

SFO

San Francisco
International
Airport

SFO Approach to GBAS



April 4, 2018



Our commitment

We will evaluate and communicate any proposed GBAS procedures thoroughly, with active and ongoing input from the Round Table and our communities.

If a proposed GBAS procedure appears to have a negative community impact,



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We will evaluate and communicate any proposed GBAS procedures thoroughly, with active and ongoing input from the Round Table and our communities.

If a proposed GBAS procedure appears to have a negative community impact, *that procedure will not be pursued*.



Why is SFO funding GBAS?

1. Safety initiative
2. Reduce flight delays in bad weather
3. Offers potential for noise reduction over some areas

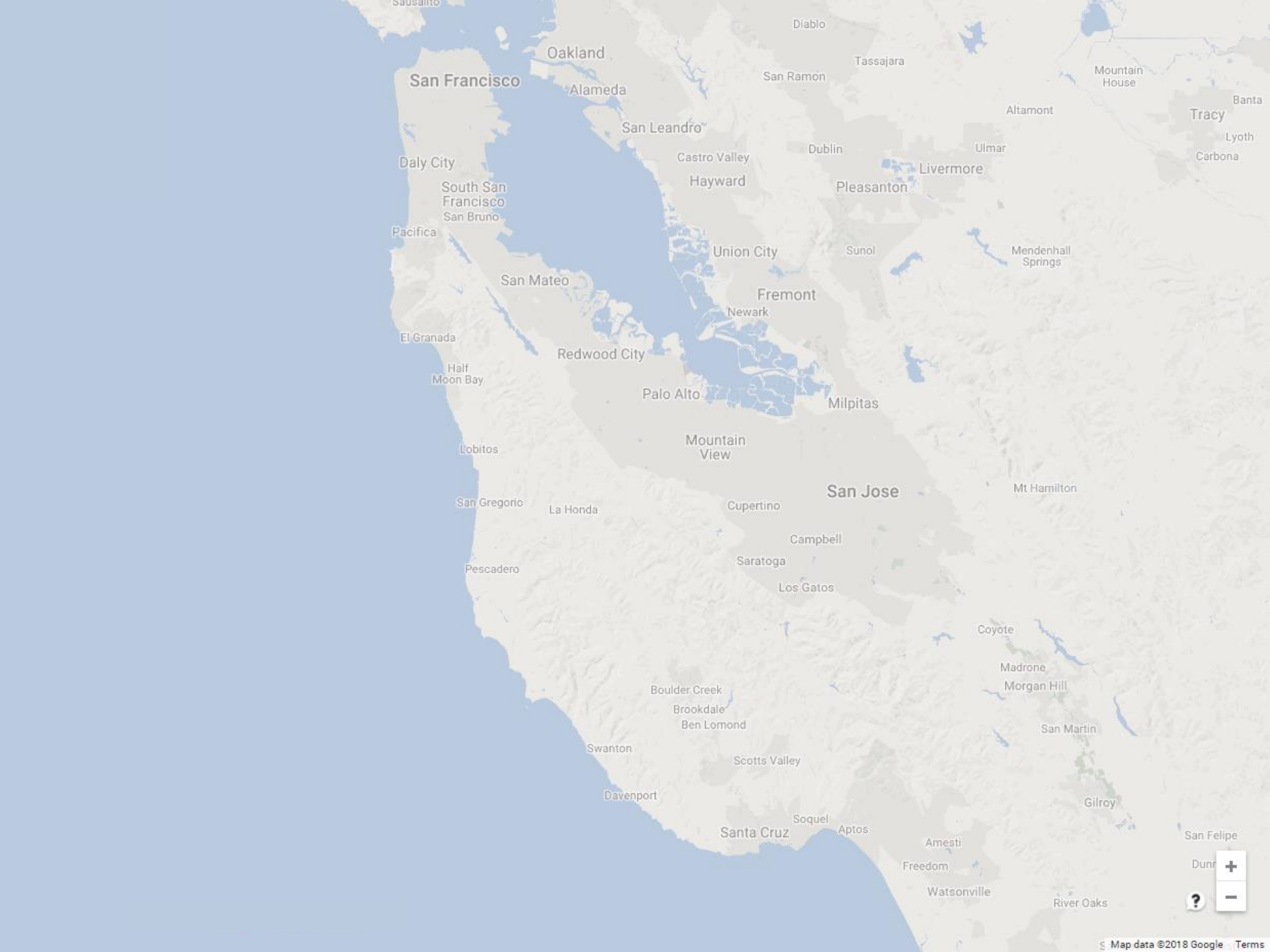


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Where will GBAS be used?





