

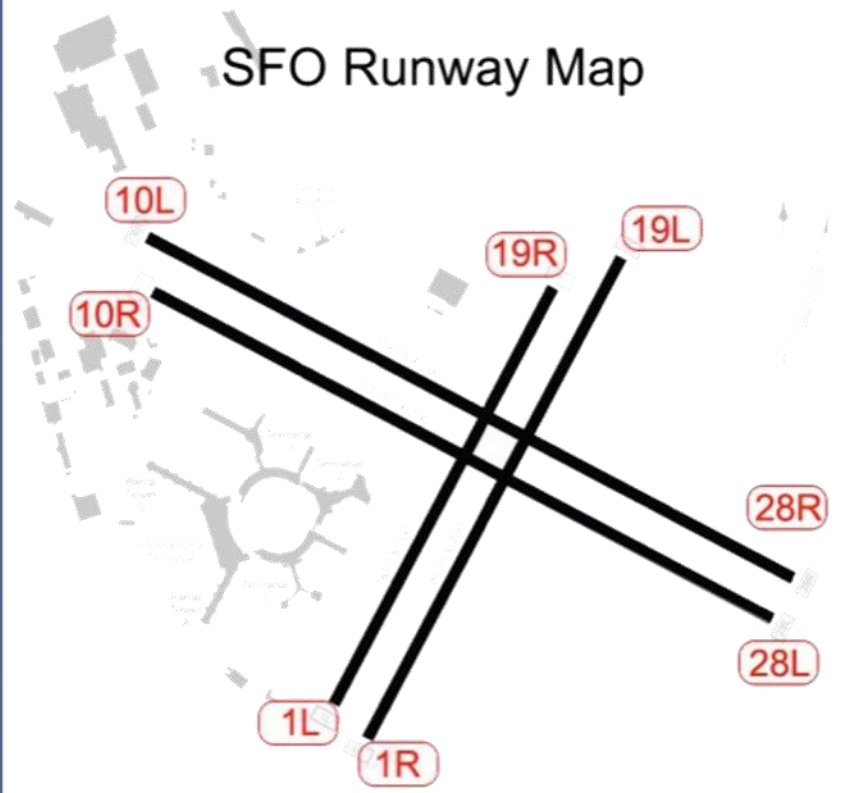
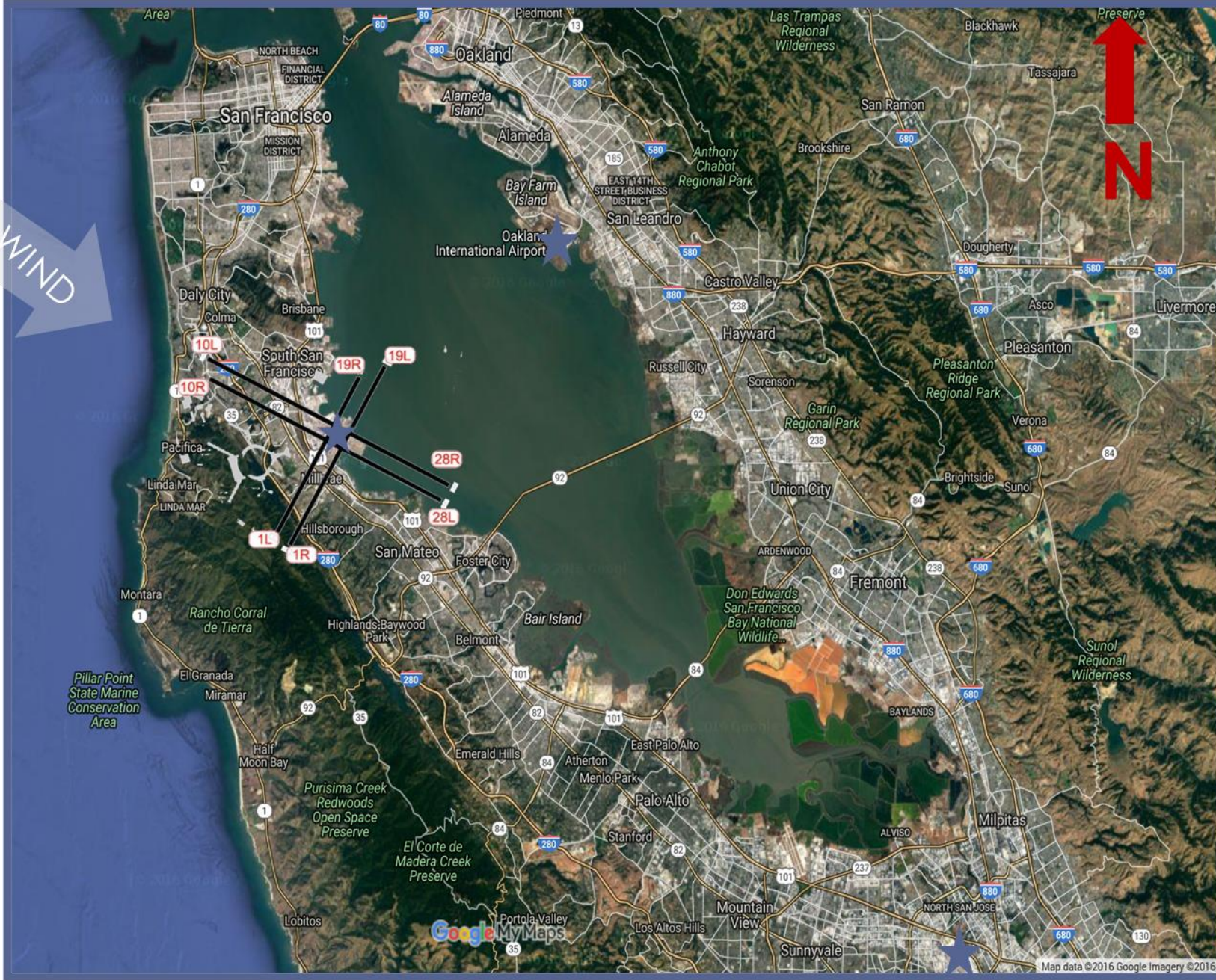


A brief Introduction to

**SFO AIRPORT COMMUNITY ROUNDTABLE
FLIGHT PROCEDURE PROJECTS**

and

Select **EXISTING FLIGHT PROCEDURES** you may
see and hear about at meetings of the
SFO Airport Community Roundtable



Bay Area Flight Operations: SFO – Oakland – San Jose

- **West Plan**

Used more than 95% of the time

Planes **land** on **28L & 28R**

Planes generally **take off** from **1L** and **1R**, except...

