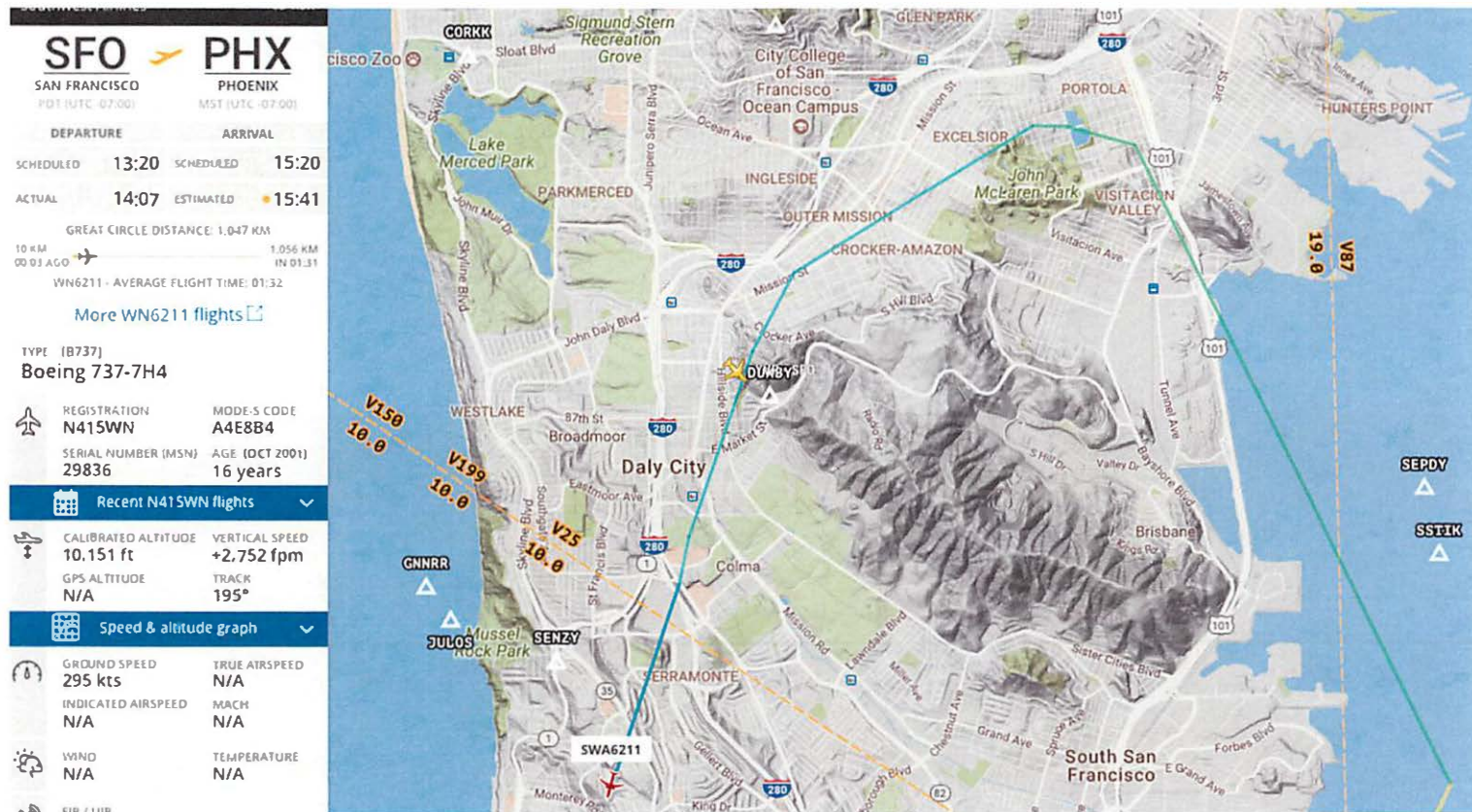


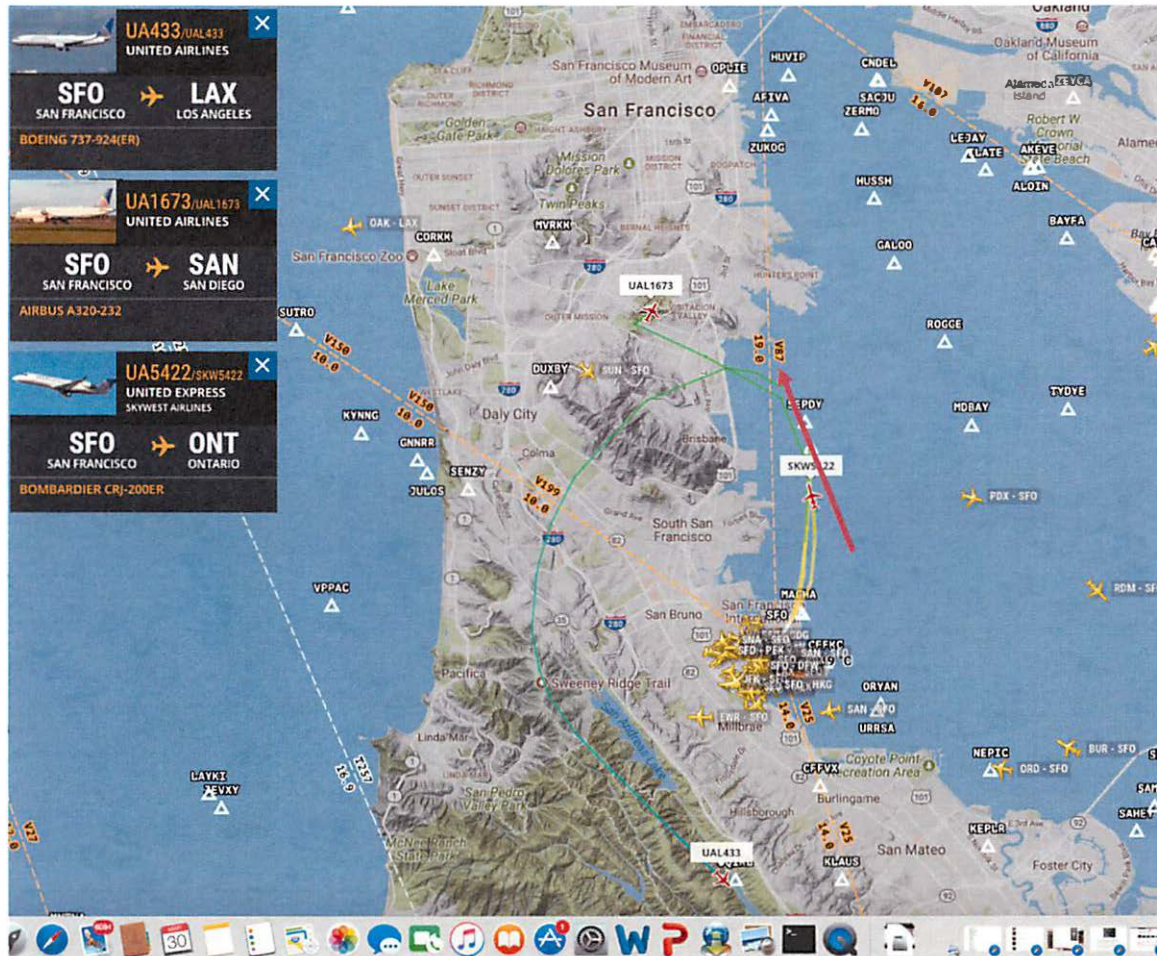
elopez@mreem.com
Elizabeth Lopez

San Francisco Flights

Towards the end of 2017 South Bound Departures began continually passing the old SEPDY way point before turning left and are causing extreme Noise Disturbances in Visitacion Valley, Excelsior, Hunters Point/Bayview districts of SF. We already had flights passing through our neighborhoods but not at this frequency and concentration over the same homes. Planes are flying 10 miles up the bay and not gaining any altitude before flying over homes, hitting Hunters Point at 2500 and Visitacion Valley/Excelsior at 3000/40000 feet altitude. There is a difference between getting hit with occasional well dispersed planes and getting bombarded with planes every two minutes.