San Francisco

Oakland

Alameda

Diablo

Tassajara

San Ramon

Mountain House

Altamont

Tracy

Banta

Lyoth

Carbona

San Leandro

Castro Valley

Dublin

Ulmur

Daly City

South San Francisco

San Bruno

Hayward

Pleasanton

Livermore

Pacifica

Union City

Sunol

Mendenhall Springs

San Mateo

Fremont

Newark

El Granada

Redwood City

Palo Alto

Milpitas

Half Moon Bay

Mountain View

Mt Hamilton

Lobitos

San Jose

San Gregorio

La Honda

Cupertino

Campbell

Pescadero

Saratoga

Los Gatos

Coyote

Madrone

Morgan Hill

Boulder Creek

Brookdale

Ben Lomond

San Martin

Swanton

Scotts Valley

Gilroy

Davenport

Santa Cruz

Soquel

Aptos

Amesti

San Felipe

Freedom

Dun

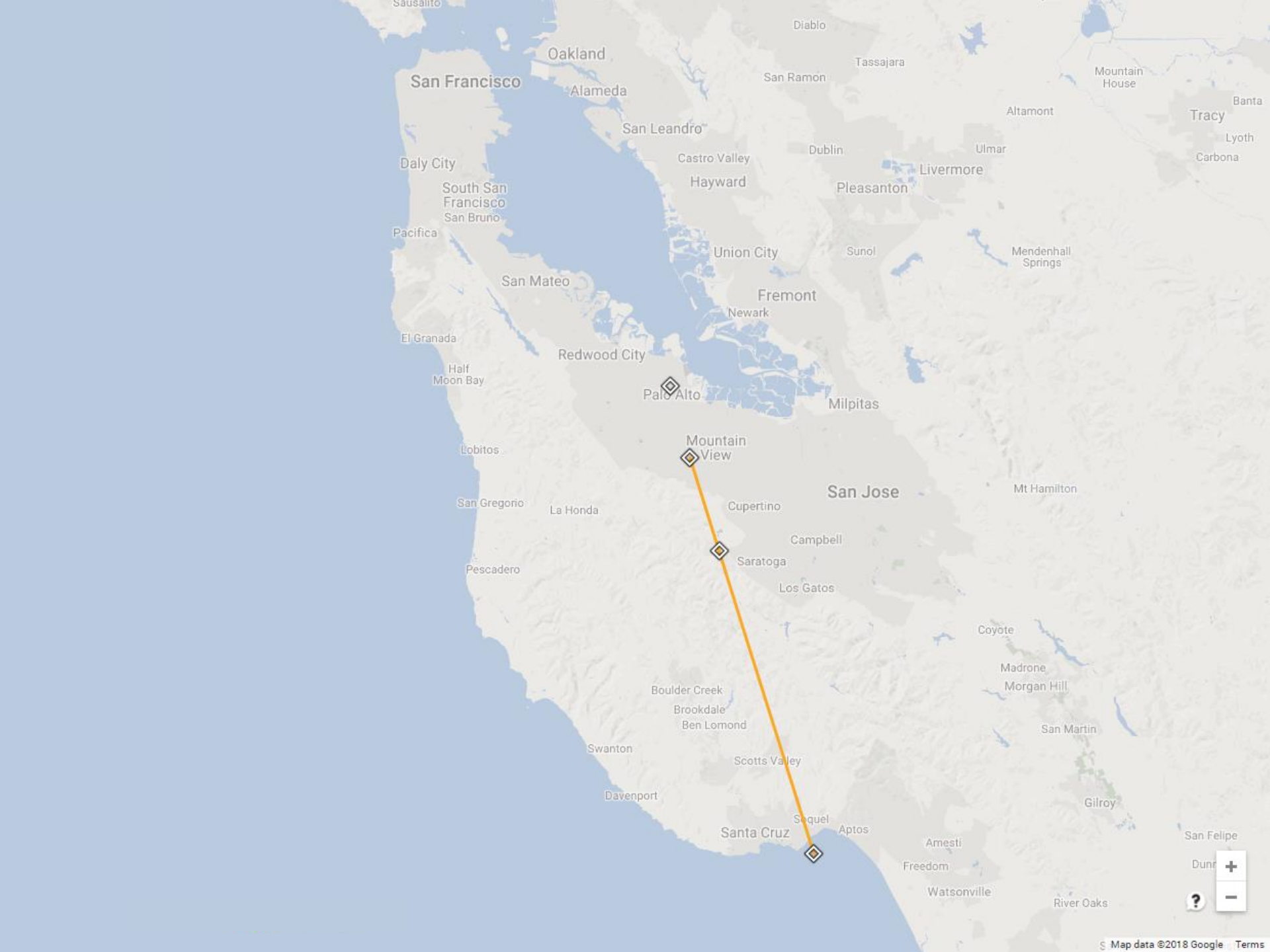
Watsonville

River Oaks

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Soquel

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Arnosti

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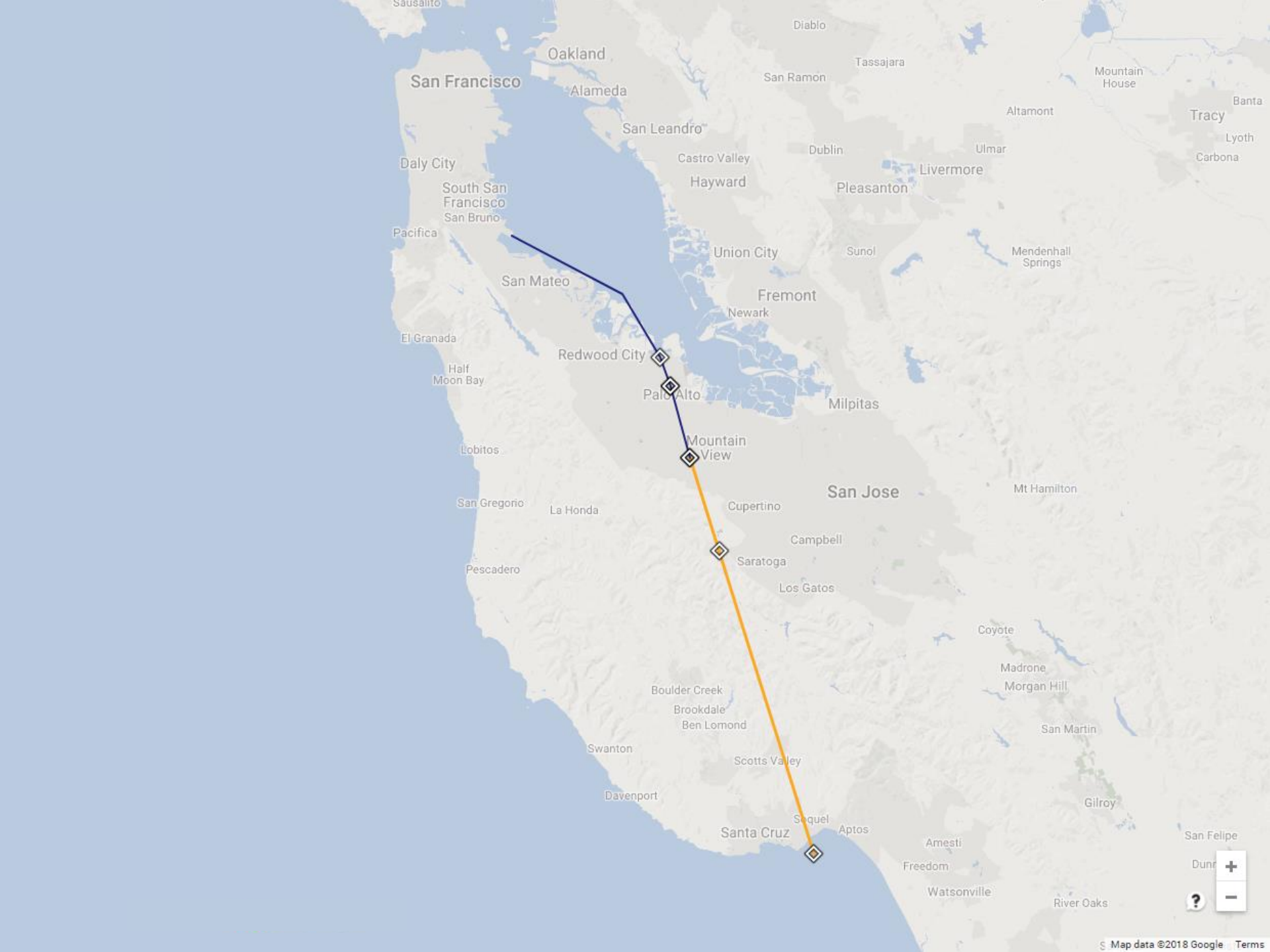
River Oaks

