



July 27, 2016

TO: Roundtable members and Interested Persons

FROM: James A. Castañeda, AICP, Roundtable Coordinator 

SUBJECT: Draft Roundtable Response Package to FAA Initiative Results to Address Noise Concerns

The following packet is the current draft package in development regarding the Roundtable's response to the *FAA Initiative to Address Noise Concerns* (Initiative). The package included a draft letter introducing the response, an item-by-item response for the items listed in the Initiative, as well as a sample of some attachments that provide expanded information that details specific procedure operations as they fly today and any changes the Roundtable is requesting. Please keep in mind that all items are still underdevelopment and should be considered draft and subject to change. This is being provided to show the current status and work from the Technical Working Group, staff, and collaborating with stakeholders.

Roundtable members are encouraged to review the draft documents to provide initial feedback and comments to be considered.

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August __, 2016

Glen Martin
FAA Regional Administrator
FAA Western-Pacific Region
P.O. Box 92007
Los Angeles, CA 90009

Re: *FAA Initiative Phase 1, SFO Airport/Community Roundtable Response*

Dear Mr. Martin:

As part of the FAA Initiative process, we look forward to opening a dialogue with the FAA Western Service Center and the Sierra Pacific District Air Traffic Operations to find ways to decrease the noise impact on our residents and improve the quality of their lives.

Throughout the Metroplex process, the Roundtable has been the voice for nearly 1.6 million people in the County of San Mateo and the City and County of San Francisco regarding aircraft noise issues. We take the role of being the voice for our communities seriously, as they have looked to us for the past 35 years to be the bridge between the aviation industry and the public.

Although the FAA sees Metroplex as a necessary evolutionary step in the modernization of the air traffic control system, the initial results have had a substantial negative effect on the surrounding communities which the Roundtable represents. This is reflective in thousands of inquiries and complaints by affected residents. We need a collaborative process that creates better compatibility between flight procedures and the areas around San Francisco and San Mateo County. The Roundtable believes there are opportunities to work together to create the changes necessary to reduce negative noise impacts on our cities, while also maintaining safety in our skies.

In reviewing the FAA Initiative Feasibility Study, there are approximately 29 Adjustments that are under the purview of the Roundtable; of this total, 13 were deemed by the FAA as "Feasible" while 16 were deemed by the FAA as "Not Feasible." Those deemed Not Feasible may likely be remedied by operational changes and pilot and controller outreach, rather than a protracted environmental process to change a procedure. This letter will detail our response to each of the Adjustments.

For some of the Adjustments, there are attachments to the letter that provide additional information on solutions and collaboration. The hope in "packaging" these procedures is to create greater clarity and understanding of what is going on with a particular flight procedure of interest, so that the public can be productive in providing direction to the Roundtable, which will eventually be passed on to the FAA. Our goal is to put forth achievable solutions and identify short and long term actions to alleviate noise for our communities.

None of the Adjustments can be successful without a concentrated collaboration between the SFO Roundtable and the FAA staff in the Western Service Center and our local NORCAL TRACON professionals as part of the Sierra Pacific District Air Traffic Operations team. In addition, we strive to include other stakeholders such as San Francisco International Airport, airlines, Congressional representatives, other elected officials, the newly formed Select Committee on South Bay Arrivals, as well as the citizens we represent in our communities.

Our SFO Airport/Community Roundtable looks forward to working with you and the entire FAA team to collaboratively develop solutions that reduce noise impacts in our communities, while maintaining safety in our skies.

Very truly yours,

Cliff Lentz, Chair
SFO Airport/Community Roundtable

Elizabeth Lewis, Vice Chair
SFO Airport/Community Roundtable

cc:

Ron Fincher, Director, Air Traffic Operations Western Service Area South
Tony DiBernardo, Terminal District Manager, Sierra Pacific District Air Traffic Operations
Don Kirby, Manager, NORCAL TRACON
Clark Desing, Director, Western Service Center
Tracey Johnson, Manager, Quality Control Group, Mission Services
Mindy Wright, Manager, South Airspace & Procedures Team
Members, SFO Airport/Community Roundtable
Members, Select Committee on South Bay Arrivals
Congresswoman Anna Eshoo
Congresswoman Jackie Speier

Attachments

[TO BE ADDED]

Adjustment - 1.a.i.(a) (Altitude)– Not Feasible

Description: Evaluate raising altitude at MENLO waypoint to 5,000' or establish a new waypoint to allow for crossing the MENLO area closer to 5,000 feet.

Roundtable Response: This Adjustment contains two items: increasing the altitude at MENLO and establishing a new waypoint. Based on instrument procedure design, the Roundtable understands the altitude at MENLO must remain at the current altitudes. The SFO Aircraft Noise Abatement Office and Northern California TRACON have an agreement that states when able, aircraft will cross the MENLO intersection during visual conditions at 5,000' AGL and 4,000' AGL during instrument conditions. The Roundtable requests this agreement stays in place and aircraft cross MENLO at or close to 5,000' AGL during visual conditions.

Establishing a new waypoint for entry to the Instrument Landing System (ILS) should be addressed separately by the FAA to determine its feasibility. The Roundtable would like the FAA to study additional waypoints to join the ILS separately and report back to the Roundtable. Additional entry points to the ILS would be located south of HEMAN and could include suitable locations that allow flight over compatible land uses and do not concentrate flight tracks over one neighborhood.

Adjustment - 1.a.ii. (Altitude) – Feasible

Description: Analyze reducing impacts of SSTIK, WESLA, and CNDLE departures.

Roundtable Response: This Adjustment contains language regarding three separate procedures.

1. SSTIK – The Roundtable advocates for the SSTIK to be flown as charted and vectored for safety purposes only, not for efficiency. Keeping aircraft on the procedure benefits numerous stakeholders; it reduces head-down time in the cockpit that results from flight crews reprogramming their FMS after being vectored, and reduces communications between pilots and controllers. This is consistent with the FAA's NextGen stated principles of reducing pilot/controller communication, DATACOMM, and standardization of navigation procedures. It is understood that during certain times of the day, there are major banks of departures and aircraft are often vectored to avoid ground delays; however, it is important to note that absent of these banks, aircraft are many times vectored for efficiency when they could have been left on the procedure thus lessening the impact on the affected communities.
2. WESLA – This procedure should be flown as charted and allow aircraft to climb unrestricted when there are no other air traffic conflicts.
3. CNDLE – As with the SSTIK, the Roundtable advocates for CNDLE to be flown as charted and vectored for safety purposes only, not for efficiency. The Roundtable would request the FAA to research other possible lateral path options for the CNDLE southbound departures

Additional information regarding the SSTIK and CNDLE can be found in Attachments.

Adjustment - 1.b.i. (Track)– Feasible

Description: Analyze moving the SSTIK and PORTE departures more over water.

Roundtable Response: There are two procedures in this Adjustment; the majority of aircraft fly the SSTIK departure, therefore the comments will focus that procedure. Keeping aircraft over compatible land uses as much as possible is key to noise abatement. For SSTIK, there are two bodies of water to use for aircraft operations; on immediate departure, the San Francisco Bay and later in the Pacific Ocean for points between the existing SSTIK and PORTE waypoints. The Roundtable advocates utilizing water as much as possible for the SSTIK procedure to:

- Fly over the Bay until the SSTIK waypoint, and
- Fly the procedure as charted to PORTE waypoint instead of clearing aircraft to subsequent waypoints downstream from SSTIK, bypassing PORTE. Aircraft bypassing the PORTE waypoint lead to aircraft overflying larger portions of San Mateo County instead of the ocean.

Additional information regarding this Response can be found in Attachments.

Adjustment - 1.b.ii. (Track)– Feasible

Description: Analyze reducing the impacts of SSTIK, WESLA, and CNDLE departures.

Roundtable Response: There are three procedures in this Adjustment.

1. SSTIK – This Adjustment addresses the track of the procedure. The comments in this Adjustment relate specifically to the existing track and options for procedure modifications. The SSTIK procedure can be dissected into parts, or segments, to look at how to solve the overall issues by focusing on how the procedure flies: over the Bay, the peninsula, and the ocean. The FAA Initiative Phase 1 shows that 99% of aircraft are compliant with the SSTIK procedure, turning within 1 nautical mile of the initial waypoint that was designed to RNAV-1 standards. While technically this is accurate, the further aircraft are turned before the waypoint, the lower they are over the peninsula. Aircraft turned before the waypoint then compound the noise issue when cleared to waypoints downstream from PORTE.
2. With regard to the existing procedure, the SFO Roundtable would request:
 - a. That southerly vectors not be issued to an aircraft until an aircraft is actually over SSTIK (avoid anticipatory turns approaching SSTIK).
 - b. That the Bay, Golden Gate and ocean be used for overflight as much as possible.
 - c. That existing areas of non-residential land be used for overflight
 - d. That assigning a southbound heading toward PORTE should be delayed as long as feasible **including flying to the ocean before turning south**
 - e. That vectoring aircraft down the Peninsula direct to **PORTE and to** waypoints beyond PORTE should be avoided.