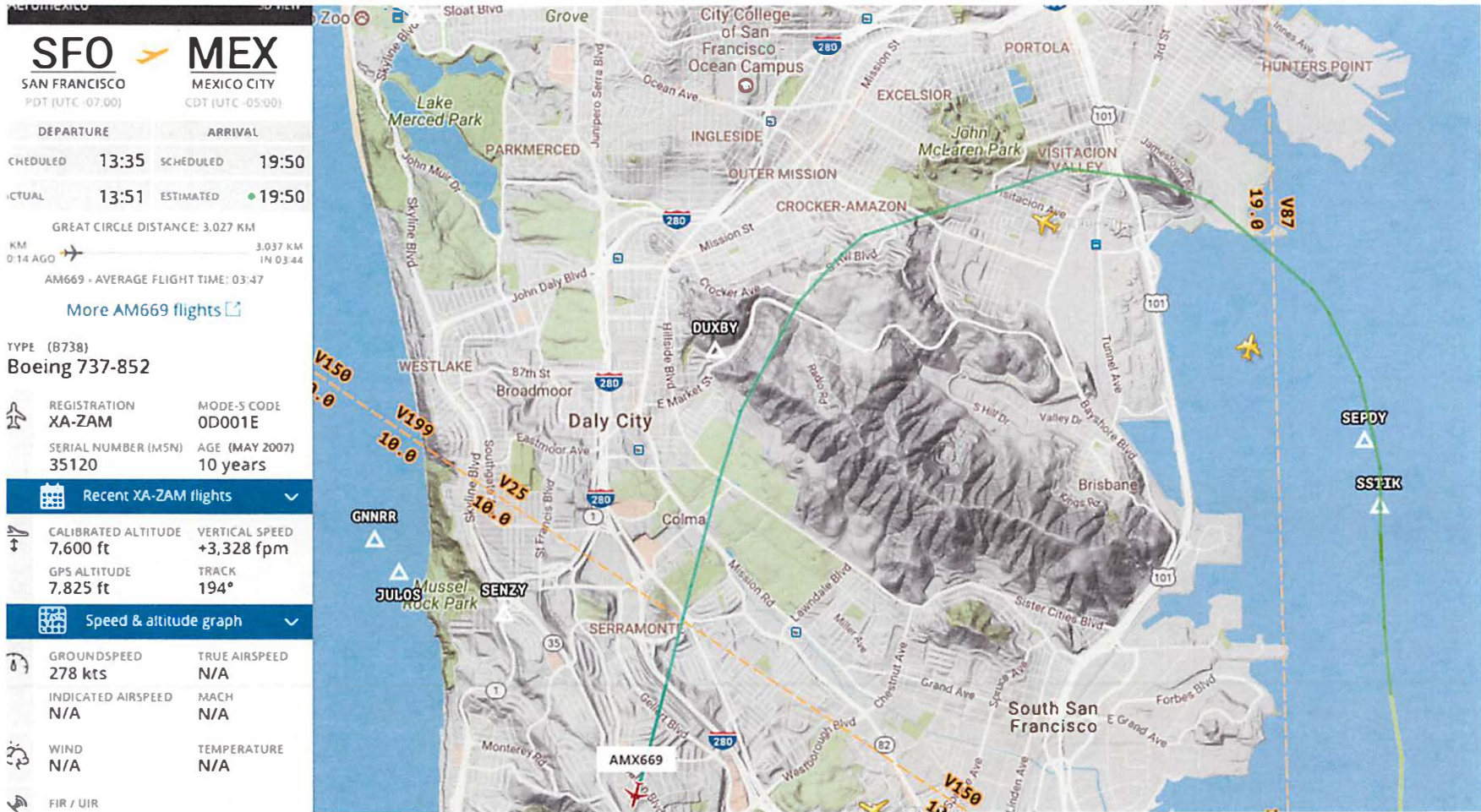


Majority of South Bound SFO Departures, which include San Diego, Los Angeles, Burbank, San Luis Obispo, Ontario, Florida, Texas, Mexico, San Salvador, etc. create a Noise Disturbance in Visitacion Valley, Excelsior and Hunters Point from 6 AM until after 2 AM, anywhere from 55 decibels to 80 decibels. Post Nov, 1st 2017 we are experiencing more southbound jet traffic than San Bruno.



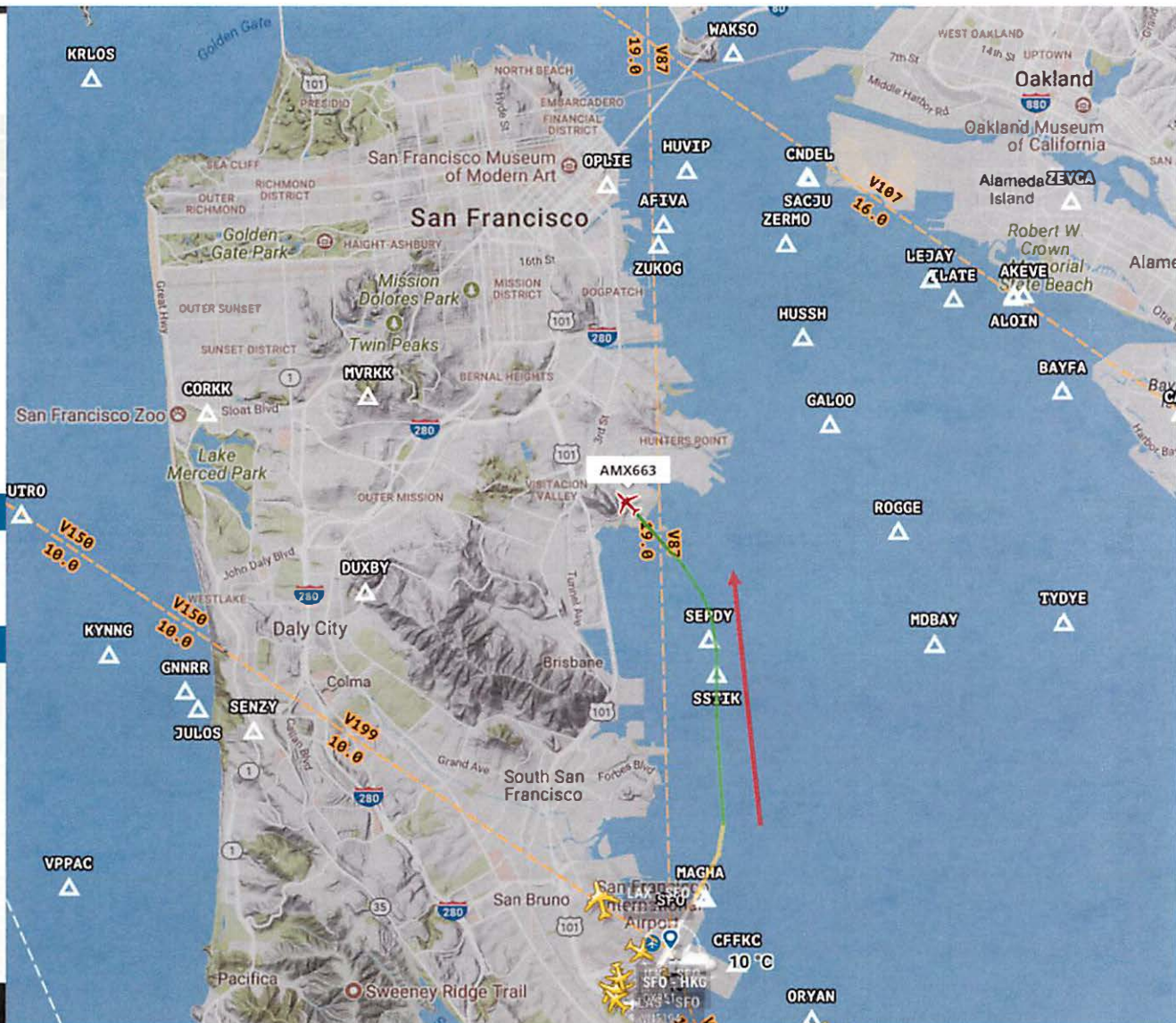
International SFO Departures to Mexico, Guadalajara, Puerto Vallarta and Cancun Create Noise Disturbance