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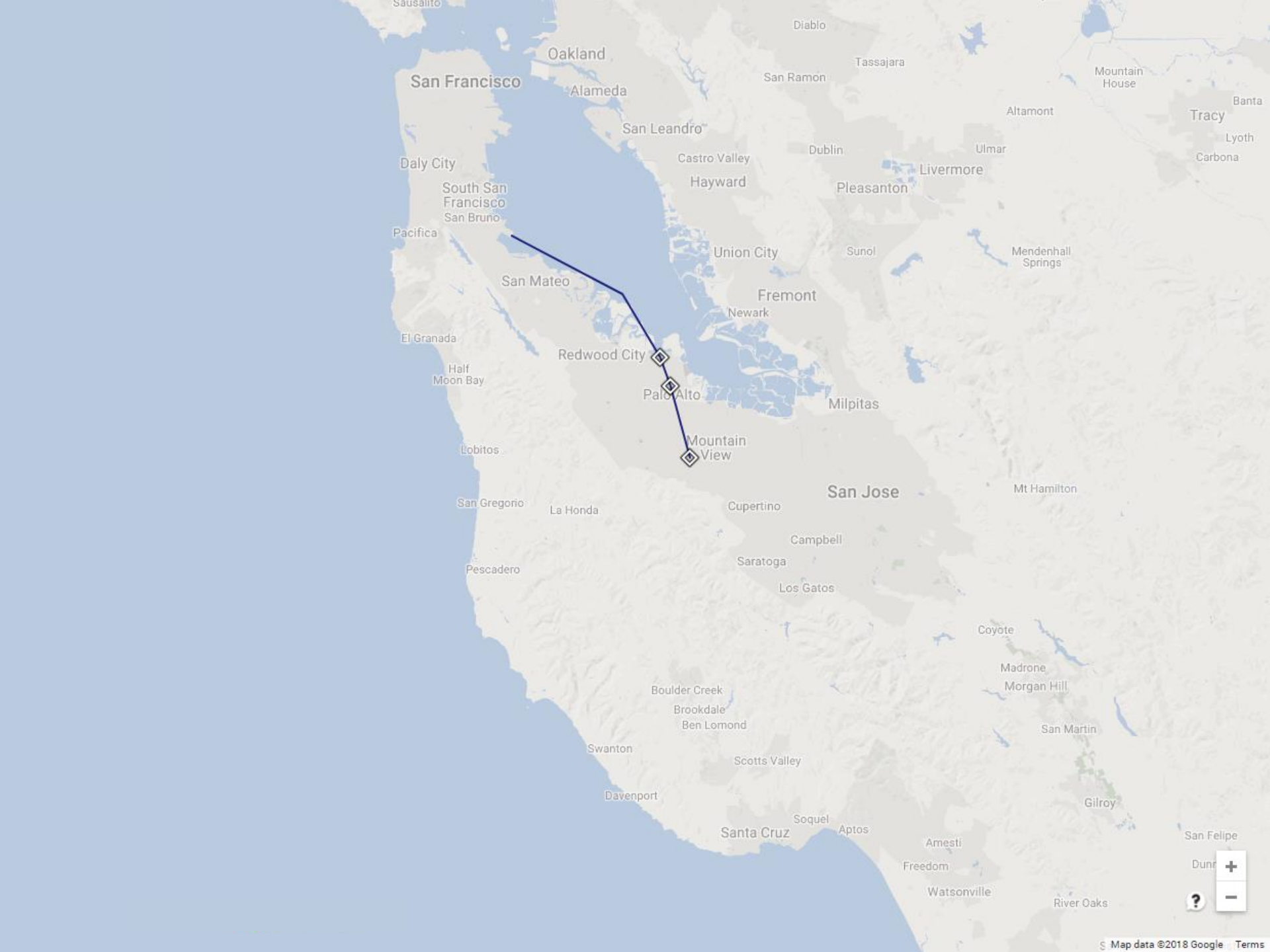
Freedom