With regard to the longer term, the Roundtable would propose a re-design of the SSTIK Departure. It might be advisable to address this procedures' flight track in segments, looking at major portions of the track instead of the entire procedure at once. We look to the FAA for guidance on where aircraft can't fly and to define a procedure flight track that can take advantage of the Bay, the waters of the Golden Gate and ocean while reducing the amount of time overflying communities in San Francisco and San Mateo County

3. WESLA – This procedure should be flown as charted and allow aircraft to climb unrestricted when there are no other air traffic conflicts.

4. CNDLE – This procedure should be flown as charted and reduce the amount of aircraft vectored. *FAA Initiative Phase 1, Appendix B* notes that 46% of CNDLE departures are on the procedure; this assumes 54% of aircraft flying the CNDLE departure are vectored. The Roundtable requests the FAA to use this as a baseline to compare conditions in the future when reporting back to this body regarding decreasing vector traffic. As with Adjustment 1.a.ii., the Roundtable requests the FAA research various options as alternate lateral paths for CNDEL southbound departures.

Additional information regarding the SSTIK and the CNDEL can be found in Attachments.

Adjustment - 1.b.iii. (Track)– Not Feasible

Description: Analyze moving the ILS/Visual Approach to RWY 28L offshore.

Roundtable Response: The Roundtable understands the limitations of an offset to RWY 28L interfering with operations on RWY 28R. This Adjustment is an example of an operational issue that can use controller and pilot outreach to help with noise issues; it is understood that the need for side-by-side operations has increased and with the changes in wake re-categorization, aircraft delays at SFO are at times cut in half due to this type of operation. As part of the outreach, the Roundtable would like to request the following:

- a. Work with SFO Noise Abatement Office on a pilot outreach program to encourage aircraft to stay over water while on approach after receiving their cleared to land instructions.
- b. Work with Northern California TRACON (NCT) to educate controllers on keeping aircraft over water as much as possible, especially during late night hours and when aircraft are operating in single-stream and using RWY 28R. Additionally, we would like assurances from the FAA, to the maximum extent possible, not turn aircraft over affected communities prior to nine miles from the SFO VOR (9 DME) final from the airport, consistent with the NCT informal noise abatement agreement.

Adjustment - 1.b.iv. (Track)– Not Feasible

Description: Analyze offsetting Visual Approaches until passing San Mateo Bridge.

Roundtable Response: The Roundtable understands the limitations of aircraft conducting a stabilized approach and needing to be set up on a final approach outside of the San Mateo Bridge. This Adjustment is an example of an operational issue that can use controller and pilot outreach to help with noise issues.

As part of the outreach, the Roundtable would like to request the following:

- a. Work with SFO Noise Abatement Office on a pilot outreach program to encourage aircraft to stay over water while on approach after receiving their cleared to land instructions.
- b. Work with Northern California TRACON (NCT) to educate controllers on keeping aircraft over water as much as possible, especially during late night hours and when aircraft are operating in single-stream and using RWY 28R.

Adjustment - 1.b.v. (Track)– Not Feasible

Description: Analyze the impact of non-charted visual approaches to RWY 28.

Roundtable Response: The Roundtable understands the limitations of aircraft conducting a stabilized approach and needing to be set up on a final approach outside of the San Mateo Bridge. This Adjustment is an example of an operational issue that can use controller and pilot outreach to help with noise issues.

As part of the outreach, the Roundtable would like to request the following:

- a. Work with SFO Noise Abatement Office on a pilot outreach program to encourage aircraft to stay over water while on approach after receiving their cleared to land instructions.
- b. Work with Northern California TRACON (NCT) to educate controllers on keeping aircraft over water as much as possible, especially during late night hours and when aircraft are operating in single-stream.

Adjustment - 1.c.ii. (Waypoint)– Feasible

Description: Analyze making adjustments to PORTE departure to maximize offshore routing.

Roundtable Response: The majority of aircraft that depart Runway 01L fly a SSTIK departure procedure; the comments relating to Adjustment 1.c.ii. are the same the Roundtable comments on Adjustments 1.a.ii, 1.b.i, and 1.b.ii. with emphasis on the comments for Adjustments 1.a.ii and 1.b.i.

Adjustment - 1.f.ii. (PBN Procedures)– Not Feasible

Description: Evaluate the effect of dispersing flight tracks over a wider range.

Roundtable Response: The Roundtable understands that vectoring is often used to compensate for high flight volumes at SFO and to avoid long delays on the ground. The Roundtable requests to work with the FAA to determine where aircraft can be vectored with the least noise impact and identify locations that have the most compatible land uses for vectoring purposes.

Adjustment - 1.f.iii. (PBN Procedures)– Feasible

Description: Study the feasibility of creating new transitions for the NITTE departure for airports to southbound destinations.

Roundtable Response: The Roundtable supports FAA's efforts to create a noise abatement procedure for nighttime flights that will keep aircraft over compatible land uses, specifically the Bay and ocean, instead of the peninsula. We request a timeline from the FAA for implementation of this procedure, factoring in requirements to run the procedure through the FAA Order JO 7100.41A process.

Additional information regarding a new southbound transition for the NIITE Departure can be found in Attachments.

Adjustment - 1.f.iv. (PBN Procedures)– Not Feasible

Description: Study the possibility of new SFO RNP approaches which will serve RWYs 28 L/R and follow the BSR ground track, curved out over the Bay crossing MENLO at 5,000 -6,000 feet.

Roundtable Response: There are two issues in this Adjustment, creating an RNP approach to Runways 28 L/R and crossing MENLO at 5,000- 6,000 feet. Based on instrument procedure design, the Roundtable understands the altitude at MENLO must remain at the current altitudes. For procedural adjustments, the Roundtable would like approach control to encourage use of the RNAV (RNP) Y procedure to Runway 28R to keep aircraft over the water for as long as possible. The Roundtable suggests the following outreach:

- a. Work with NCT to educate controllers on keeping aircraft over water as long as possible on approach, especially during single-stream operations.
- b. Work with the SFO ANAO to educate pilots on the ability to request the RNP to Runway 28R, given the properly equipped aircraft and flight crew.

Adjustment - 2.a.i. (Sequencing and Vector Points)– Not Feasible

Description: Analyze adjusting air traffic activity in the vicinity of Woodside VOR including altitudes.

Roundtable Response: Aircraft activity over the Woodside VORTAC includes aircraft arrivals from numerous origin points, not just oceanic arrivals. The Initiative addressed one portion of the flights which utilize the Optimized Tailored Approach, which accounts for less than 4% of SFO's traffic. The majority of traffic in this area of southern San Mateo County are 1) vectored flights from southern arrivals on BIG SUR TWO and SERFR TWO STARs and 2) vectored flights from northern arrivals on numerous STARs including but not limited to the GOLDEN GATE SIX, POINT REYES ONE, and BDEGA TWO. Aircraft on STARs from northern origin cities fly down the peninsula, turning back towards the airport over towns and cities in southern San Mateo County over populated terrain that rises to 2,000' mean sea level. Aircraft on arrival from southern origin cities are vectored for traffic over this same geographic area. The Roundtable requests:

- a. The FAA determine the ability of more aircraft to utilize the Bay for arrivals from points north instead of the peninsula. This is especially important during nighttime hours; nighttime as defined by the FAR Part 150 is 10 pm – 7 am. Between the hours of 10 pm – 7 am, we would like 100% of the arrivals to use the Bay,
- b. The BDEGA TWO procedure include the waypoints for a down the Bay procedure, as done in BDEGA ONE, and
- c. The FAA determine altitudes to turn aircraft for vector purposes that minimizes noise.

Additional information regarding the Woodside VOR can be found in Attachments.

Adjustment - 2.a.ii.(a) (Sequencing and Vector Points)– Feasible

Description: Analyze adjusting air traffic to eliminate early turns over land. Focus on leaving aircraft over water as long as possible.

Roundtable Response: This Adjustment contains references to numerous procedures, which will be addressed in order.

