional information on GBAS procedures. Mr. McFall was unable to provide an immediate response and agreed to follow up.

Member Boles requested an update on the previously discussed expansion of the Night Hush Program, including extended hours and additional eligible flights. Mr. McFall acknowledged the request and agreed to follow up with the FAA Regional Administrator's Office.

12. Member Updates (01:19:25)
Chair Rainaldi announced that Fleet Week would take place at San Francisco's Pier 39 on October 10–11. He also noted that Joby Aviation invited Roundtable members to visit and listen to audio demonstrations of eVTOL aircraft.

13. Adjournment
Chair Rainaldi adjourned the meeting at approximately 8:09 P.M.

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:	October 19, 2024
Subject:	Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway Review
Reference:	HMMH Project Number 26-0127A

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. There are currently 3 open comment periods. The next publication is expected on October 29th, 2026.

Important Terms and Items:

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

- FAA Status Definitions
  1. At Flight Check: At Flight Inspection for procedure validation
  2. Awaiting Publication: At Arnav Products Charting for publication
  3. Complete: Procedure development action finished
  4. On Hold: Procedure waiting data/information to allow it to proceed/continue to next stage
  5. Pending: Procedure development work on-going
  6. Published: Procedure charted and published
  7. Under Development: Procedure is being worked on by the FAA
  8. Terminated: Procedure/project terminated

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

Updates:

- SFO GLS RWY 19, AMDT 2
  - Awaiting Publication
  - Publication date of Dec 24, 2026
- SFO ILS or LOC RWY 19L, AMDT 23B
  - Awaiting Publication
  - Publication date of Dec 24, 2026
- SFO RNAVY (GPS) RWY 19L, AMDT 4A
  - Awaiting Publication
  - Publication date of Dec 24, 2026
- SFO RNAV (GPS) RWY 19R, AMDT 5
  - Awaiting Publication
  - Publication date of Dec 24, 2026
- SFO RNAV (GPS) Z RWY 19R, AMDT 0A
  - Awaiting Cancellation
  - Cancellation date of Dec 24, 2026
- SFO SAHEY FIVE DEPARTURE
  - Awaiting Publication
  - Publication date of Dec 24, 202

*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 GLS RWY 19R AMDT 2
  - Raised initial climb to altitude on missed approach from 600 ft. MSL to 1100 ft. MSL.
  - Raised missed approach altitude and waypoint from 3000 ft. MSL at THHEO to 4000 ft. MSL at PRTLA.
  - Additional minimum altitudes have been raised and are not expected to affect the local communities.
  - Comment period ends October 28, 2026.
- SFO RNAV (GPS) RWY 19R
  - Consolidated RNAV (GPS) Y and RNAV (GPS) Z RWY 19R into one procedure.
  - Lowered initial climb to altitude on missed approach from 1540 ft. MSL to 1420 ft. MSL.
  - Raised missed approach altitude and waypoint from 3000 ft. MSL at THHEO to 4000 ft. MSL at PRTLA.
  - Additional minimum altitudes have been raised and are not expected to affect the local communities.
  - Comment period ends October 28, 2026.
- SFO RNAV (GPS) Z RWY 19R, AMDT 0A
  - Consolidated RNAV (GPS) Y and RNAV (GPS) Z RWY 19R into one procedure.
  - This comment period reflects the cancellation of the standalone RNAV (GPS) Z RWY 19R Instrument Approach Procedure.
  - Comment period ends October 28, 2026.

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

MEMORANDUM

To:	SFO Community Roundtable Members and Interested Parties
From:	Jason R. Stoddard, Senior Airspace Analyst Eugene M. Reindel, Vice President
Date:	November 12, 2024
Subject:	Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway Review
Reference:	HMMH Project Number 26-0127A

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

After analyzing the documents posted, HMMH determines the proposed changes and the reason for the changes. The FAA IFP Information Gateway published 2 updates for SFO, and 10 updates for OAK. There is currently 1 open comment period. The next publication is expected on November 26th, 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)
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- Glossary
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  - ATC: Air Traffic Control
  - IAP: Instrument Approach procedure
  - STAR: Standard Terminal Arrival Route
  - SID: Standard Instrument Departure
  - GPS: Global Positioning System
  - ILS: Instrument Landing System
  - LOC: Localizer

Updates:

- SFO RNAV (GPS) Y RWY 10R, AMDT 2B
  - Under Development
  - Publication date of Feb 18, 2027
- SFO RNAV (RNP) Z RWY 10R, AMDT 2B
  - Under Development
  - Publication date of Feb 18, 2027
- OAK CNDEL SIX DEPARTURE (RNAV)
  - Published
  - Publication date of Oct 29, 2026
- OAK HUSSH THREE DEPARTURE (RNAV)
  - Published
  - Publication date of Oct 29, 2026
- OAK KATFH FOUR DEPARTURE (RNAV)
  - Published
  - Publication date of Oct 29, 2026
- OAK QUAKE THREE DEPARTURE
  - Published
  - Publication date of Oct 29, 2026
- OAK NIMITZ SEVEN DEPARTURE
  - Published
  - Publication date of Oct 29, 2026
- OAK SALAD SIX DEPARTURE
  - Published
  - Publication date of Oct 29, 2026
- OAK NUEVO NINE DEPARTURE
  - Published
  - Publication date of Oct 29, 2026
- OAK SILENT FOUR DEPARTURE
  - Published
  - Publication date of Oct 29, 2026
- OAK OAKLAND SEVEN DEPARTURE
  - Published
  - Publication date of Oct 29, 2026
- OAK SKYLINE TWO DEPARTURE
  - Published
  - Publication date of Oct 29, 2026

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

Open Comment Periods:

- SFO SID SAHEY FIVE
  - 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.
  - Comment period ends December 8, 2026.



Airport Director's Report

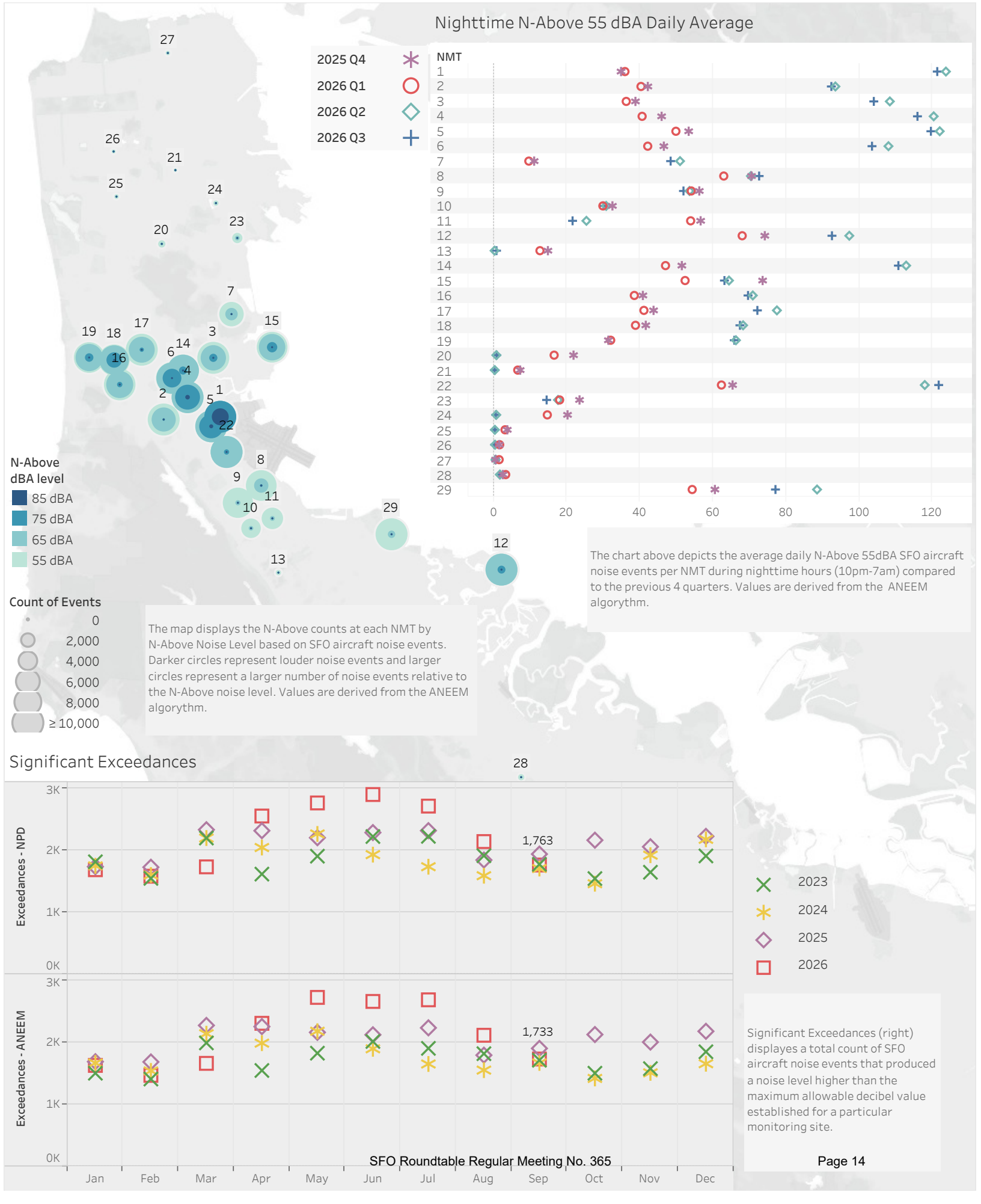
Presented at the December 2, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
September 2026



Aircraft Noise Levels Summary

September 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

September 2026

		ANOMS						ANEEM			
		Aircraft				Community		Aircraft			
NMT	City	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	529	74	91	80	66	55	551	74	90	79
2	San Bruno	137	57	80	68	63	51	387	59	78	65
3	SSF	193	60	82	70	59	44	539	60	78	64
4	SSF	381	69	87	75	59	45	541	69	85	71
5	San Bruno	467	68	85	74	60	47	565	68	85	72
6	SSF	305	66	85	74	57	43	494	66	83	69
7	Brisbane	55	52	78	68	57	44	247	54	73	61
8	Millbrae	4	42	83	73	64	50	319	54	73	62
9	Millbrae	4	35	77	65	57	42	477	49	67	56
10	Burlingame	2	31	80	66	57	42	222	47	69	56
11	Burlingame	2	29	76	64	55	41	264	47	68	56
12	Foster City	370	62	82	71	58	41	549	63	80	67
13	Hillsborough	1	26	77	65	56	44	15	39	71	58
14	SSF	308	62	81	70	59	43	513	62	80	66
15	SSF	236	59	82	71	59	44	338	59	80	67
16	SSF	243	60	80	69	57	42	349	60	80	66
17	SSF	225	60	80	69	58	44	363	60	79	66
18	Daly City	271	65	84	73	58	45	326	65	84	71
19	Pacifica	211	61	82	71	57	39	312	62	81	68
20	Daly City	14	42	78	65	60	43	50	42	71	60
21	San Francisco	8	37	75	63	57	46	39	41	71	60
22	San Bruno	203	59	80	70	61	45	592	61	78	66
23	San Francisco	10	41	79	68	58	45	77	47	72	59
24	San Francisco	10	40	77	65	58	45	48	42	72	60
25	San Francisco	7	37	77	65	56	41	33	38	70	58
26	San Francisco	4	37	79	65	58	44	30	38	70	58
27	San Francisco	3	35	79	66	56	43	33	39	71	59
28	Redwood City	6	38	78	65	53	39	36	40	71	57
29	San Mateo	73	50	78	65	59	42	481	52	71	59

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

SFO N-Above NPD

NMT	Min:Max LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	15,928	15,928	15,928	15,235	12,514	7,865
2	61:86	4,117	4,117	3,600	988	82	20
3	62:86	5,769	5,769	5,341	2,753	668	99
4	61:94	11,418	11,418	11,190	9,161	6,055	1,650
5	62:91	14,017	14,017	13,960	11,661	5,655	1,248
6	62:90	9,154	9,154	9,028	7,664	3,427	475
7	61:80	1,627	1,627	1,290	369	30	1
8	69:84	76	76	76	66	9	1
9	59:78	70	67	29	9	1	0
10	59:82	18	17	7	3	1	1
11	61:68	28	28	8	0	0	0
12	63:88	11,257	11,257	11,187	7,633	661	29
13	61:75	10	10	4	3	1	0
14	61:91	9,242	9,242	8,776	3,953	640	51
15	61:84	7,137	7,137	6,770	4,253	1,048	26
16	61:84	7,287	7,287	6,786	2,640	276	3
17	61:88	6,514	6,514	6,002	2,060	190	18
18	64:93	8,149	8,149	8,133	6,034	2,311	377
19	65:84	6,324	6,324	6,322	3,476	695	29
20	59:83	192	188	79	21	8	2
21	59:71	25	23	8	1	0	0
22	64:89	6,095	6,095	6,037	2,868	267	16
23	63:76	195	195	170	34	2	0
24	59:76	135	132	64	6	1	0
25	58:74	64	58	28	6	0	0
26	61:72	32	32	15	3	0	0
27	61:79	18	18	13	8	3	0
28	59:85	88	84	29	11	3	1
29	59:85	2,260	2,185	814	272	75	12