April 3rd, 2018

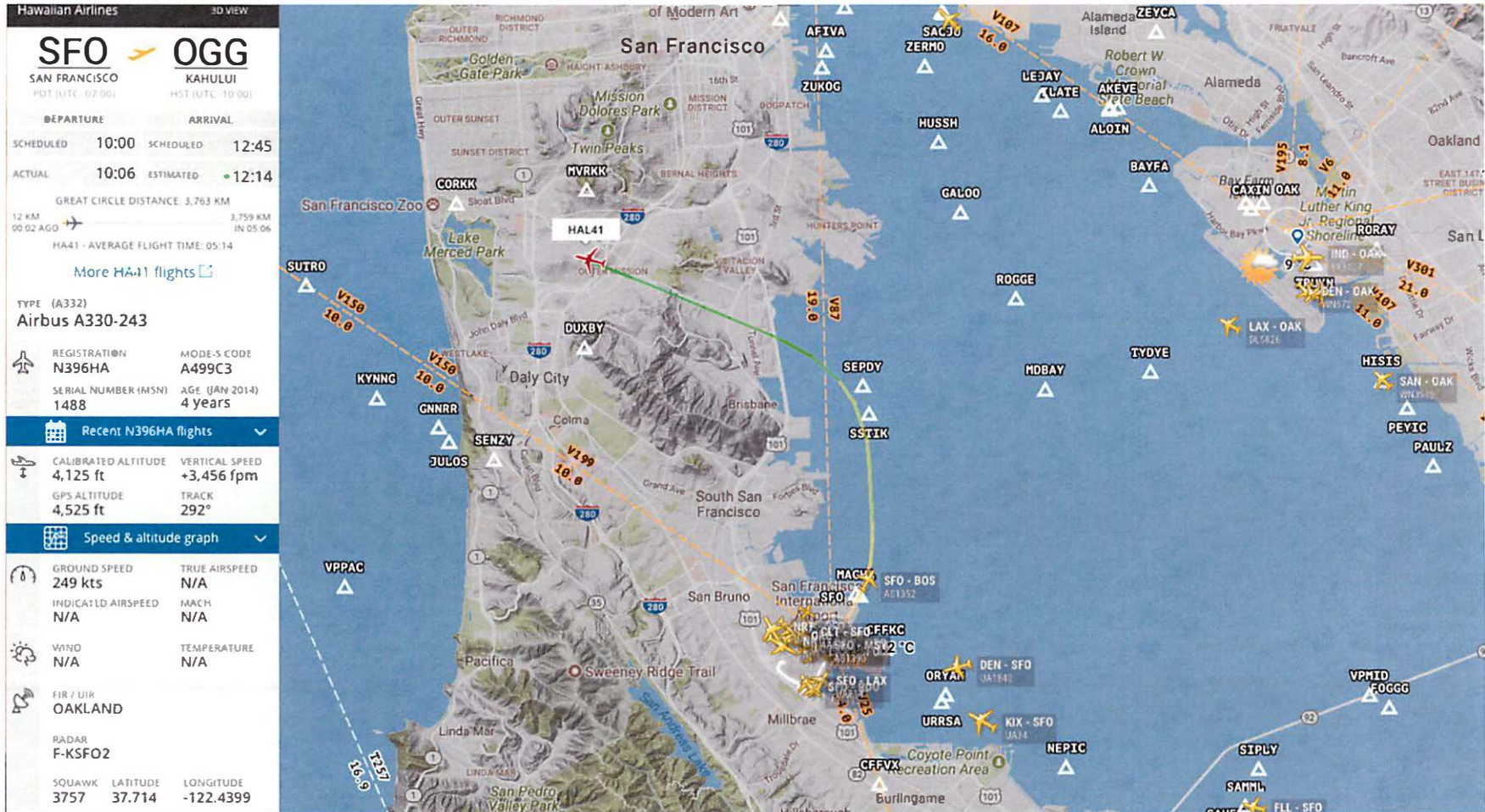


March 25th, 2018 at 1:09 AM

SFO SAN FRANCISCO PDT (UTC -07:00)	GDL GUADALAJARA CST (UTC -06:00)	
DEPARTURE	ARRIVAL	
SCHEDULED 00:50	SCHEDULED 05:41	
ACTUAL 01:06	ESTIMATED 05:26	
GREAT CIRCLE DISTANCE: 2.642 KM		
10 KM 00:02 AGO	2,650 KM IN 03:17	
AM663 - AVERAGE FLIGHT TIME: 03:18		
More AM663 flights		
TYPE (B738) Boeing 737-8AS		
REGISTRATION XA-ADV	MODE-S CODE OD0A78	
SERIAL NUMBER (MSN) 29930	AGE (JAN 2001) 17 years	
Recent XA-ADV flights		
CALIBRATED ALTITUDE 3,575 ft	VERTICAL SPEED +960 fpm	
GPS ALTITUDE 3,675 ft	TRACK 314°	
Speed & altitude graph		
GROUND SPEED 191 kts	TRUE AIRSPEED N/A	
INDICATED AIRSPEED N/A	MACH N/A	
WIND N/A	TEMPERATURE N/A	
FIR / UIR OAKLAND		
KADAR F-KSJC2		
SQUAWK 3377	LATITUDE 37.7048	LONGITUDE -122.3747



Hawaii flight 68 decibels
 March 25th, 2018 10:49 AM



SFO South Bound Departures Causing Excess Noise Disturbance in Visitacion Valley, Excelsior and Hunters Point/BayView

FAA-Initiative-Phase-2 Recommendation

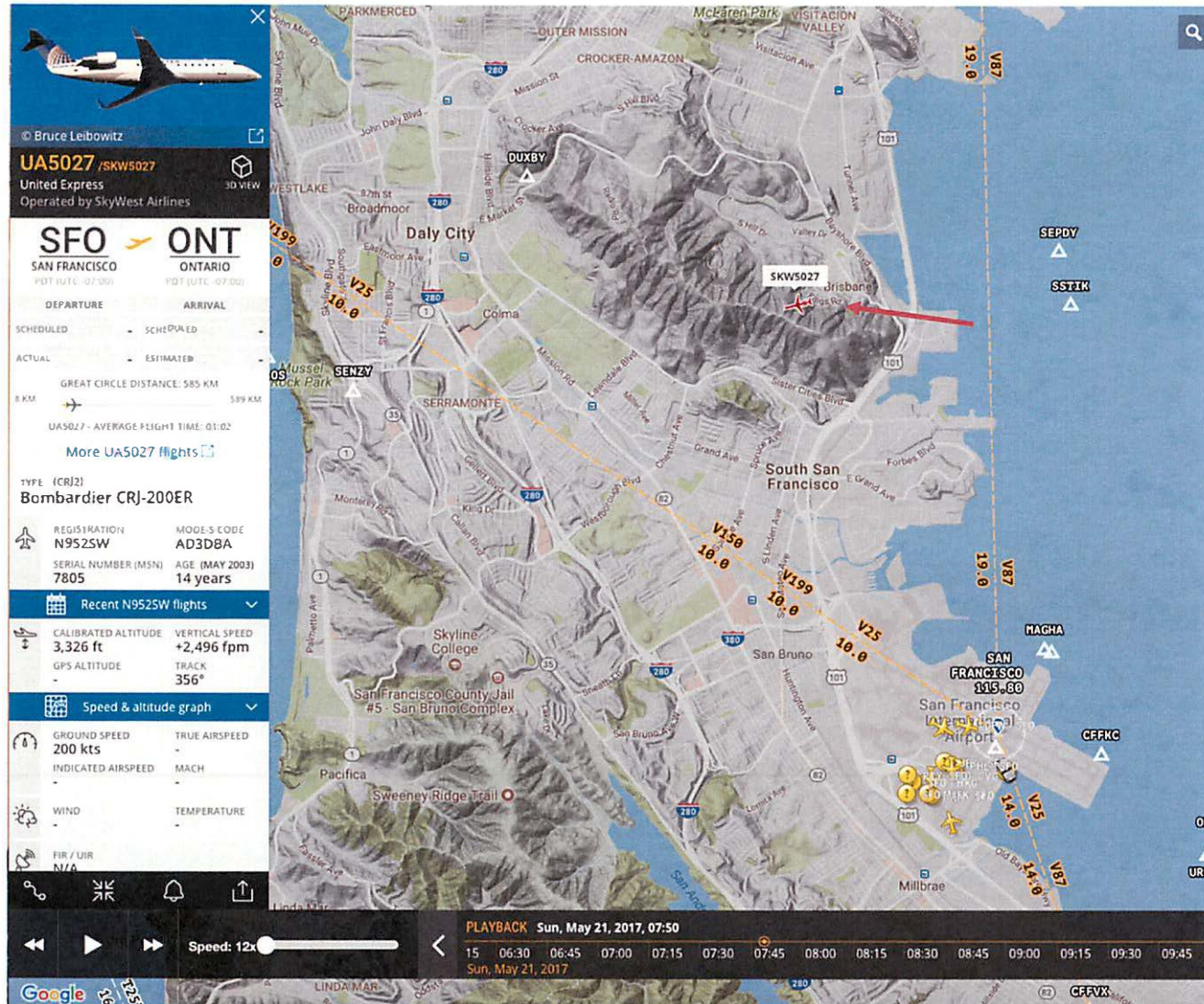
Recommendation		63. Avoid issuing any non-safety vectors to aircraft for as long as feasible and no earlier than when an aircraft is actually over the SEPDY flyover waypoint. After reaching the designated waypoint or intersection, continued flight up the Bay (to attain higher altitude) is desirable. When a left turn is to be made, a relatively wide dispersal of flight paths to the ocean is preferred.
Process / Status		Addressed Concern. See Appendix A.
Recommendation Report Reference	Roundtable	C SSTIK ST 1
Recommendation		64. Flights should be directed to fly as high as possible over the SEPDY waypoint (over the bay), allowing them to be higher in altitude before turning over land, with a steady altitude increasing as they make their way to the ocean.
Process / Status		Addressed Concern. See Appendix A.
Recommendation Report Reference	Roundtable	C SSTIK ST 2

Where were the flights going prior to being vectored to Visitacion Valley, Excelsior?

