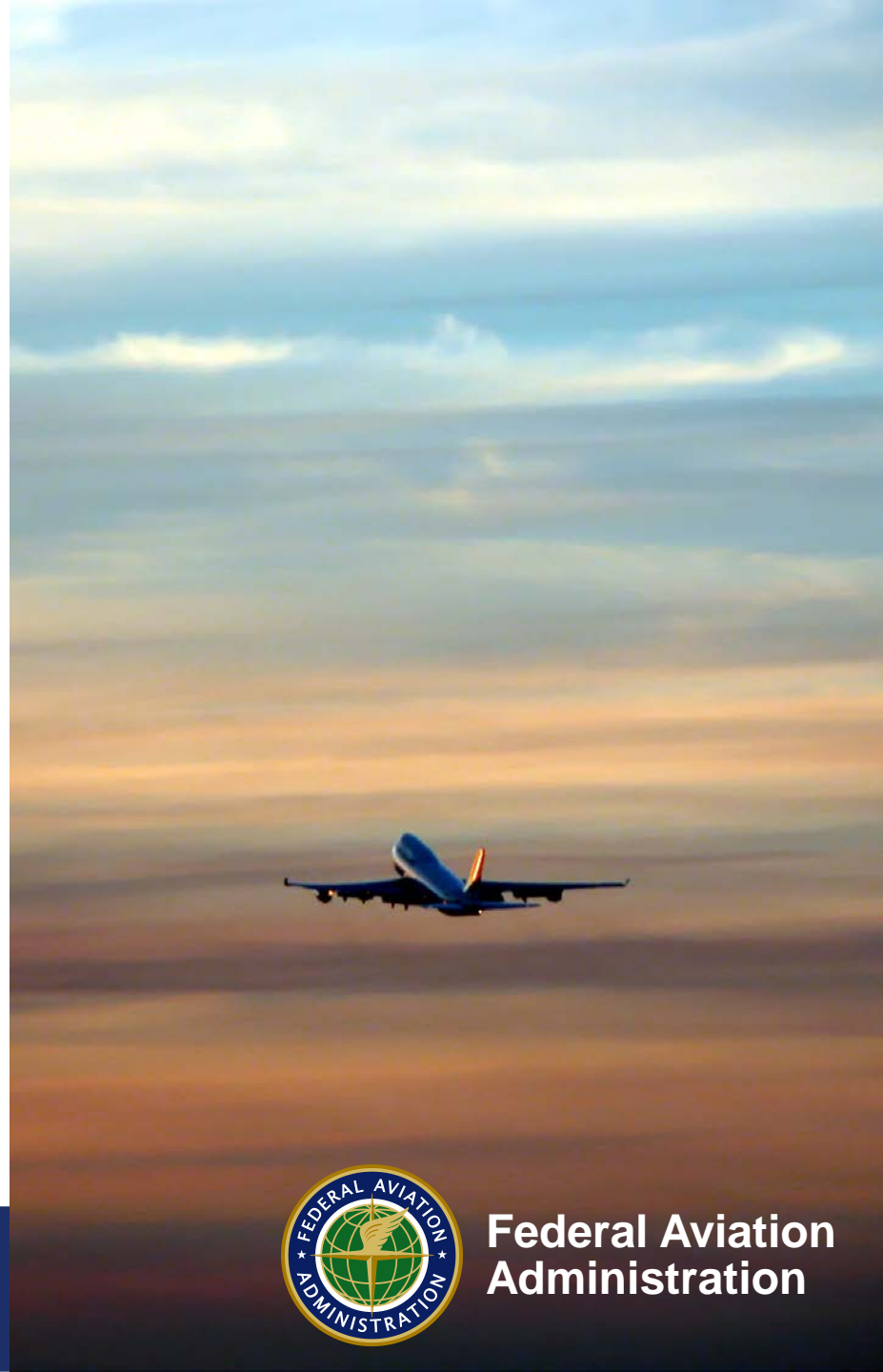


FAA Response to SFO Roundtable

April 3, 2019



Federal Aviation
Administration



Item 1 – IFP Gateway Entry

- Can the FAA describe the information needed (from the SFO Airport/Community Roundtable and/or Airport) to input this into the gateway?
- What is the expected timeframe for the FAA to input this?
- What is the overall process for inputting, review, and possible implementation?
- Can the FAA model any adverse impact this new procedure may have in the form of additional ground based noise specifically affecting the City of Millbrae on the departure of aircraft using this new procedure?



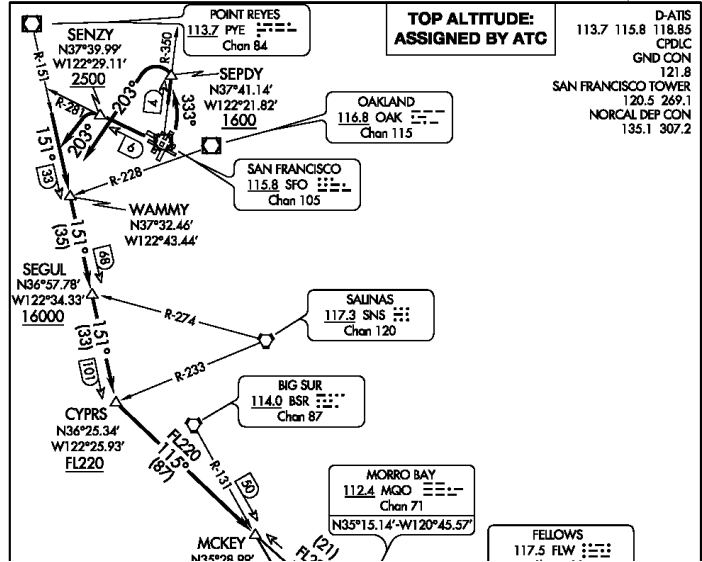
Item 2 – OFFSHORE DP

- What would be required to achieve converting the OFFSHORE DP into an RNAV DP and
 - 1) Change the angle to stay over the Pacific Ocean and not over or near the Peninsula
 - 2) Repeat to the extent possible the geographical path of the OFFSHORE from takeoff to the Pacific Ocean
 - 3) Connect at FFOIL or another similar offshore waypoint while remaining clear of Special Use Airspace (SUA)?
- If the OFFSHORE DP cannot be turned into a RNAV with the above considerations, can a DP be constructed that achieves the same basic ground track as the existing OFFSHORE DP with the above considerations?