Watsonville

San Felipe

Dunsmuir

River Oaks



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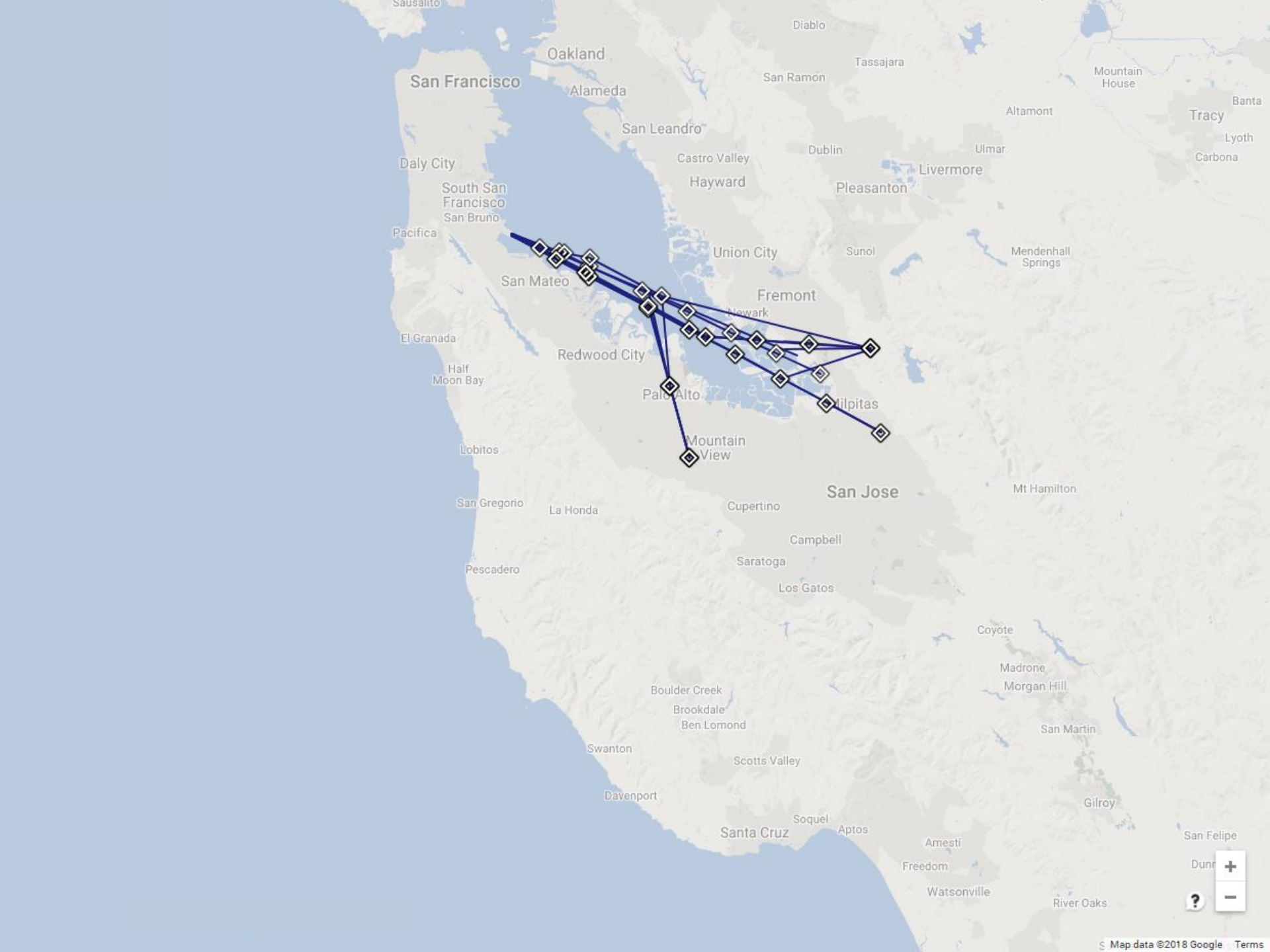
San Felipe

Dun

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Timeline



SFO

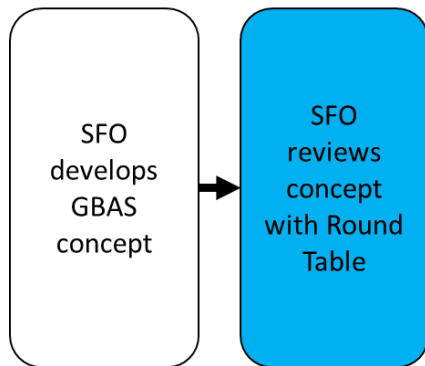
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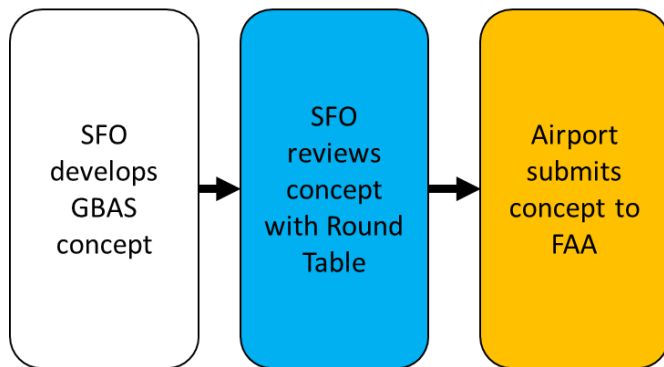
SFO
develops
GBAS
concept