- Many were turning left prior to SEPTY or using a different runway.
- Unfortunately many of the flights shifted to our neighborhood are still needlessly going over Brisbane and Pacifica, just at higher altitudes.

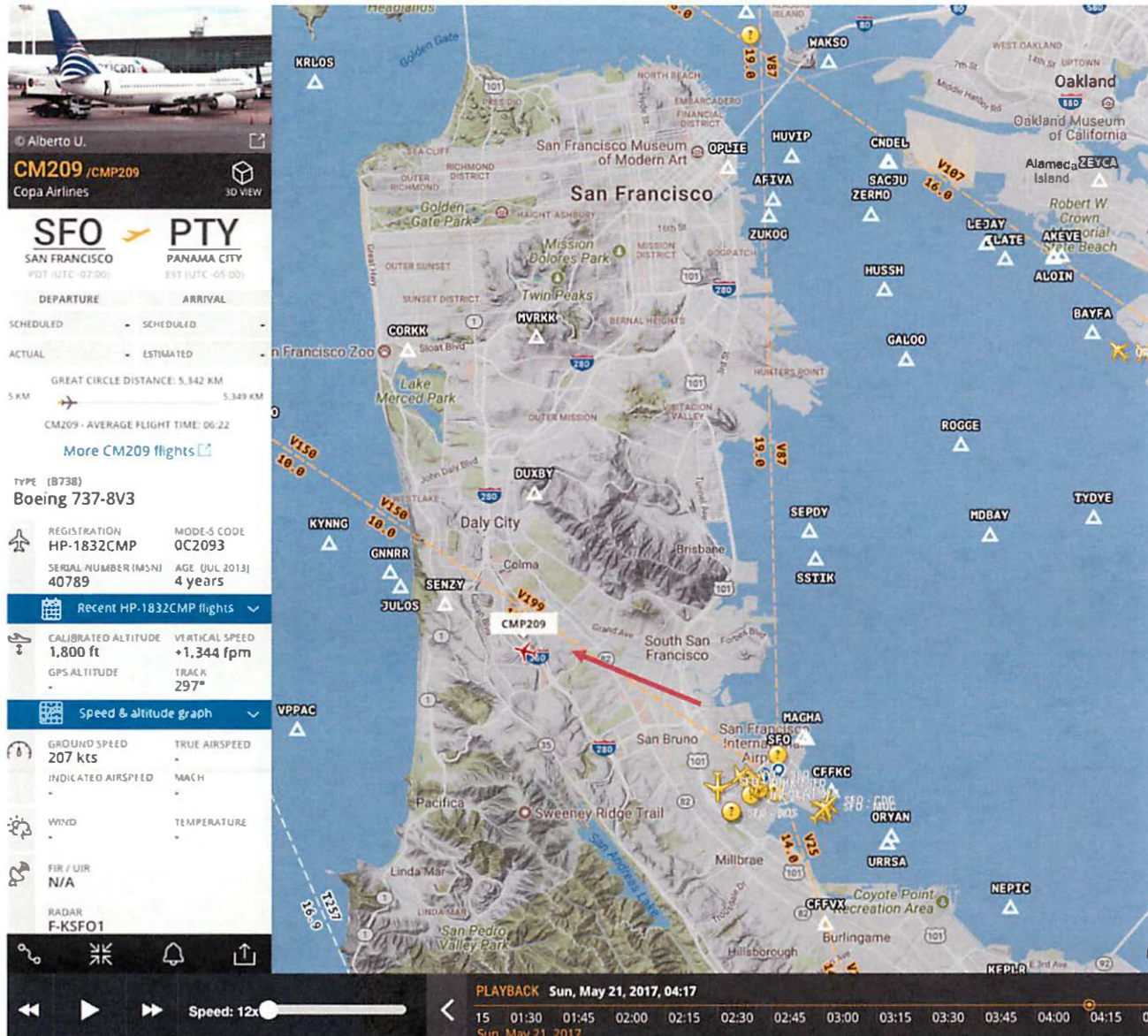
Directly Through Brisbane

May 2017



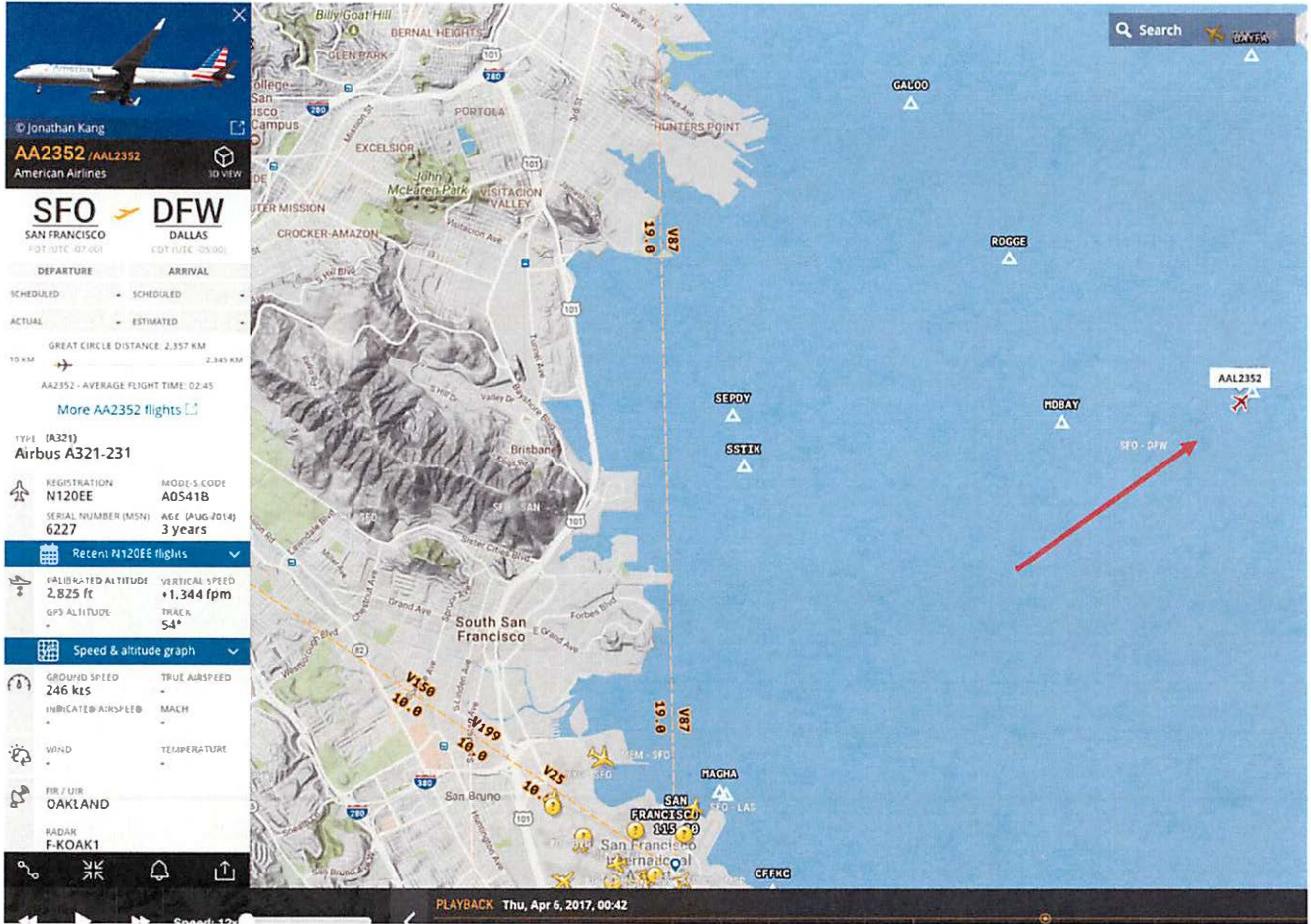
Through San Bruno

May 2017



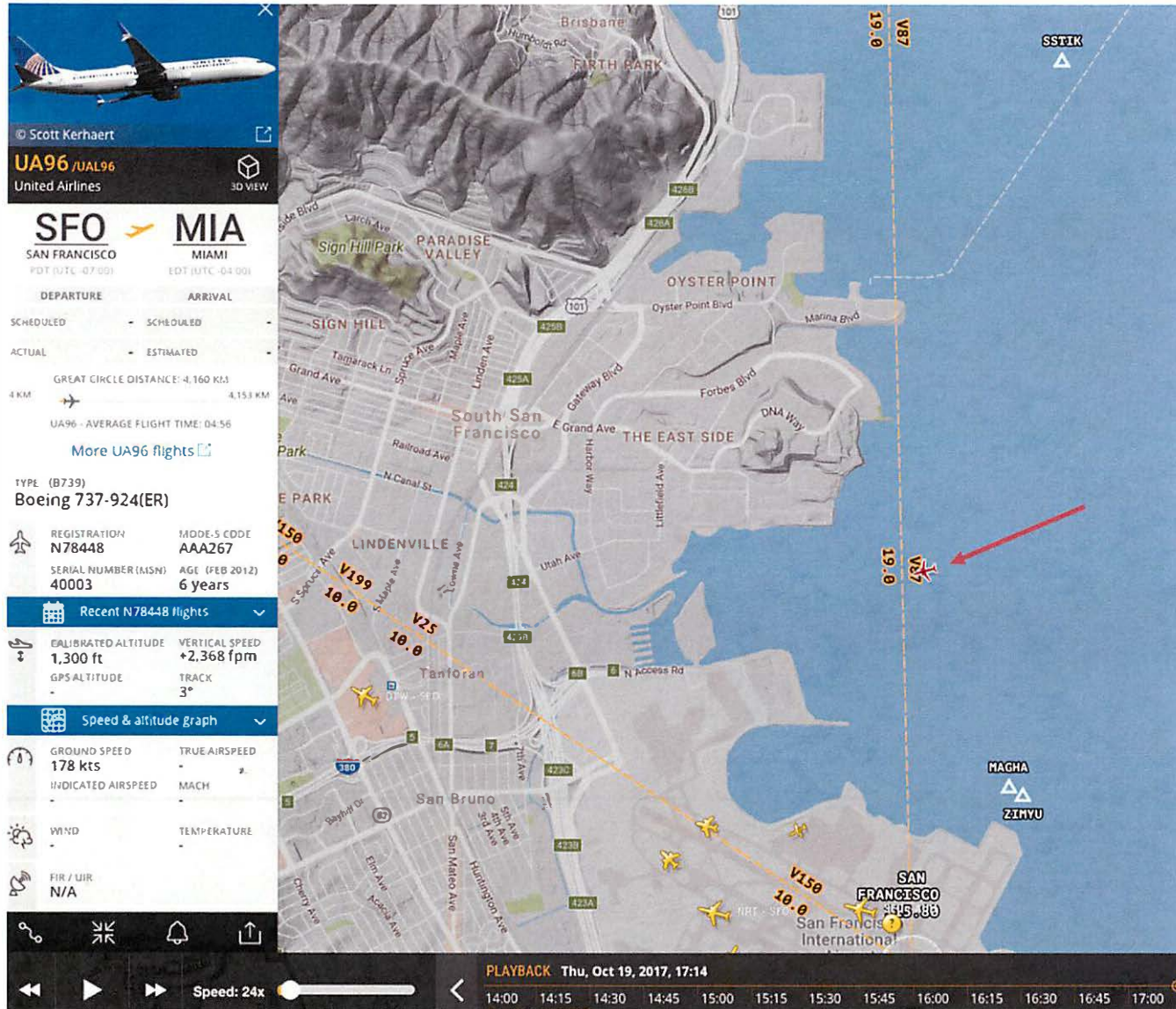
Over the East Bay