Item 2 – OFFSHORE DP

(OFFSH1.MCKEY) 17341
OFFSHORE ONE DEPARTURE AL-375 (FAA) SAN FRANCISCO INTL (SFO)
 SAN FRANCISCO, CALIFORNIA



(OFFSH1.MCKEY) 17341
OFFSHORE ONE DEPARTURE AL-375 (FAA) SAN FRANCISCO INTL (SFO)
 SAN FRANCISCO, CALIFORNIA

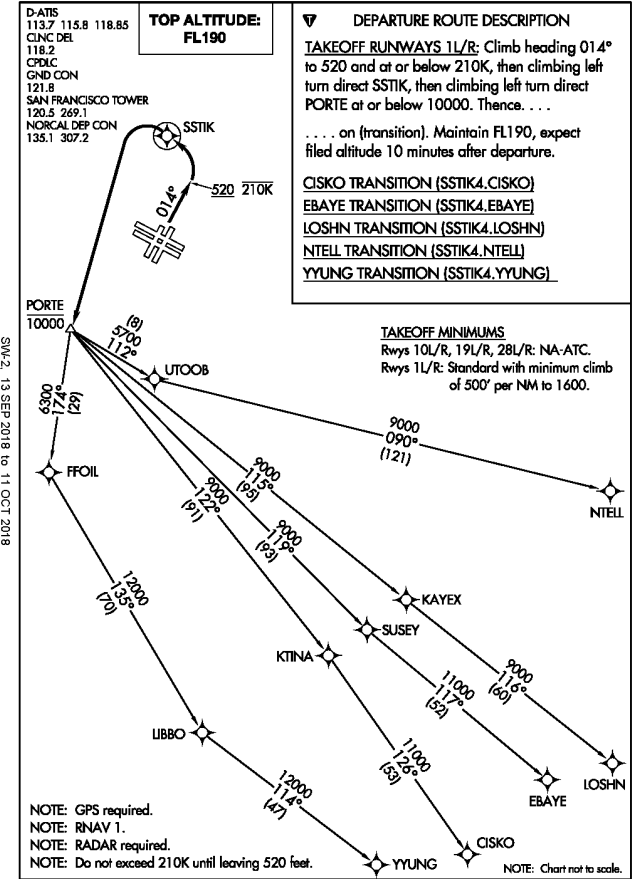
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climbing left turn heading 333° to intercept SFO R-350 to cross SEPDY INT/SFO 4 DME at or above 1600. Thence

TAKEOFF RUNWAYS 28L/R: Climb on SFO VOR/DME R-281 to cross SENZY INT/SFO VOR/DME 6 DME at or above 2500. Thence

. . . . climbing left turn heading 203° to intercept PYE R-151 to cross SEGUL INT/PYE 68 DME at or above 16000, then on PYE R-151 to cross CYPRS INT/PYE 101 DME at or above FL220. Then on MQO R-295 to MCKEY INT/MQO 21 DME, then on assigned (transition). Maintain FL220. Expect filed altitude 10 minutes after departure.

(SSTIK4.SSTIK) 18256
SSTIK FOUR DEPARTURE (RNAV) AL-375 (FAA) SAN FRANCISCO INTL (SFO)
 SAN FRANCISCO, CALIFORNIA



SSTIK FOUR DEPARTURE (RNAV)
 (SSTIK4.SSTIK) 13SEP18 SAN FRANCISCO, CALIFORNIA
 SAN FRANCISCO INTL (SFO)