-certain airplanes which require the longer **28L** or **28R** for takeoff

OR

-if the winds are very strong from the west, planes will all take off from **28L** or **28R**

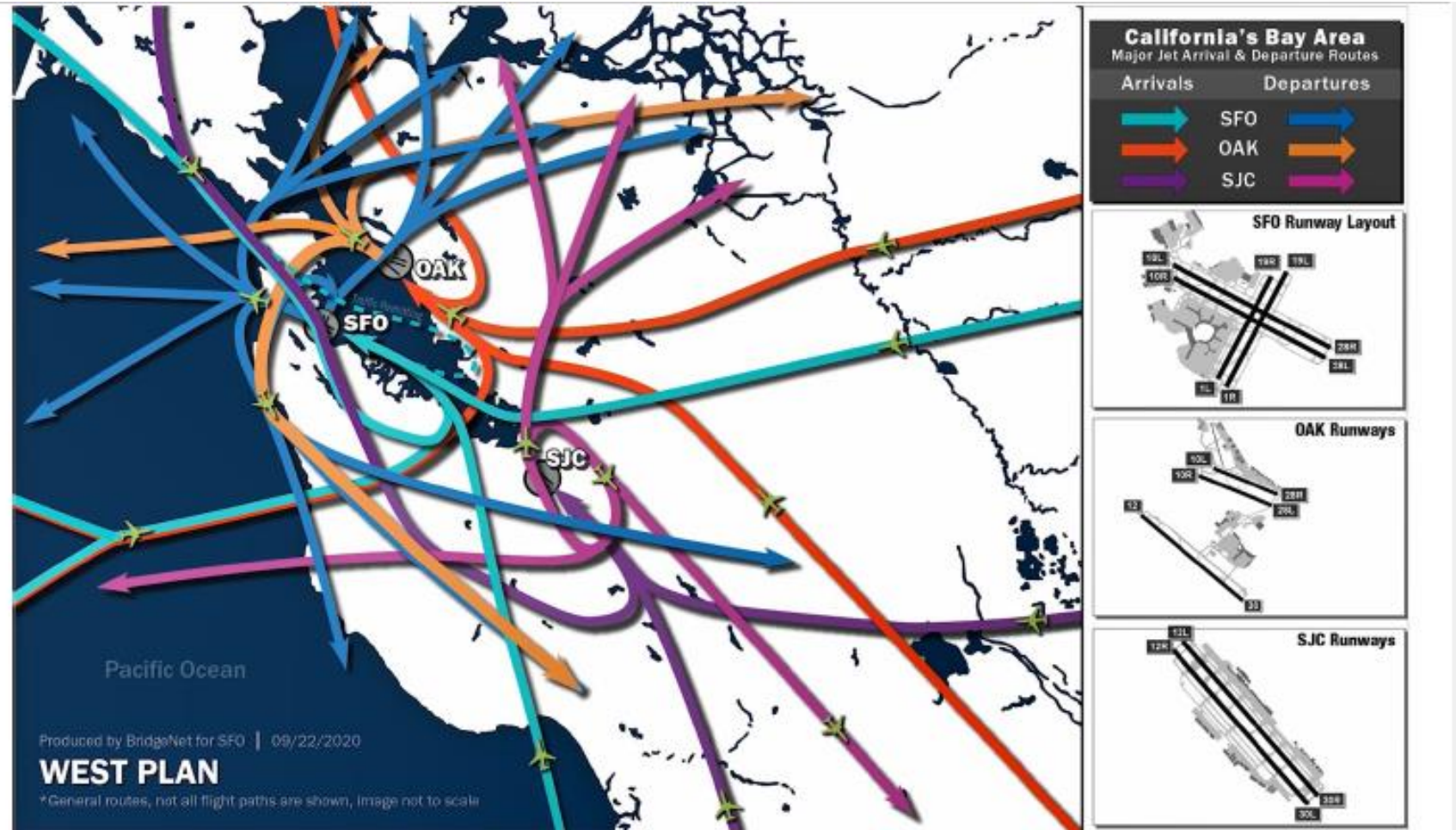


Image from of SFO ANO

Bay Area Flight Operations: SFO – Oakland – San Jose

- **Southeast Plan**

Used less than 5% of the time

Often associated with winter rainy weather

Planes **land** on 19L & 19R

Planes **takeoff** on 10L & 10R

There are additional variations on the takeoff and landing runways used for uncommon wind directions, but these are used about 1% of the time.