April 2017



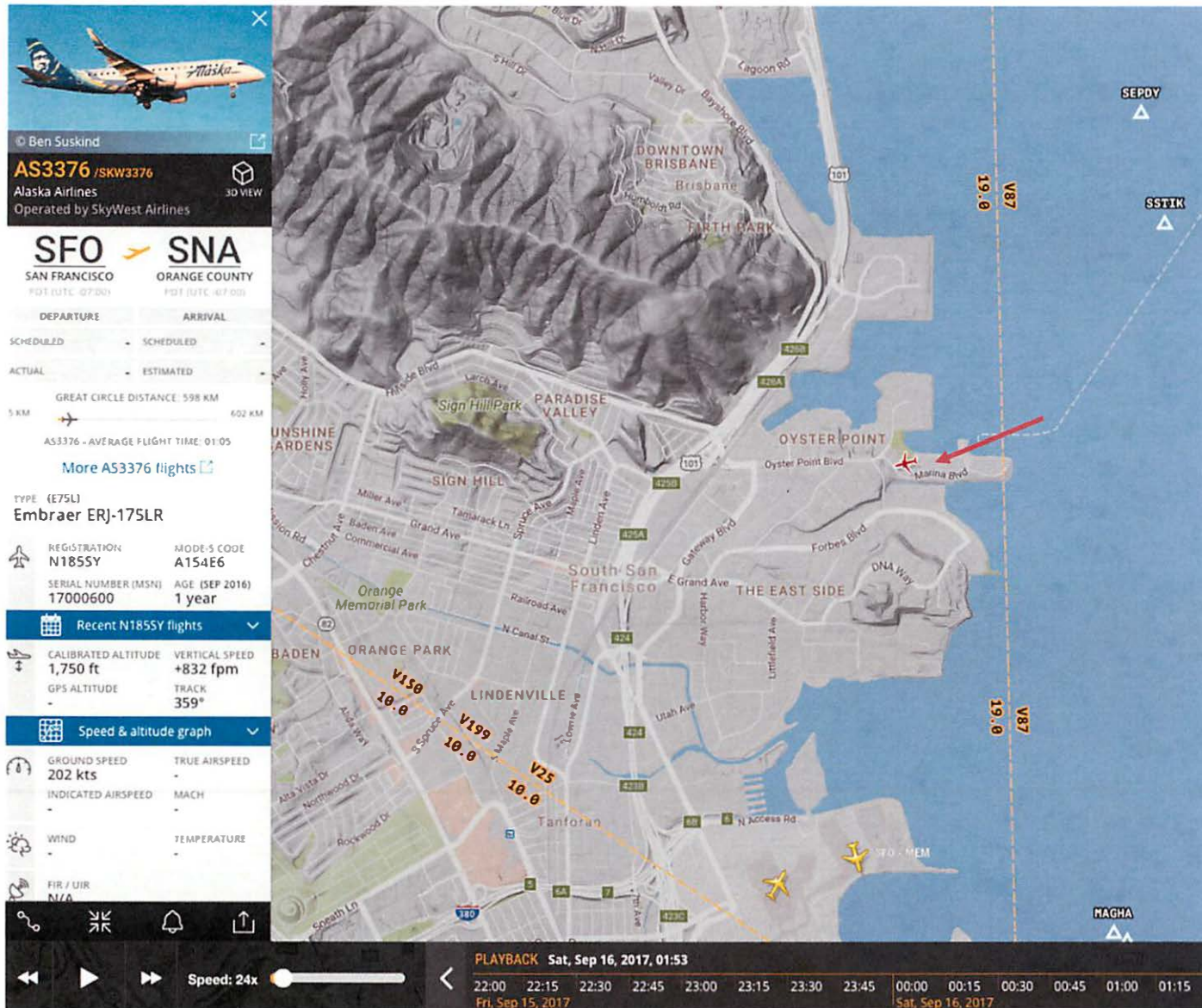
Through South San Francisco

October 2017



Through Oyster Point

September 2017



SFO Arrivals from BDEGA Causing New Noise Disturbance in Visitacion Valley and Excelsior FAA-Initiative-Phase-2 Recommendation

- 3.45 NIGHTTIME: BDEGA and other arrivals from the north be assigned only to the BDEGA East downwind (or similar) for a “noise-friendlier” approach to only 28R.**