SFO N-Above ANEEM

Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
54:99	16,506	16,476	16,320	15,265	12,495	7,844
50:85	11,368	10,835	5,716	1,037	62	6
49:86	15,033	11,571	6,284	2,759	652	91
53:93	15,812	14,989	12,266	9,249	6,072	1,650
50:91	16,748	16,532	15,285	11,768	5,663	1,248
49:90	14,155	12,073	9,545	7,676	3,423	470
49:80	5,839	3,568	1,505	375	29	1
46:84	9,232	6,958	2,003	508	71	5
49:76	8,936	1,936	262	37	2	0
40:82	3,716	1,173	211	40	4	1
39:77	4,503	1,242	237	25	3	0
51:85	16,220	13,483	11,284	7,573	609	9
50:75	263	129	28	2	1	0
46:85	14,705	13,285	9,880	4,066	637	43
49:84	9,226	8,194	6,872	4,208	1,042	22
50:84	9,747	8,952	7,139	2,679	281	3
49:83	10,041	8,960	6,582	2,095	183	9
49:89	9,413	9,179	8,447	6,029	2,310	375
49:84	9,167	8,703	7,257	3,501	703	29
49:82	506	265	78	8	3	1
52:71	114	43	12	1	0	0
51:84	17,359	16,254	11,286	3,272	266	9
49:76	1,022	493	210	37	2	0
50:75	261	178	58	7	0	0
49:71	200	99	29	2	0	0
51:78	146	59	10	2	1	0
49:79	176	62	12	6	1	0
49:85	373	115	14	1	1	1
49:77	12,741	5,066	534	50	7	0

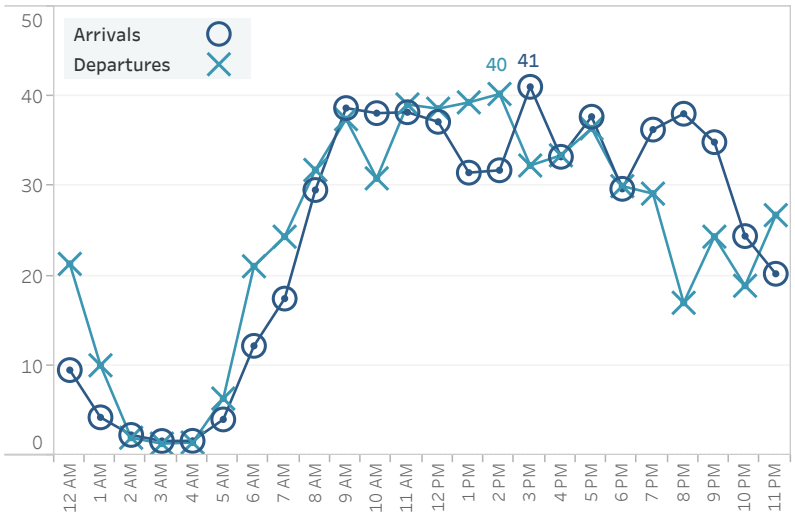
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

September 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
36,085	1,203	34,926	6%

September 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%

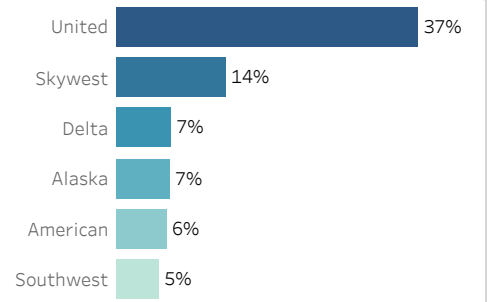
Arrival Route	
1. BDEGA	30%
2. DYAMD	39%
3. SERFR	26%
4. PIRAT	6%

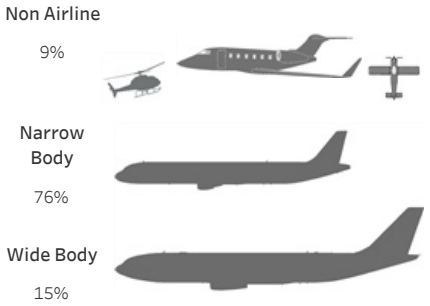
Departure Route	
A. GAP	53%
B. SSTIK	2%
C. NIITE	1%
D. TRUKN RWY 01	3%
D. TRUKN RWY 28	42%

Top Destinations		
Los Angeles	San Diego	Seattle
7%	4%	3%

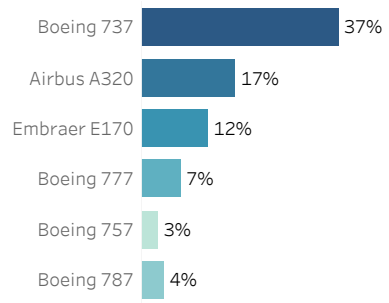
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	31%
1.2 BDEGA Arrival	69%

Airlines with the Most Operations

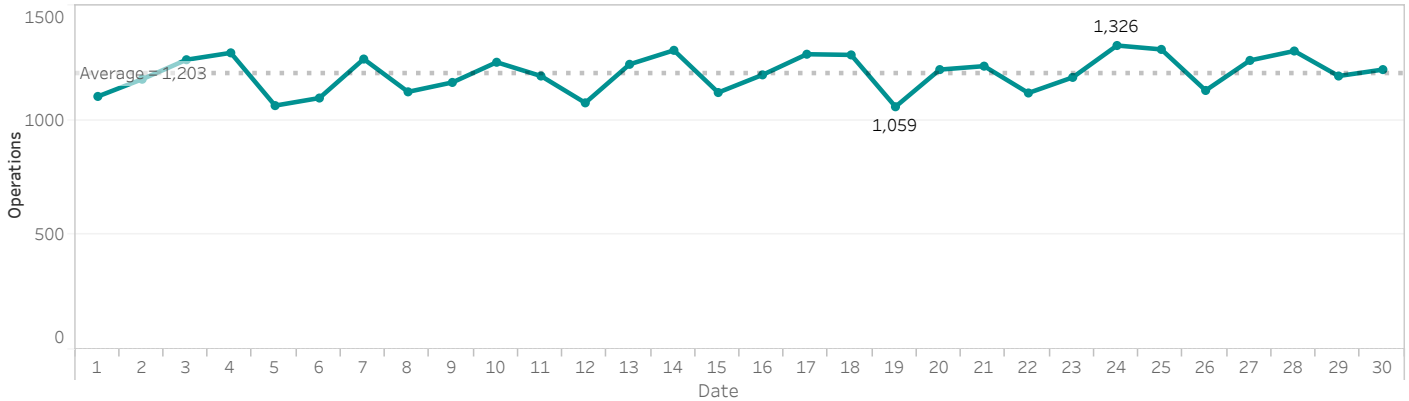




Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

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

Runway Utilization

	Arrivals	Departures
01 L/R		5% 870
28 L/R	100% 16,458	95% 15,590

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

	Departures
01 L/R	3% 17
28 L/R	97% 560

Runway Utilization

Arrivals

28L	28R
39%	61%

Night (10pm-7am)

19%	81%

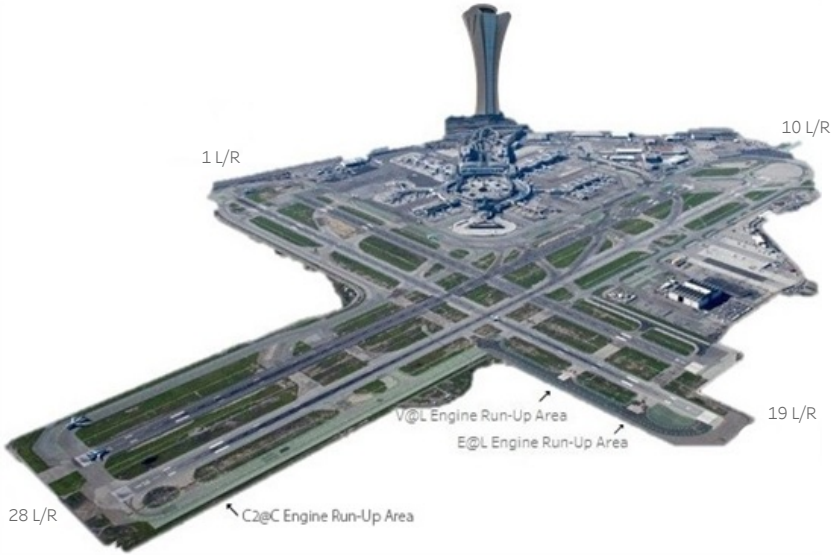
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	19
American Airlines	5
Air Transport International	1
Southwest Airlines	2
United Airlines	22

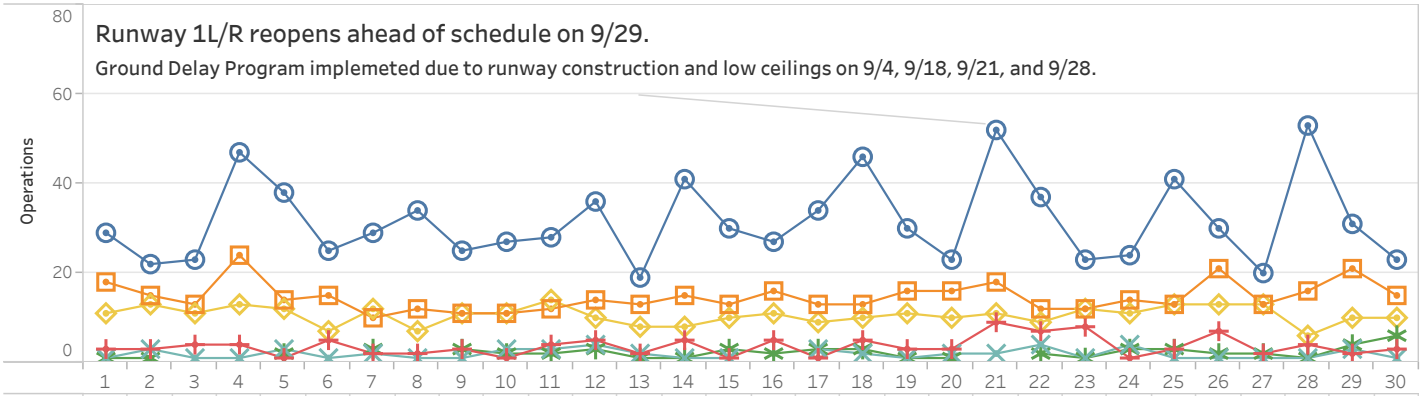
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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
12 AM	29	22	23	47	38	25	29	34	25	27	28	36	19	41	30	27	34	46	30	23	52	37	23	24	41	30	20	53	31	23
1 AM	18	15	13	24	14	15	10	12	11	11	12	14	13	15	13	16	13	13	16	16	18	12	12	14	13	21	13	16	21	15
2 AM	3	3	4	4	1	5	2	2	3	1	4	5	2	5	1	5	1	5	3	3	9	7	8	1	3	7	2	4	2	3
3 AM	1	3	1	1	3	1	2	1	1	3	3	4	2	1	1		3	2	1	2	2	4	1	4	1	1	1	1	3	1
4 AM	1	1			2		3		3	2	2	3	1	1	3	2	3	3	1	1		2	1	3	3	2	2	1	4	6
5 AM	11	13	11	13	12	7	12	7	11	11	14	10	8	8	10	11	9	10	11	10	11	9	12	11	13	13	13	6	10	10

Noise Reports

		Noise Reporters	Noise Reports
Roundtable	Atherton	1	3
	Belmont	1	1
	Brisbane	9	57
	Burlingame	5	5
	Daly City	5	992
	El Granada	1	953
	Emerald Hills	2	54
	Foster City	5	27
	Half Moon Bay	1	2
	Hillsborough	1	5
	Menlo Park	10	373
	Millbrae	3	3
	Montara	1	329
	Pacifica	13	570
	Portola Valley	21	846
	Redwood City	5	293
	San Bruno	7	76
	San Carlos	2	3
	San Francisco	10	623
	San Mateo	5	58
	South San Francisco	17	384
	Woodside	6	1,563
Other	Boulder Creek	3	95
	Capitola	1	11
	Cupertino	1	20
	Felton	2	7
	Forest Knolls	1	1
	Fremont	1	20
	Hayward	1	2
	Lafayette	1	16
	Los Altos	30	2,583
	Los Altos Hills	6	733
	Los Gatos	20	2,195
	Mountain View	6	2,993
	Newark	1	2
	Oakland	1	1,854
	Orinda	1	64
	Palo Alto	65	12,509
	Penngrove	1	3
	Richmond	4	189
	Santa Cruz	19	6,870
	Scotts Valley	15	3,359
	Sebastopol	2	189
	Soquel	14	2,216
	Sunnyvale	1	1
	Watsonville	1	36
Grand Total		**329**	**43,188**

