

# SFO Roundtable Recommendation

## NIITE – HUSSH SIDs Steps forward



# NIITE/HUSSH SIDs – steps forward

- This presentation outlines steps for moving forward with amendments to the NIITE-HUSSH SIDs as requested by the SFO Roundtable
- These steps are in concert with the Airport/Community Noise Roundtable presentation.

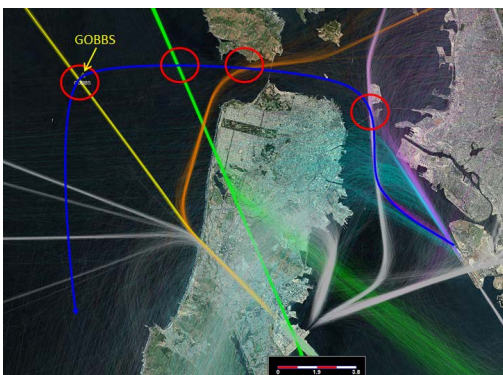


# NIITE/HUSSH SIDs – steps forward

- The FAA (ATO) determined the preliminary NIITE-HUSSH recommendation to be technically feasible. Before moving into operational and environmental feasibility, there were 3 preliminary qualifiers that require resolution or discussion/planning:
  - Noise shifting: Increased traffic on the recommended route may result in increased noise for other communities (Marin County). *What actions have been taken to create awareness or gather support from these communities?*
  - Additional flight miles: System users flying this procedure during midnight hours may fly up to 32 additional miles. *Our understanding is system users are willing to consider and potentially support, but need to understand the extent of trade-offs, such as congestion and noise impacts*
  - Congestion: Ground delays are likely to occur during recommended operations due to single-threading of SFO and OAK departures over the HUSSH waypoint. *Our understanding is that system users have requested modeling data from the FAA/ATO to determine impacts to their operations*



# NIITE/HUSSH SIDs – steps forward



- SNTNA Dep
- HUSSH Dep
- CNDEL Dep
- BDEGA Arr
- GNNRR Dep
- No Factor
- Proposed HUSSH to GOBBS
- Potential Conflict Area

- After the SFO Roundtable has fully discussed, vetted, and formally agreed upon the recommendation, it should be assigned to a “Technical Working Group”
- The Technical Working Group should include individuals from the OAK Noise Forum, and/or OAK Airport, as the recommendation will affect both SFO and OAK airports
- The SFO Roundtable Chairperson will then formally request FAA participation through the AWP Regional Administrator’s Office



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- When the formal request is received the AWP RA’s Office will coordinate FAA Subject Matter Expertise (SME) participation.
- FAA SMEs may come from a local ATC facility and/or the ATO Service Center
- FAA SME participation will be identified and scheduled to attend future technical workgroup meetings
- Individual FAA SMEs are intended to work on NIITE-HUSSH project only. Other SMEs may be identified on future projects, depending on need
- Feasibility determinations will include modeling and analysis
- Operational and Environmental feasibility determinations will be worked with the Technical Working Group
- The Technical Working Group will need to work directly with Northern California TRACON to ensure operational feasibility for the larger airspace



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- Once the recommendation is considered to be fully feasible, the SFO Roundtable should submit an Instrument Flight Procedure (IFP) Gateway request. The SFO Roundtable will be considered the proponent for the proposed IFP amendment(s)
- An IFP Gateway request may be entered from the following web address [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/)
- This will begin the “actionable processes” which include design, development, environment review/assessment, safety risk assessment/mitigation, training, and implementation
- The SFO Roundtable will have the primary responsibility to consult and inform communities on potential noise impacts
- The SFO Roundtable will have the primary responsibility to inform and consult system users on potential congestion issues



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- The FAA/ATO will complete the following actionable processes (there are many steps, but from a high level):
  - IFP Gateway request vetted and prioritized by the ATO
  - A Performance Based Navigation (PBN)workgroup is assembled to complete IFP design
  - IFP design is reviewed for environmental impacts. An initial environmental recommendation is made: CATEX, EA, EIS
  - IFP design and environmental work submitted for IFP development
  - Developed IFP is submitted for coding and publication
  - Safety Risk Management Panel assembled to assess risks, and identifying necessary mitigations (if necessary)
  - Controller training is completed
  - Procedure is implemented
- These processes in totality may take up to 18 months to complete