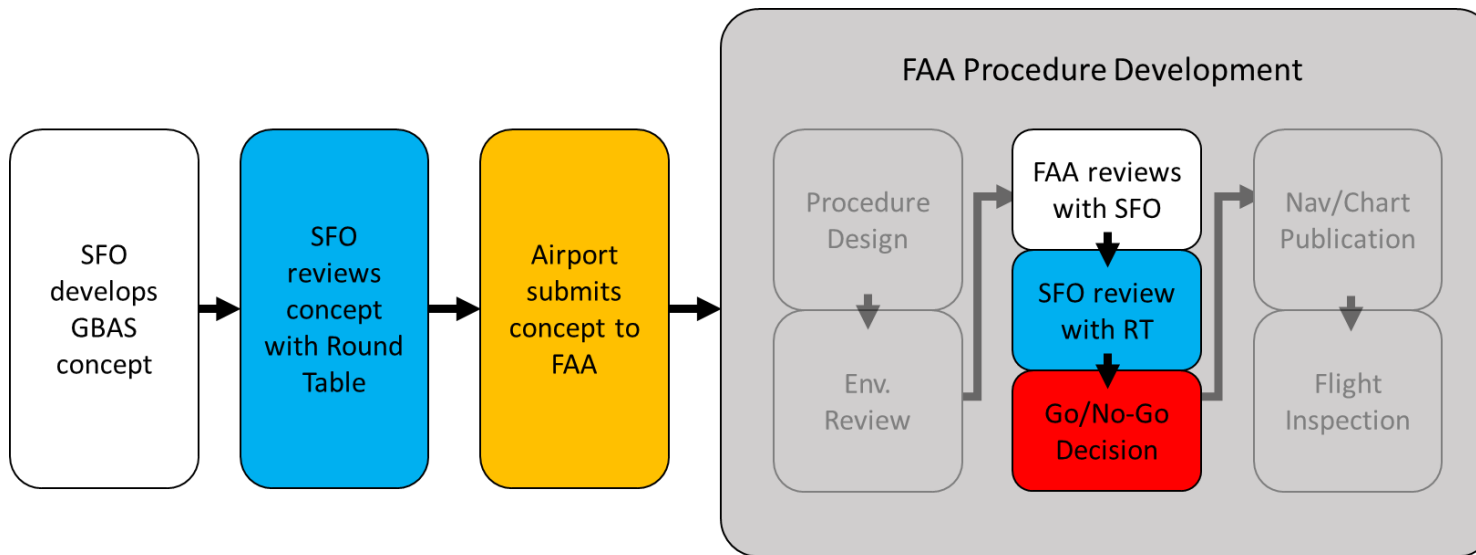
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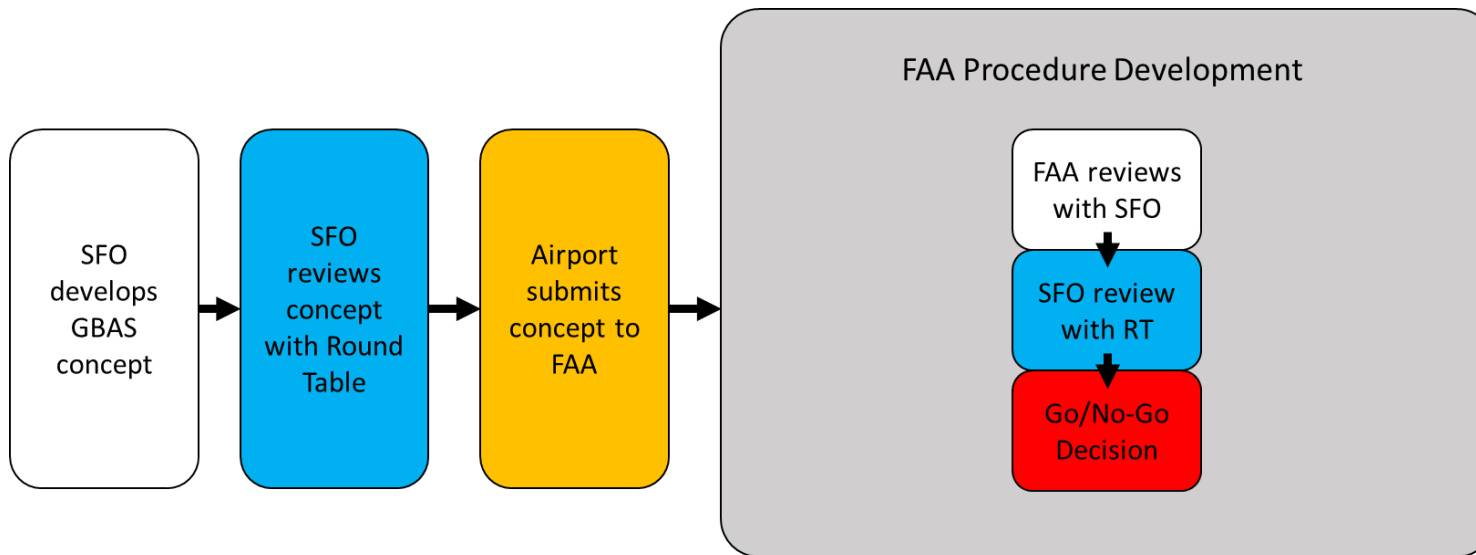
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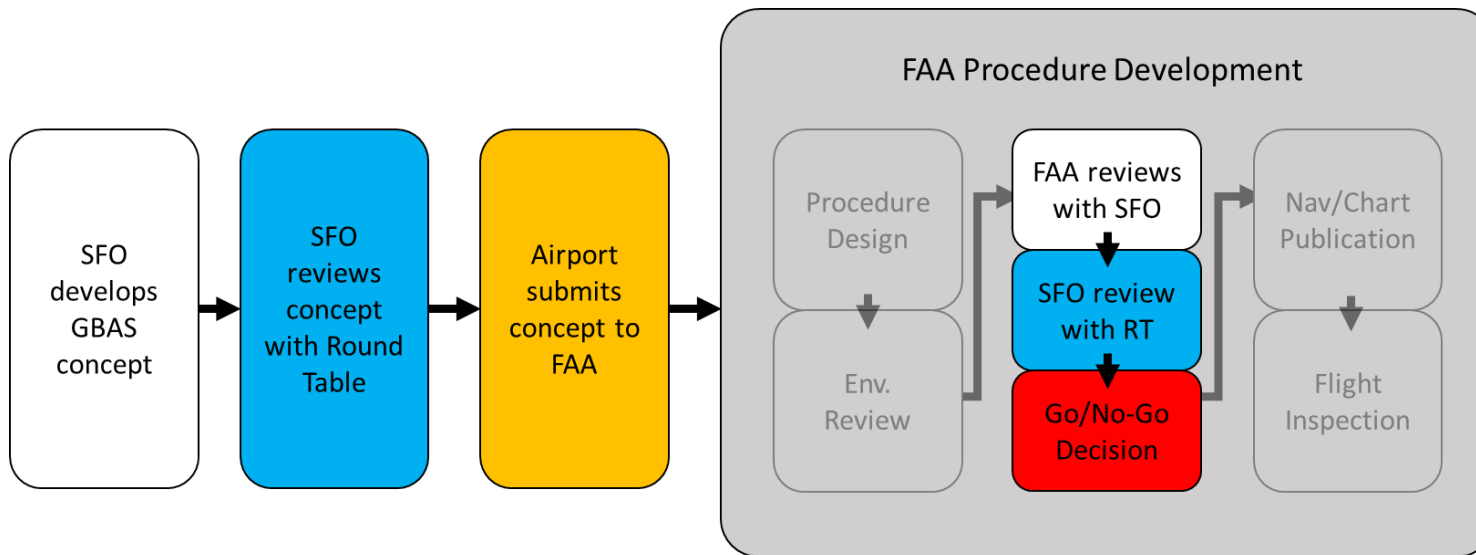
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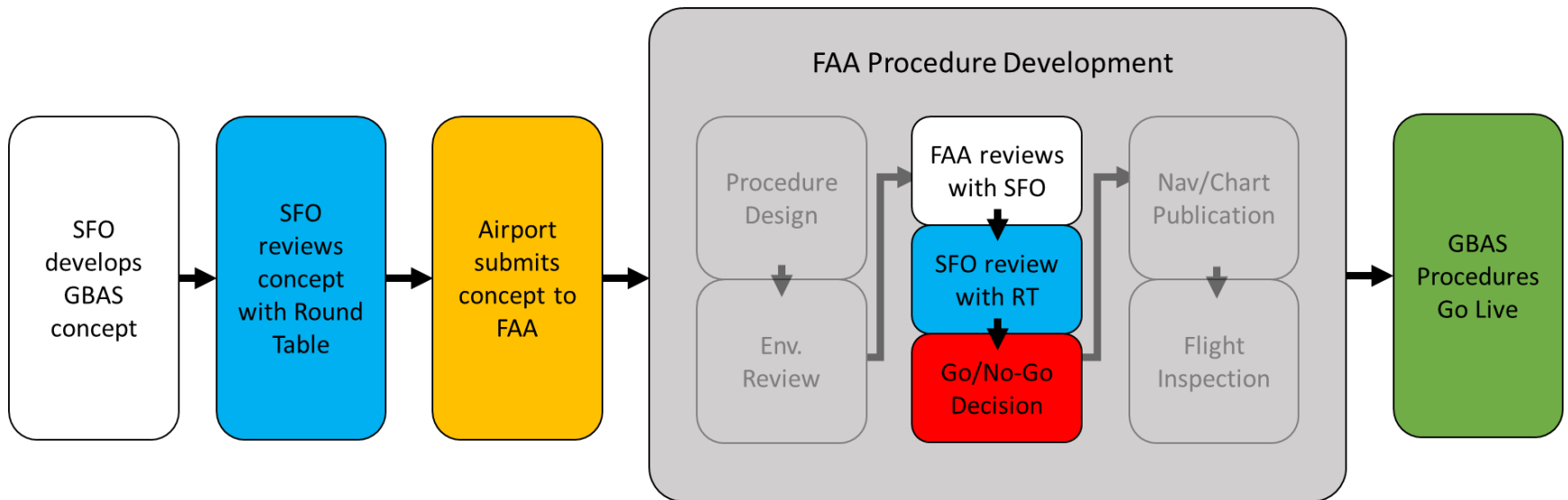