Reporters Annual AVG

360

Reports Annual AVG

51,487

New Reporters

18

New Reporters Top City

South San Francisco

Furthest Report

68 miles

Reports per SFO Operation

1

Top Aircraft Types

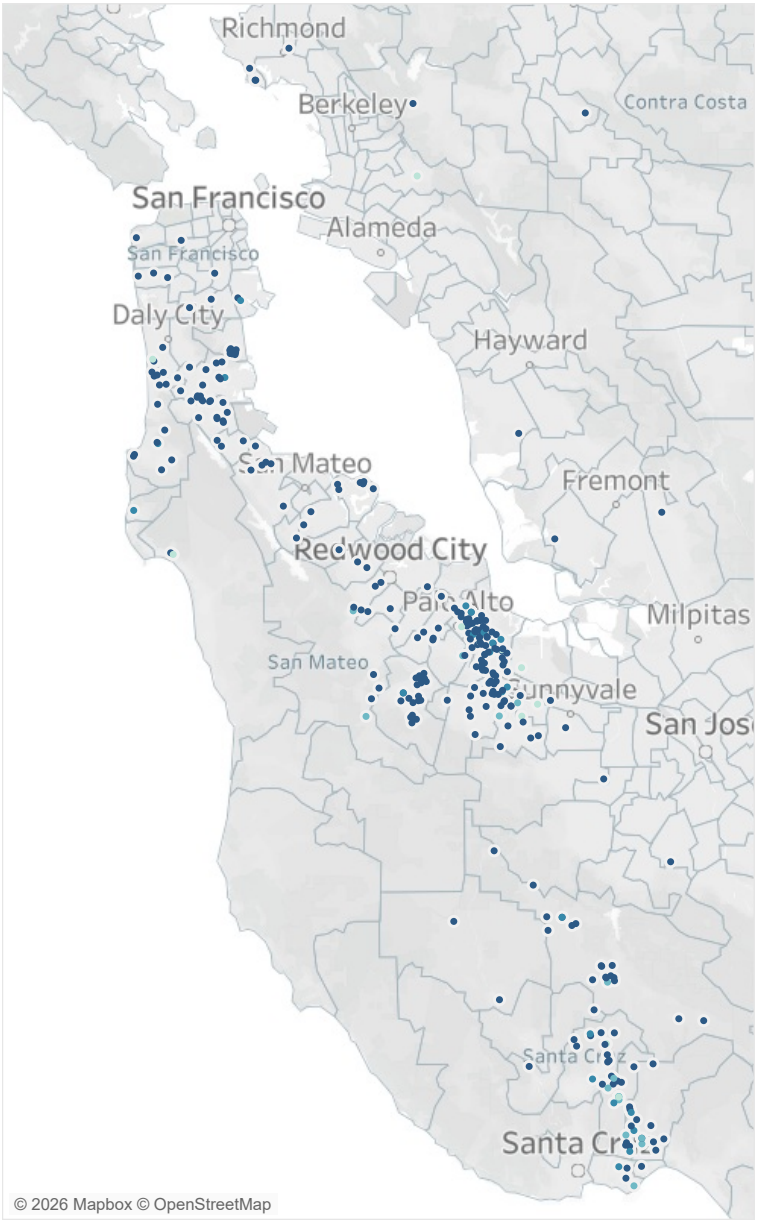
B737
A320
E75L

Top Flight Numbers

KAL214
TAI560
AMX664

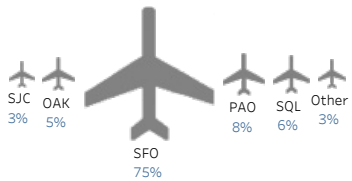
Noise Reporters Location Map

September 2026

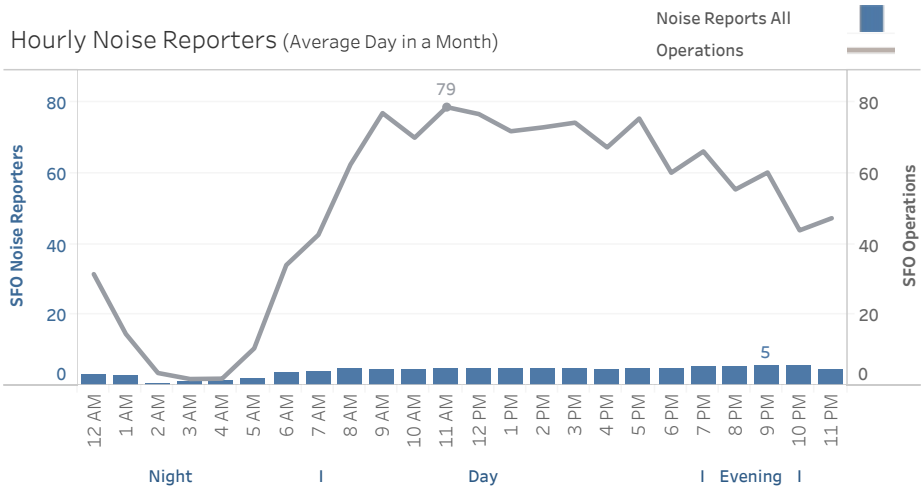


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



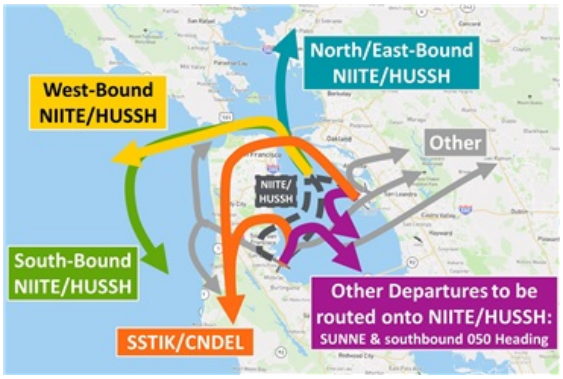
Hourly Noise Reporters (Average Day in a Month)



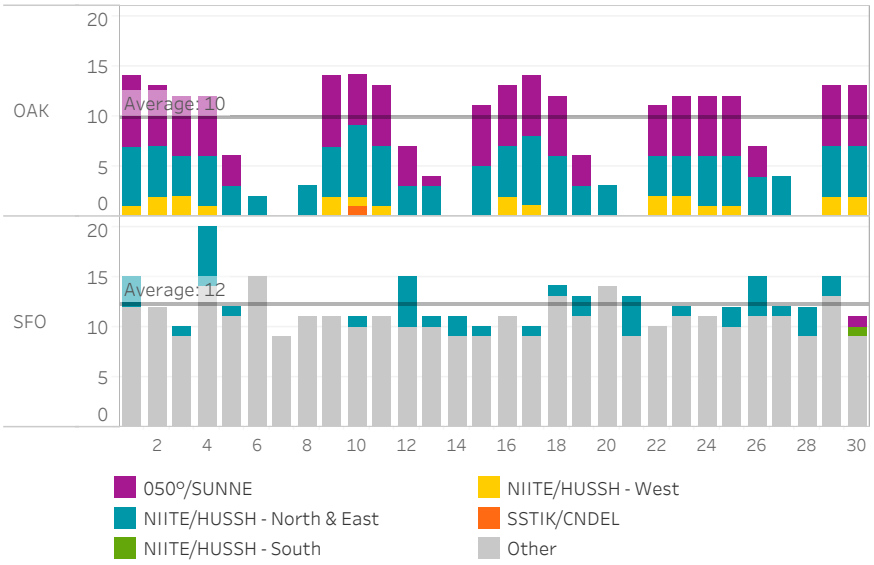
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

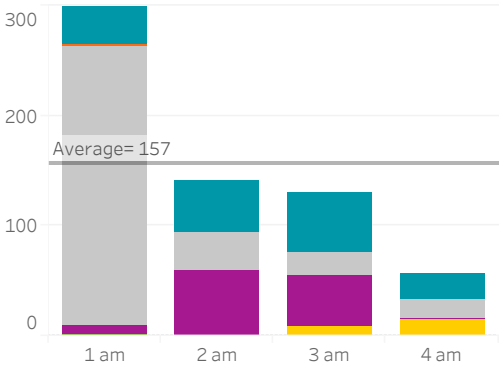
NIITE to GOBBS 1 am to 5 am (September 2026)



Count of Departures per Night



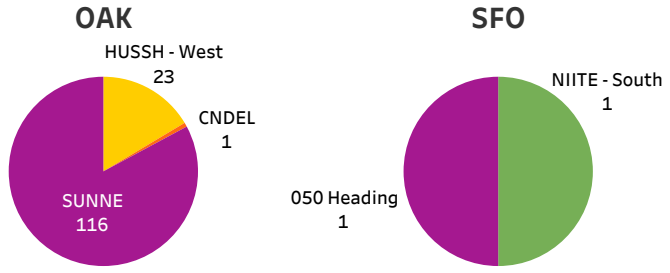
Average Total Departures per Hour



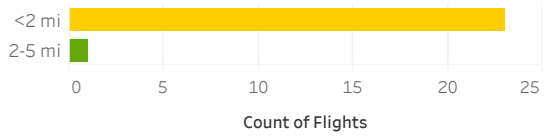
Departure Runway Usage

OAK	SFO			
30	01L	01R	28L	28R
100%	0%	0%	71%	28%

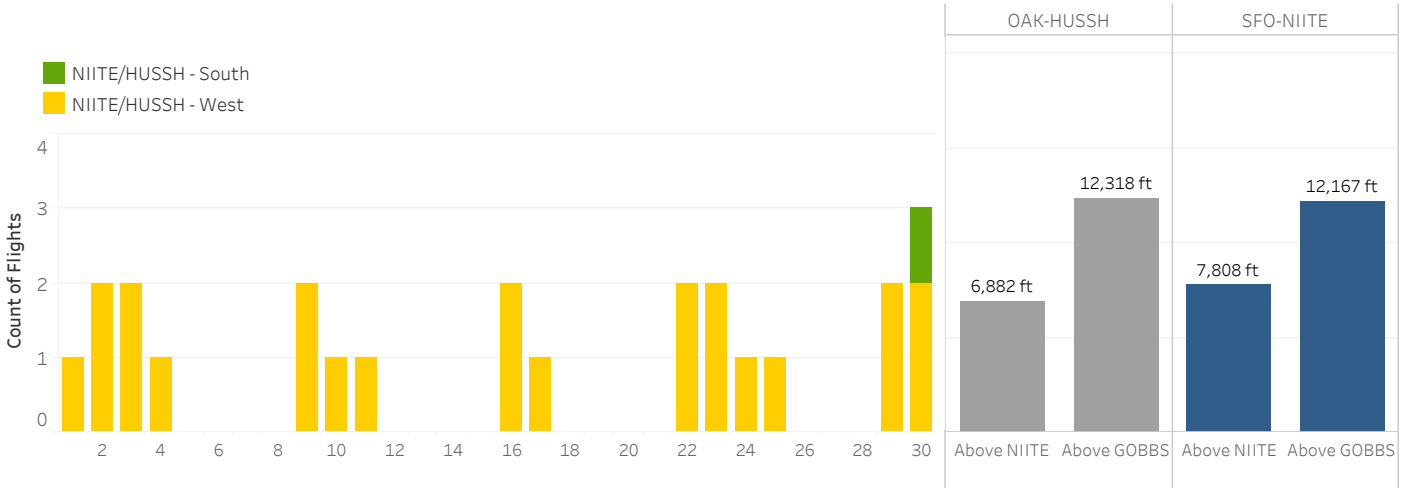
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