•CHARTS NOT TO SCALE

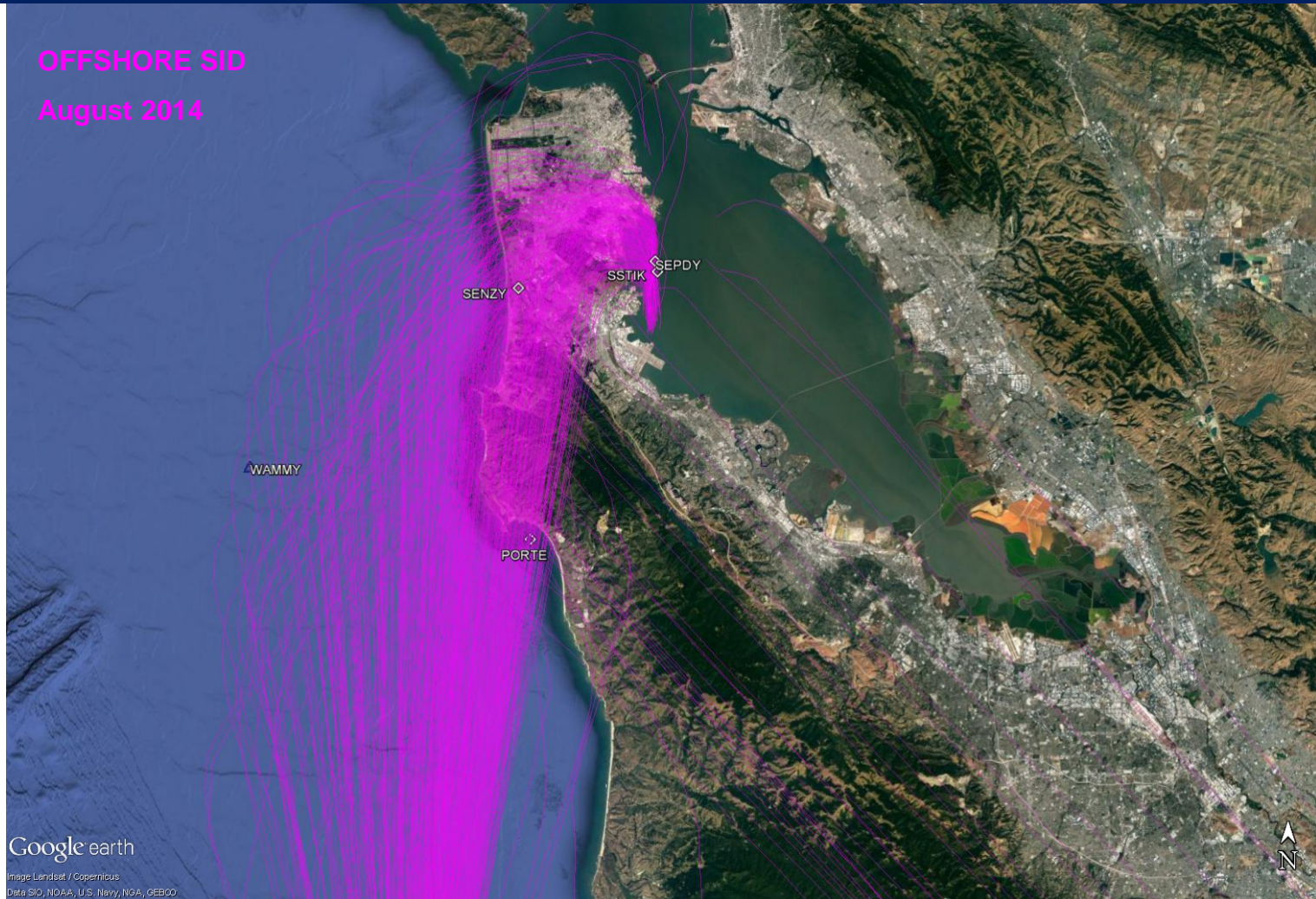


Federal Aviation Administration

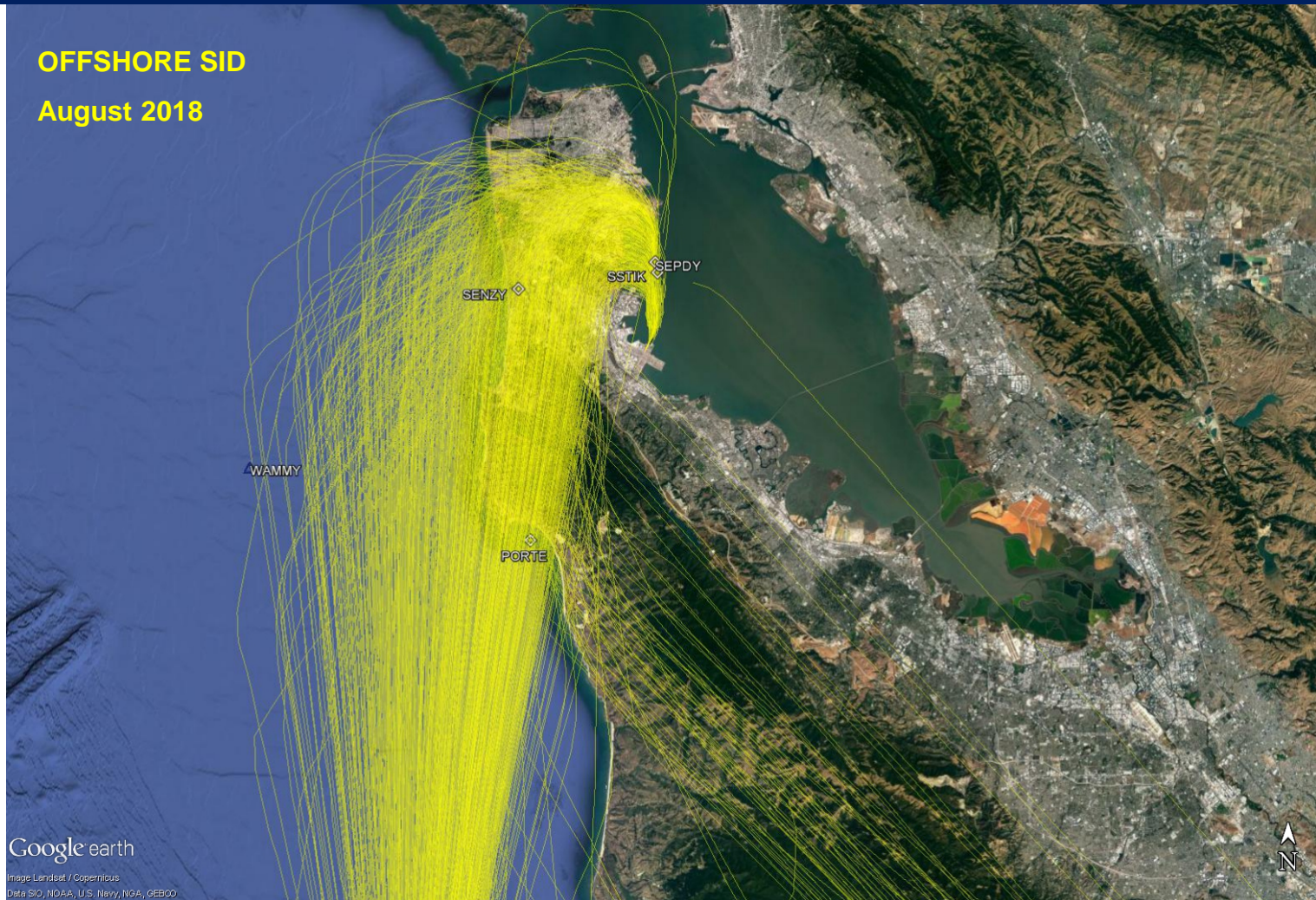
Item 2 – OFFSHORE DP



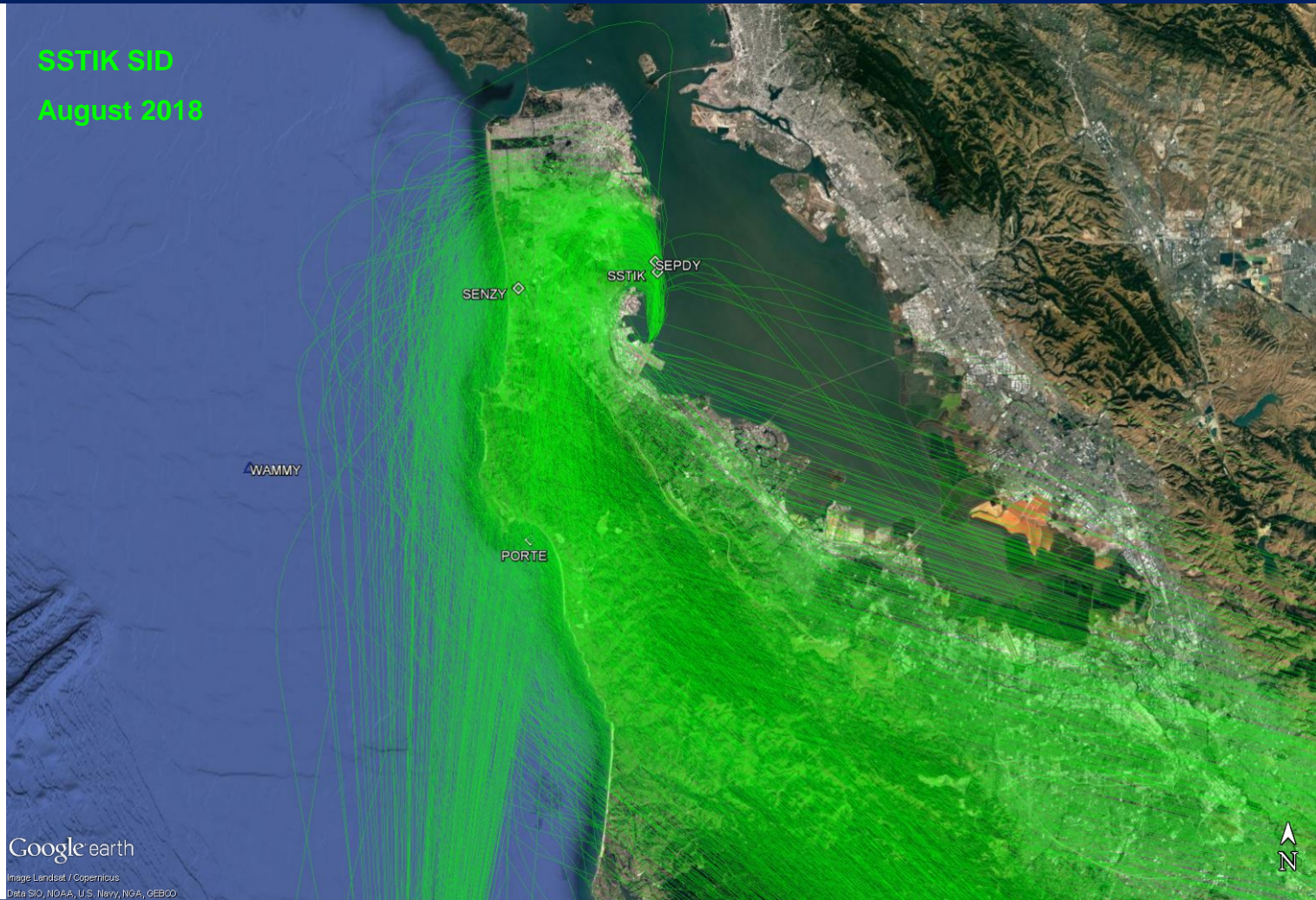
Item 2 – OFFSHORE DP



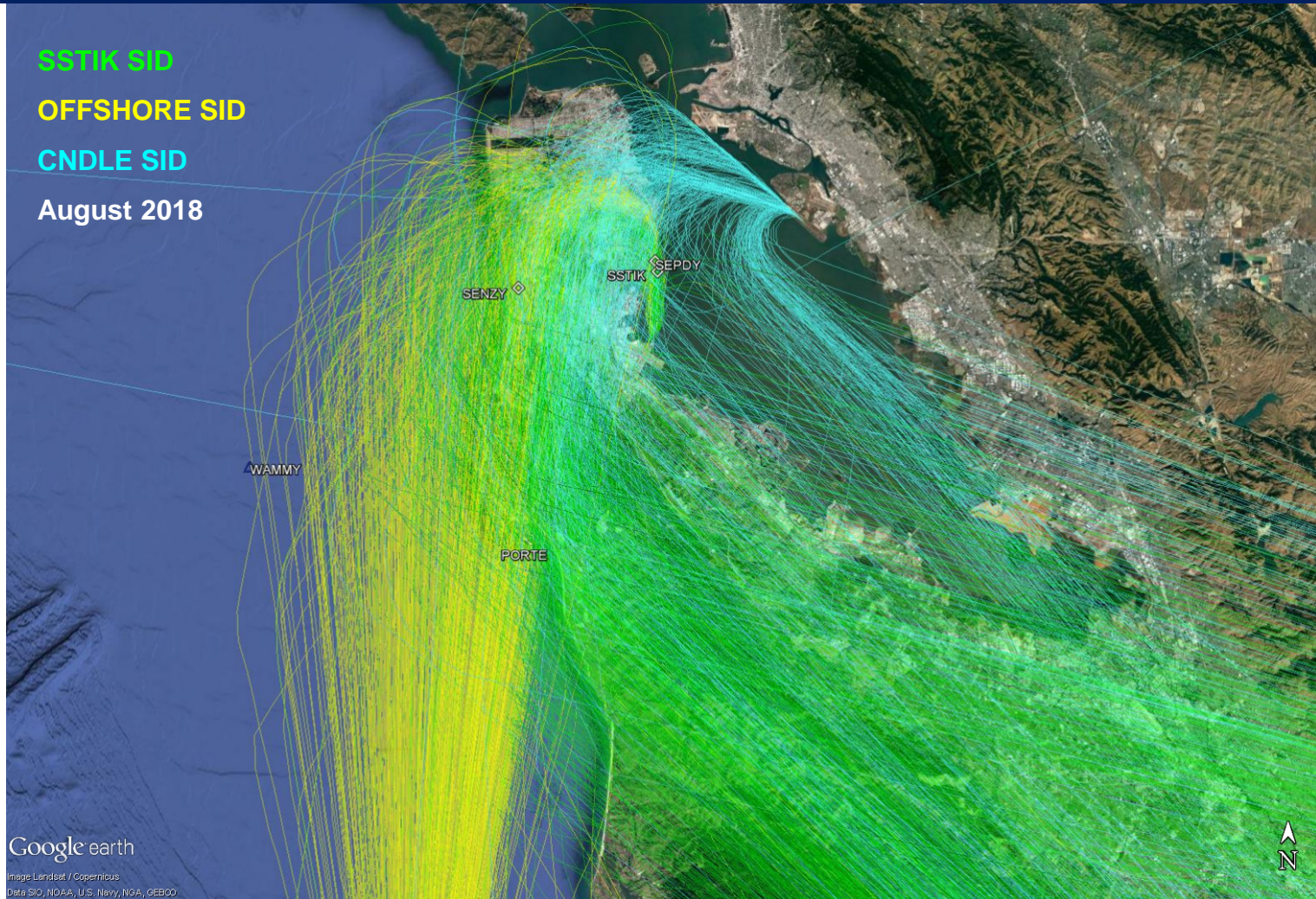
Item 2 – OFFSHORE DP



Item 2 – OFFSHORE DP



Item 2 – OFFSHORE DP

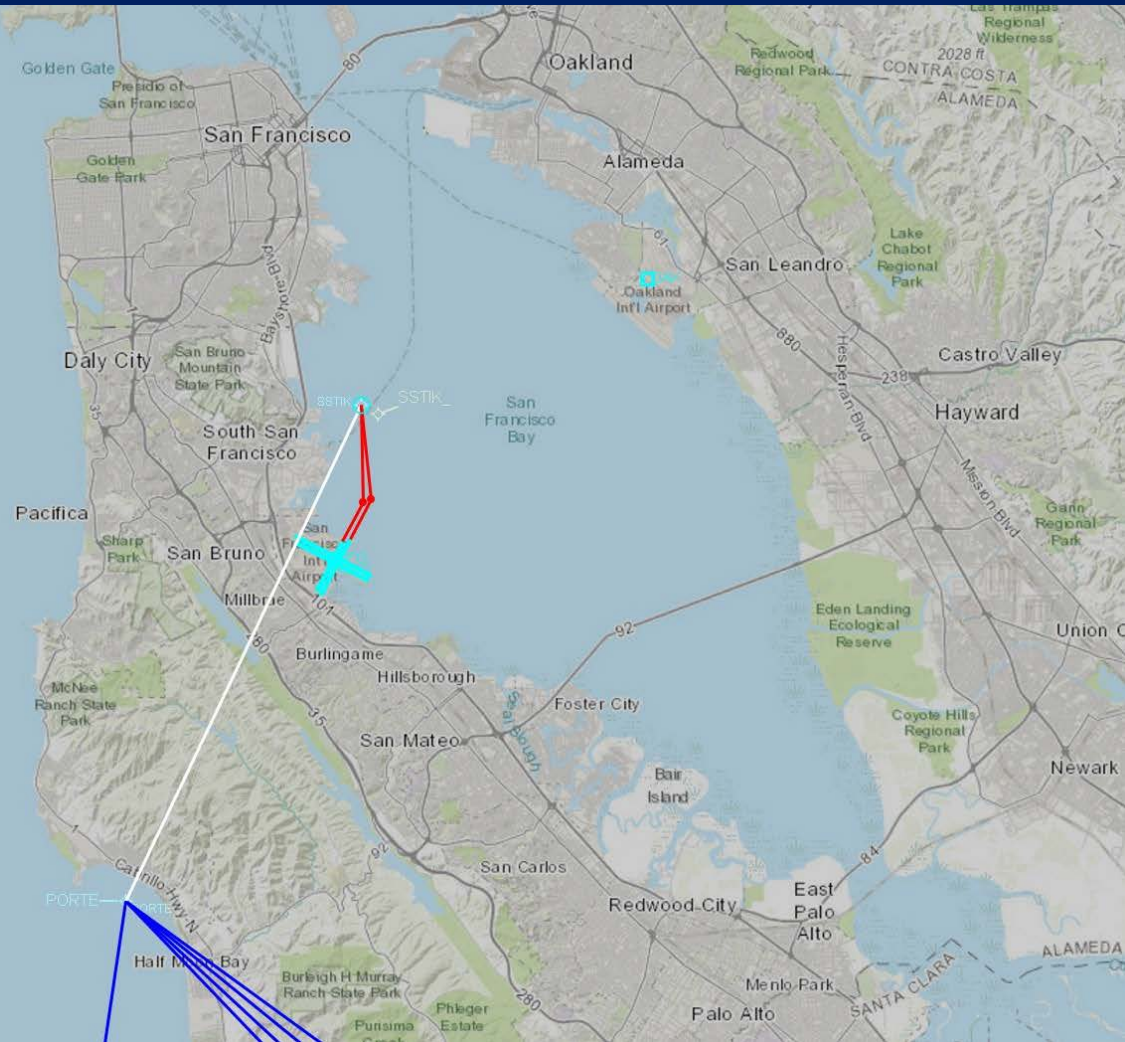


Item 3 – SSTIK

- Current Questions
 - Why is it being shelved?
 - What is the reasoning behind not being able to answer the previously submitted questions regarding this item?
- Previously Submitted Questions
 - Can the FAA overlay the proposed new SSTIK waypoint with the current SSTIK waypoint in the same image and provide both current and proposed SSTIK DPs in Google Earth KML files?
 - This will include the ground track for the procedure as it is today as well as the procedure as it would look with the new SSTIK waypoint. We request modeled flight track information for these two waypoints on the SSTIK procedure as well as the new charting date.
 - Please provide the design notes for the change in the SSTIK waypoint location.