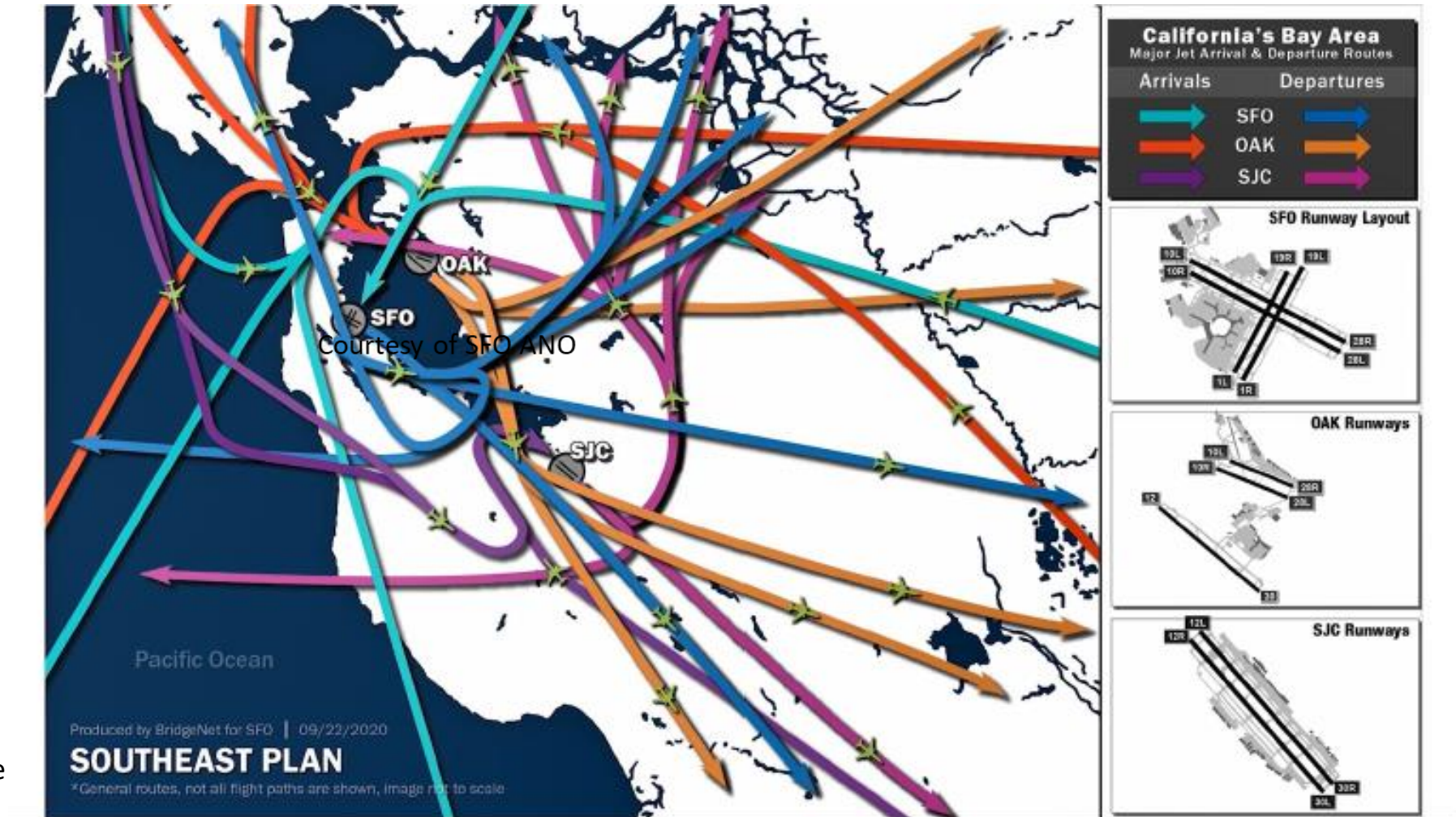
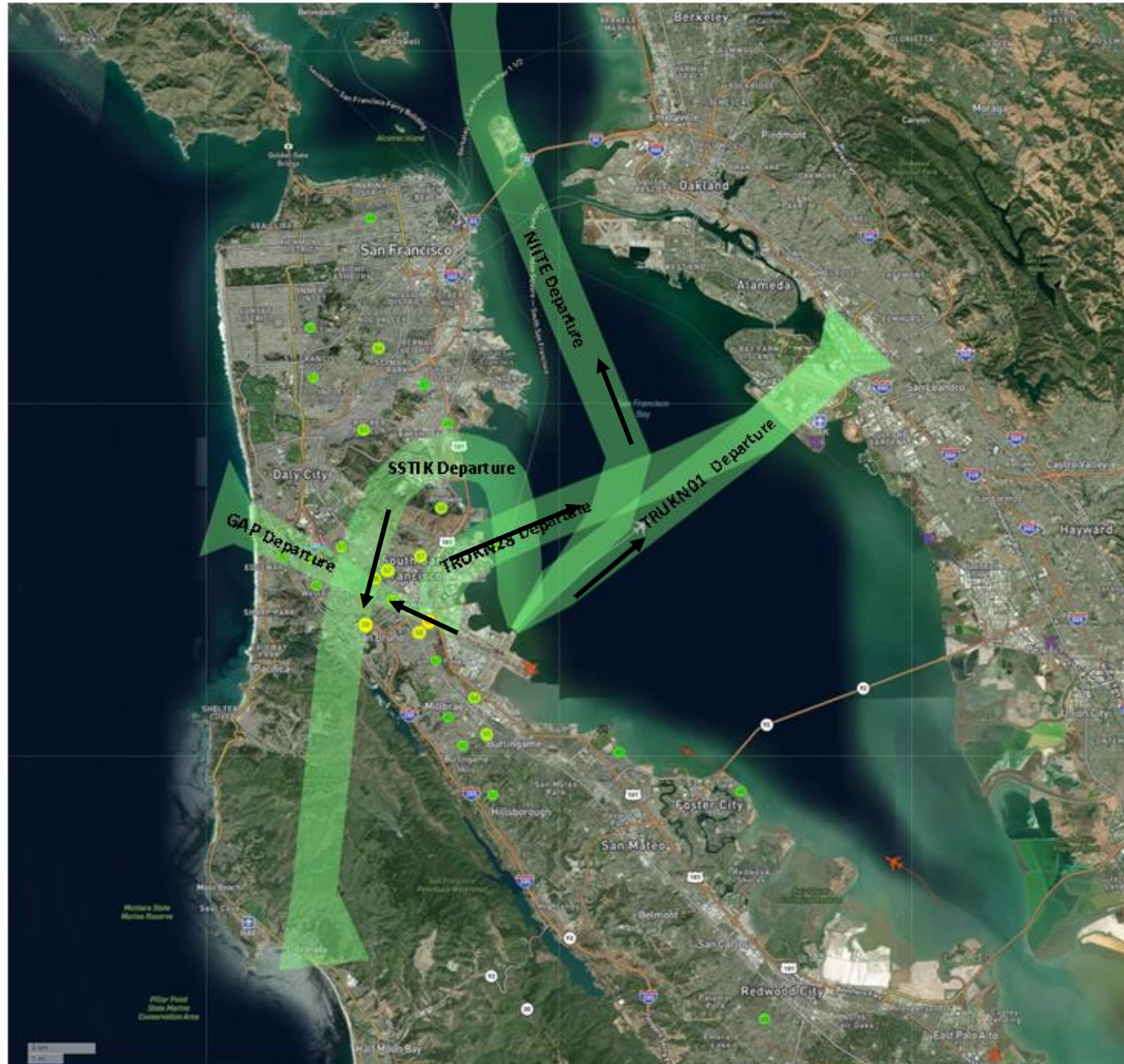
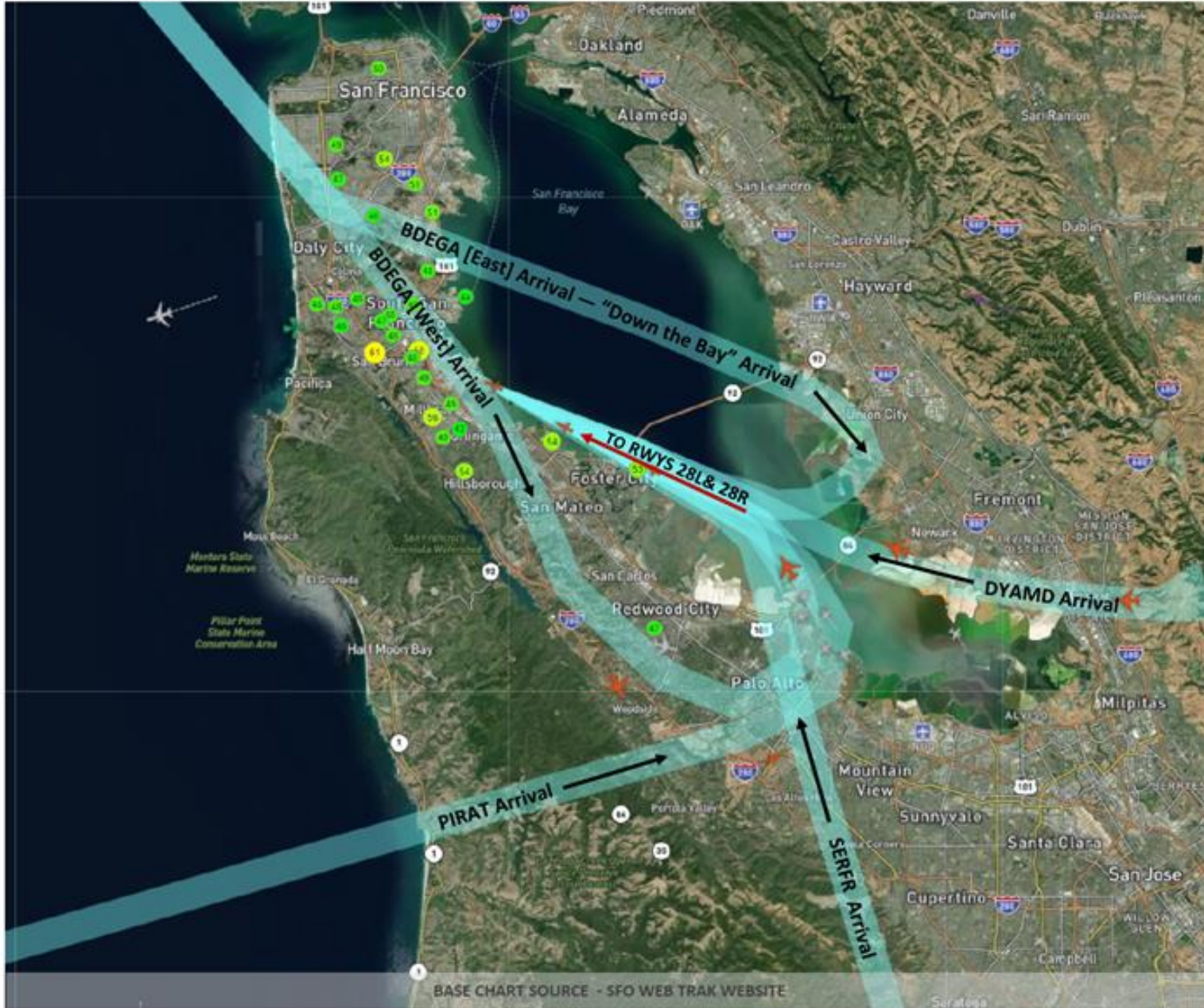