Airport Director's Report

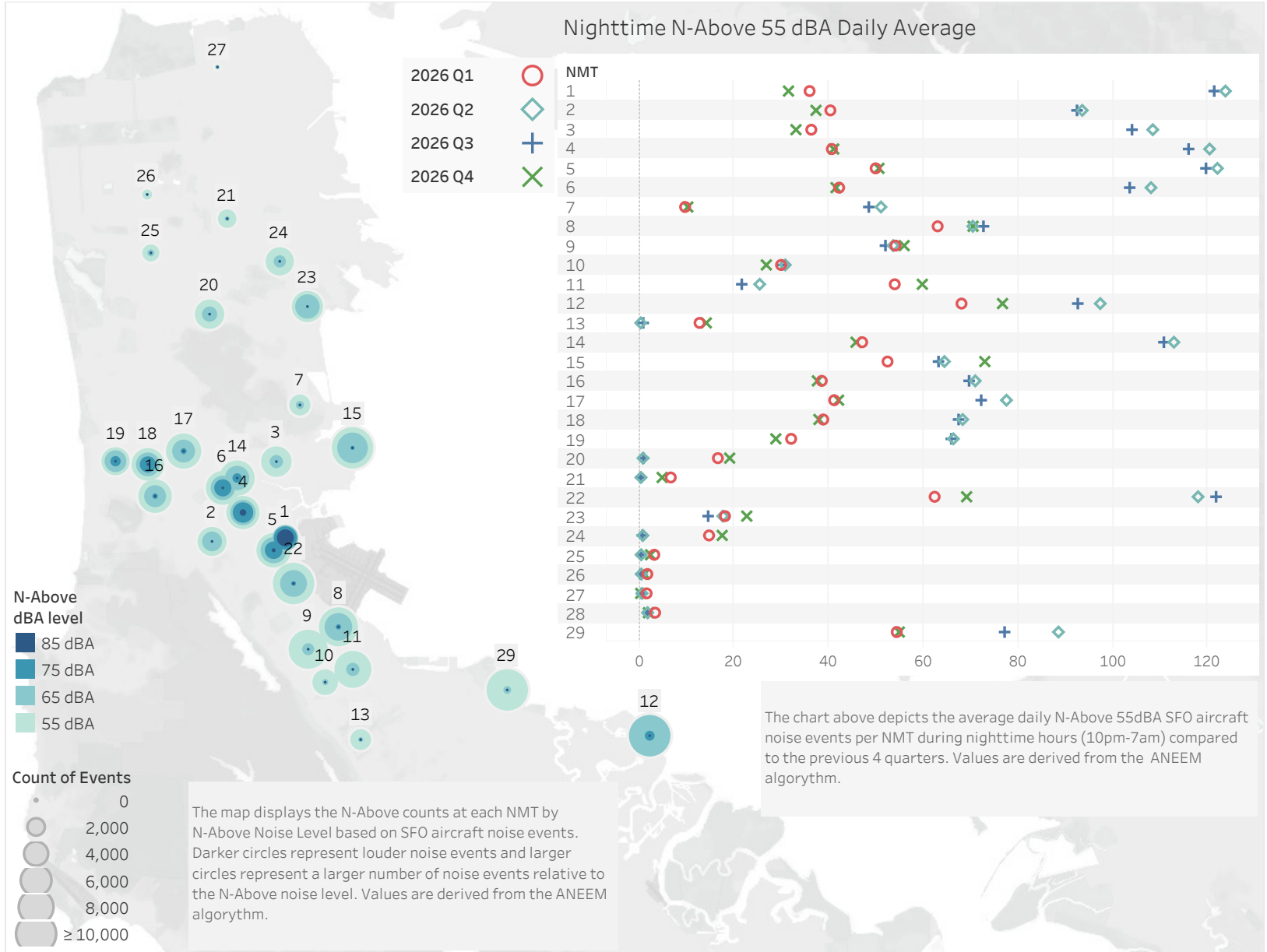
Presented at the December 2, 2026
Airport/Community Roundtable Meeting

Aircraft Noise Office
October 2026



Aircraft Noise Levels Summary

October 2026

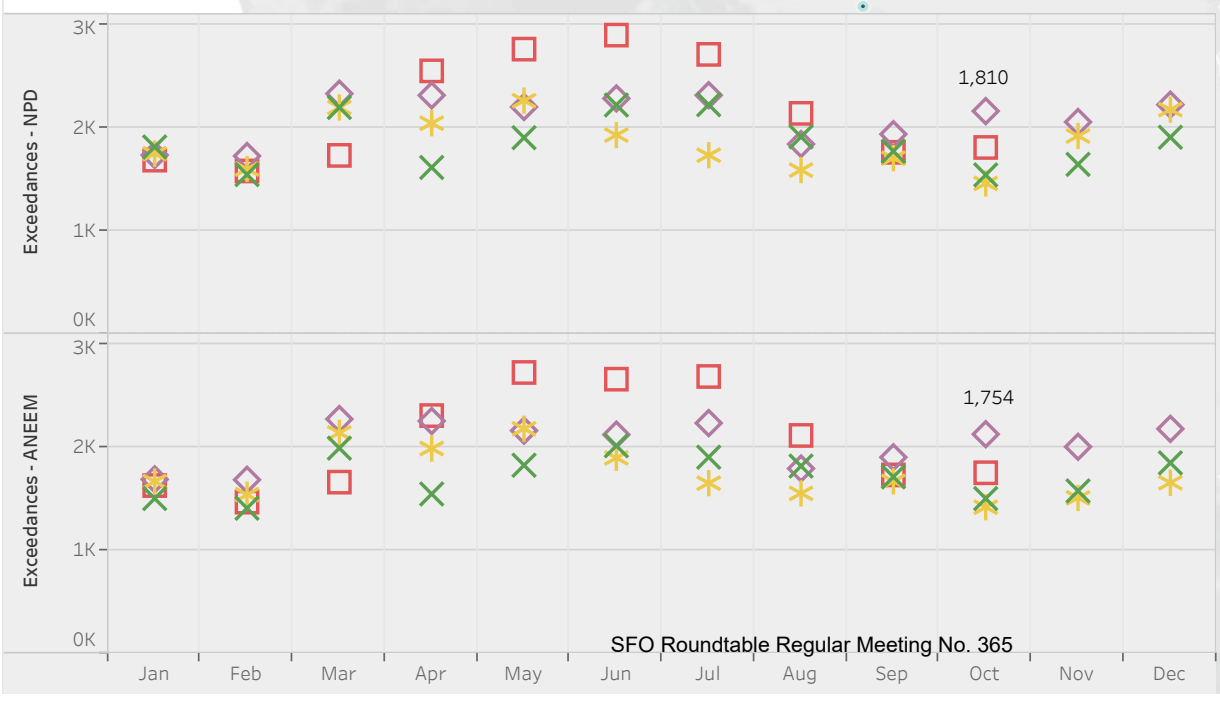


The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

Nighttime N-Above 55 dBA Daily Average

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

Significant Exceedances



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

Aircraft Noise Levels Details

October 2026

		ANOMS						ANEEM			
		Aircraft				Community		Aircraft			
NMT	City	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	128	72	94	82	68	57	130	72	94	82
2	San Bruno	79	55	79	67	64	52	169	56	78	65
3	SSF	35	51	79	67	61	47	227	53	73	60
4	SSF	121	67	89	77	60	48	231	67	86	69
5	San Bruno	110	65	87	75	62	50	234	64	84	68
6	SSF	111	64	87	75	57	44	252	64	83	66
7	Brisbane	18	45	78	67	56	45	134	48	72	58
8	Millbrae	16	54	85	72	66	53	291	58	76	65
9	Millbrae	5	37	76	64	59	43	426	53	70	57
10	Burlingame	3	34	77	64	58	43	205	49	69	56
11	Burlingame	5	38	76	64	58	43	370	53	71	58
12	Foster City	355	62	82	71	58	42	502	62	80	67
13	Hillsborough	2	30	78	65	56	42	121	45	69	57
14	SSF	114	60	83	71	59	45	277	60	79	64
15	SSF	198	58	81	68	58	45	429	58	78	63
16	SSF	91	58	82	70	56	42	255	58	78	62
17	SSF	100	59	82	69	58	44	257	59	78	64
18	Daly City	98	63	86	75	59	46	216	63	83	67
19	Pacifica	81	60	84	72	56	40	162	60	81	66
20	Daly City	118	52	77	65	60	42	200	51	74	62
21	San Francisco	23	42	75	63	58	46	108	45	71	59
22	San Bruno	39	54	81	70	63	48	360	59	77	63
23	San Francisco	122	54	79	68	60	47	218	55	78	65
24	San Francisco	74	49	77	65	60	47	194	50	74	62
25	San Francisco	23	42	77	65	55	40	95	43	71	59
26	San Francisco	6	38	93	66	82	45	52	41	71	57
27	San Francisco	6	40	80	66	62	44	43	41	72	59
28	Redwood City	8	37	77	65	53	38	37	40	70	57
29	San Mateo	54	46	76	63	57	42	452	52	71	58

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	66:101	3,965	3,965	3,965	3,740	3,212	2,550
2	61:82	2,421	2,421	1,859	451	42	5
3	62:84	1,004	1,004	773	155	27	3
4	61:95	3,739	3,739	3,582	3,044	2,449	1,259
5	62:90	3,377	3,377	3,334	2,820	1,804	694
6	61:91	3,438	3,438	3,308	2,734	1,729	493
7	61:78	484	484	337	76	4	0
8	68:88	498	498	498	401	77	10
9	59:74	72	67	24	5	0	0
10	59:81	49	45	17	5	2	1
11	61:76	42	42	18	3	1	0
12	63:85	11,109	11,109	11,024	7,415	580	14
13	60:77	17	16	6	2	1	0
14	61:86	3,532	3,532	3,293	1,910	556	57
15	61:92	6,174	6,174	5,172	1,478	130	31
16	61:85	2,817	2,817	2,636	1,313	174	3
17	61:90	3,086	3,086	2,727	1,252	213	6
18	64:89	3,044	3,044	3,031	2,517	1,524	398
19	65:86	2,510	2,510	2,509	1,820	624	31
20	59:85	3,440	3,343	1,508	334	113	24
21	59:80	438	419	127	13	2	0
22	64:81	1,144	1,144	1,131	603	78	4
23	63:85	3,701	3,701	3,275	829	44	4
24	59:84	2,029	1,998	821	97	12	5
25	58:80	586	543	252	59	9	0
26	60:74	110	109	42	7	0	0
27	62:81	34	34	18	13	8	1
28	59:82	148	141	46	10	3	1
29	59:82	1,690	1,571	323	120	30	4

SFO N-Above ANEEM

NMT	Min:Max LMax	55 dBA	60 dbA	65 dBA	70 dBA	75 dBA	80 dBA
1	57:101	3,946	3,927	3,828	3,593	3,117	2,499
2	54:80	4,894	4,741	2,266	432	32	0
3	49:79	5,414	3,044	1,019	143	20	0
4	49:95	6,399	5,081	3,733	3,046	2,443	1,255
5	49:90	6,912	5,698	3,985	2,851	1,799	691
6	49:91	6,673	4,977	3,449	2,728	1,723	489
7	49:78	2,545	1,039	370	75	3	0
8	49:87	8,865	8,001	4,447	1,038	155	20
9	49:79	8,890	2,987	829	202	21	0
10	42:81	3,811	1,266	212	45	6	1
11	41:79	7,981	3,586	1,039	195	16	0
12	50:82	15,227	12,701	11,039	7,377	563	6
13	48:72	2,505	821	150	7	0	0
14	45:86	7,215	5,479	3,451	1,784	515	51
15	48:87	12,459	9,363	5,473	1,405	92	19
16	49:85	6,558	4,461	2,793	1,318	170	3
17	49:84	7,231	5,520	3,046	1,262	204	4
18	51:89	6,198	4,807	3,289	2,521	1,521	398
19	50:86	4,595	3,756	2,779	1,827	624	31
20	49:83	5,015	3,729	1,356	180	28	3
21	50:80	1,975	756	144	11	1	0
22	49:81	10,610	8,008	4,180	1,344	129	5
23	50:79	5,670	5,146	3,474	839	34	0
24	49:85	4,661	3,231	878	103	7	4
25	49:75	1,675	898	273	34	1	0
26	49:76	568	229	45	5	1	0
27	51:80	144	64	12	5	3	0
28	49:69	402	147	16	0	0	0
29	49:79	12,041	3,962	355	53	4	0

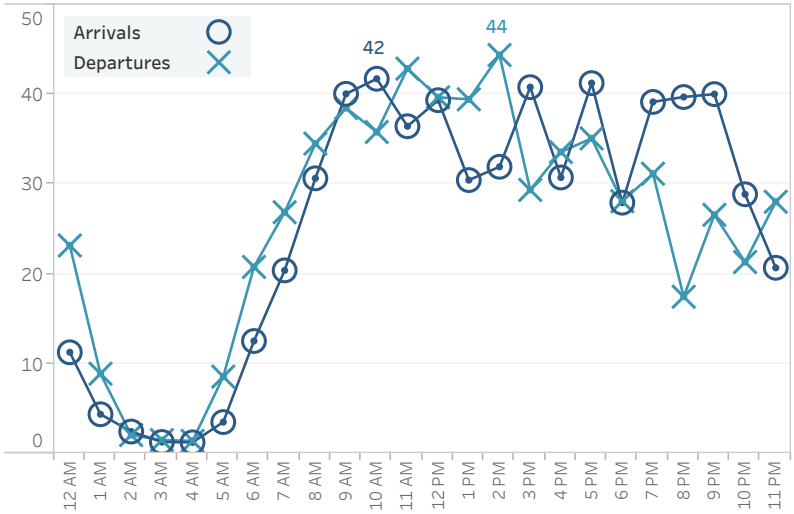
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