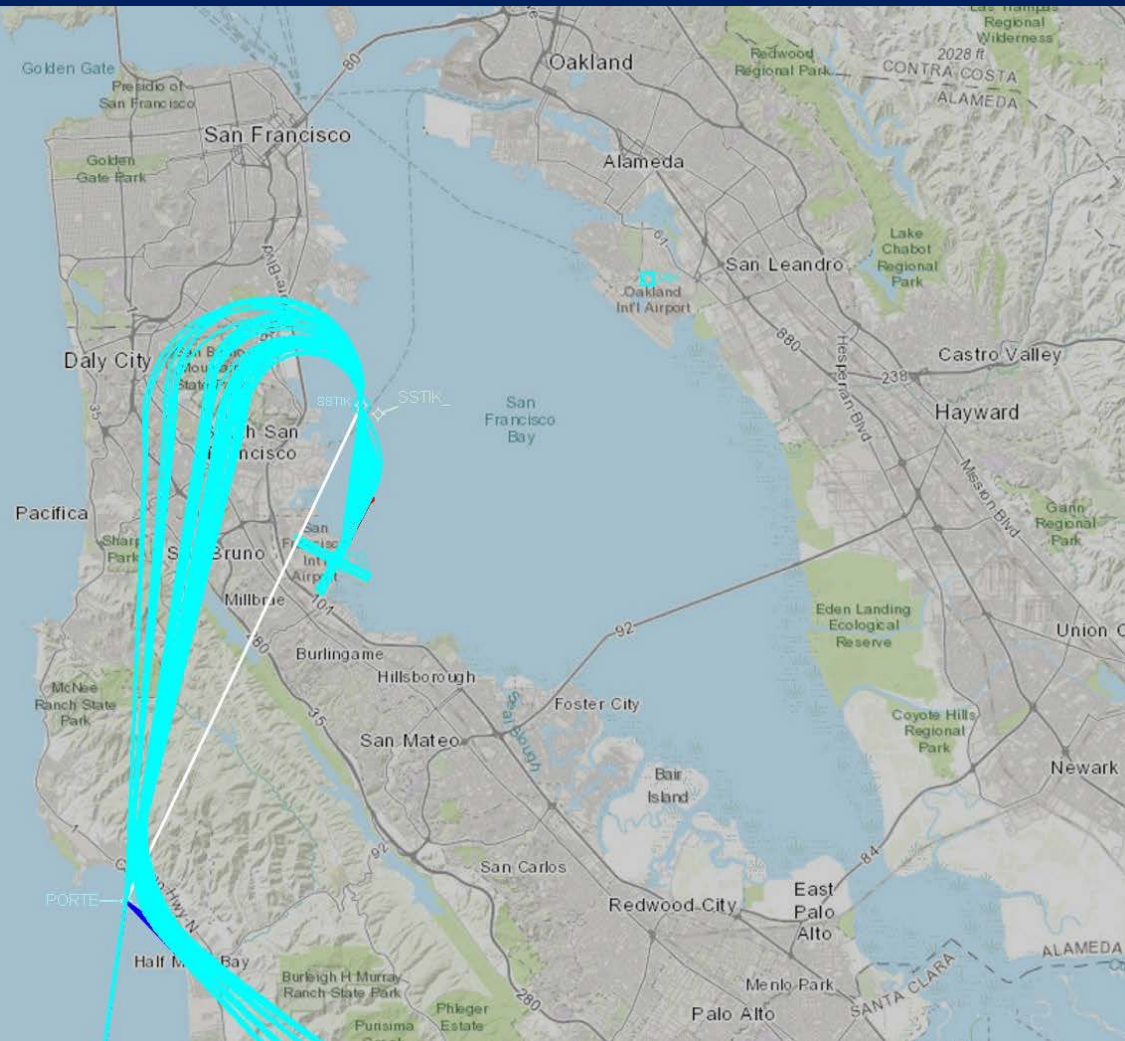


Existing SSTIK SID



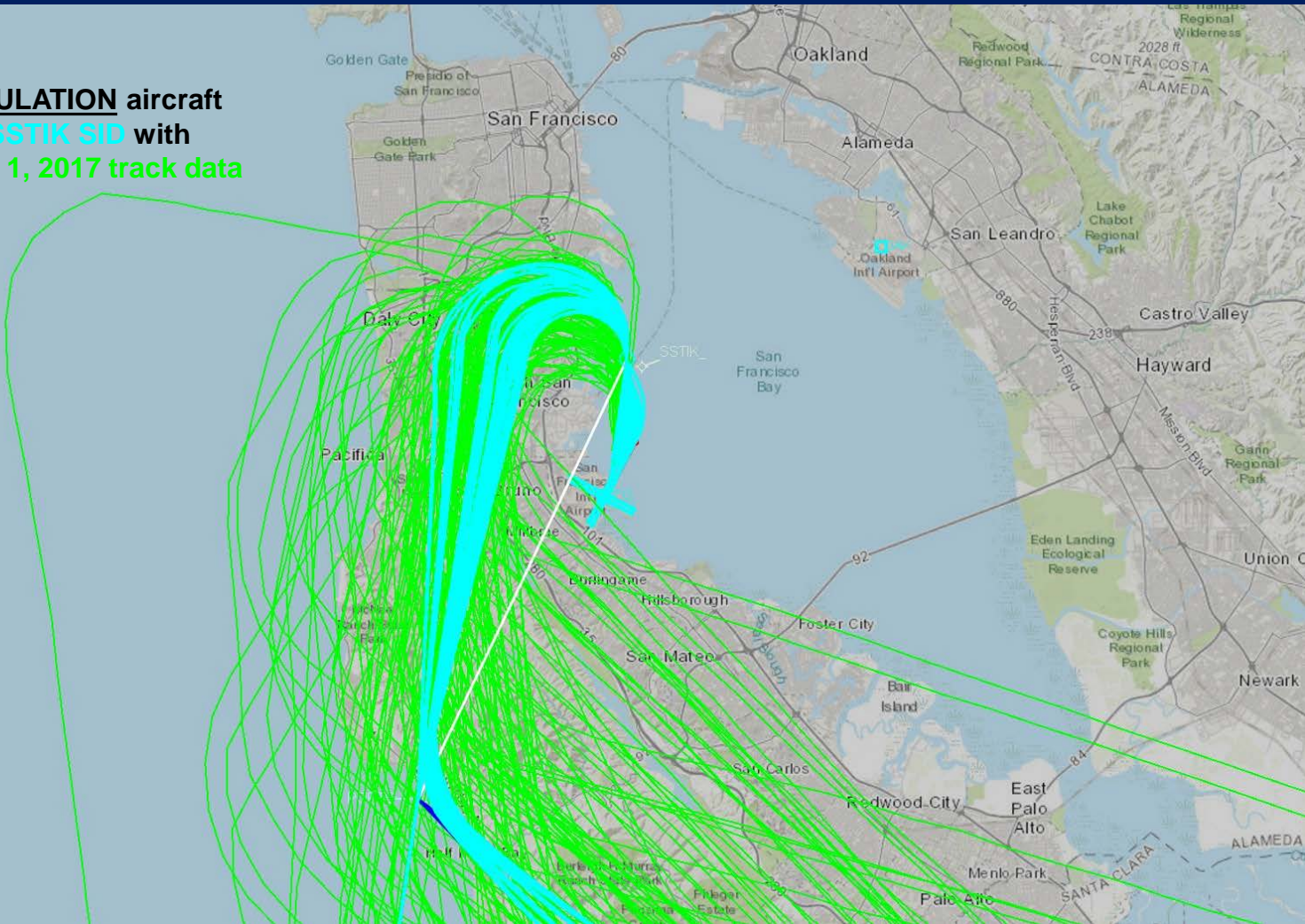
Existing SSTIK SID

SIMULATION aircraft
on **SSTIK SID**



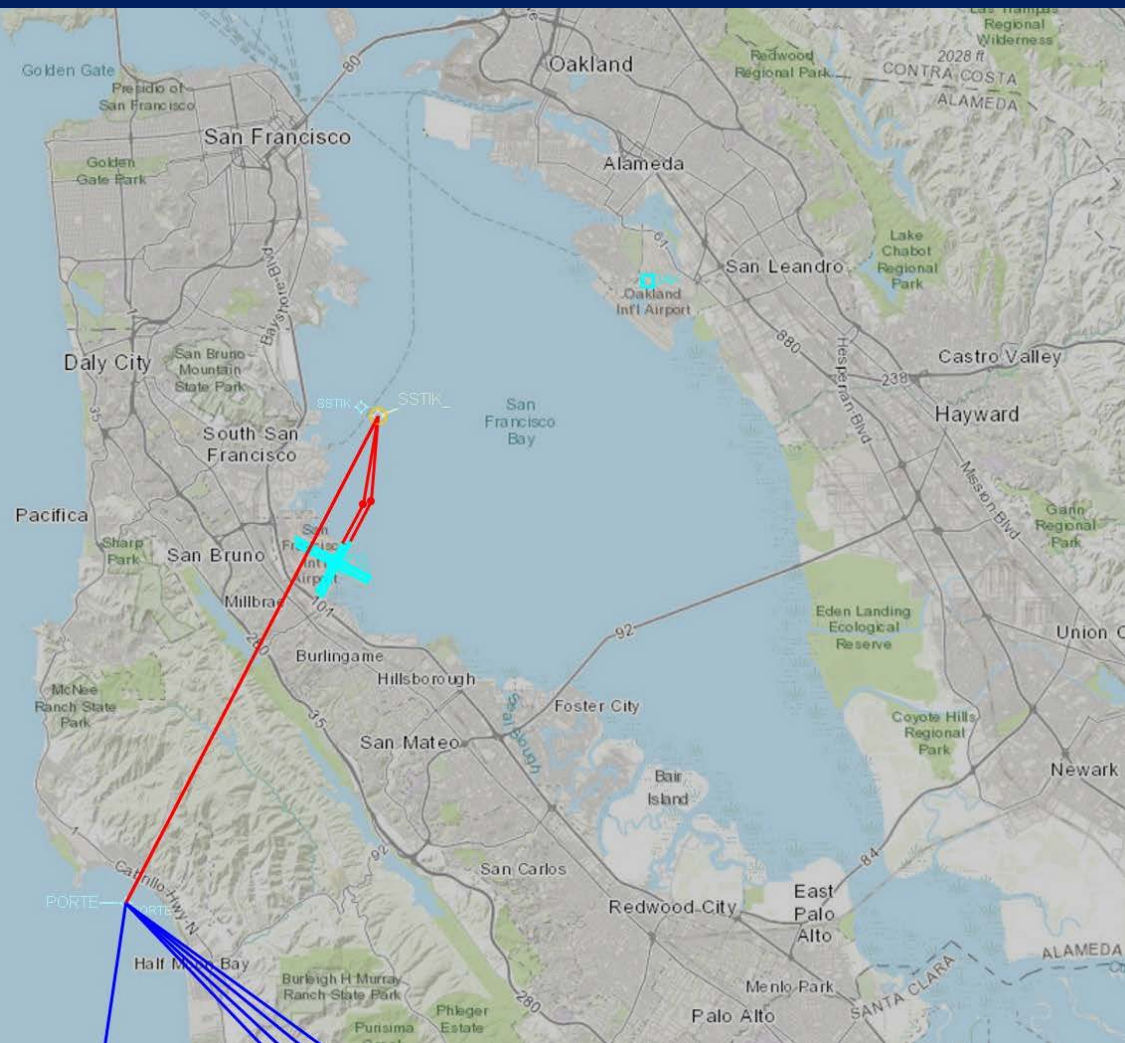
Existing SSTIK SID

SIMULATION aircraft
on **SSTIK SID** with
May 1, 2017 track data



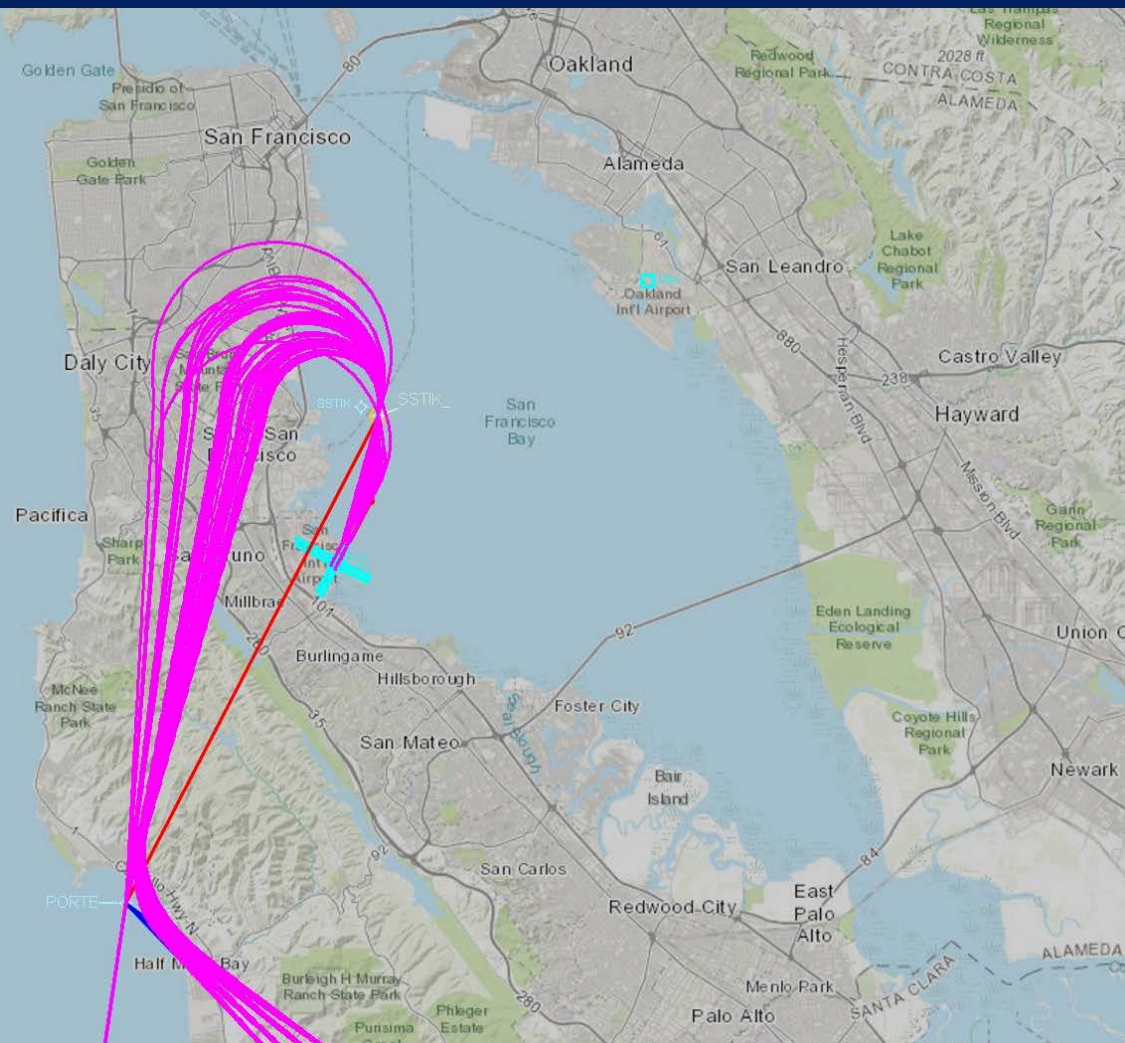
Potential SSTIK_ SID

Proposed SSTIK
waypoint move to
the ESE 0.44nm



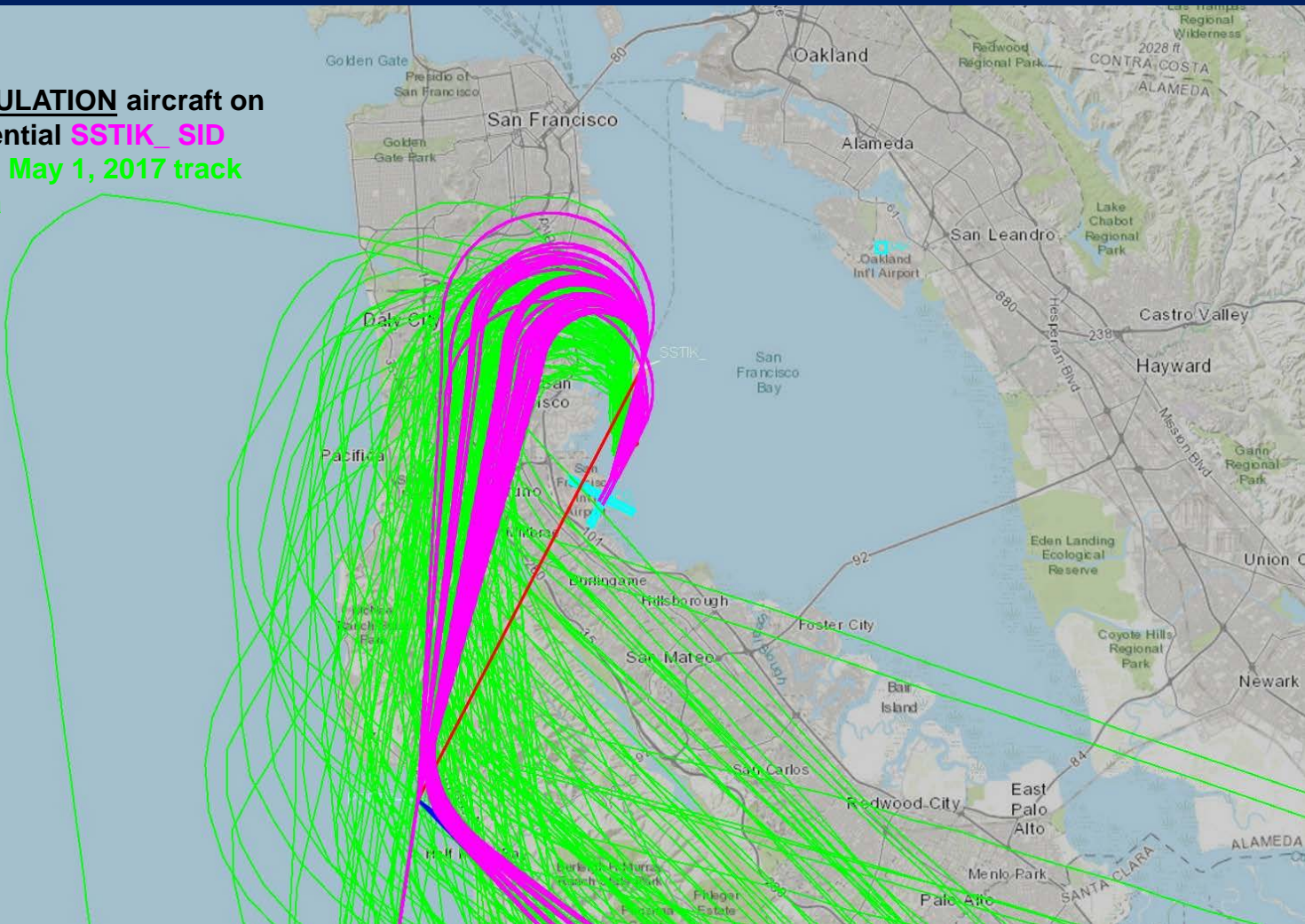
Potential SSTIK_ SID

SIMULATION aircraft on potential **SSTIK_ SID**