Image from of SFO ANO

SFO West Flow — Departures



SFO West Flow — Arrivals



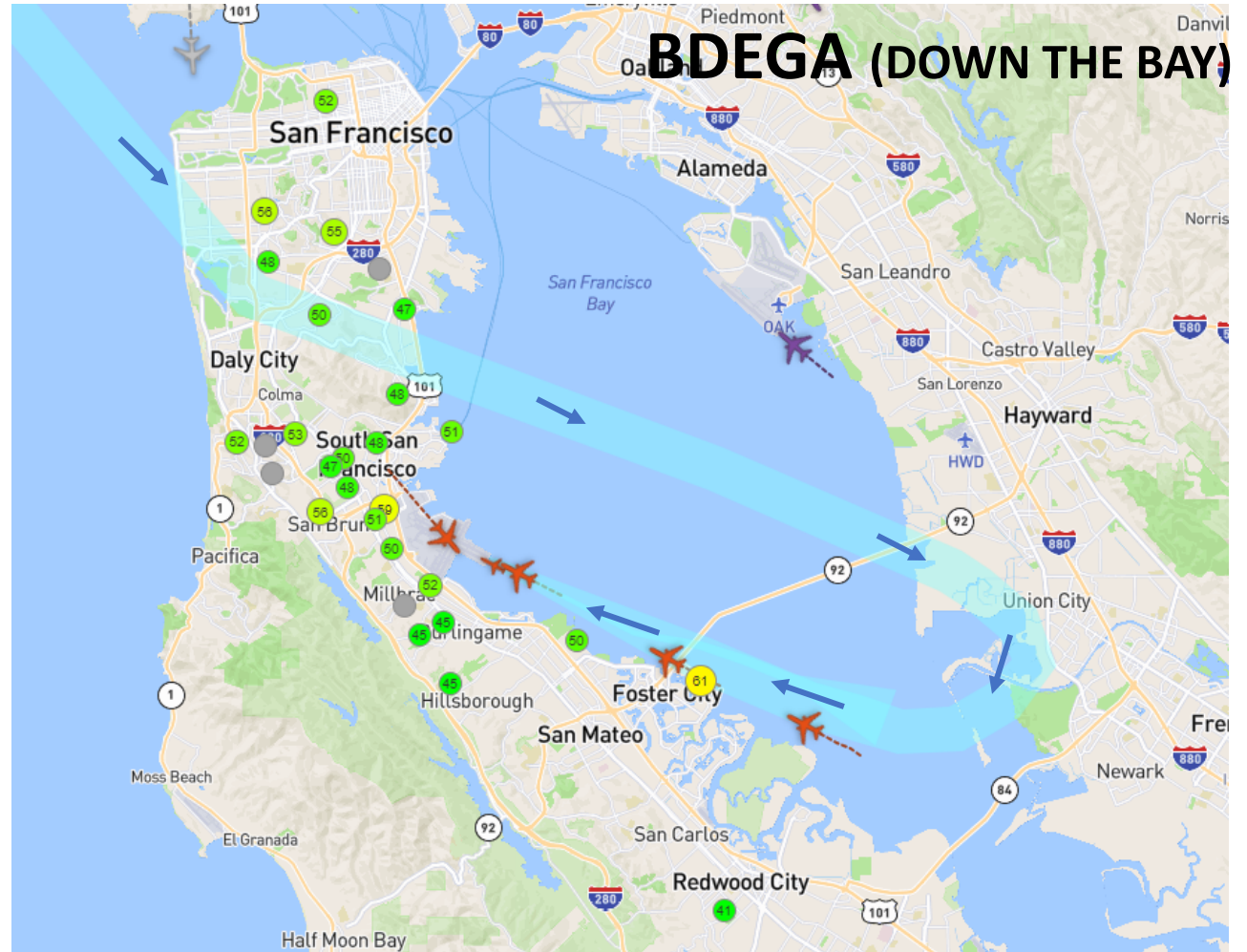
Flight tracks when SFO is using Southeast Flow