October 2026

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
38,672	1,247	35,149	7%

October 2026 Average Day (Hourly)



Major Arrival and Departure Routes (West Flow)



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

West Flow
100%

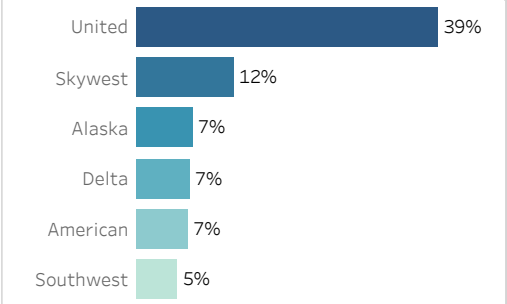
Arrival Route	
1. BDEGA	26%
2. DYAMD	41%
3. SERFR	27%
4. PIRAT	6%

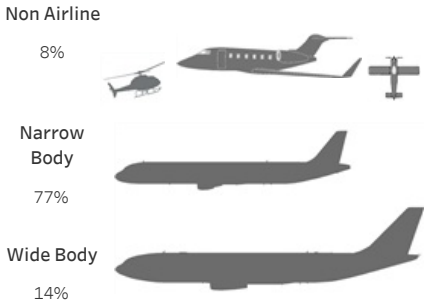
Departure Route	
A. GAP	19%
B. SSTIK	31%
C. NIITE	10%
D. TRUKN RWY 01	39%
D. TRUKN RWY 28	1%

Top Destinations		
Los Angeles	San Diego	Las Vegas
7%	4%	3%

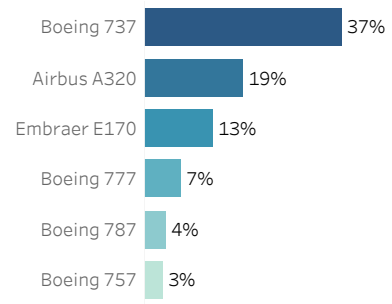
Down the Bay vs Peninsula	
1.1 Down the Bay Visual	29%
1.2 BDEGA Arrival	71%

Airlines with the Most Operations

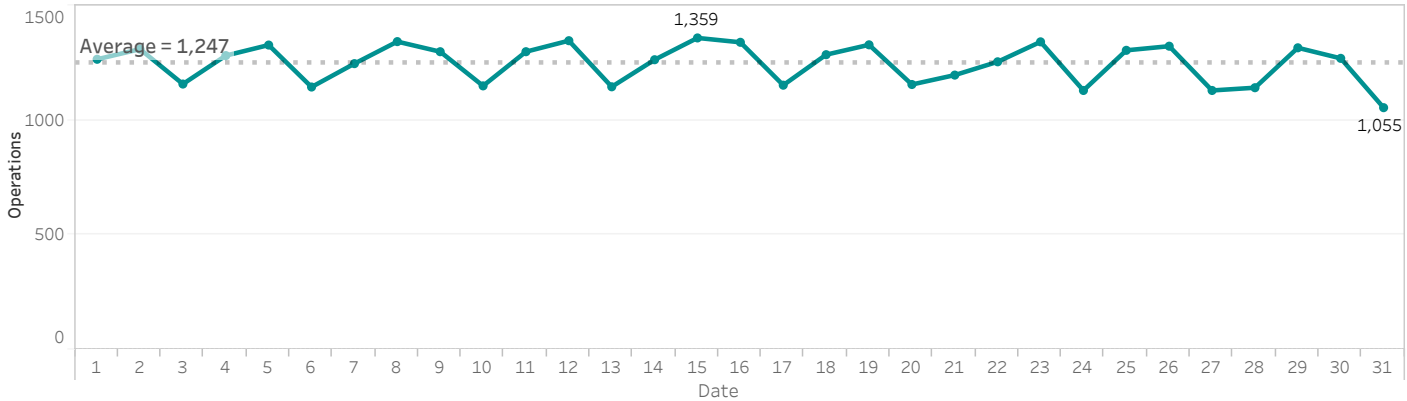




Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

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

Runway Utilization

	Arrivals	Departures
01 L/R		85% 15,020
28 L/R	100% 17,694	15% 2,678

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

	Departures
01 L/R	53% 317
28 L/R	47% 286

Runway Utilization

Arrivals

28L	28R
43%	57%

Night (10pm-7am)

26%	74%

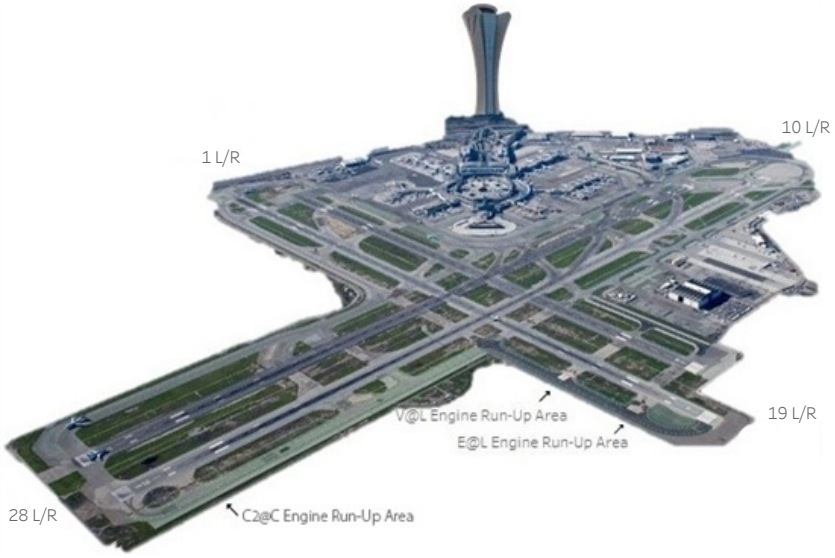
Nighttime Power Run-Ups

10pm-7am

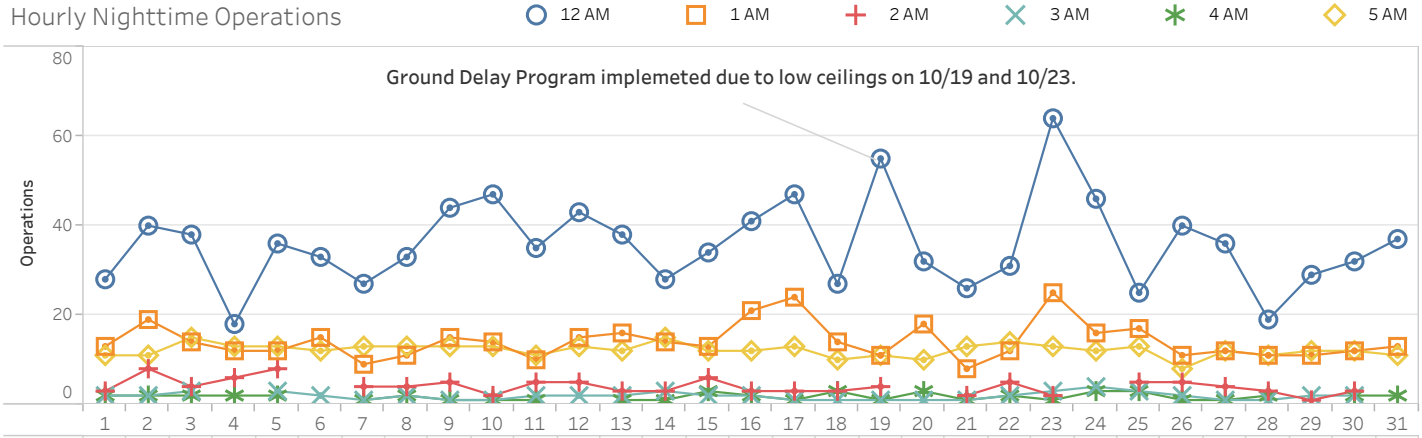
Alaska Airlines	9
American Airlines	7
United Airlines	15

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

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



Hourly Nighttime Operations



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
12 AM	28	40	38	18	36	33	27	33	44	47	35	43	38	28	34	41	47	27	55	32	26	31	64	46	25	40	36	19	29	32	37
1 AM	13	19	14	12	12	15	9	11	15	14	10	15	16	14	13	21	24	14	11	18	8	12	25	16	17	11	12	11	11	12	13
2 AM	3	8	4	6	8		4	4	5	2	5	5	3	3	6	3	3	3	4		2	5	2		5	5	4	3	1	3	
3 AM	2	2	3		3	2	1	2	1	1	2	2	2	3	2	2	1	1	1	1	1	2	3	4	3	2	1	1	2	2	
4 AM	2	2	2	2	2		1	2	1	1	1		1	1	3	2	1	3	1	3	1	2	1	3	3	1	1	2		2	2
5 AM	11	11	15	13	13	12	13	13	13	13	11	13	12	15	12	12	13	10	11	10	13	14	13	12	13	8	12	11	12	12	11

Noise Reports

		Noise Reporters / Noise Reports	
Roundtable	Atherton	1	14
	Belmont	1	2
	Brisbane	8	124
	Burlingame	16	75
	Daly City	3	556
	El Granada	1	398
	Emerald Hills	3	152
	Foster City	6	43
	Hillsborough	6	9
	Menlo Park	6	187
	Millbrae	16	57
	Montara	1	99
	Pacifica	11	226
	Portola Valley	20	890
	Redwood City	6	228
	San Bruno	3	88
	San Carlos	3	8
	San Francisco	29	2,461
	San Mateo	9	78
	South San Francisco	6	63
	Woodside	6	1,411
Other	Alameda	1	1
	Boulder Creek	1	123
	Capitola	1	12
	Felton	2	18
	Fremont	2	19
	Lafayette	1	40
	Los Altos	26	3,207
	Los Altos Hills	7	507
	Los Gatos	21	1,499
	Moraga	1	24
	Mountain View	7	2,920
	Newark	1	3
	Oakland	2	1,790
	Orinda	1	137
	Palo Alto	62	12,342
	Penngrove	1	8
	Richmond	4	174
	Santa Cruz	21	9,558
	Scotts Valley	14	2,936
	Sebastopol	1	66
	Soquel	16	2,763
	Stanford	1	2
	Sunnyvale	1	1
	Watsonville	1	43
Grand Total		**357**	**45,362**