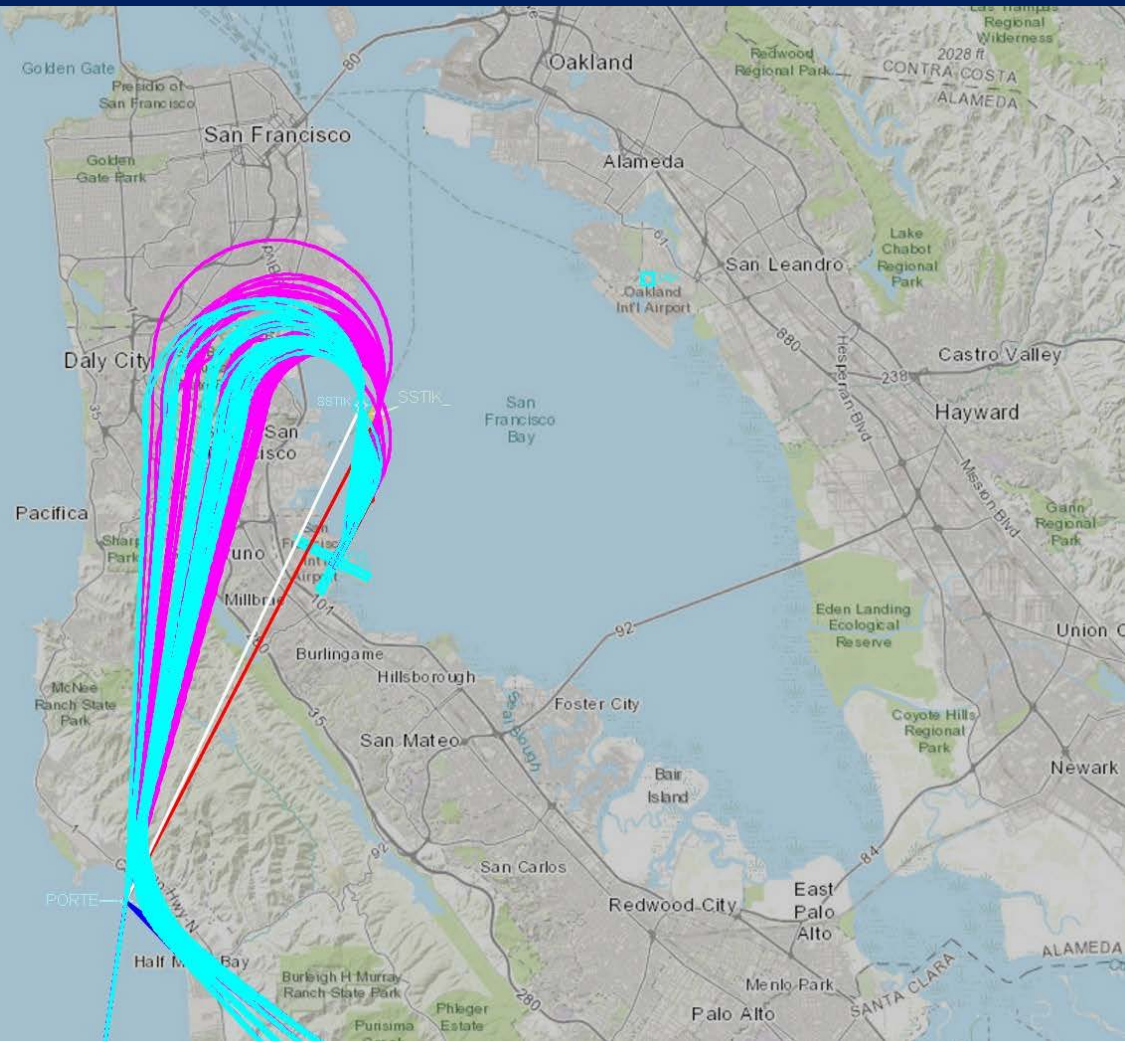
Potential SSTIK_ SID

SIMULATION aircraft on
potential **SSTIK_ SID**
with **May 1, 2017 track**
data



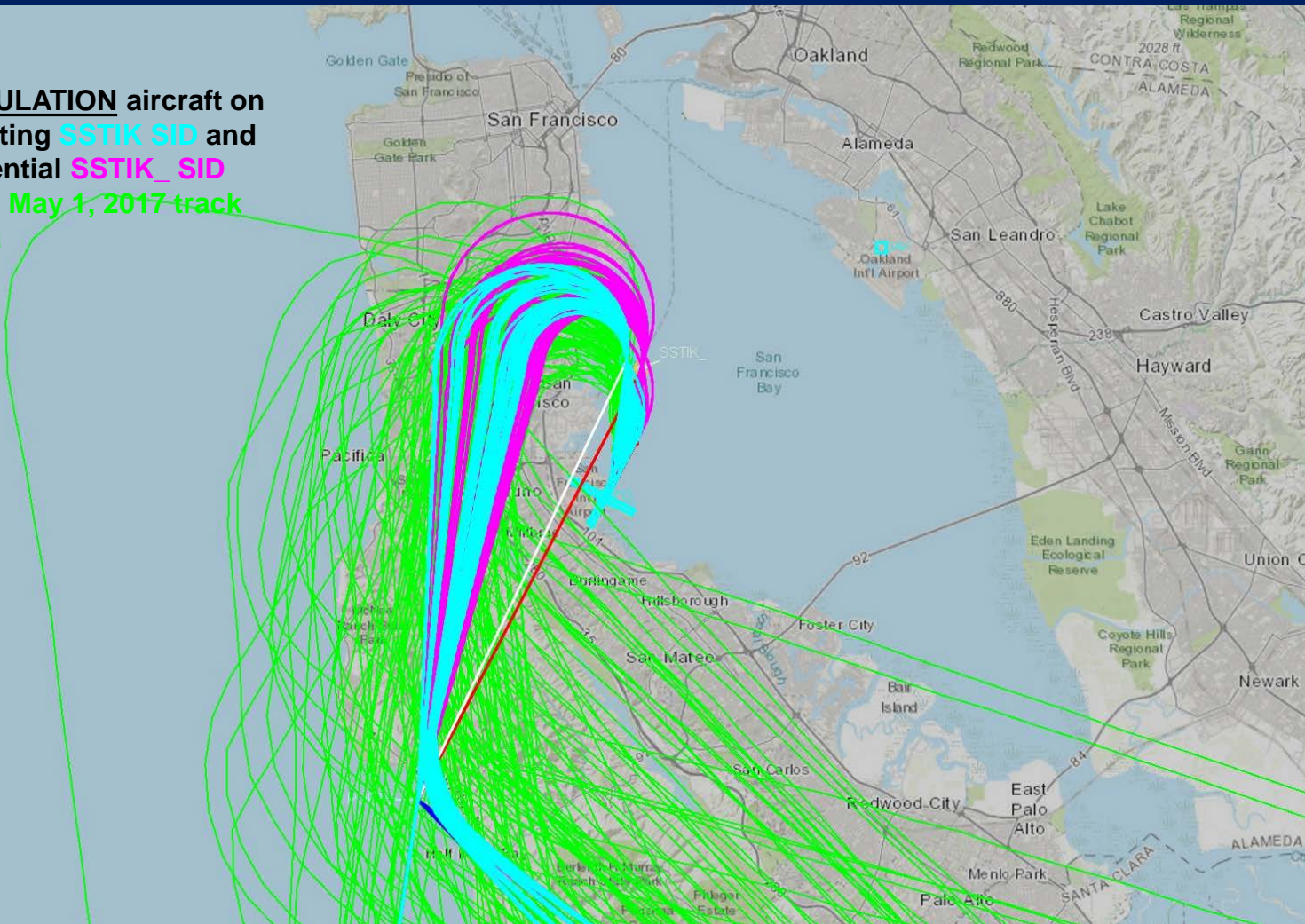
Potential SSTIK_ SID

SIMULATION aircraft on existing SSTIK SID and potential SSTIK_ SID



Potential SSTIK_ SID

SIMULATION aircraft on existing SSTIK SID and potential SSTIK_ SID with May 1, 2017 track data



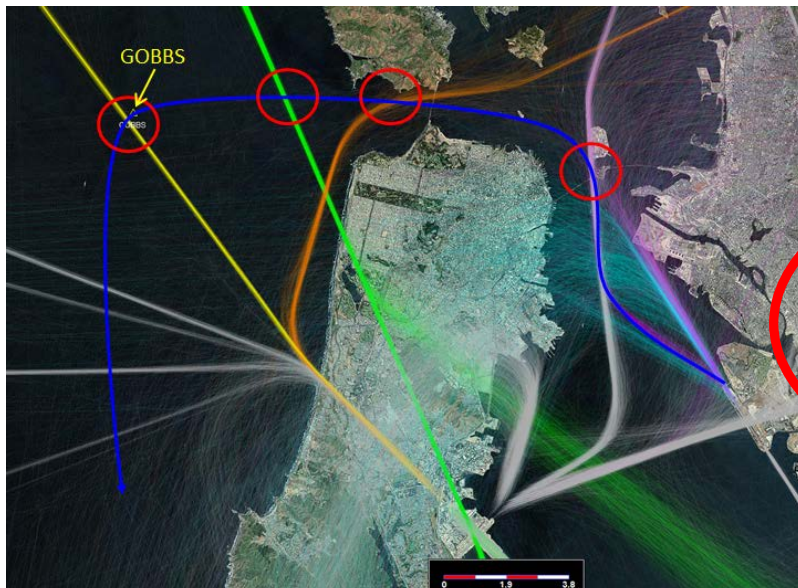
Item 4 – NIITE/HUUSH SIDs

Steps Forward for “NIITE – HUSSH SIDs

- Can the FAA please present these slides at the Roundtable’s Technical Working Group (TWG) meeting scheduled for March 7, 2019, and provide their explanation on the best way forward?



NIITE/HUSSH SIDs – Steps Forward



- | | |
|-------------|---------------------------|
| — SNTNA Dep | — GNNRR Dep |
| — HUSSH Dep | — No Factor |
| — CNDEL Dep | — Proposed HUSSH to GOBBS |
| — BDEGA Arr | ○ 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 should request FAA participation through the AWP Regional Administrator’s Office



NIITE/HUSSH SIDs – Steps Forward

- **FAA has long recognized that the SFO RT/Select Committee recommendation regarding NIITE/HUSSH southbound departures is one of the top priorities.**
- **We have done a preliminary look at data and constraints, and are ready to bring our subject matter experts to discuss a way forward in technical working meetings.**
- **For the FAA to participate and ensure that the meetings are efficient and productive, both SFO and OAK airports, as well as representative airlines that fly in and out of these airports must participate in the technical meetings.**