1. NIITE – when aircraft remain on the NIITE procedure, they represent an excellent use of an RNAV-based procedure that places aircraft over the intended waypoints, over a compatible land use, on a consistent basis. We are encouraged by the use of the NIITE procedure and look to see the amount of aircraft vectored off of the NIITE to reduce from the baseline of 25% vectored flights between 10 pm – 12 am and

- 50% between 1 am – 4 am. It is critical stay on the NIITE procedure given that it is used during late night hours, essential for sleep.
2. HUSSH – the HUSSH is an OAK-based procedure. While these flights do not fly over San Francisco or the peninsula, we continue to encourage its use and reduce vectors off of the HUSSH departure for the same reasons as the NIITE.
 3. FOGGG – this procedure is used on runways not commonly used, RWY 10L/R and RWY 19L/R. When weather conditions dictate the use of these runways, we encourage the use of FOGGG as published.
 4. GNNRR – the GNNRR TWO departure is a replacement for the legacy GAP SIX departure, flying runway heading from RWY 28L/R. The Roundtable has been the voice for San Mateo County for the past 35 years; in that time, aircraft departing out “the gap” have not been identified as flying a noise abatement procedure. During nighttime periods, it is not the preferential departure runway due to its overflight of thousands of residents in multiple communities that vary in elevation. The Roundtable requests:
 - a. The FAA remove GNNRR TWO in references to flying aircraft over less noise-sensitive areas and the associated inclusion in procedures used over less noise-sensitive areas that total 88%, as noted in this Adjustment, 3rd bullet.

Adjustment - 2.a.ii.(b) (Sequencing and Vector Points)– Feasible

Description: Analyze adjusting air traffic to eliminate early turns over land. Keep aircraft on the SSTIK departure until the SSTIK waypoint before turning.

Roundtable Response: This Adjustment contains reference to three procedures; the comments will address each procedure in order.

1. The SSTIK procedure is a replacement for the legacy PORTE procedure; with the new procedure came a new waypoint for aircraft to make their initial procedure turn. As with many cities within San Mateo County, cities underneath the SSTIK waypoint contain topographic features that can heighten noise from aircraft operations, unlike flying over flat land. When aircraft are turned before the waypoint, they are turning over the peninsula while simultaneously continuing their climb, increasing the noise to communities along its path. Early turns that are cleared to waypoints beyond PORTE add to the aircraft noise profile along the peninsula.

In keeping with comments regarding SSTIK operations in Adjustment 1.a.ii., 1.b.i., and 1.b.ii, the SSTIK procedure can be dissected into segments to increase use of compatible land uses along the entire route. The goal is to increase the amount of wings-level flight over the peninsula to reduce the effect of aircraft climbing and turning over populated areas, letting aircraft gain altitude in a wings level configuration and to minimize their flight path over populated land before starting a turn to the south over the ocean.

The Roundtable requests:

- a. Aircraft use compatible land uses for as long as possible before turning. For the SSTIK procedure, this would be using the Bay to gain altitude before turning over populated areas.
- b. Define the airspace limitations to the north and east for placement of a waypoint to replace SSTIK. Present these limitations to the Roundtable in graphic and memo formats.
- c. Define the airspace limitations over the Golden Gate and the ocean to the west of the

peninsula for placement of a waypoint to replace or augment PORTE. Present these limitations to the Roundtable in graphic and memo formats.

2. The Roundtable requests aircraft remain on the WESLA procedure, as charted.
3. While the CNDLE procedure is for OAK departures, the CNDLE and SSTIK share the PORTE waypoint. Aircraft flying the CNDLE departure overfly numerous areas of the City of San Francisco and northern San Mateo County. As requested in Adjustment 1.b.ii., *FAA Initiative Phase 1, Appendix B* notes that 46% of CNDLE departures are on the procedure; this assumes 54% of aircraft flying the CNDLE departure are vectored. The Roundtable requests the FAA to use this as a baseline to compare conditions in the future when reporting back to this body regarding decreasing vector traffic.

Adjustment - 2.a.ii.(c) (Sequencing and Vector Points)– Feasible

Description: Analyze adjusting air traffic to eliminate early turns over land. Keep aircraft on the NIITE departure to at least the NIITE waypoint as much as possible.

Roundtable Response: The Roundtable comments for Adjustment 2.a.ii.(a) apply to this Adjustment; we are encouraged by the use of the NIITE procedure and look forward to a report from the FAA that the number of aircraft vectored off of the NIITE procedure will be reduced.

Adjustment - 2.e.i. (RWY Usage)– Not Feasible

Description: Study the feasibility of increasing the use of RWY 10.

Roundtable Response: RWY 10L/R has historically been the nighttime preferential runway for noise abatement, especially for wide body aircraft that are travelling to destinations in Asia. This Adjustment references the increased use of RWY 10L/R in relation to weather conditions. The Roundtable understands due to weather conditions RWY 10L/R is unable to be used much of the time, however; the use of RWY 10L/R for portions of nighttime activity will be addressed in Adjustment 2.e.iii.

Additional information regarding the Runway 10 departure and Opposite Direction Operations can be found in Attachments ____.

Adjustment - 2.e.ii. (RWY Usage)– Feasible

Description: Study the feasibility of increasing the use of RWY 01 for departures, study the feasibility of proceduralizing the 050 departure heading off RWY 01 at night.

Roundtable Response: For daytime operations, RWY 01L/R are the preferential departure runways while RWY 28L/R are the preferred arrival runways. For nighttime operations, use of RWY 01L/R is the third preference of SFO's nighttime preferential runway use program. For departures using RWY 01L/R for departures during nighttime hours, the Roundtable requests aircraft with southern destinations use the 050 departure heading as much as possible to avoid overflights of the peninsula.

Operationally, the Roundtable would like to use the 050 departure heading, NITTE, and new NITTE waypoint for south-bound departures to reduce nighttime overflights of the peninsula. As stated in the beginning of this letter, we believe firmly that this is a process that involves many stakeholders that can work together to create solutions for noise abatement.

Adjustment - 2.e.iii. (RWY Usage)– Not Feasible

Description: Study the necessity of extending nighttime operations at SFO. According to the SFO Standard Operating Procedure, the preferred RWY for operations between 0100 and 0600 local time is departing RWY 10 and landing RWY 28.

Roundtable Response:

Since 1988, SFO has had in place a nighttime preferential runway use program¹. The program defines nighttime hours the same as the FAA FAR Part 150 study as 10 pm – 7 am. During this time period, SFO defines the following preferred nighttime preferential runway procedures:

1. The primary goal of the program is to use Runways 10 L/R for takeoff because they offer departure routing over the San Francisco Bay which will reduce the noise impacts over the communities surrounding SFO.
2. When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures. Both of these procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.
3. The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from these departures affects communities south of SFO.

Over the past 35 years, the Roundtable has worked with the SFO Noise Abatement Office to ensure the nighttime preferential runway use program stayed in place and is used as much as possible between 10 pm – 7 am. Due to daytime delays and traffic volumes, the hours that the preferential runway use program can be used doesn't always span from 10 pm – 7 am. However, we strive to have this preferential nighttime runway use program used as much as possible when traffic allows.

The Roundtable requests:

1. Maximum use of SFO's preferred nighttime preferential runway procedures, including using the TRUKN and NIITE as replacements for the SHORELINE and QUIET departures.
2. Maximum use of Opposite Direction Operations (ODO) within the current ODO regulations.
3. Create a RWY 10R procedure for aircraft to depart RWY 10R, then turn up the Bay to join the NIITE. Currently aircraft depart and turn to heading 330 to fly up the Bay via vector headings issues from NCT. This can be enhanced by creating an RNAV procedure that brings aircraft up the Bay to join the existing NIITE for destinations to the east or on a new NIITE waypoint over the Golden Gate Bridge.

Additional information regarding this Response can be found in Attachments ____.

¹ <http://www.flysfo.com/community-environment/noise-abatement/noise-abatement-procedures>

Adjustment - 2.e.iv. (RWY Usage)– Not Feasible

Description: When weather conditions permit, study the increase in use of the Shoreline 7 departure off RWY 28R or 28L.

Roundtable Response: As with previous Adjustments, the Roundtable’s goal is to use compatible land uses as much as possible. For the SHORELINE SEVEN departure, and now the TRUKN departure, it is key for aircraft to stay east of Highway 101 for noise abatement. This provides residents of numerous densely populated cities with relief from aircraft overflights all times of the day, especially at night. When conditions permit and aircraft use the TRUKN departure off RWY 28L/R, the Roundtable requests the FAA conduct controller outreach to educate them about aircraft staying east of Highway 101.

Adjustment - 2.f.i. (Instrument Flight Procedures IFP)– Feasible

Description: Study the feasibility of creating new transitions for the NITTE departure for departures to southbound destinations.

Roundtable Response: See Roundtable response to Adjustment 1.f.iii.

Adjustment - 2.f.ii. (Instrument Flight Procedures IFP)– Not Feasible

Description: When weather operations permits, study the use of the Shoreline 7 departure off of RWY 28R or 28L.

Roundtable Response: See Roundtable response to Adjustment 2.e.iv.

Adjustment - 2.f.iii. (Instrument Flight Procedures IFP)– Not Feasible

Description: Study the use of offset visual approaches in lieu of straight in visual approaches.