Reporters Annual AVG

347

Reports Annual AVG

49,616

New Reporters

37

New Reporters Top City

Burlingame

Furthest Report

68 miles

Reports per SFO Operation

1

Top Aircraft Types

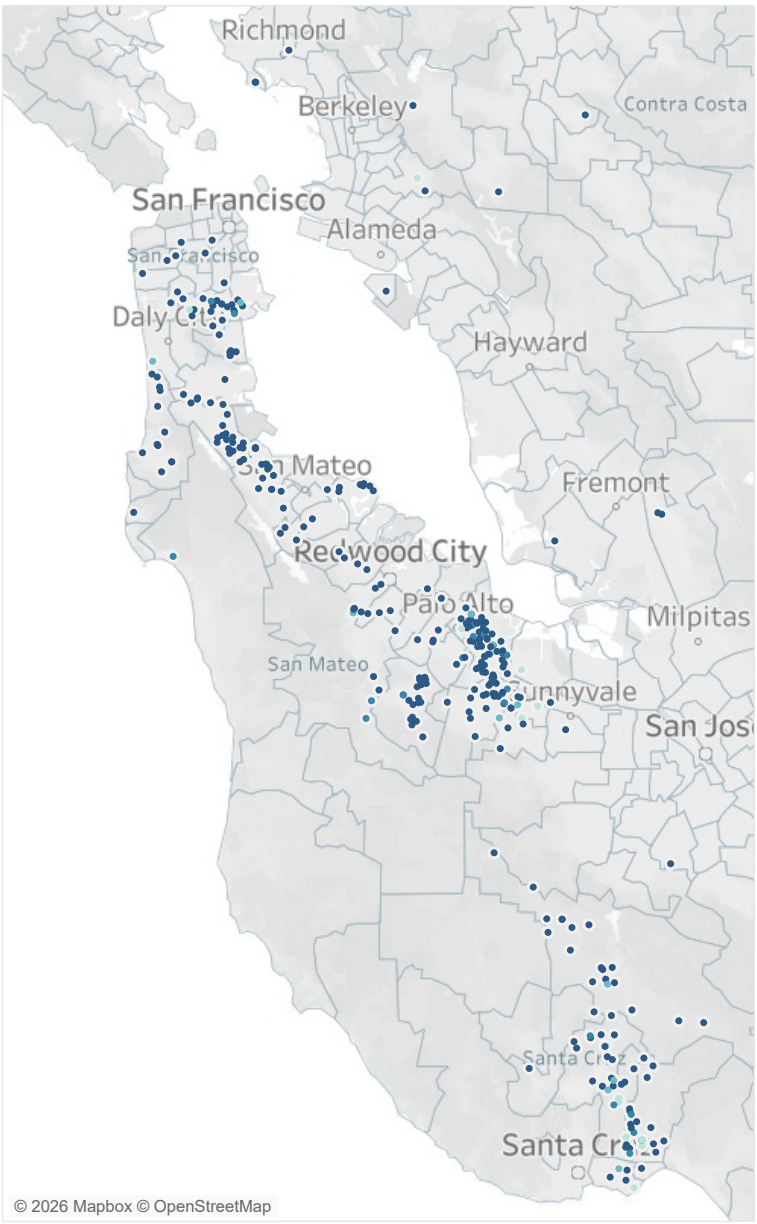
B737
A320
E75L

Top Flight Numbers

TAI560
KAL214
AMX664

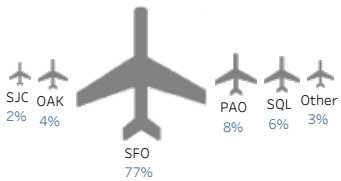
Noise Reporters Location Map

October 2026

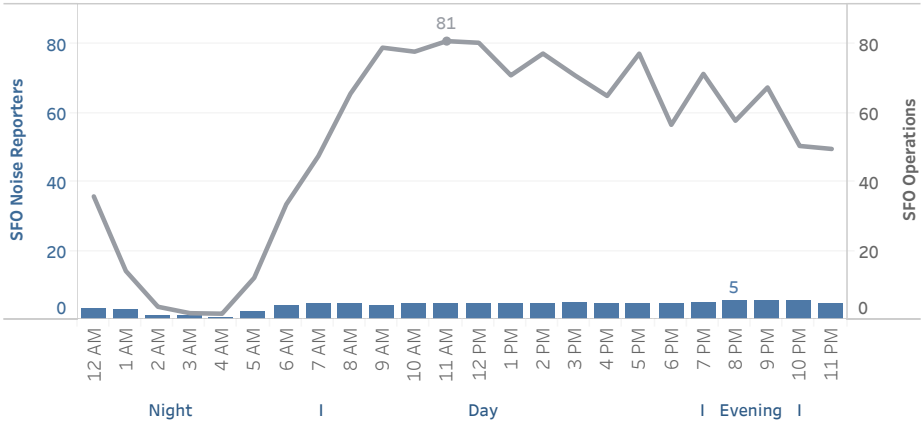


Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



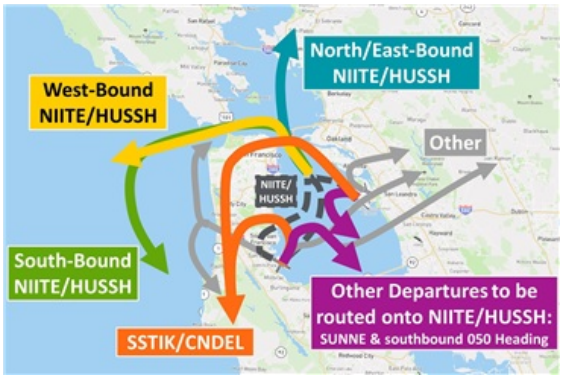
Hourly Noise Reporters (Average Day in a Month)



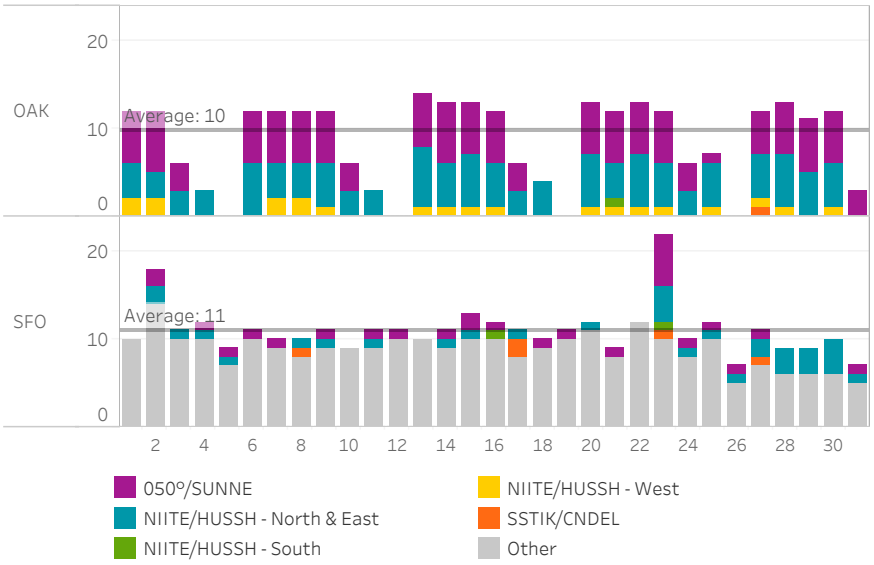
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

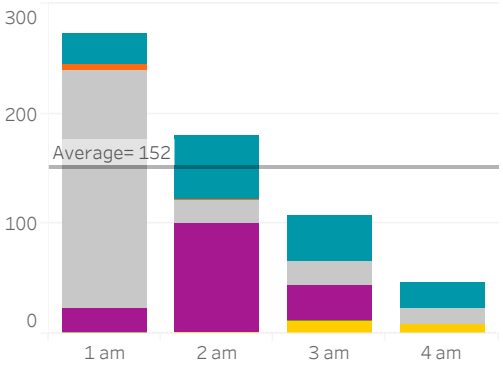
NIITE to GOBBS 1 am to 5 am (October 2026)



Count of Departures per Night



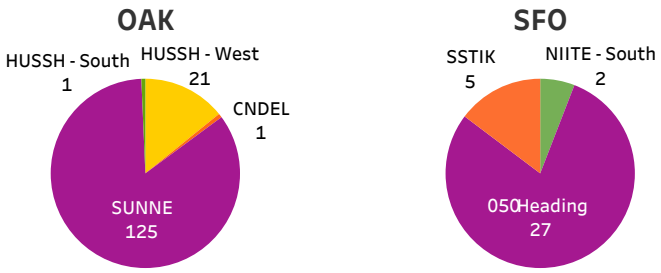
Average Total Departures per Hour



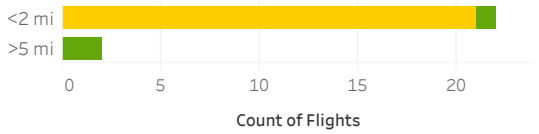
Departure Runway Usage

OAK	SFO			
30	01L	01R	28L	28R
100%	9%	11%	21%	60%

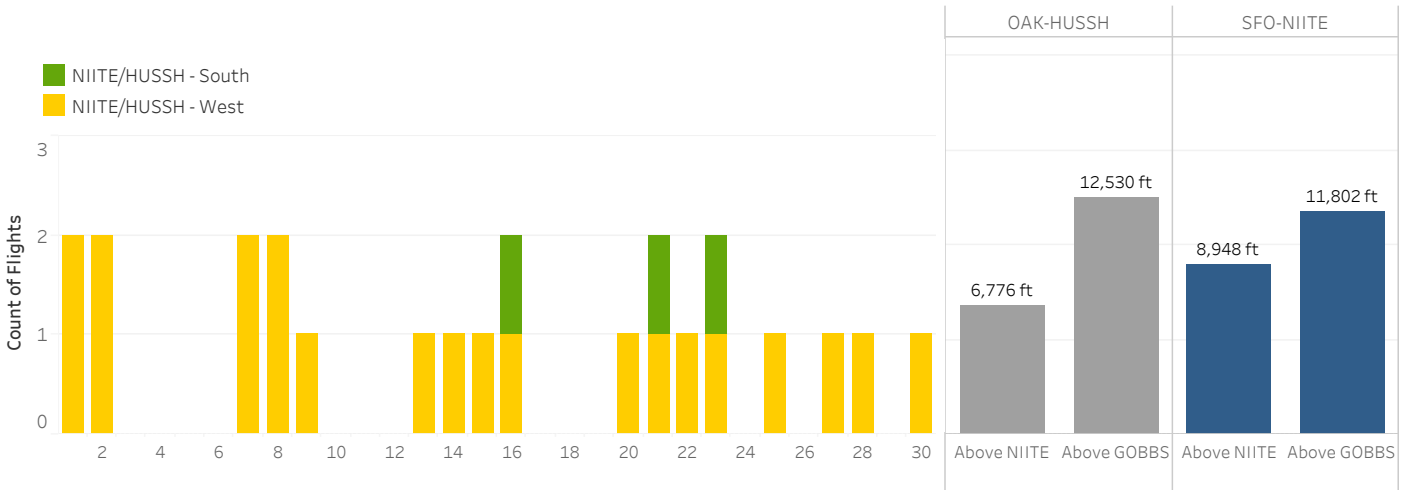
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



SAN FRANCISCO INTERNATIONAL AIRPORT



Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
December 2, 2026

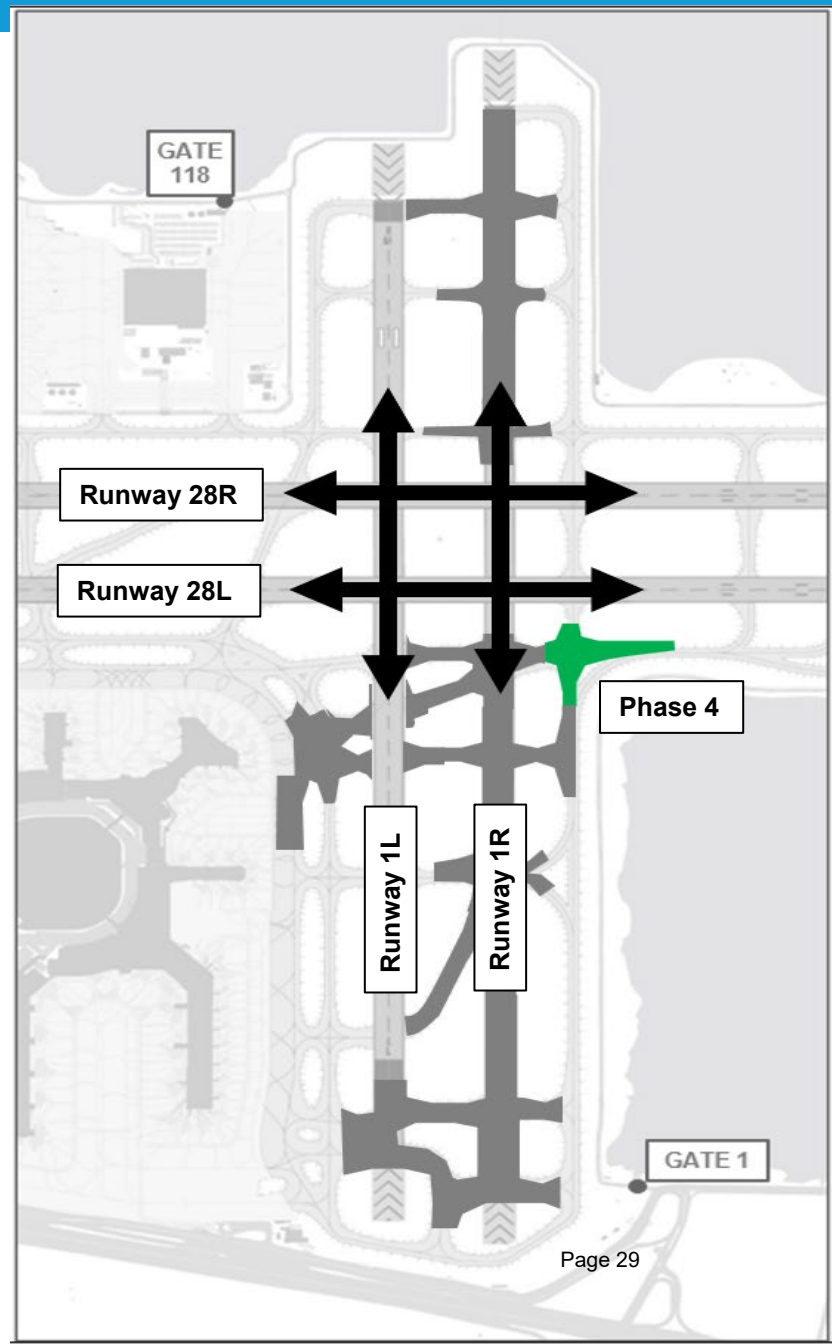
Noise Office Items

- Runway 01R/19L Update
- Noise Insulation Program Update
- Noise Reporting App Redesign