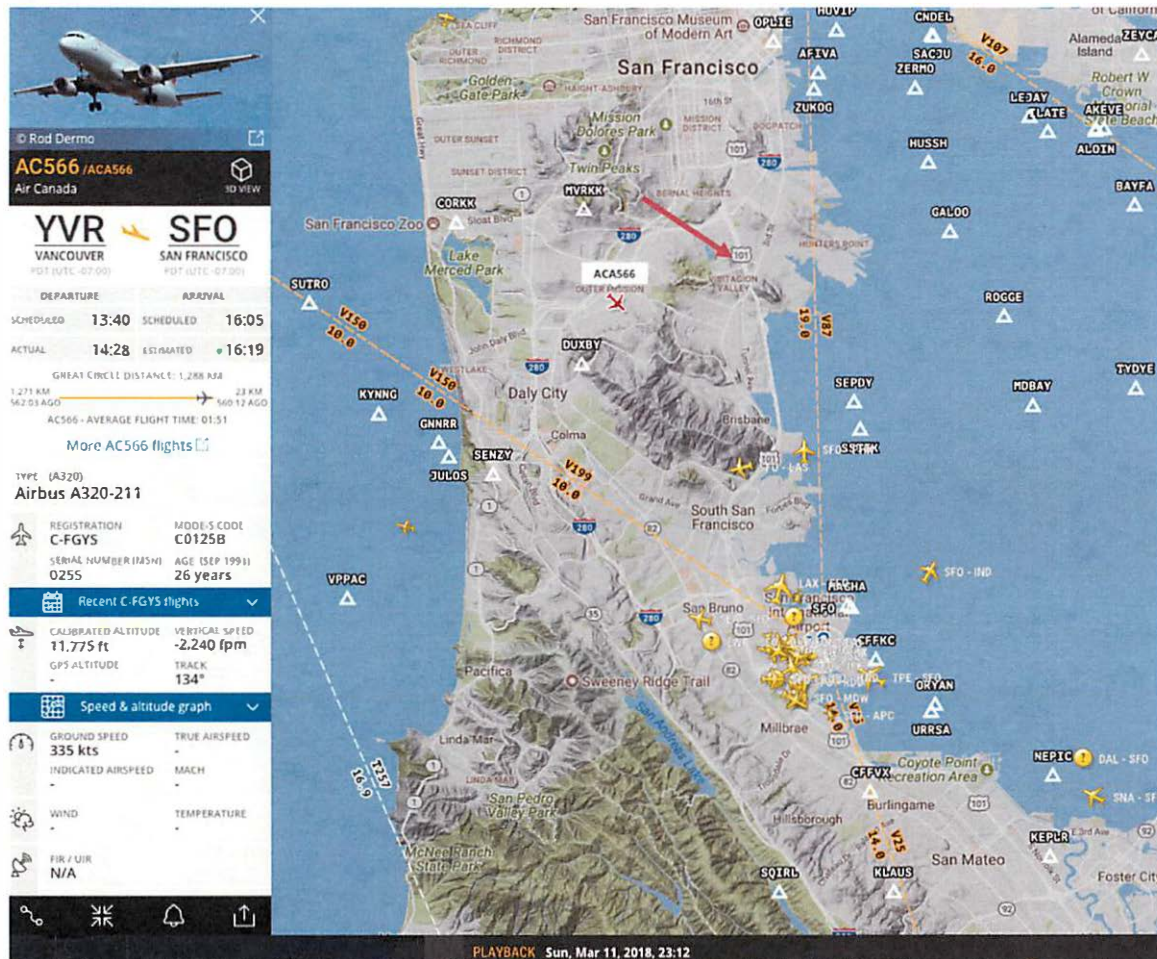
Please refer to Appendix A, 1.11, as these share similar recommendations.

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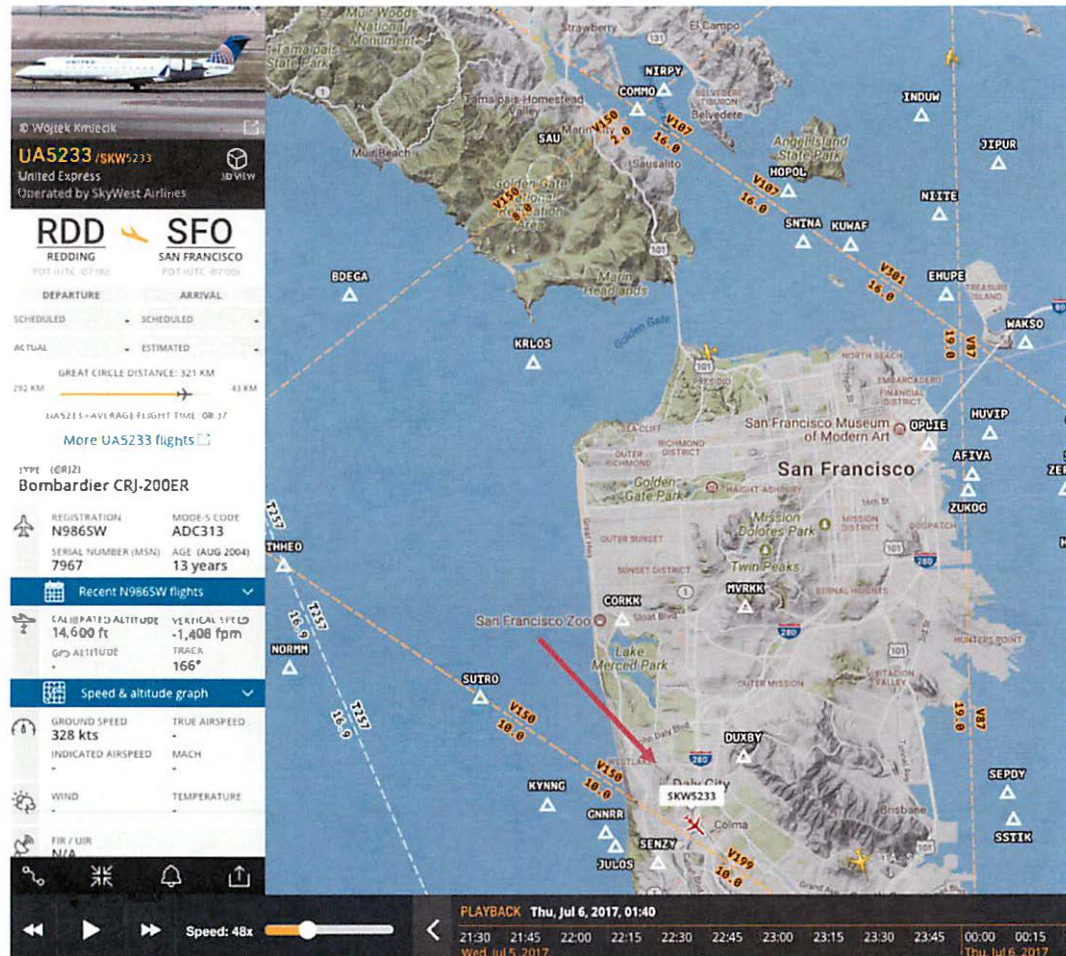
- 3.50 The SFO RT will work with airline representatives and the FAA to request that all oceanic nighttime arrivals from the north file for and fly an approach which utilizes the Bay (such as the BDEGA East downwind) and substantially avoids flight over non-compatible land uses.**

The FAA understands this recommendation to mean Oceanic arrivals from the North would essentially be BDEGA arrivals. Please refer to Appendix A, 1.11, as these share similar recommendations.

Bodega arrivals are passing much closer to our homes so in addition to the extra South Bound departures we are also getting arrivals squeezed in. This flight path was already being used but not in the frequency that they are being used today. They cut across our homes to get to the bay for a “bay arrival”.



Arrivals into SFO used to fly from the north past Bodega waypoint farther to the west, so either at the middle of Guadalupe mountain or south of the mountain.