Blue airplanes are landing on runways 19L & 19R

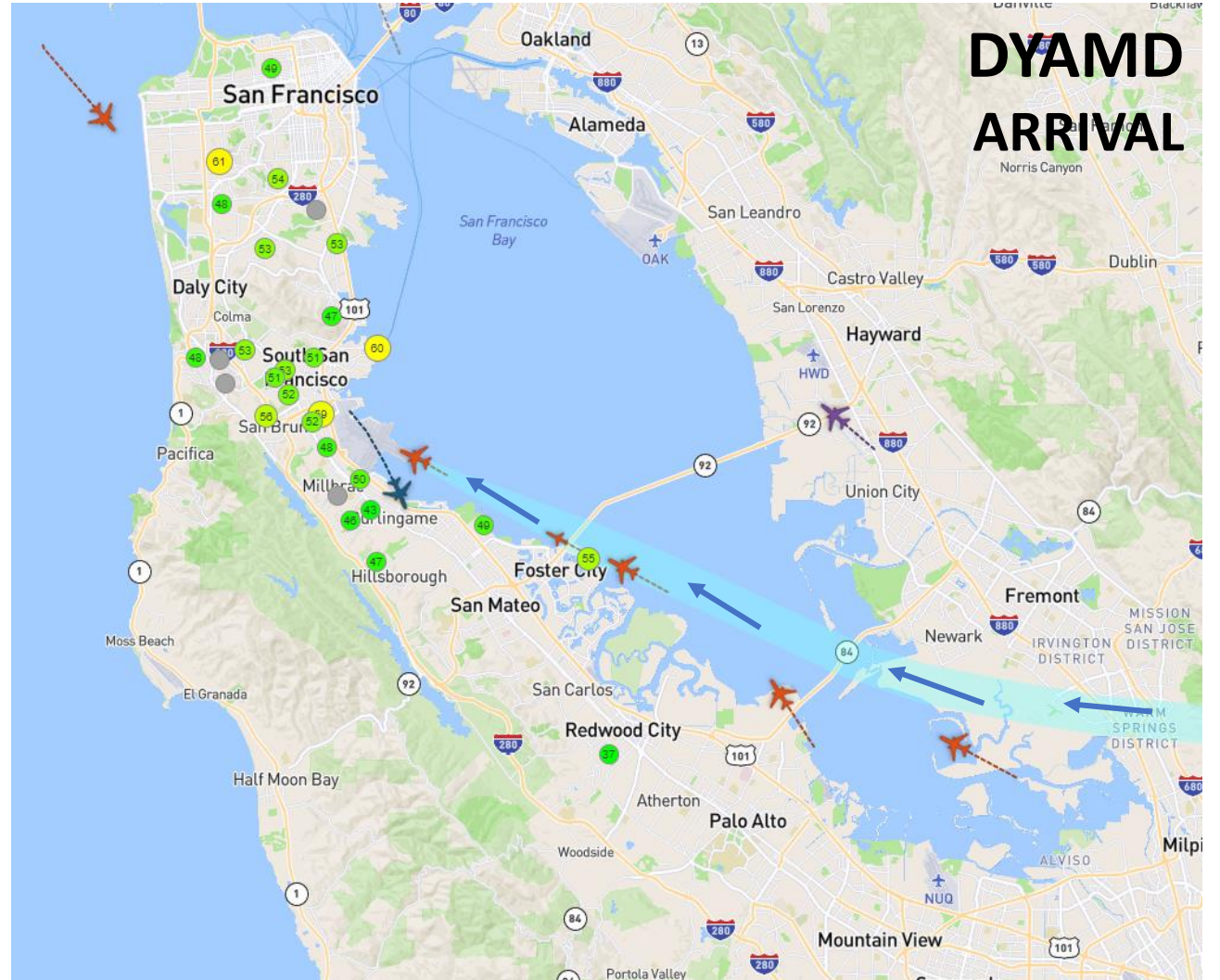
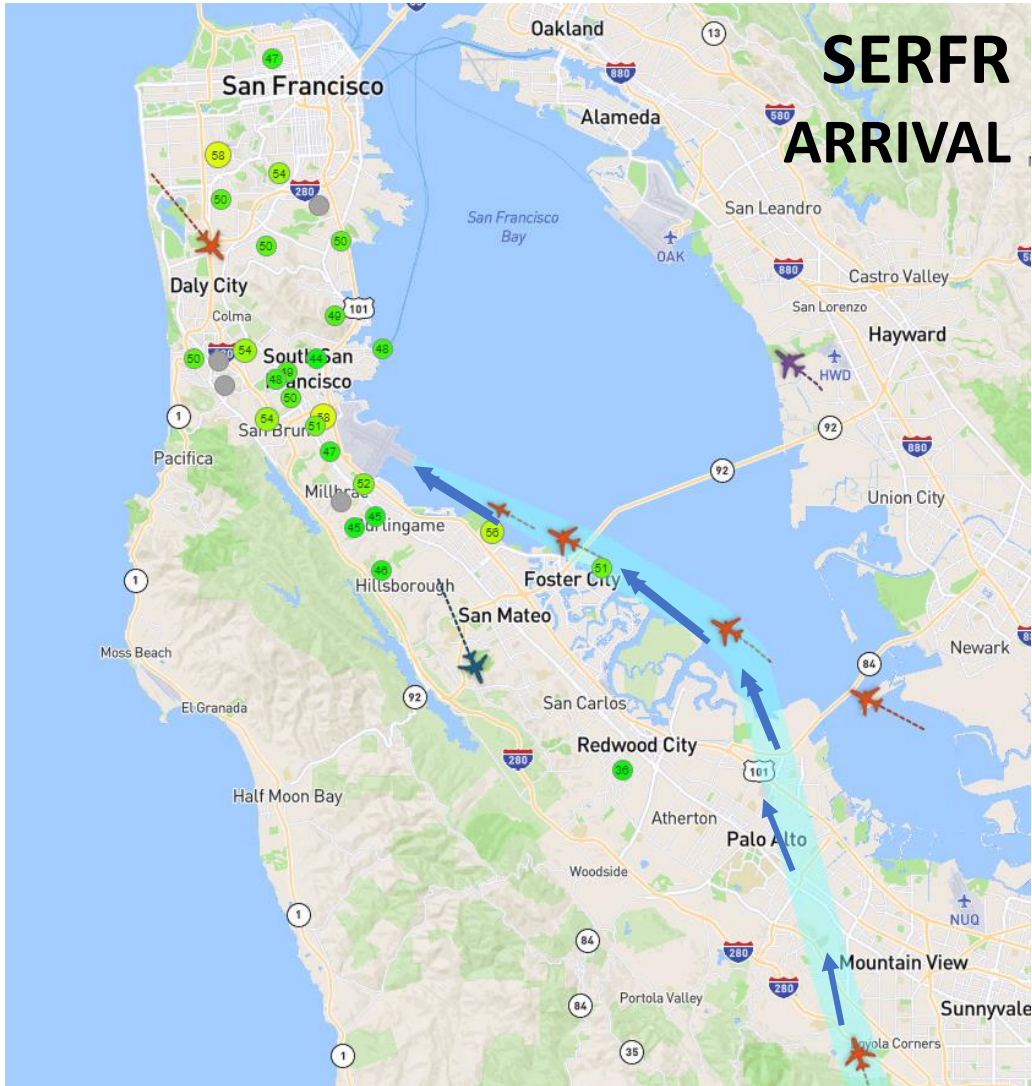
Green airplanes are taking off on runways 10L & 10R