Runway 1R-19L Project Update

Phase 4: October 12 – November 13

- The final phase of the Project was completed on **Wednesday, November 11 at 1000**, 2 days ahead of schedule
- The intersection of Taxiway F and L is open and returned to normal operations
- The 1R Project is now **substantially complete,** with minor night work remaining

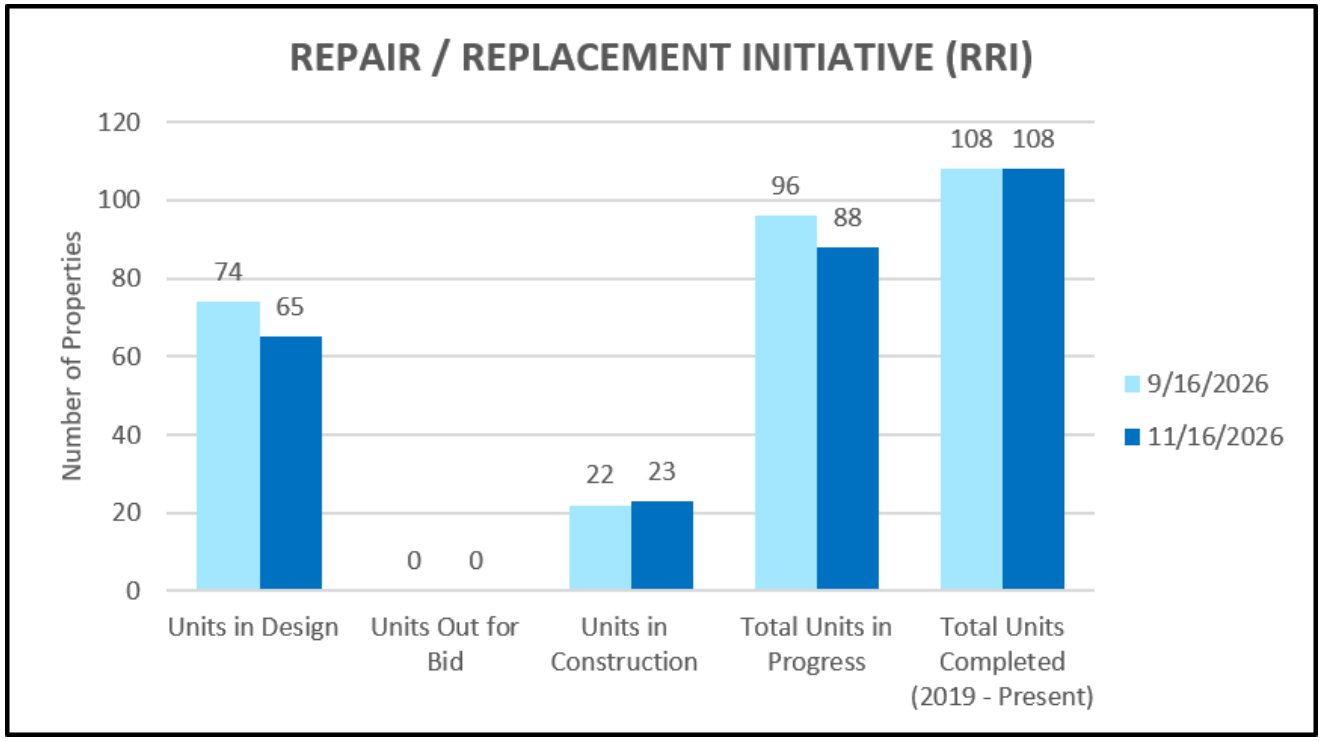


AGENDA

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: **1063**
- Homeowner Satisfaction Rate: **90%**

Notes:

Units in design dropped from 74 on 9/16/2026 to 65 on 11/17/2026, as follows:

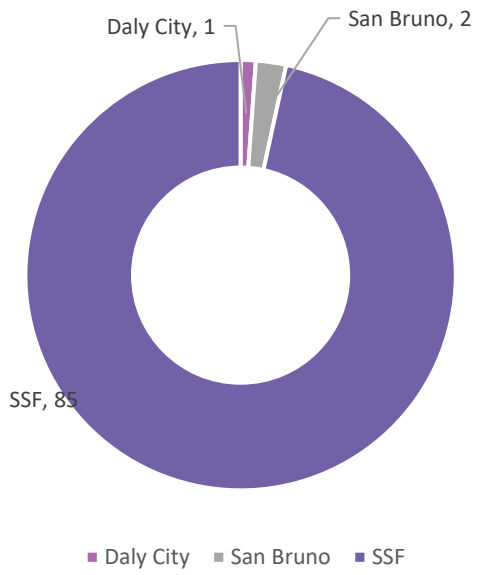
- One property was moved to a forthcoming phase;
- Eight properties moved back to queue due to pending prework issues.

One additional property was added to units in construction.

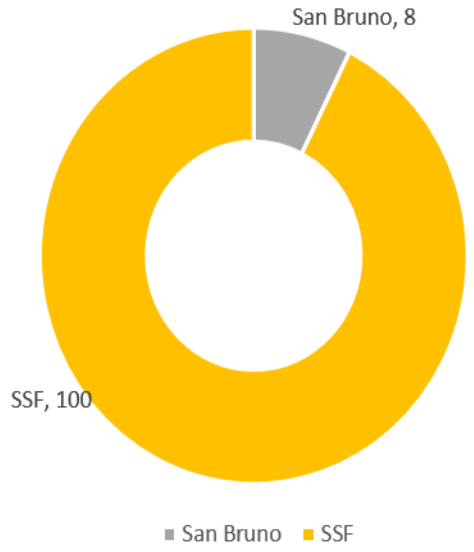
REPAIR/REPLACEMENT INITIATIVE (RRI)

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

RRI - 88 Properties in Progress

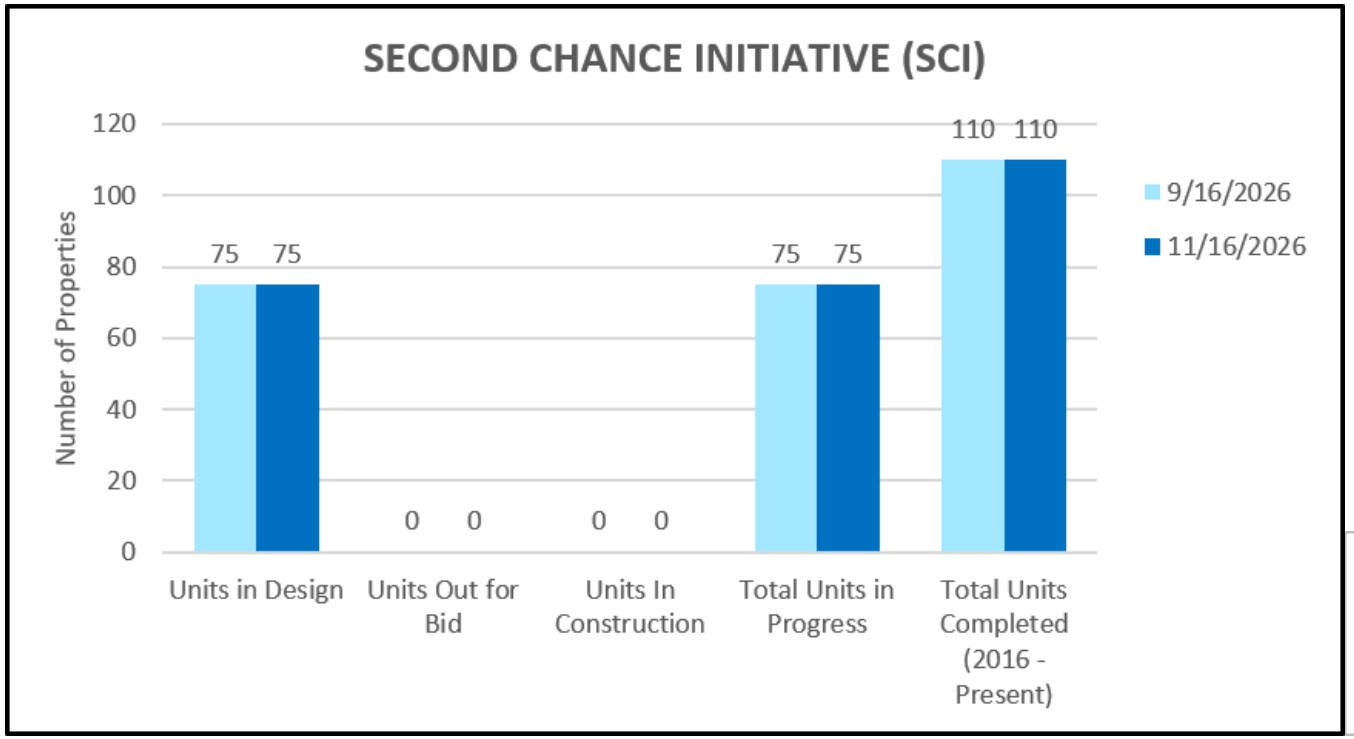


RRI - 108 Completed Properties
2019 - Present



SECOND CHANCE INITIATIVE (SCI)

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



Additional Facts

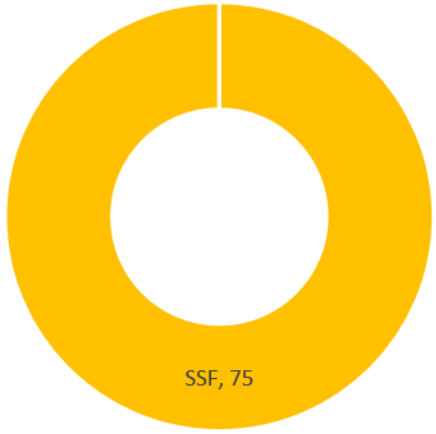
- Total Potentially Eligible Properties: **284**
- Total Applications Received: **714**
- Homeowner Satisfaction Rate: **97.14%**

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

SECOND CHANCE INITIATIVE (SCI)

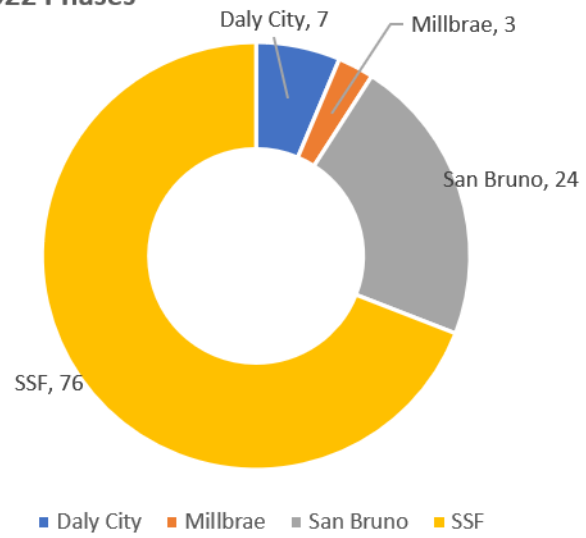
Insulation of Eligible Residential Properties Not Treated in Previous Phases of NIP