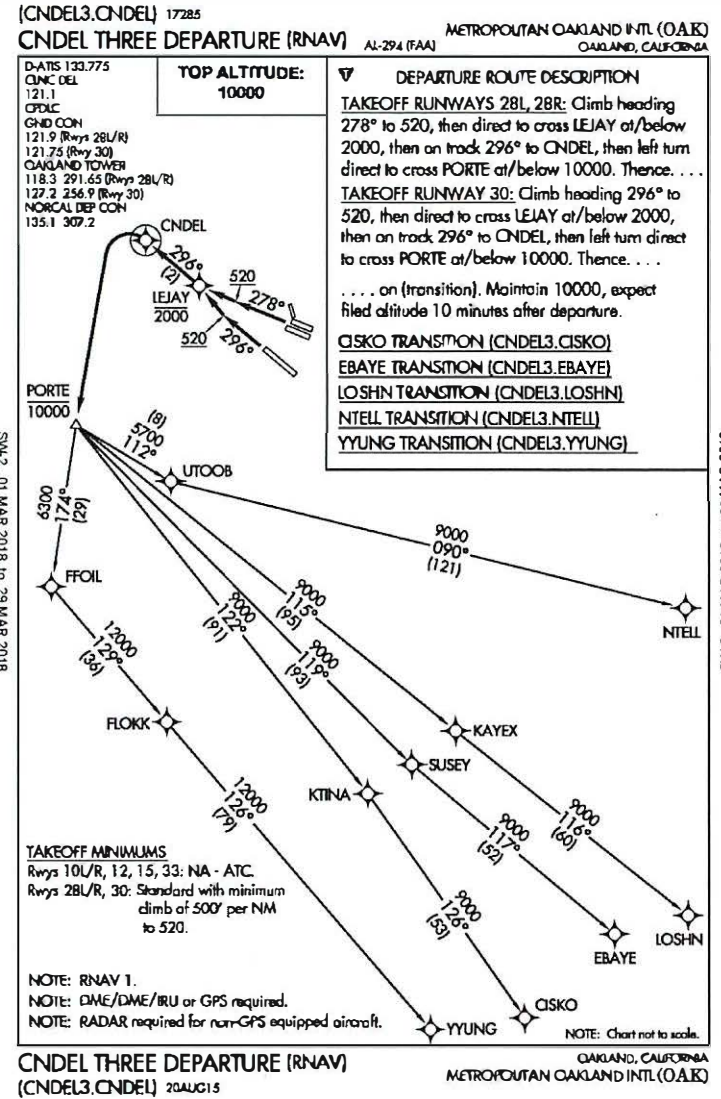
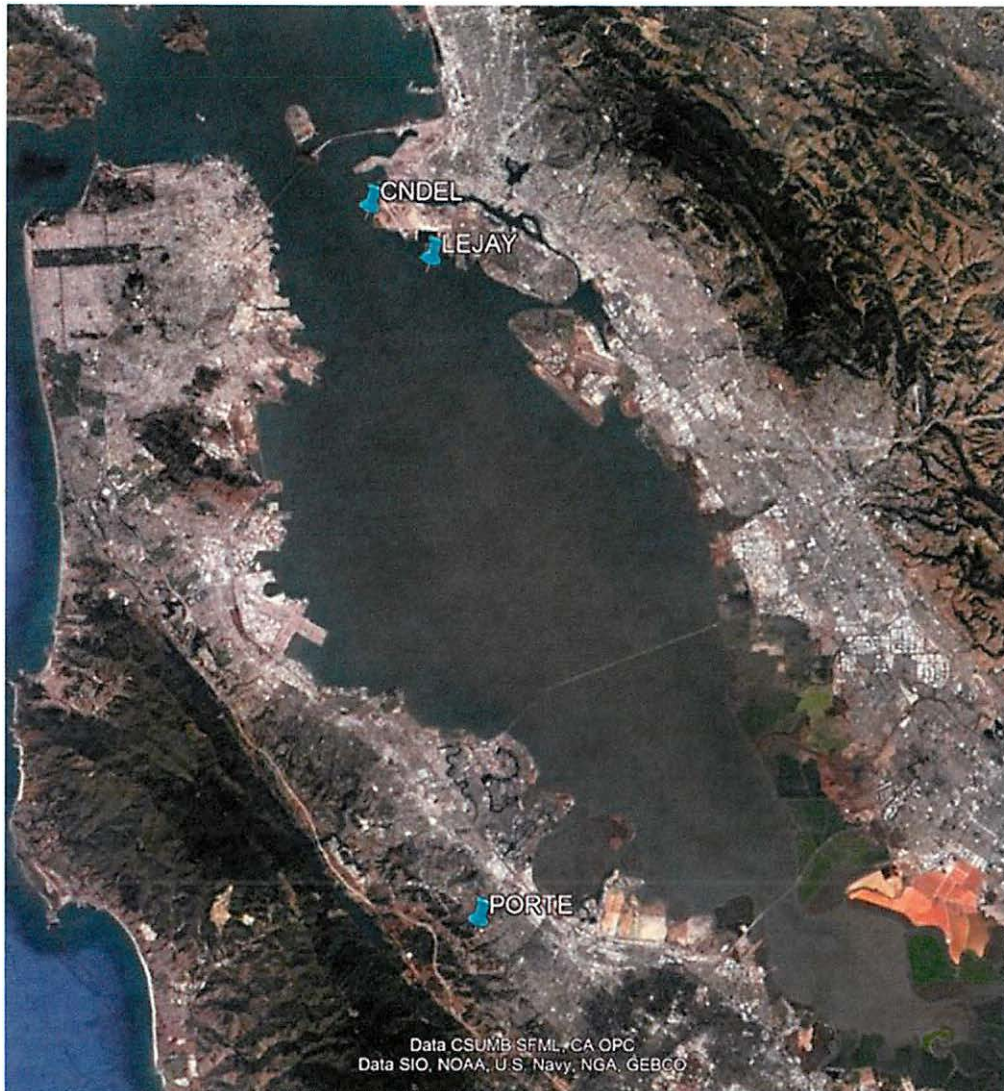


OAK CNDEL South Bound Departures Create New Noise Disturbance in Hunters Point/Bayview, Visitacion Valley and Excelsior FAA-Initiative-Phase-2 Recommendation

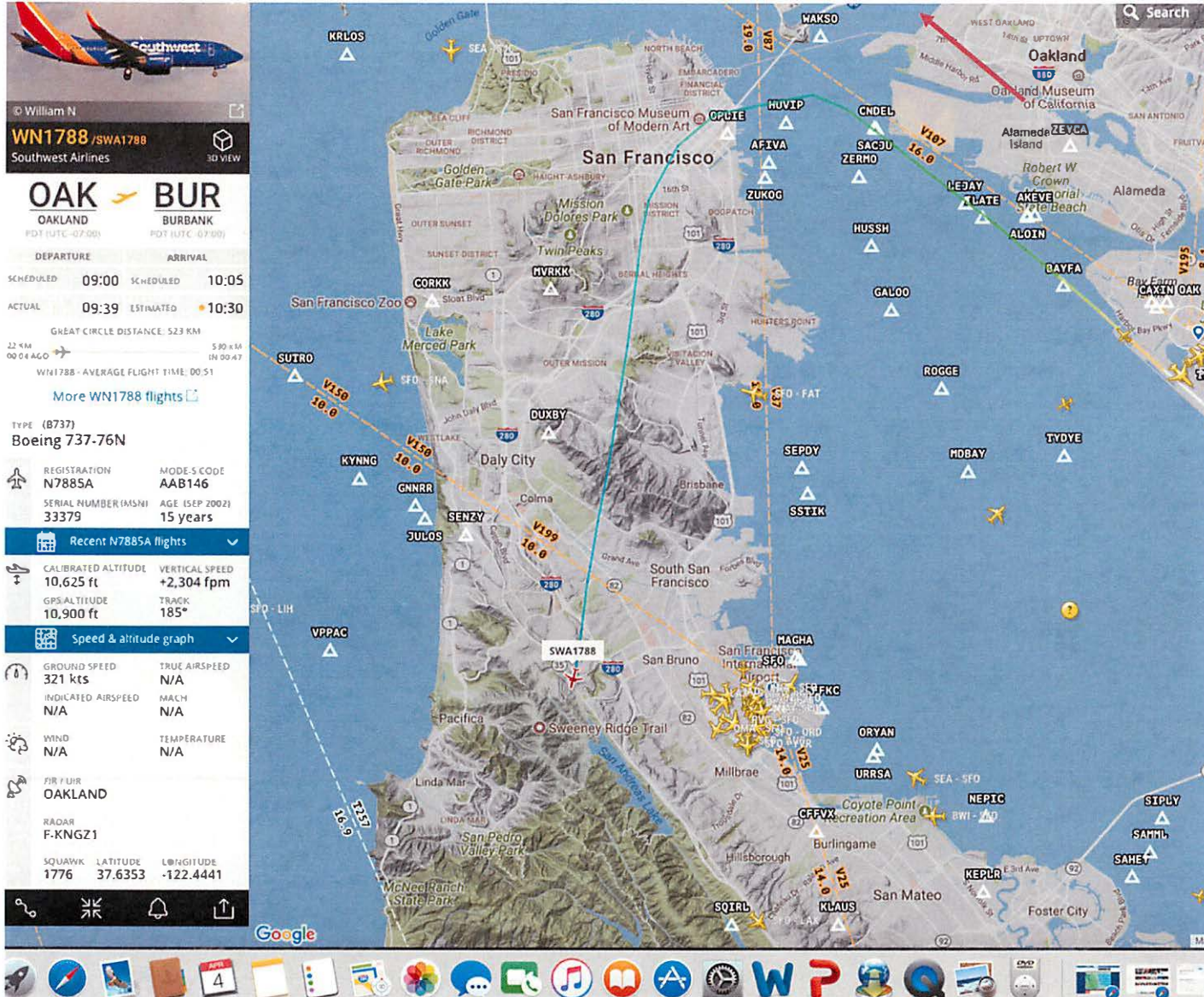
- 2.30 The CNDEL procedure should be flown as charted including flying over the CNDEL flyover waypoint and flying to the PORTE fly-by waypoint as specified in the departure procedure.**

