

## **Comments to Round Table on Agenda Item 1**

My name is Peter Grace and I live in Brisbane

While the current focus is on Option 1, we need to look at what we can do to move to Option 2 and also ensure that NIITE/HUSSH can still be used when the traffic volume returns to pre-pandemic levels.

Three suggestions:

- 1) Share with the FAA that the rule needs to be expanded to be:
  - a. Use NIITE/HUSSH where possible 10pm-7am

What I heard made it impossible was if the combined stream from SFO and Oakland was greater than 30 per hour. There is a capacity constraint that I will address

- 2) Measure what is happening. Ask that the Directors Report measures the number of times that Oakland and SFO departures use the procedures:
  - a. NIITE/HUSSH
  - b. SSTIK/CNDEL

And present in the Directors Report as Stacked Columns for each hour. And make the raw data available for download on the SFO Noise website.

Until we can see what is actually happening by day and hour, we lose opportunities to investigate where the FAA can move to Option 2.

While our focus is on combing flight streams for NIITE/HUSSH, the FAA is currently combining the SSTIK and Oakland CNDEL streams every hour 5am-1am of every day without compromising safety. We need to understand how the FAA can do it and see whether the lessons learned can be applied to NIITE/HUSSH.

- 3) Continue to brainstorm with the FAA on how to increase the capacity on the NIITE/HUSSH procedure. This is complicated as there are 3 sets of air traffic controllers involved getting each aircraft to GOBBS:
  - i. SFO and Oakland Towers
  - ii. TRACON
  - iii. ACT
  - b. One area to investigate is asking how departures could be coordinated to increase capacity. Currently they are not.

### **Sum up:**

- 1) Expand the NIITE/HUSSH Rule hours
- 2) Measure what is happening and present in the Director's Report
- 3) Brainstorm with the FAA on how to increase the capacity on NIITE/HUSSH