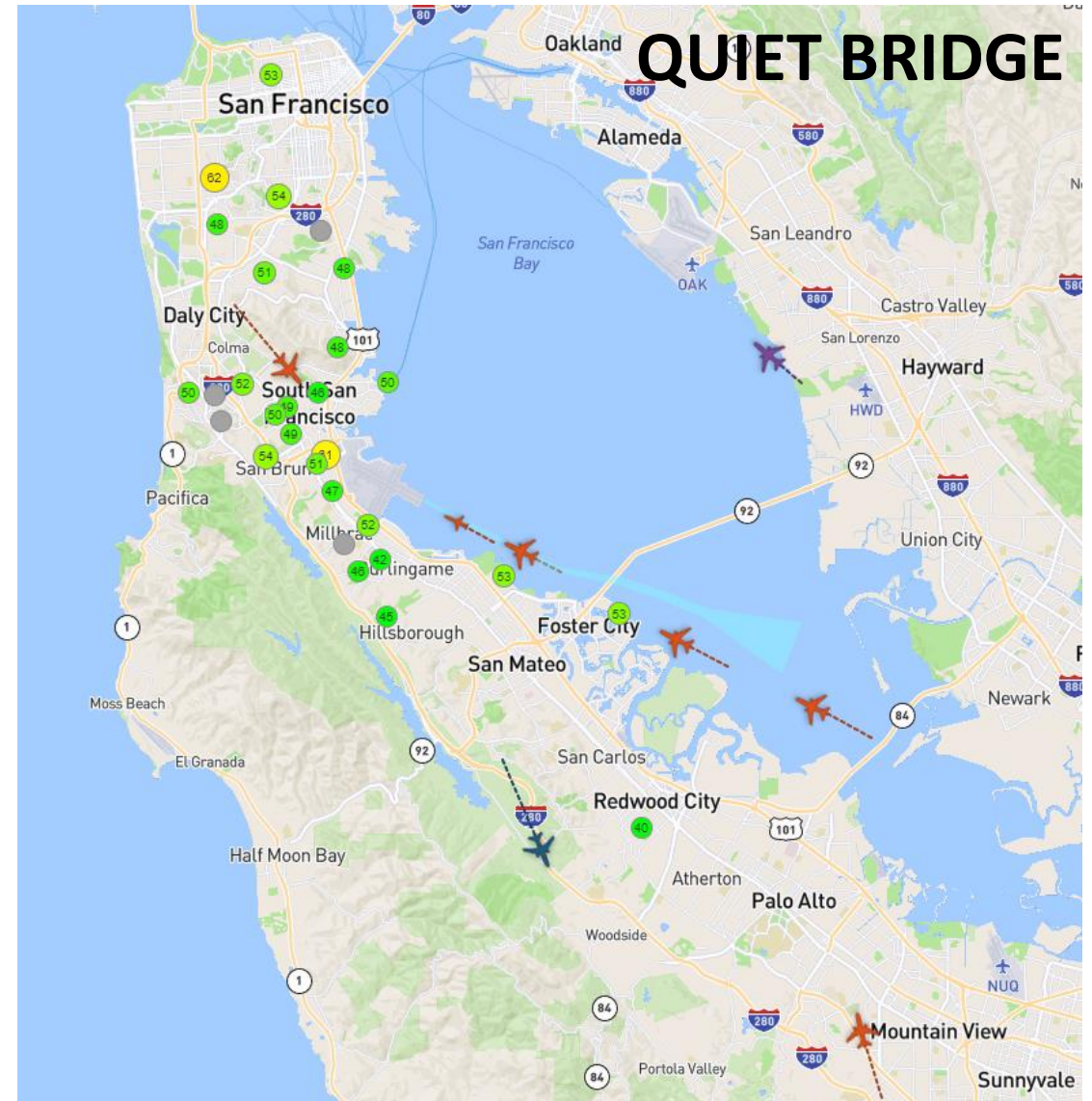
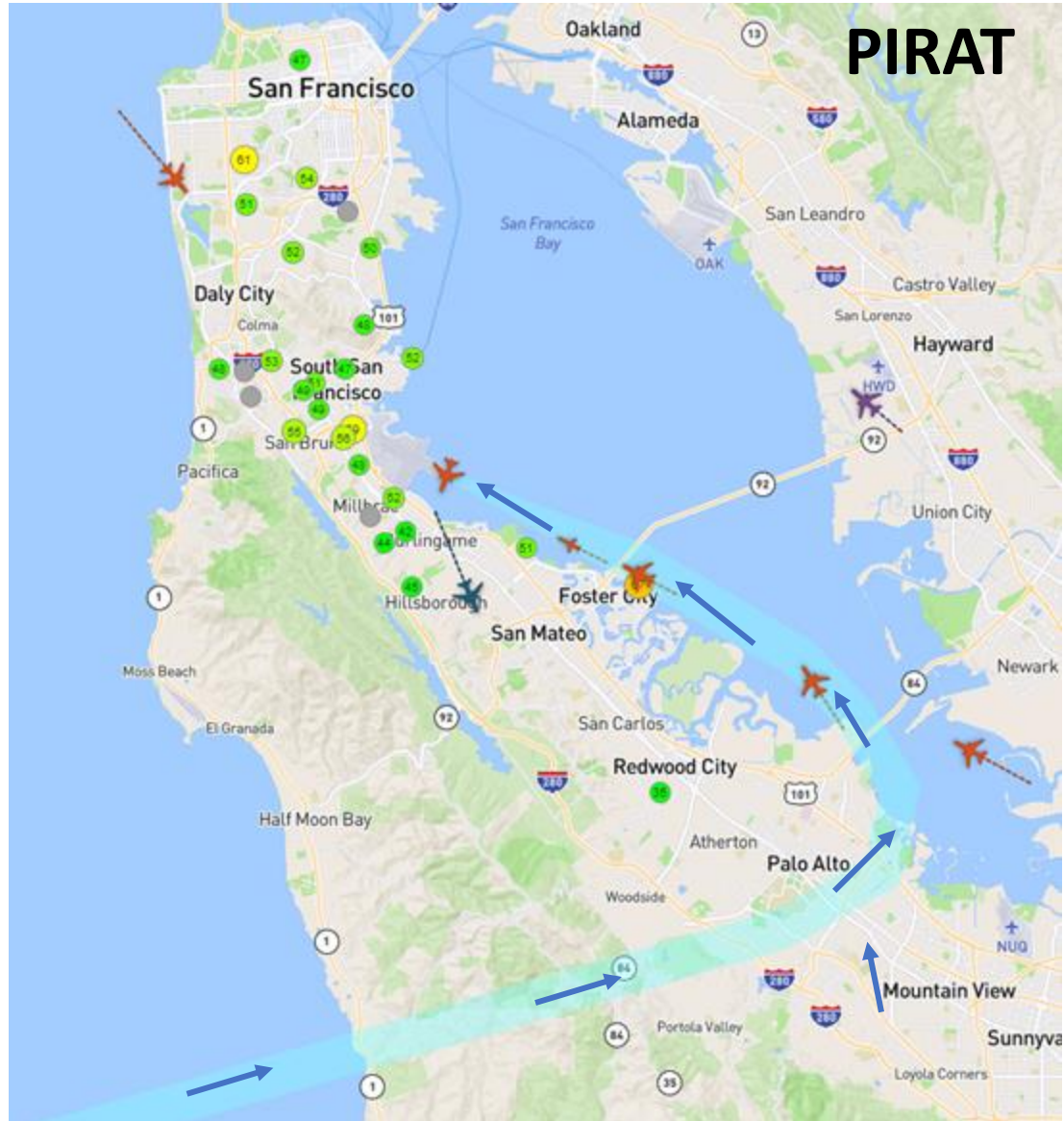
WEST FLOW ARRIVALS