The SSTIK and CNDEL RNAV SIDs are a unique set of departures in that they serve two busy airports in close proximity: SFO and OAK respectively. Aircraft routes have separation criteria, per FAA regulations, that require aircraft to either be separated laterally or vertically. Lateral separation is the preferred method, as both aircraft can simply be instructed to climb to an assigned altitude. Vertical separation is much more complicated from a safety perspective as it requires more controller instructions. Higher aircraft can be instructed to climb to an assigned altitude, lower aircraft must be ‘stepped-up’ (leveled at an altitude) to ensure that the lower aircraft does not out-climb and violate the vertical separation requirements with the preceding aircraft. Being stepped-up complicates the matter even further for each subsequent aircraft, requiring them to be stepped-up as well, and so on. Additionally, the fluctuations in an aircraft’s power and equipment settings while being stepped-up has the potential for a greater noise impact than that of an aircraft in an unrestricted climb.

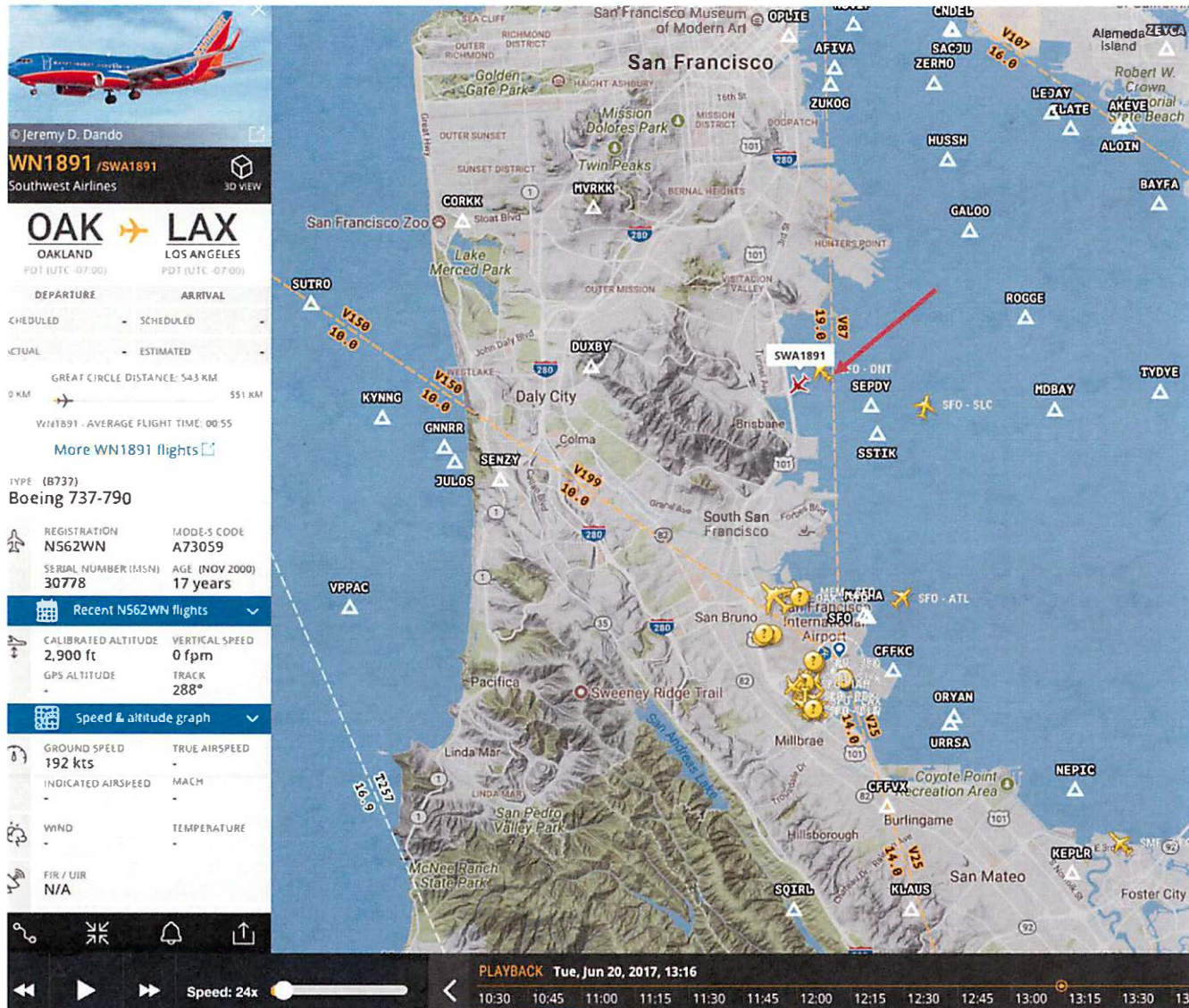
CNDEL Departure from OAK



Current CNDEL Departures over our homes

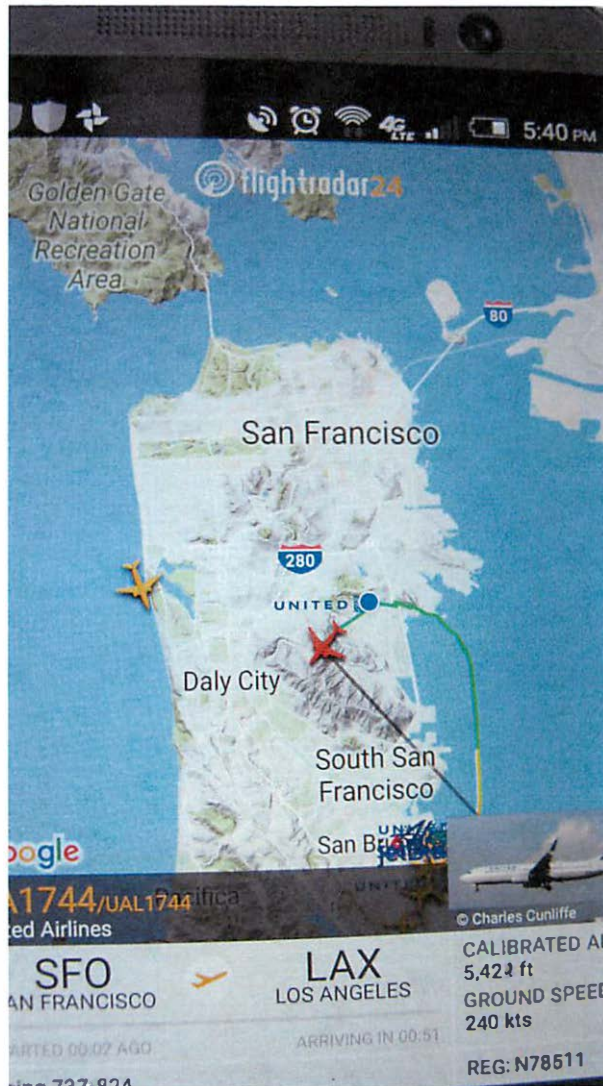


Prior OAK flights were either turning down the bay or directly into Brisbane



Floats in Data – recalibration needed

There are many instances in which flights passing directly over our homes are shown to be south of us in the Volans system.



This plane was directly over my home; not 1,256 feet away as data states.

PCA Ground Distance – 1,256 ft. About 2-3 blocks from my house. Photo taken from my house.

Meeting Request

- Our neighborhoods got squeezed and we request a working meeting to be scheduled in order to come up with better solutions and draft an updated request to FAA.
- We stand in solidarity with Brisbane, Pacifica, Montara, El Granada – many of the flights going over us now are still hitting them; just at higher altitudes. There are other ways to solve issues without shifting flights.