Roundtable Response: See Roundtable response to Adjustments 1.b.iii., 1.b.iv., and 1.b.v.

Adjustment - 2.f.iv. (Instrument Flight Procedures IFP)– Not Feasible

Description: Study the usage of the GAP departure.

Roundtable Response: Aircraft departing on GNNRR are many times fully-loaded wide-body aircraft traveling to Europe or Asia. These operations fly over numerous cities that are densely populated. The Roundtable requests aircraft can climb unrestricted on this procedure.

Adjustment - 2.f.vi. (Instrument Flight Procedures IFP)– Not Feasible

Description: Study the feasibility of increasing the use of the SSTIK departure during the day and the NIITE departure at night.

Roundtable Response: As the Roundtable has requested in previous Adjustments, the SSTIK procedure should be flown as charted, especially flying to the PORTE waypoint instead of down the peninsula to points south of PORTE.

Adjustment - 2.g.i. (Opposite Direction Operations ODO)– Not Feasible – Not Applicable

Description: Review recent implementation of ODO procedures and their impacts in the San Francisco Bay Area.

Roundtable Response: See the Roundtable response in Adjustment 2.e.iii.

Adjustment - 2.g.ii. (Opposite Direction Operations ODO)– Not Feasible – Not Applicable

Description: Review recent implementation of ODO procedures and their impacts in the San Francisco Bay Area.

Roundtable Response: The Roundtable supports the FAA's efforts to proceduralize the 050 heading for noise abatement at night. Please see the Roundtable Response to Adjustments 2.e.i., 2.e.ii., and 2.e.iii.

Adjustment - 3.a.i. (Equitability, Opposite Direction Operations ODO)– Not Feasible – Not Applicable

Description: Review the current nighttime operations to determine if they adequately address preferential RWY usage.

Roundtable Response: In addition to the Roundtable's response and requests in Adjustments 2.e.i., 2.e.ii., and 2.e.iii relative to runway use at night, the Roundtable requests that SFO's nighttime preferential runway use program remain unchanged, with the runway use at nighttime remain as follows:

1. The primary goal of the program is to use Runways 10 L/R for takeoff because they offer departure routing over the San Francisco Bay which will reduce the noise impacts over the communities surrounding SFO.
2. When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures. Both of these procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.
3. The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from these departures affects communities south of SFO.

Additional information regarding Opposite Direction Operations can be found in Attachments.

Adjustment - 3.b.ii. (Interactions and agreements) – Feasible

Description: Review facility agreements to ensure they are effective and efficient with regard to routing and speeds.

Roundtable Response: In its 35-year history, the Roundtable has maintained working relationships with its advisory members, including NCT, airlines, and the FAA airports district office. The Roundtable membership understands how key it is to have representatives from NCT involved with noise abatement at Roundtable meetings, Noise 101 workshops, and as our host for yearly NCT visits. We welcome the opportunity to discuss noise abatement with the controllers and as stated in a previous Adjustment, provide a noise presentation that can be used at NCT during training sessions.



San Francisco International Airport/Community Roundtable
Response to the FAA Initiative [DRAFT]

ATTACHMENTS

SFO Roundtable letter dated August __, 2016

DRAFT

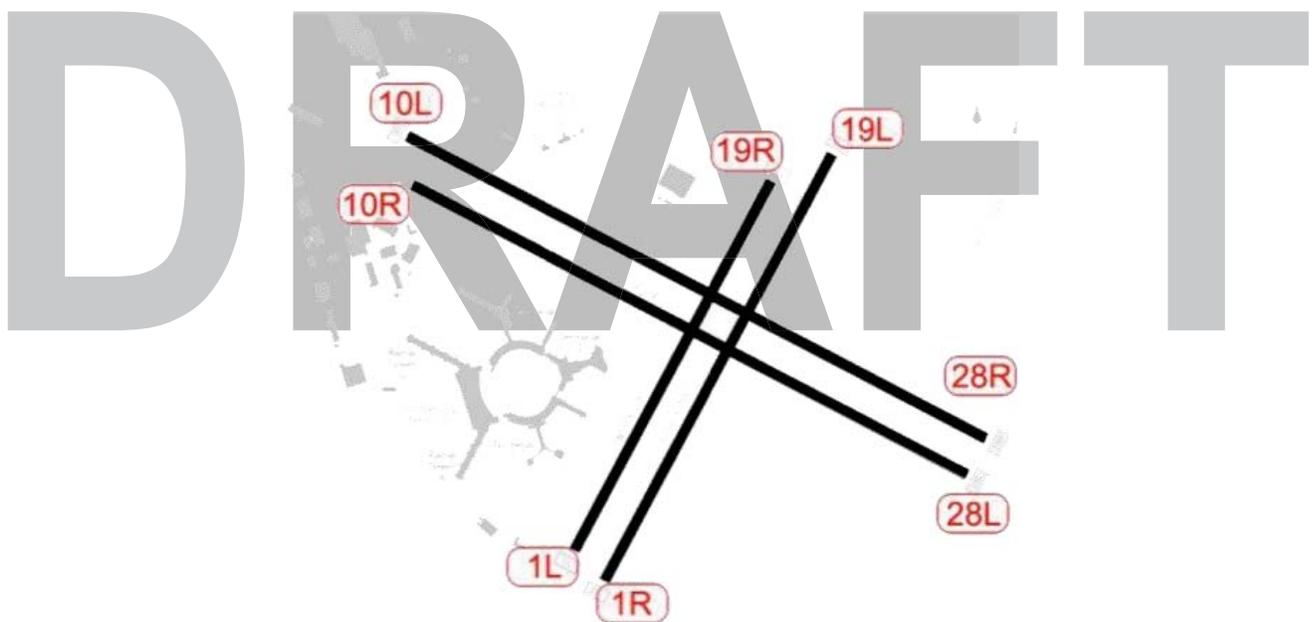
Introduction

This attachment to the Roundtable’s response to the FAA Initiative is to expand on information in the letter to the FAA, detailing specific procedure operations as they fly today and any changes the Roundtable is requesting.

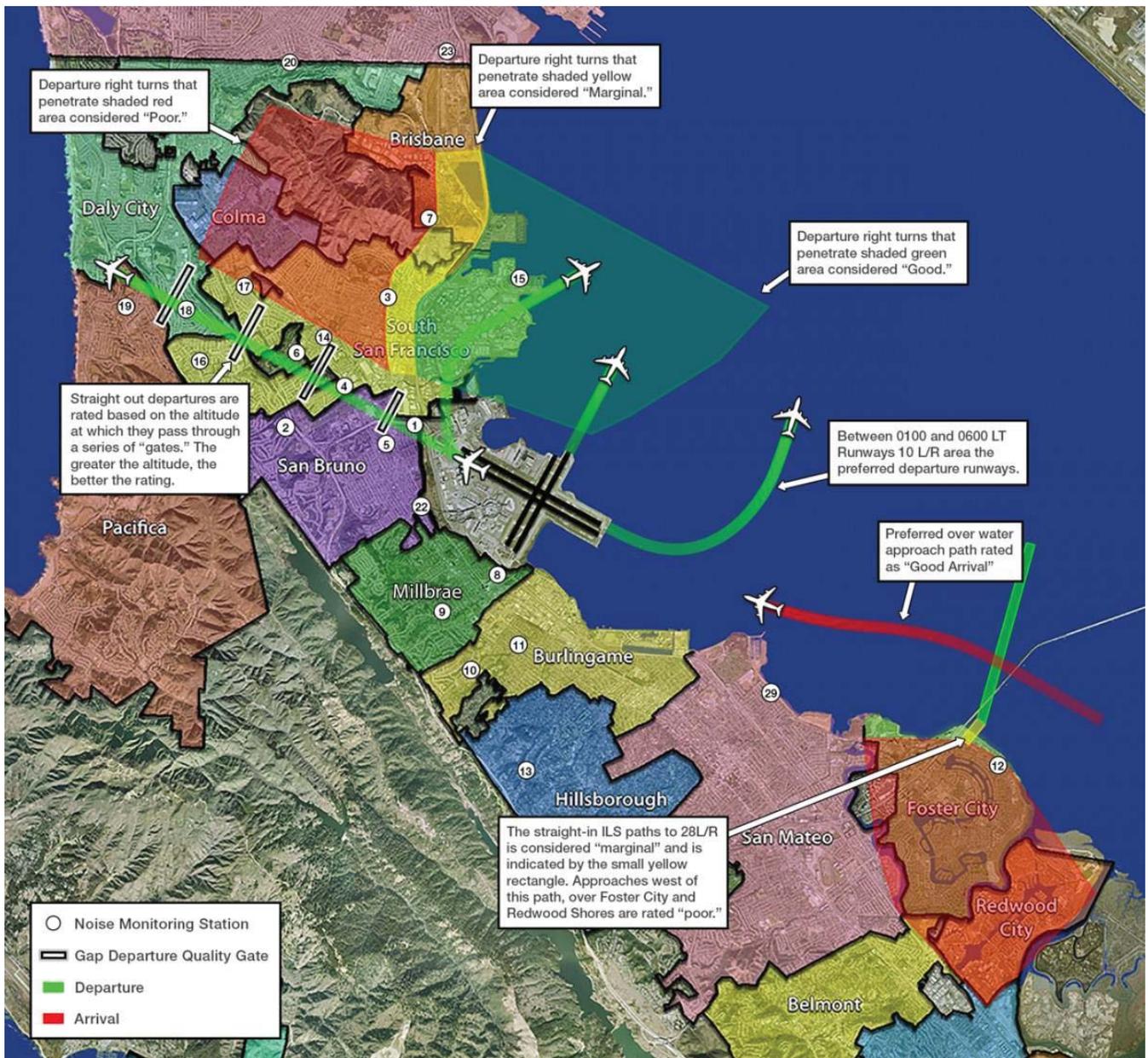
Each of the “Attachments” has the following sections:

- Description – details the procedure(s) as they are flown today
- Primarily Impacted Cities – notes the cities that are most directly under the flight path(s) of the procedures being described.
- Noise Issues – the primary existing noise issues due to the procedure.
- Roundtable Requests (Short Term, Long Term) – details what mitigation efforts the Roundtable is requesting the FAA implement either in the short or long term, depending on the detail of the request.
- Collaboration – requests the appropriate agencies to work on each mitigation effort.
- Initial Requested FAA Research – if applicable, requests the FAA research specific operational items related to the mitigation efforts.

There are two airport diagrams shown here; the first one shows the runways with each runway end labeled, and the second is SFO’s Fly Quiet map that shows the general parameters of the Fly Quiet program in a graphic format.



SFO Runway End Labels



SFO Noise Abatement Office Fly Quiet Map

<p>PROCEDURE: SSTIK</p>	<p>ADJUSTMENTS: 1.a.ii, 1.b.i, 1.b.ii, 1.b.iii, 2.a.ii(b)</p>
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SSTIK Procedure and Flight Tracks

DESCRIPTION: The SSTIK RNAV departure is typically used by aircraft departing SFO Runways 1L and 1R. After takeoff, the aircraft flies north a short distance over the Bay, then flies over the SSTIK waypoint, located east of the City of Brisbane marina. For southbound destinations, after SSTIK, the aircraft then typically makes a left turn to head south to the PORTE waypoint, located just south of the Half Moon Bay airport.

This procedure replaced the conventional navigation PORTE departure. The new SSTIK waypoint is located approximately 1 nautical mile south of the SEPDY waypoint that is associated with the PORTE procedure; SEPDY is located east of the Baylands Soil Processing facilities. The SSTIK waypoint is closer to downtown Brisbane than SEPDY.

PRIMARILY IMPACTED CITIES: Brisbane, Daly City, Pacifica, San Bruno, San Francisco, South San Francisco

NOISE ISSUES: The San Francisco Bay area is an area rich in diverse topography. The topography of San Bruno Mountain State Park amplifies noise impacts for Brisbane, due to its elevation relative to the City of Brisbane, and from low flying planes that are vectored. Similarly, topography of the coastal range, including Milagra and Sweeny ridges, amplifies noise impacts for Pacifica residents from aircraft flying toward the PORTE waypoint. Planes flying at low altitudes negatively affect all impacted cities.

SFO ROUNDTABLE REQUESTS

Short Term

Modifications to the SSTIK departure:

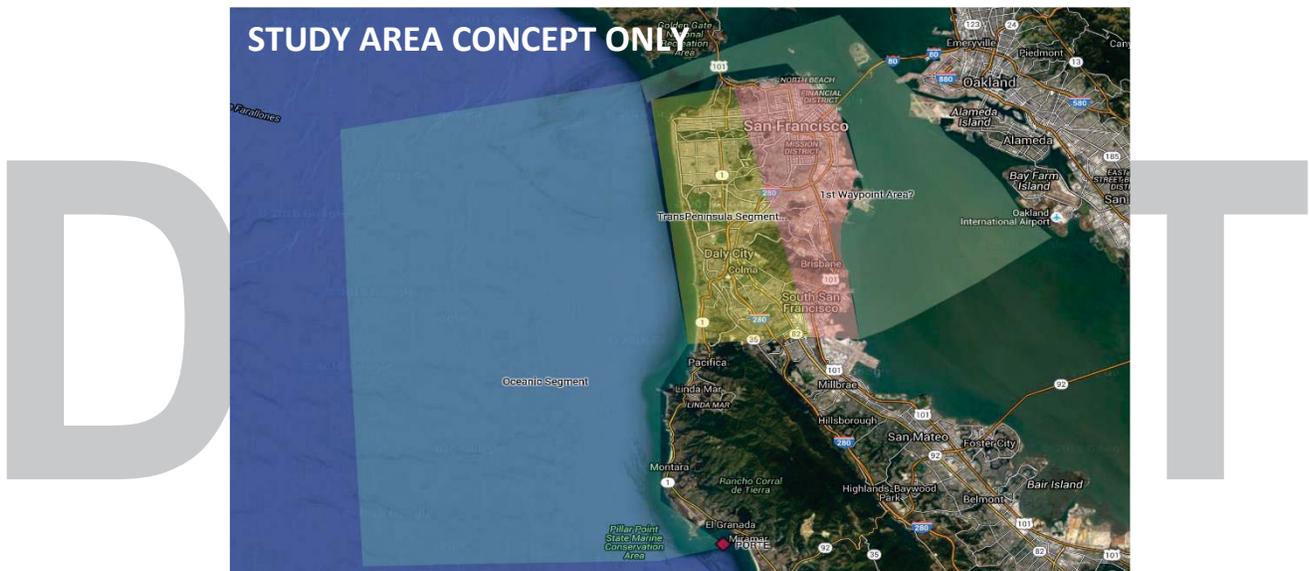
1. Move SSTIK waypoint north and east as much as feasible to allow maximum altitude gain before turning west to fly over land.

2. Determine the necessity for an additional waypoint on land after SSTIK to provide lateral path guidance to airplanes to reduce noise impact.

Improved utilization of existing flight path and procedures:

1. In the existing procedure, use the Bay and ocean for overflight as much as possible.
2. In the existing procedure, utilize existing areas of non-residential land for overflight.
3. Avoid issuing southerly vectors to aircraft until an aircraft is actually *over* SSTIK (avoid anticipatory turns approaching SSTIK).
4. Avoid assigning a southbound heading toward PORTE for as long as feasible (allows additional altitude gain to reduce noise impact.)
5. Avoid vectoring aircraft down the Peninsula direct to waypoints beyond PORTE.
6. Determine if the 210 knot airspeed restriction until SSTIK can be maintained until the shoreline or the southbound turn.
7. Determine if the minimum required altitude for ATC to initiate a left turn can be raised.

Longer Term



SSTIK Procedure Concept

1. Design a new transition from the vicinity of SSTIK waypoint to PORTE waypoint or to a waypoint further south along the coast. It is suggested that the lateral path for this transition be researched and studied by dividing the lateral path into four or more suggested segments as follows and as suggested on the above graphic:
 - a. Green segment: Takeoff to SSTIK (or a revised location of SSTIK) or an additional Bay waypoint or out the Golden Gate Bridge.
 - b. Pink segment: Eastern portion of San Francisco and the north Peninsula.
 - c. Yellow segment: Western portion of San Francisco and the north Peninsula.
 - d. Blue segment: Pacific Ocean coastline to PORTE intersection or to a waypoint south of PORTE – remaining significantly offshore over the Pacific Ocean for the entirety of this ocean segment.

COLLABORATION:

1. Work with the FAA to find an appropriate location for moving the SSTIK waypoint east and north of its current location so planes can fly over the Bay for a longer period of time, and thus increase altitude before heading west and flying over residential areas.
2. Explore feasibility of creating a waypoint to help guide planes over non-residential areas when they reach land (the peninsula).

3. Work with our local FAA officials to reduce vectoring and allow planes to fly the charted procedures when safety is not an issue.
4. Work with local FAA officials and airlines to encourage higher altitudes when flying over residential areas and the use of non-residential areas where feasible.
5. To monitor success, provide a monthly report indicating percentage of flights that achieve these stated goals.
6. Extensive long term collaboration will be required to initiate and develop the process of creating a new southbound destination transition from the SSTIK waypoint.