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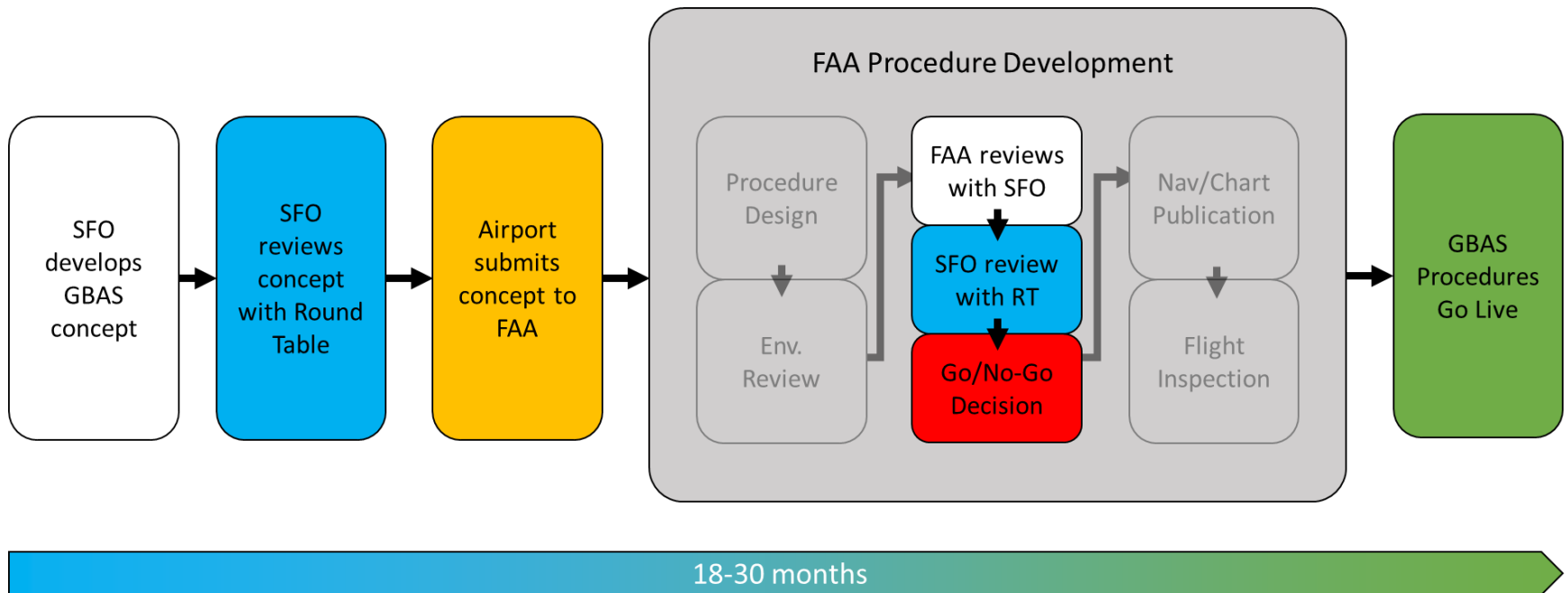
Timeline



Timeline



Timeline



Next Time

Potential GBAS concepts

What GBAS will (and won't) do

The role of airlines



Summary

We *will not pursue* any GBAS procedures that appears to have a negative impact on a community.



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Implementation

Phase I: duplicate existing landing patterns with GBAS

Phase II: develop airline-specific procedures

Phase III: develop procedures for any airline to use

RT outreach anytime a new procedure is proposed