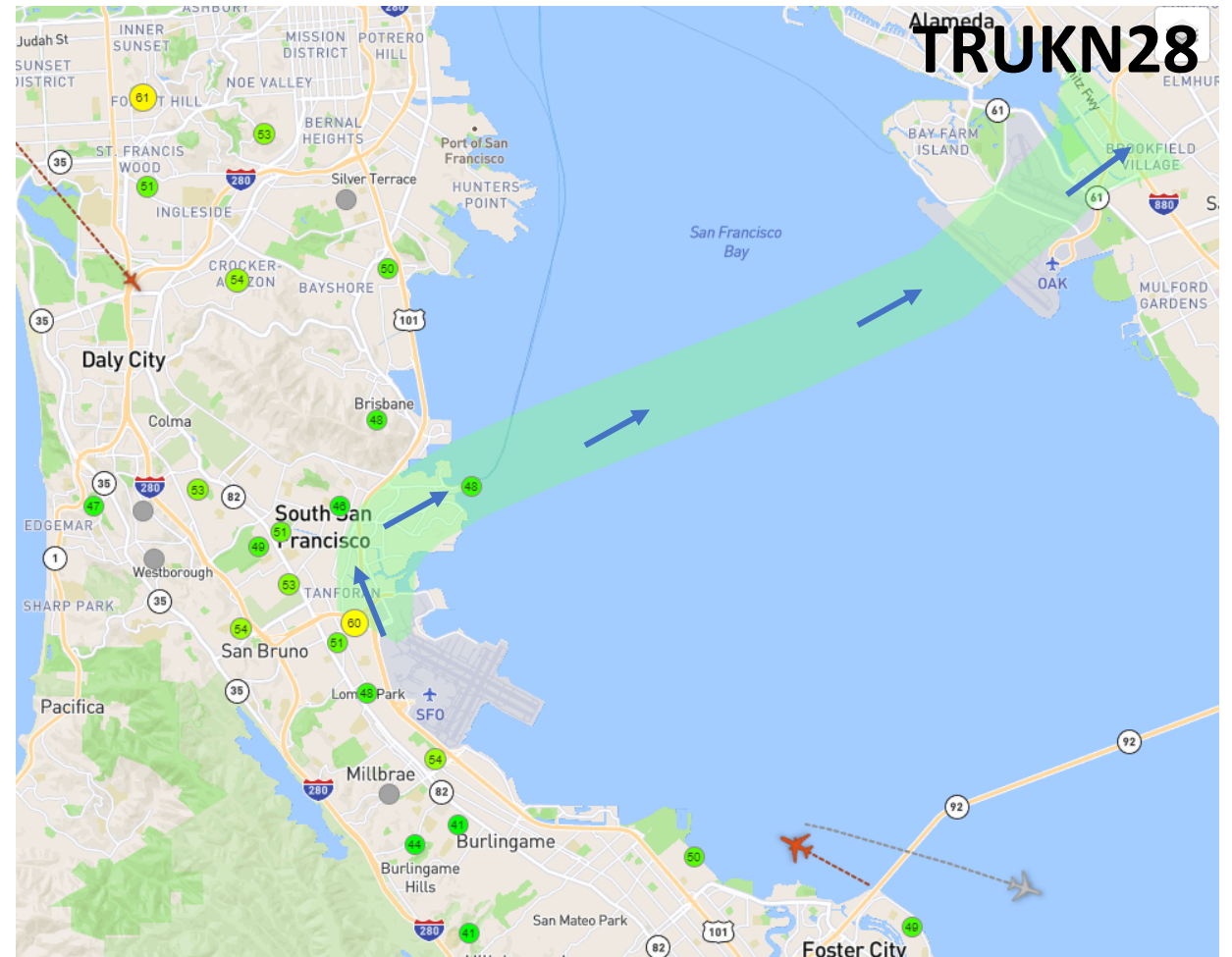
WEST FLOW ARRIVALS



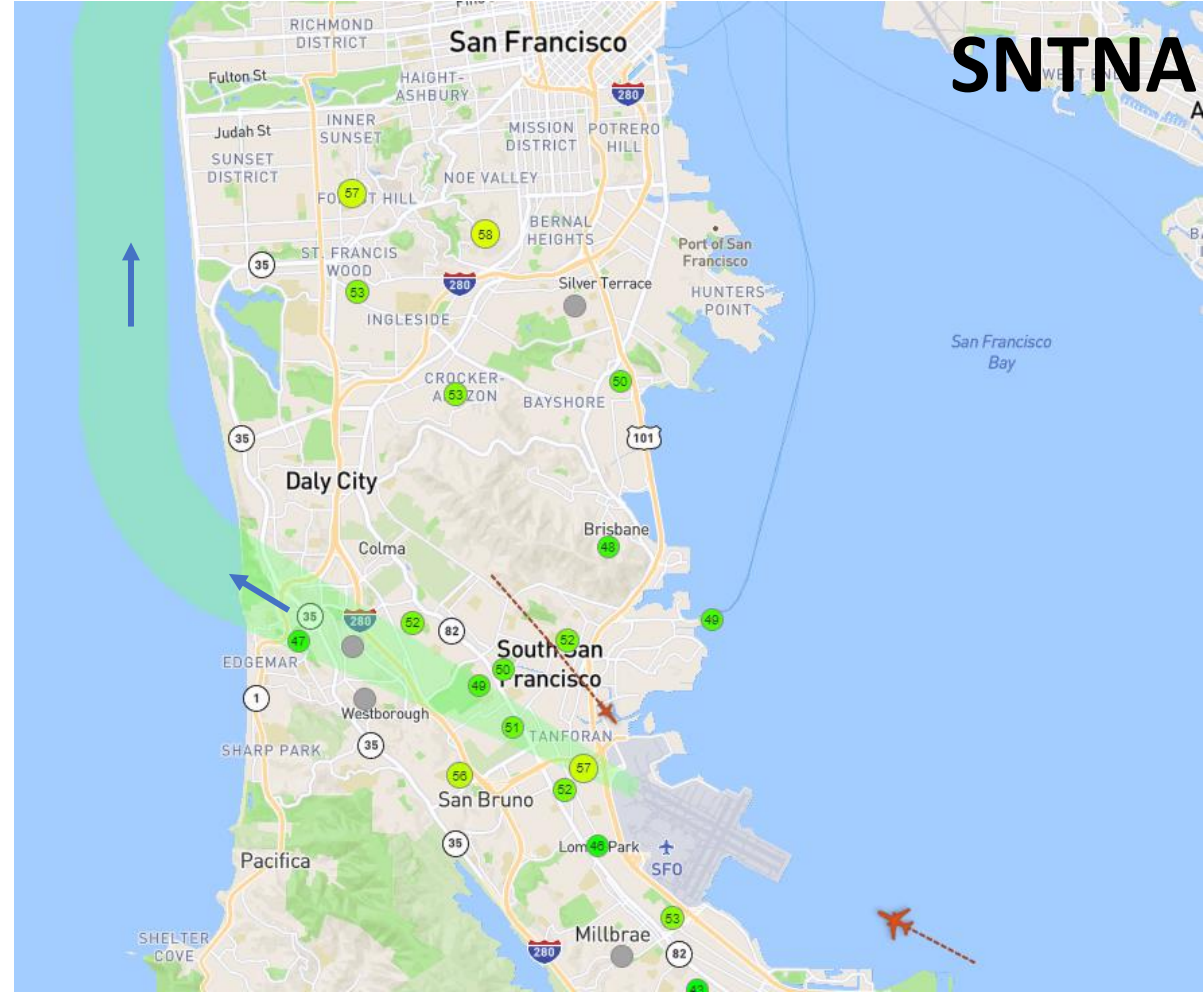
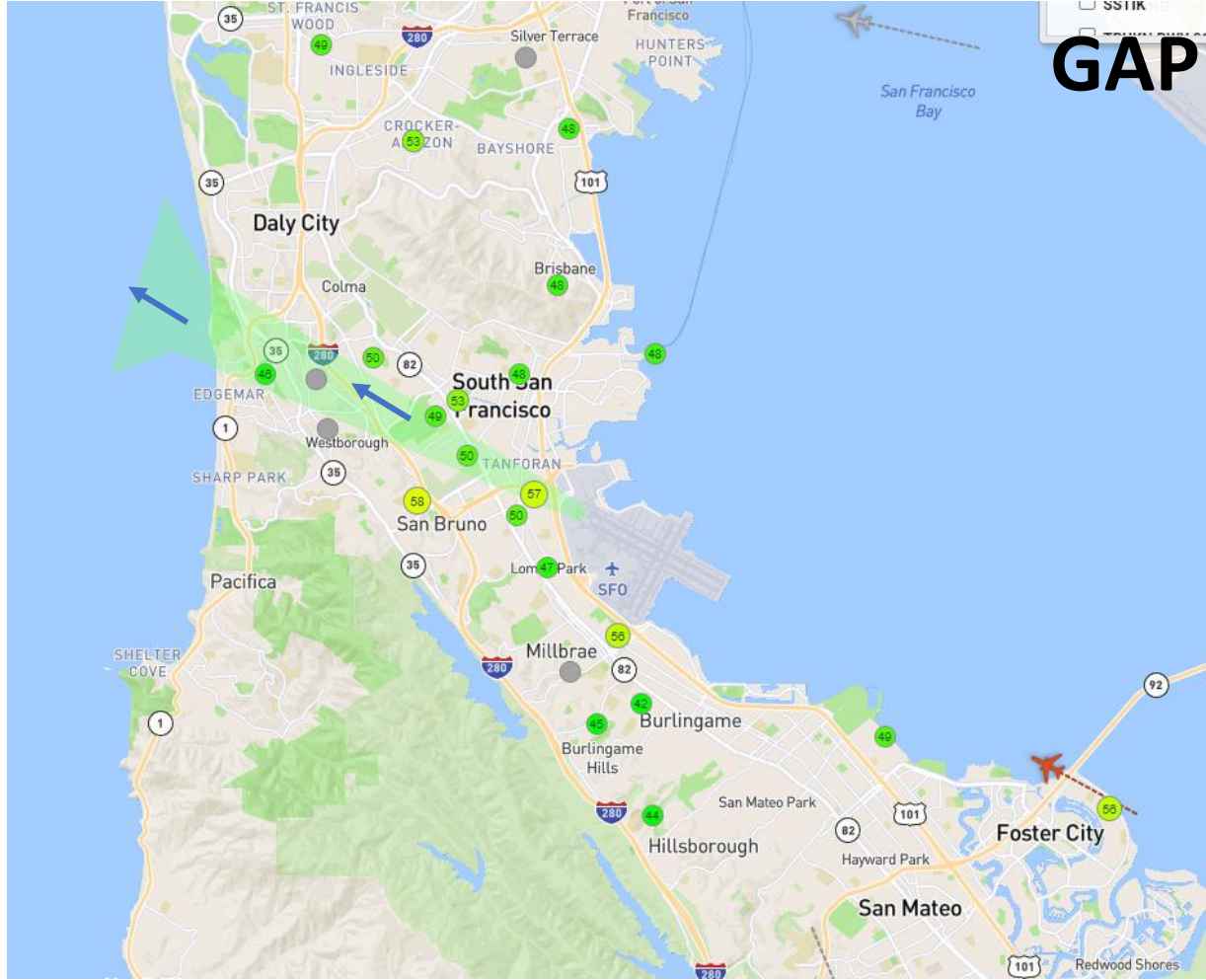
WEST FLOW ARRIVALS