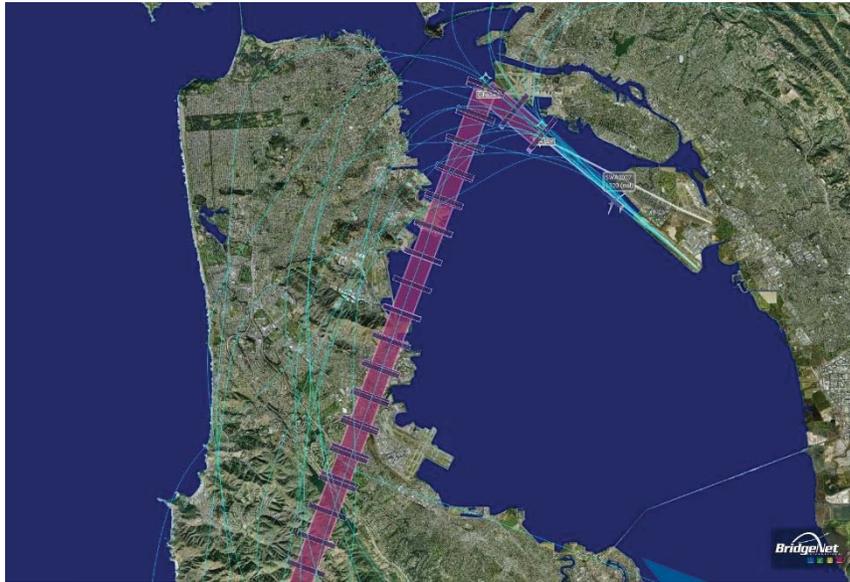
REQUESTED INITIAL FAA RESEARCH:

1. **FAA is requested to work with SFO Roundtable members and staff to assess options for a SSTIK revised location and transition over land as well as additional waypoints over land to provide lateral aircraft path guidance.**
2. **FAA is requested to research and determine any conflicting airspace issues within the green segment (see map above) which would NOT be available for the location of a new SSTIK waypoint.**
3. **Preliminary to the creation of a new SSTIK transition for southbound destinations, it is requested that the FAA research and determine any conflicting airspace issues within each of the segments (see map above) which would NOT be available for airplane flight at altitudes compatible with a new SSTIK departure transition for southbound destinations.**

DRAFT

PROCEDURE: CNDEL

ADJUSTMENTS: 1.a.ii, 1.b.ii, 2.a.ii(b)



CNDEL Procedure and Flight Tracks

DESCRIPTION: The CNDEL RNAV departure is typically used by aircraft departing Runway 30 at Oakland International Airport (OAK). After takeoff, the aircraft flies north a short distance over the Bay, then flies over the LEJAY and CNDEL waypoints, west of the USS Hornet and the old naval air station Alameda, respectively. After the CNDEL waypoint, the CNDEL departure procedure directs the aircraft to turn southwest to the PORTE waypoint (near El Granada).

For southbound destinations, aircraft will often be vectored prior to the CNDEL waypoint (*FAA Initiative Phase 1, Appendix B* notes that 46% of CNDEL departures are on the procedure: this assumes 54% of aircraft flying the CNDEL departure are vectored). Many of these flights tend to turn southwest over the Bay, towards southern portions of San Francisco and cities in Northern San Mateo County. Often, this vectoring places CNDEL and SSTIK flights in a position to compete for the same air space.

Occasionally aircraft will fly over the Golden Gate Bridge, then turn to the south. Also, some aircraft departing Runway 30, are vectored at the first waypoint, LEJAY, then vectored to the southwest over the SFO VOR navigational aid on the airport, then over Millbrae and Burlingame towards the PORTE waypoint or waypoints further away on their flight plan.

This procedure replaced the conventional navigation SKYLINE and COAST departures.

PRIMARILY IMPACTED CITIES: Brisbane, Burlingame, Daly City, Millbrae, Pacifica, San Bruno, San Francisco, South San Francisco

NOISE ISSUES: The San Francisco Bay area is an area rich in diverse topography. This impacts how cities under the departure path experience aircraft noise; there are numerous ridges and peaks leading to valleys that experience aircraft noise differently than if it was all flat land. Between aircraft crossing the peninsula from the Bay to the ocean, San Bruno Mountain State Park amplifies noise impacts for Brisbane, due to its elevation relative to the City of Brisbane. For cities closer to the coast, the topography of the coastal range, including Milagra and Sweeny ridges, amplifies noise impacts for Pacifica residents from aircraft flying toward the PORTE waypoint. Planes flying at low altitudes negatively affect all impacted cities.

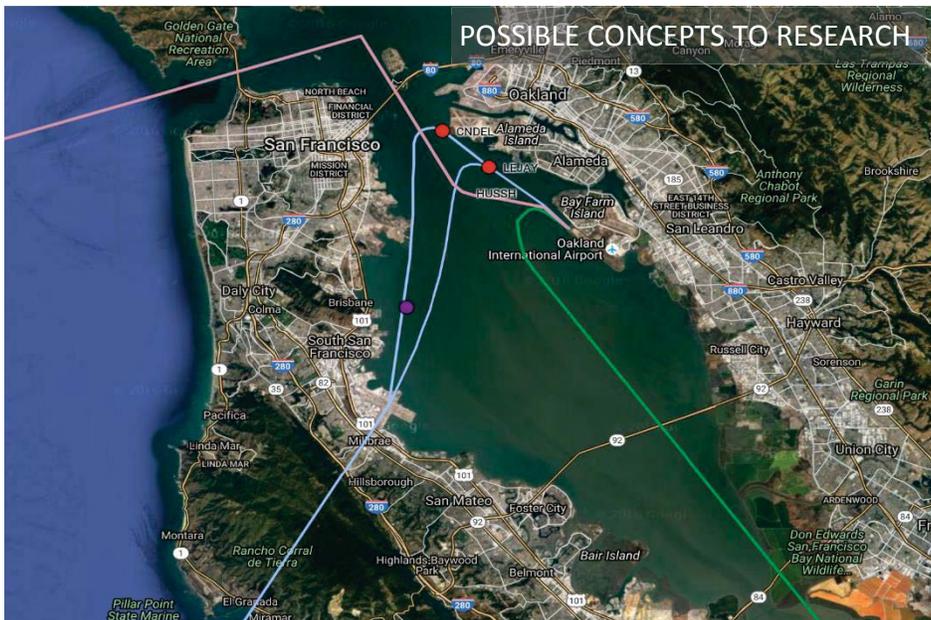
SFO ROUNDTABLE REQUESTS

Short Term

Improved utilization of existing flight path and procedures:

1. In the existing procedure, fly the planes on the charted CNDEL Departure so that they fly over the CNDEL waypoint and reduce impacts with SSTIK coming from SFO – reduce vectoring of both procedures. Aircraft should utilize the Bay to gain altitude before flying over populated areas.
2. Use the Bay and Pacific Ocean for overflight as much as possible. From the CNDEL waypoint, direct aircraft to a waypoint in the Pacific Ocean.
3. Increase more flights out the Golden Gate, especially at night.
4. Fly planes at a higher altitude over residential areas to reduce noise impacts.
5. Avoid assigning a southbound heading beyond PORTE, so that planes stay offshore longer.

Longer Term



Any possible options for CNDEL southbound departures should be researched. Above are three possible concepts; there may be other concepts to be added to the research. PINK: flying over the waters of the Golden Gate to the Pacific Ocean. GREEN: turning south down the Bay; BLUE: over LEJAY or CNDEL to SFO Airport, then over Millbrae and Burlingame to PORTE waypoint.

1. The SFO Roundtable requests that the FAA work with the Roundtable to explore options for other “noise friendlier” departure paths for flights using the OAK CNDEL Departure, especially for CNDEL southbound flights. Such options might include (but are not limited to) flight over the waters of the Golden Gate to the Pacific Ocean or flight over the Bay to SFO and then over the Peninsula (primarily Millbrae and Burlingame) to PORTE or flight down the Bay as far south as feasible, or other options that may become known.
2. The SFO Roundtable requests comprehensive FAA data on flight paths and altitudes of flights flying the OAK CNDEL departures since its inception, as well as similar data from comparable historical departures that previously served the same kind of departure as the CNDEL from Runway 30 (previously Runway 29) with southbound and westbound destinations.

3. For whichever “noise friendlier” options are deemed feasible, the SFO Roundtable requests that the FAA provide appropriate noise modeling studies and other research to assist the SFO Roundtable in considering all factors in making a recommendation.

