



April 1, 2021

To: Nupur Sinha
Acting Director of Planning and Environmental Affairs

From: Ricardo Ortiz,
Roundtable Chairperson

Re: Follow-up to GBAS Presentation at Technical Working Group (TWG) of March 24, 2021

Thank you for providing the March 24, 2021 TWG presentation for review. Before SFO presents to TWG again, it would be helpful for us to clarify what the Roundtable role will be for the duration of this process.

Preferences for Next TWG Meeting:

- Distinguish between GLS overlay procedures and innovative approach procedures in future discussions. Address concerns and questions regarding the GLS overlay procedures prior to moving forward with discussion/review of the innovative approach procedures.
- In order for the SFORT to properly review the proposed GLS overlay and innovative approach procedures, we request SFO to provide presentations, reports, or analysis 30-days prior to a TWG meeting so that staff, Aviation Consultant, and Committee Members can adequately review material, ask questions, and ultimately make recommendations to the TWG and Roundtable Membership.
- Clarify statements made by the Airport Director at past meetings regarding SFO's willingness to accept community input. If we identify objectionable outcomes in the proposed implementation, does the Roundtable have veto power? What are the ground rules on what we are reviewing or objecting to. Under what circumstances would SFO change its plans?
- We understand that SFO may have already conducted test flights using the GLS overlays 1.5 years ago? Can we obtain the report including noise data and other information to conduct a comparison?

Information Request:

In order to conduct a thorough review, the Roundtable requests the following a:

GLS Overlay Procedures:

- Provide a comparison of the noise levels (SEL, CNEL, and NA metrics) baseline or actuals, and estimates or models.
- Provide a comparison of altitudes, speeds and aircraft configuration settings pre- and post overlay.
 - Clarify definition of "overlay" as it applies to the comparison of the above data. Are the GLS overlay procedures *identical* in terms of altitude, speed, and aircraft configuration? What are the variance differences if they are not identical and what are potential change in noise impact for those differences?
- Will the GLS overlay procedures further concentrate flight paths? Include data to show flight paths prior to the final approach fix, as well as during final approach. Clarification on whether the implementation

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of this procedure will result in changing noise from the Roundtable airspace to another area outside the Roundtable airspace.

Innovative Approach Procedures/Community Flight Procedures Package (CFPP)

SFO has asked for Roundtable input on the contents of the CFPP. Ideally, such a presentation would include the following:

- Noise level modeling results in terms of SEL, CNEL and NA metrics.
- Noise contour and grid results for each metric from prior to final approach, start of procedure to end point of runway.
- Data in table format identifying noise level changes for each metric, identify areas with increases/decrease in noise levels.
- Demonstration of how air brakes are factored into the model including locations where utilized.
- For all above provide images/maps/modeling.

We understand that in order to follow the typical FAA pathway you may not be required to provide or analyze this information. But, in order for the Roundtable to better understand the on-the-ground changes to our respective membership population and communities the information is needed to understand how the GBAS in narrowing the flight paths may cumulatively increase noise.