SCI - 75-unit Apartment Complex in Progress
2025 Phase



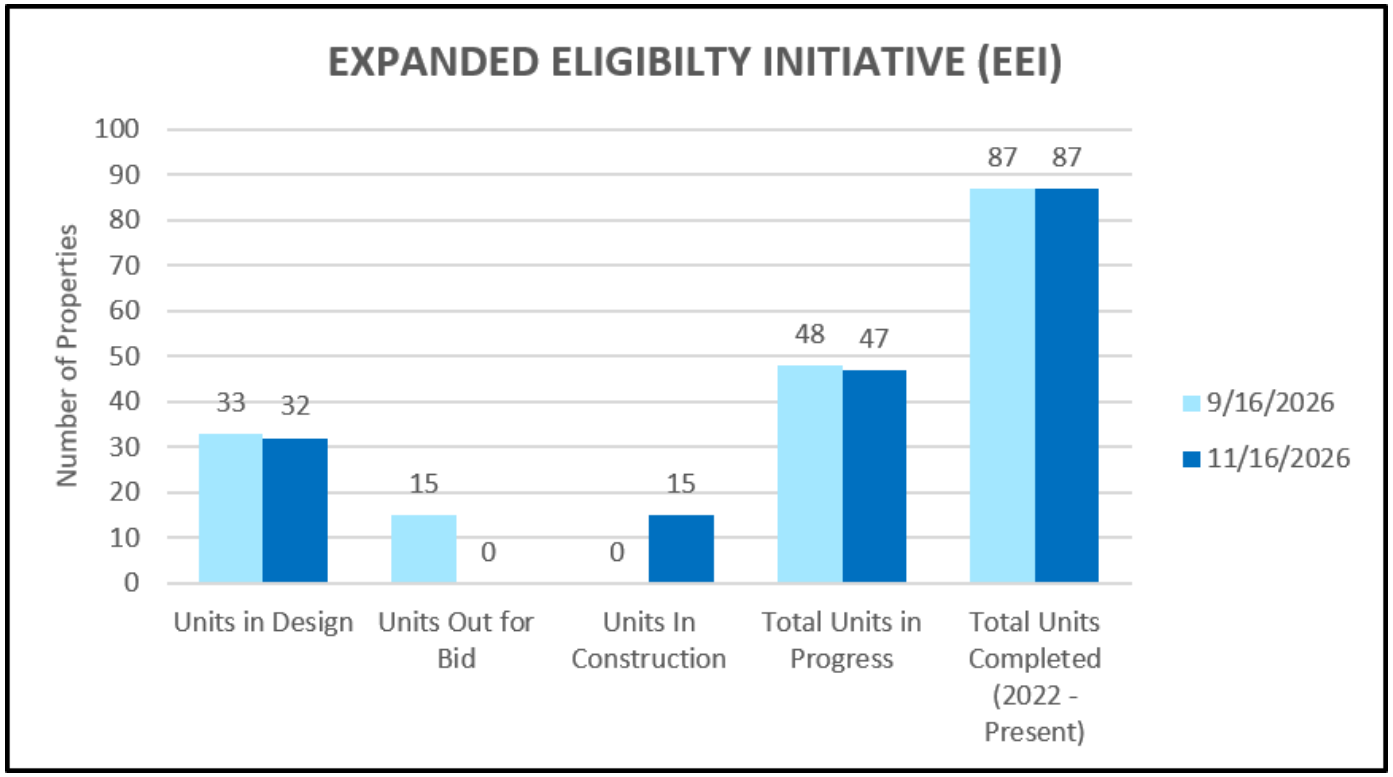
Note: 75-unit apartment building added to NIP in Oct/2025

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



EXPANDED ELIGIBILITY INITIATIVE (EEI)

Re-Insulation of Eligible Residential Properties Treated Before 1993



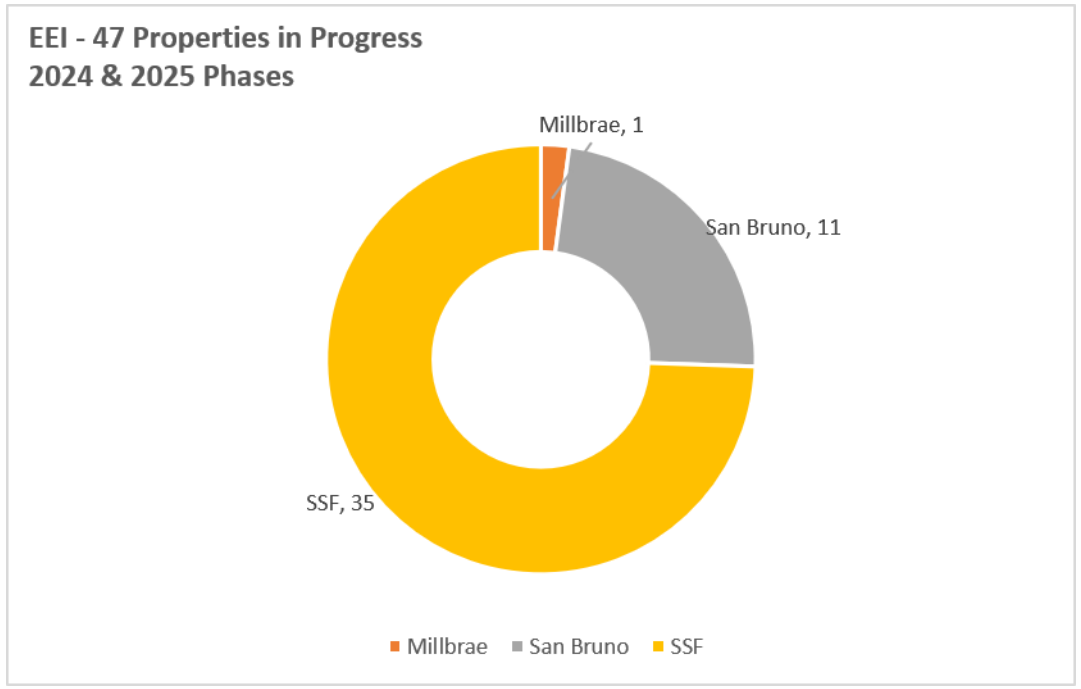
Note:
One property dropped from the program.

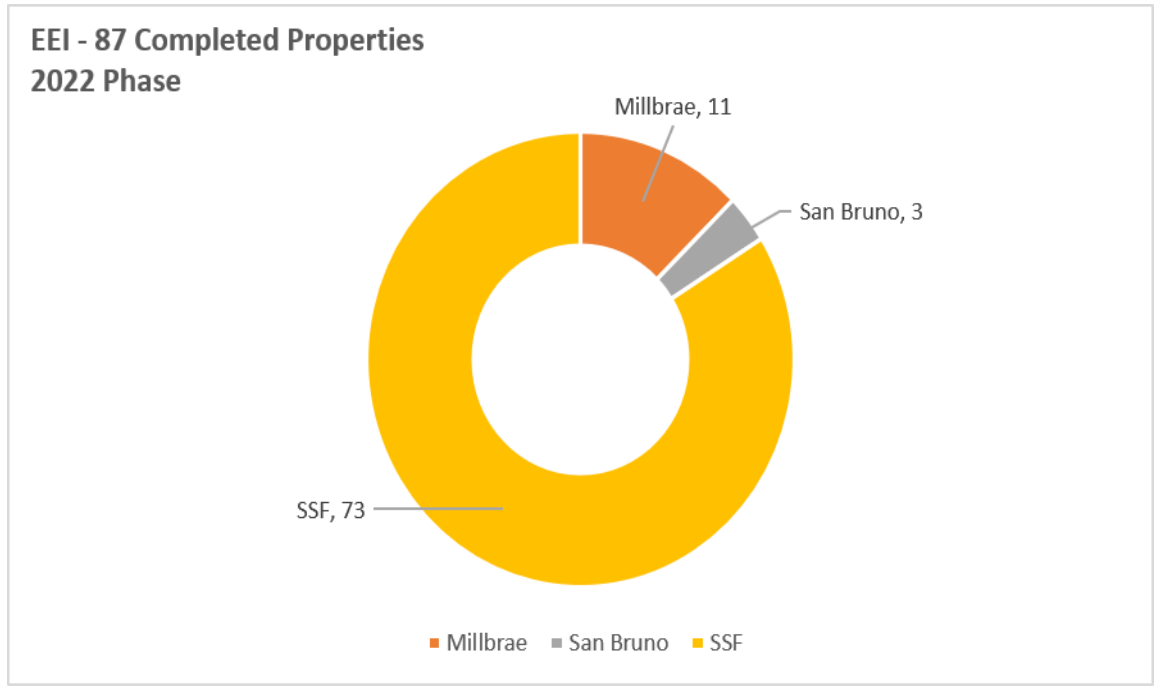
Additional Facts

- 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





Project Goals

Create a better way to report aircraft noise

- Update existing ViewPoint app with modern experience
- Offer official alternative to Stop JetNoise
- Make reporting quicker and easier for residents
- Improve report quality and flight matching
- Build community trust through greater transparency
- Support six languages to reach more residents
- Update with SFO branding
- Build for scale

Audience

Bay Area residents impacted by aircraft noise
Primary audience, includes frequent reporters, occasional users, and residents who want a simple way to document noise disturbances

Advocacy groups and neighborhood organizers
Use reporting activity and community data to demonstrate the impact of aircraft noise and advocate for residents

Roundtable members and local officials
Use reporting information to understand community concerns, discuss noise issues, and inform public engagement

SFO Aircraft Noise Office
Receives and reviews complaints, matches reports to flights, and manages community noise

Noise Reporting App Redesign

Key Requirements

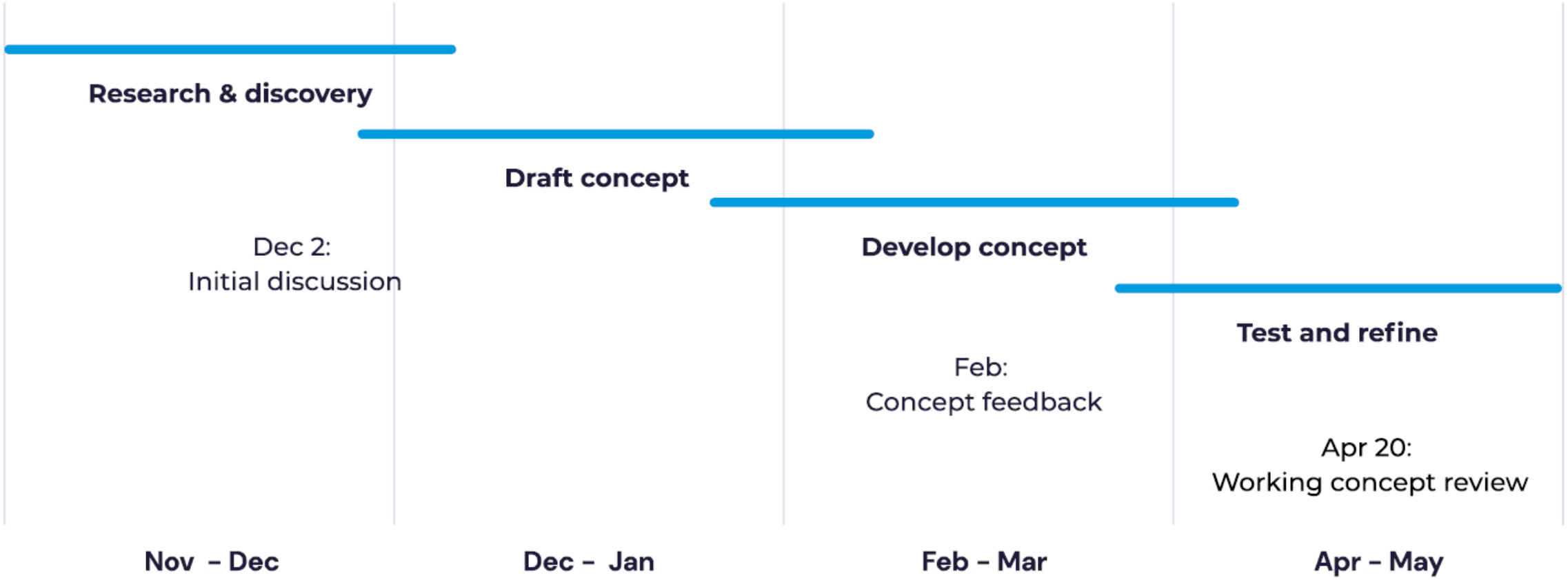
- **Reporting**
- Submit in as few steps as possible
- Confirm or correct matched flights
- Clear submission confirmation

Data & privacy
- Capture useful noise details
- Improve flight matching
- Minimize personal information

Community
- Show aggregated reporting trends
- Connect residents with SFO resources
- Support workshops and Roundtables

Design
- Mobile-first and accessible
- Plain, human language
- Flexible branding and languages

Project Roadmap



Recommended Improvements

What works now

- ViewPoint: Official SFO platform, guest access and structured reporting
- Stop JetNoise: Fast submissions, saved profiles and flight selection

What needs improvement

- Too many steps to submit a report
- Reporting features aren't always easy to find
- Flight matching and report management could be more intuitive

Recommended Improvements

- ViewPoint: Official SFO platform, guest access and structured reporting
- Stop JetNoise: Fast submissions, saved profiles and flight selection
- Simplify navigation: Four areas: Home, My Reports, Community and Settings
- Prioritize reporting: Prominent action on Home
  Speed up submissions: Fewer steps and prefilled information
- Improve flight matching: Automatic suggestions with correction options
- Close the loop: Clear confirmations, report history and community data

Noise Reporting App Redesign

5 Key App Changes

- Restructure the app into four areas: Home, My Reports, Community and Settings.
- Make reporting easier to access: Put a prominent “Report Aircraft Noise” action on the Home screen.
- Streamline the reporting journey: Reduce steps, use saved location and current time by default, and make repeat reporting faster.
- Improve flight matching and report details: Automatically suggest nearby flights, let residents confirm or correct the match, and capture more useful information about the noise and its impact.
- Improve the post-submission experience: Provide a clear confirmation and report receipt, with the ability to view, track and correct submitted reports in My Reports.

Thank you