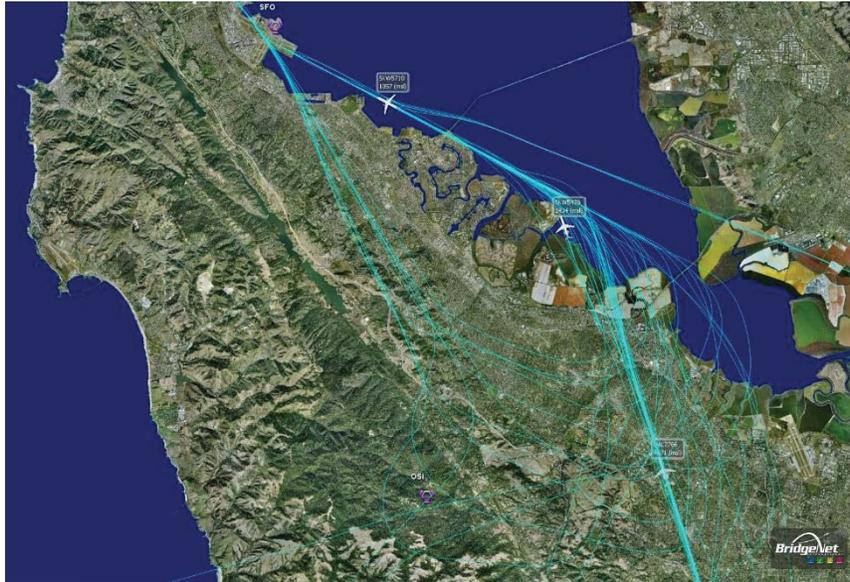
COLLABORATION:

1. Work with our local FAA officials to reduce vectoring and allow planes to fly the charted procedures when safety is not an issue.
2. Work with the FAA to encourage more flights out the Golden Gate, directing flights from the CNDLE waypoint to the GOBBS waypoint, before heading south to PORTE. Study existing flight tracks for guidance.
3. Work with the FAA to evaluate a possible new transition from LEJAY to SFO VOR. Study existing flight tracks for guidance. Assure that this does not have negative consequences for potential modifications to the SSTIK to reduce noise impacts.
4. Work with the FAA with modeling or other tools to determine the effects of dispersal of aircraft on the CNDEL departure and what the most effective dispersal would be, so one community does not receive a disproportionate amount of overflights.
5. Work with local FAA officials to encourage flight paths which use the Bay, the Golden Gate, the Pacific Ocean and other non-residential areas and to minimize altitude constraints to allow aircraft to climb unrestricted.
6. Work with local FAA officials and airlines to encourage higher altitudes when flying over residential areas and the use of non-residential areas where feasible.
7. To monitor success, provide a monthly report indicating % of flights that achieve these stated goals.

DRAFT

PROCEDURE: Woodside VORTAC

ADJUSTMENT: 2.a.i.



WOODSIDE VOR Vector Flight Tracks

DESCRIPTION: Aircraft fly in the vicinity of the Woodside VORTAC, a ground-based navigational aid, to arrive at SFO and OAK; this will focus on aircraft arriving to SFO. Aircraft fly over the Woodside VOR area when arriving from the ocean, arriving from the south and arriving from the north. Aircraft that fly over this area from the ocean are on Ocean Tailored Arrivals (OTA) using an optimum profile descent, which is to come in at idle power. SFO tracks airline adherence to this procedure on a weekly basis to determine if aircraft crossed the Woodside VOR above 7,700' mean sea level (because of instrument tolerances an altitude at or above 7,700 is considered to be in compliance with the 8000' requirement).¹ The goal for this procedure is for aircraft to cross the Woodside VOR at 8,000 feet mean sea level, traffic permitting. Aircraft that fly over this area from southern destinations are typically given headings to fly by air traffic control for spacing from other aircraft arrivals, known as vectoring. Aircraft from northern destination are a combination of vector traffic and aircraft flying charted procedures, then given a vector heading to SFO.

The focus of this attachment are the vectored aircraft from points south on the SERFR and BIG SUR procedures, and from the north on the GOLDEN GATE, POINT REYES, BDEGA, HADLEY, and STINS procedures. The SERFR replaced BIG SUR and HADLEY procedures. The BDEGA replaced the GODLEN GATE procedure. All are listed here because they are still used.

PRIMARILY IMPACTED CITIES: Woodside, Portola Valley, Menlo Park, Hillsdale, Burlingame, Millbrae

NOISE ISSUES: As with the previous procedures, it is important to note the topographic variety in the Bay Area. The areas in the south peninsula overflown by these procedures are located on large, wooded lots that have low ambient noise levels similar to what can be found in a national park setting. There are also peaks in the area that rise to 2,000' mean sea level, including the area around the Woodside VOR that is populated. In the early morning and late night hours, aircraft noise is especially prevalent given the low ambient noise levels.

¹ <http://www.flysfo.com/community-environment/noise-abatement/reports-and-resources/woodside-vor>

SFO ROUNDTABLE REQUESTS:

Short Term

1. For Northern Arrivals: utilize the Bay for arrivals from points north. During the FAA-defined nighttime hours of 10 pm – 7 am, every effort should be made to use the Bay for 100% of the arrivals from the north, known as the “down the Bay” procedure.
2. For Vector Traffic: The SFO Roundtable would like to work with the FAA to identify areas of compatible land uses for vector traffic, including appropriate open spaces to the west of Skyline Blvd.
3. Work with the FAA to analyze vectored traffic altitudes to determine if aircraft could be kept at higher altitudes, particularly over higher terrain.

Long Term

1. For Northern Arrivals: Reinstitute waypoints on the BDEGA procedure for a ‘down the Bay’ arrival. This transition existed on the BDEGA ONE arrival, but was removed from the BDEGA TWO approach plate. On the BDEGA ONE arrival, after the CORKK waypoint, there was a leg going to BRIXX for the west downwind to Runway 28L. The other branch went to the FINSH waypoint, which was situated in the middle of the Bay, apparently designed to guide aircraft to the east for the downwind leg to Runway 28R. The BDEGA TWO arrival does not have the east branch, including the waypoint FINSH after CORKK.

The SFO Roundtable requests reinstatement of the east branch and FINSH waypoint in order to facilitate increased use of the east downwind (“down the Bay”) path to Runway 28R.

COLLABORATION:

1. Work with local FAA and the Western Service Center to ensure procedures, including southern and northern arrivals, stay over compatible land uses during all times of day, using the Bay at night and appropriate land uses during the day.
2. Work with local elected officials from the towns, cities, and County to determine the most appropriate land uses for vector traffic.
3. Work with the FAA and SFO noise abatement office (SFO ANAO) on pilot outreach for the use of the down the Bay procedure instead flying over the peninsula during nighttime hours.

REQUESTED FAA RESEARCH:

1. Research the purpose of removing the “down the Bay” east downwind transition from the BDEGA TWO approach chart and determine if the transition to FINSH can be reinstated. Determine a timeline for this revised procedure to be included for publication.
2. The SFO Roundtable requests that the FAA research to compare the previous Golden Gate arrival with the current BDEGA arrival to determine what changes have been made in actual use with regard to lateral path, narrowing of path and concentration of aircraft. The previous Golden Gate arrival directed aircraft to fly a 140° *heading* after SFO/BRIXX, but the BDEGA directs aircraft to fly a 140° *track* after BRIXX. While this change seems minor, it would result in a much more concentrated path, and one that would be repeatable rather than variable depending on the wind direction and velocity.
3. The SFO Roundtable requests that the FAA report on the usage of the west downwind versus the east downwind over the past 10 years, using the percentage and number of aircraft going down the peninsula and down the Bay. The analysis should report the reason for any change in increased use of

the west downwind leg, which places aircraft over the peninsula, versus aircraft using the Bay for the east downwind leg, which places aircraft over water.

DRAFT

PROCEDURE: Study the feasibility of creating new transitions for the NIITE Departure for departures to southbound destinations

ADJUSTMENTS:
1.f.3, 2.f.i
FEASIBLE



BEIGE LINE (approximate): Depicts current SFO NIITE Departure. **RED LINE** (approximate): Depicts one concept option for the NIITE Departure South Transition. **LIGHT GRAY LINE** (approximate): Depicts one concept option for the NIITE Departure South Transition

DESCRIPTION: The NIITE departure is designed to be **used only during nighttime hours** when there are fewer flight operations which can allow this routing. After takeoff from runways 1 or 28, aircraft are routed north up the Bay to NIITE intersection. Westbound flights continue to GOBBS intersection; northbound and eastbound flights fly from NIITE to their next navigation fix. This departure is “noise friendlier” because of its overwater path.

The SFO NIITE Departure already provides quieter flight paths from the NIITE waypoint for destinations to the north, west and east. But the NIITE departure does not provide a path to south destinations; those aircraft departing for south destinations have to file for departures that fly over land.

A proposed new transition for southbound flights would use the NIITE departure **only during nighttime hours**. This proposed new transition for southbound flights - deemed **FEASIBLE** in the FAA Initiative—is supported by the Roundtable.

The NIITE Departure was originally designed to include use by planes taking off from runways 10 in addition to the currently approved usage by planes taking off from runways 1 and 28. However, the inclusion of runway 10 takeoffs was removed from the NIITE departure due to ATC safety concerns. The SFO Roundtable is requesting that the NIITE departure be reviewed and modified to include approval for use by runways 10 that can be conducted in a safe manner.

PRIMARILY IMPACTED CITIES: A transition for NIITE Departure southbound aircraft is expected to be established over water. Amending the NIITE Departure to include takeoffs from runways 10 is expected to keep those aircraft over the Bay.

NOISE ISSUES: SFO ROUNDTABLE REQUESTS

Short Term:

1. Southbound Transition: While undergoing the formal process of amending the NIITE Departure to add a transition for southbound aircraft, the SFO Roundtable requests that NORCAL TRACON work with the SFO RT to determine if an interim informal procedure based on TRACON vectors might be feasible. (example: “After NIITE, fly direct GOBBS, then direct PORTE.”)

The SFO Roundtable recognizes that even this shorter term request brings challenges to TRACON as well as to airline dispatchers and pilots filing their flight plan and flying such an interim departure procedure.

2. Inclusion of takeoffs from runways 10: While undergoing the necessary research and procedure development to enable runways 10 departures to use the NIITE Departure, the SFO Roundtable requests that NORCAL TRACON use their longstanding noise abatement procedure to vector runways 10 departing aircraft up the Bay (heading ~330°), then vector quietly as needed for route of flight such as from NIITE to GOBBS (if the destination is to the west or south), in accordance with guidance for westbound aircraft in NCT 7110.65: *Between the hours of 2200 and 0700 local (Sundays to 0800), vector oceanic departures over the Bay to pass over the north end of the Golden Gate Bridge.*

3. The Roundtable urges the FAA to continue to use the runways 1/050° heading option for southbound flight to the maximum extent possible.

Longer Term:

1. NIITE Southbound Transition: The SFO Roundtable is in agreement with the FAA Initiative feasible item Adjustment 2.f.i and formally requests that the FAA add a transition to the NIITE Departure for southbound aircraft. If aircraft with southbound destinations require more than one departure (similar to use of PORTE and OFFSHORE), the Roundtable requests that that need be included in the southbound transition design.

Without presuming to technically design such a south transition, it would seem that this highly desirable southbound destination transition *might* be comprised of a single simple “add-on” leg, using the existing NIITE departure to the GOBBS waypoint, and thence via already largely existing waypoints and flight paths mirroring much of the PORTE Departure to PORTE intersection. In addition, the routing of the OFFSHORE departure may present an additional option. The SFO Roundtable understands that the design of professional flight procedures encompasses far more than a line drawn on a map, and understands that airspace use and airspace restrictions are significant challenges in this process.

The possible southbound transition for the NIITE Departure depicted above contains just two concepts to consider. The “add-on” paths depicted seem desirable not only because they keep aircraft largely over the Pacific Ocean, but also because a significant portion of the “add-on” paths are routinely used in the PORTE and OFFSHORE departures. Many other paths for this southbound transition could be designed that would also keep aircraft over the ocean.

Once implemented, the concept for the NIITE Southbound Transition would be that during night time hours, the airline dispatcher would file for the NIITE departure with the new southbound transition. At the time of takeoff, if conditions and SFO/TRACON workloads permit, an aircraft departing runway 1 will be offered the option of the 050° heading down the Bay departure instead of the filed NIITE/South transition.

2. During the design and other stages to create a new NIITE South Transition, it is requested that the FAA provide periodic written updates, perhaps on a monthly basis.

2. NIITE Departure with runways 10 takeoffs authorized: The SFO Roundtable requests that the NIITE departure be amended to include authorization for its safe use by aircraft taking off from runways 10.

COLLABORATION

NIITE Southbound Transition:

1. The SFO Roundtable requests that the FAA work in close collaboration with the Roundtable in all aspects of the design of the new NIITE Southbound transition.
2. The SFO Roundtable requests that all research and reports related to the design of this Southbound Transition be made available to Roundtable members and consultants.
3. The SFO Roundtable will provide opportunities for the FAA to present the final draft of the NIITE Southbound Transition to the community through SFO Roundtable meetings.

NIITE Departure with runways 10 takeoffs authorized:

1. The SFO Roundtable requests that the FAA work in close collaboration with the Roundtable in all aspects of the design that authorizes runways 10 to use the NIITE Departure.
2. The SFO Roundtable requests that all research and reports related to the amendment of the NIITE Departure be made available to Roundtable members and consultants.
3. The SFO Roundtable will provide opportunities for the FAA to present the final draft of the amended NIITE Departure to include runways 10 takeoffs to the community through SFO Roundtable meetings.

REQUESTED INITIAL FAA RESEARCH

NIITE Southbound Transition:

1. Determination of what Pacific Ocean airspace near the coastline is available at altitudes appropriate to this departure and in areas that generally mirror the PORTE, OFFSHORE and other appropriate areas.
2. Determine if there is any reason that GOBBS cannot be used as a waypoint for this Southbound Transition.

NIITE Departure with runways 10 takeoffs authorized:

1. Research and report the conditions and concerns that caused the removal of authorization of runway 10 from the NIITE Departure.
2. Research and report what suggestions or recommendations have been made to date on suggested amendments to the NIITE Departure to include use by runways 10 takeoffs.



July 27, 2016

TO: Roundtable Representatives and Alternates
FROM: James A. Castañeda, Roundtable Coordinator 
SUBJECT: Roundtable Request to FAA for an FAA Workshop

The Roundtable is in the process of reviewing and compiling a response to the FAA's *Initiative* report related to the Metroplex project started in the Bay Area in November 2014. The Roundtable's response will consist of a letter to the FAA and attachments that detail certain mitigation efforts as they relate to our communities.

As part of the process, the Roundtable is requesting a workshop be held in the bay area with subject matter experts from the FAA with the Roundtable Chairman, Vice-Chair, Coordinator and Technical Advisor. The purpose of this request is to work with the FAA, as the Roundtable has for its 35-year history, to determine what viable noise abatement options are available to help alleviate noise for citizens in the City and County of San Francisco and the County of San Mateo.

The Roundtable, as part of this workshop request, is asking the FAA to have specific managers and their representatives at a workshop to guide the Roundtable's mitigation efforts as they relate to Metroplex initiatives. The Roundtable is requesting a workshop be held by early September 2016.

Attached: Draft Letter



July 25, 2016

Glen Martin
FAA Regional Administrator
FAA Western-Pacific Region
P.O. Box 92007
Los Angeles, CA 90009

Dear Mr. Martin:

Re: FAA *Initiative Phase 1* Workshop Request

The Roundtable is in the process of reviewing the FAA's *Initiative Phase 1* report and its associated Adjustments related to operations as they affect citizens in the City & County of San Francisco and the County of San Mateo. As part of this review, we look to work collaboratively with the FAA to support noise mitigation efforts related to the Adjustments.

The Roundtable respectfully requests a workshop with FAA stakeholders to gather together to discuss the parameters that guide changes or amendments to procedures and operations in the Bay Area. As the Roundtable formulates its response to the FAA *Initiative*, our goal is to collaborate with the FAA in a productive manner and put forth appropriate and operationally viable suggestions that would mitigate noise for over a million citizens in San Mateo County and the City and County of San Francisco. At the workshop, we would like to discuss the parameters within which adjustments can be made to satellite-based procedures and the continuation of historic noise abatement procedures.

As part of the workshop, we would like to invite FAA management to meet with the Roundtable Chair, Vice Chair, Coordinator and Technical Consultant. We would like to facilitate a meeting with the following managers; Glen Martin as the regional representative for the FAA Administrator, Northern California TRACON Air Traffic Manager, Oakland ARTCC Manager, SFO Air Traffic Control Tower Manager, and the Western Terminal Service Area Director. We would like to invite these representatives to meet with the Roundtable by early September 2016. In the Roundtable's 35-year history, we have found great progress on noise abatement issues when working collaboratively with the FAA. The Roundtable strives to continue this collaboration; in this vein, we have extended an invitation to your office on numerous occasions to attend Roundtable meetings and technical committee meetings. We welcome your attendance at our meetings.

I will contact you the week of August 1st to set up a workshop date.

Best Regards,

Cliff Lentz, Councilmember
Mayor City of Brisbane
Chair, San Francisco Airport/Community Roundtable

cc:

Ron Fincher, Director, Air Traffic Operations Western Service Area South
Tony DiBernardo, Terminal District Manager, Sierra Pacific District Air Traffic Operations
Don Kirby, Manager, NORCAL TRACON
Clark Desing, Director, Western Service Center
Tracey Johnson, Manager, Quality Control Group, Mission Services
Mindy Wright, Manager, South Airspace & Procedures Team
Members, SFO Airport/Community Roundtable
Members, Select Committee on South Bay Arrivals
Congresswoman Anna Eshoo
Congresswoman Jackie Speier