WEST FLOW DEPARTURES



WEST FLOW DEPARTURES

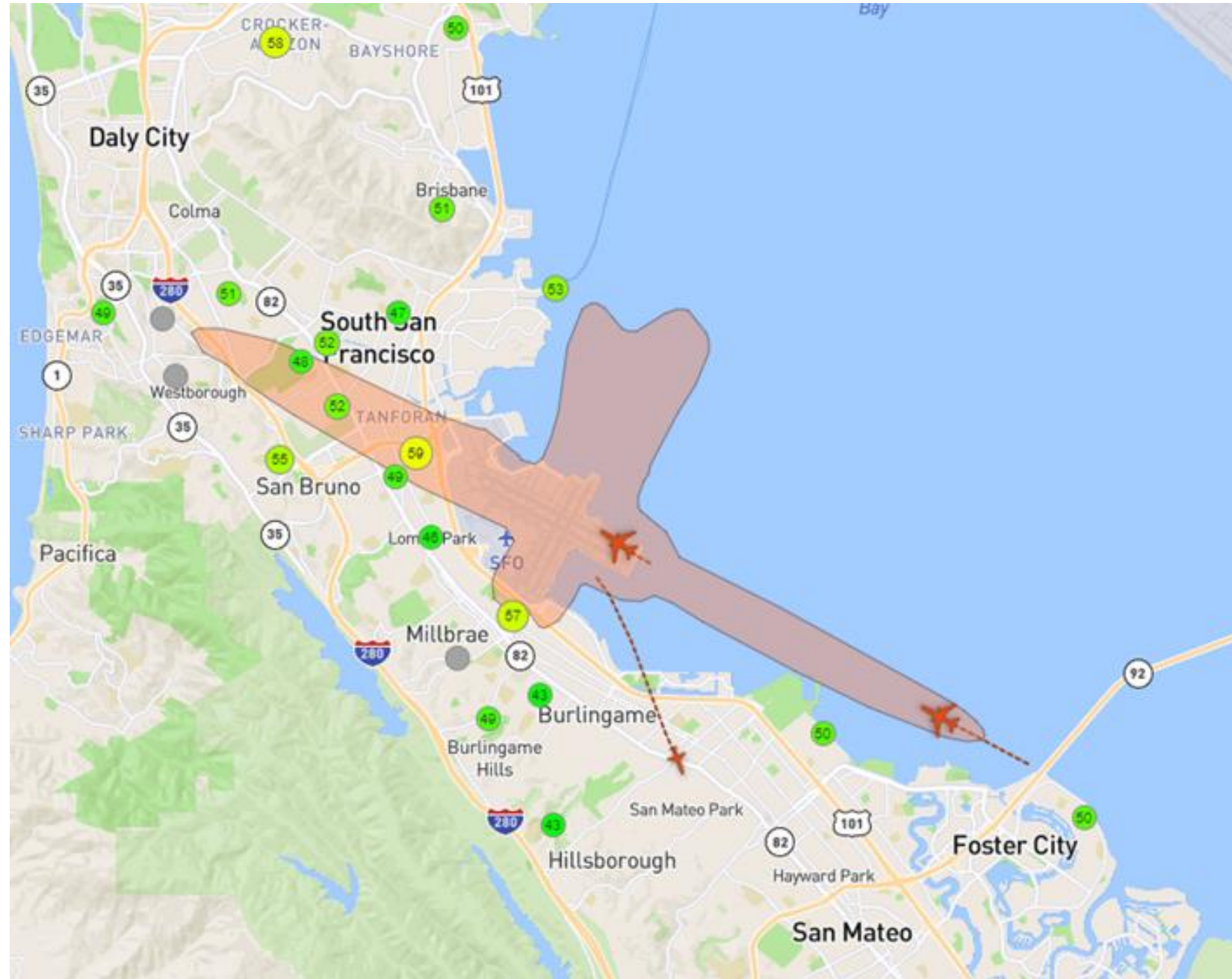


SFO 65dBA DNL contour (orange area)

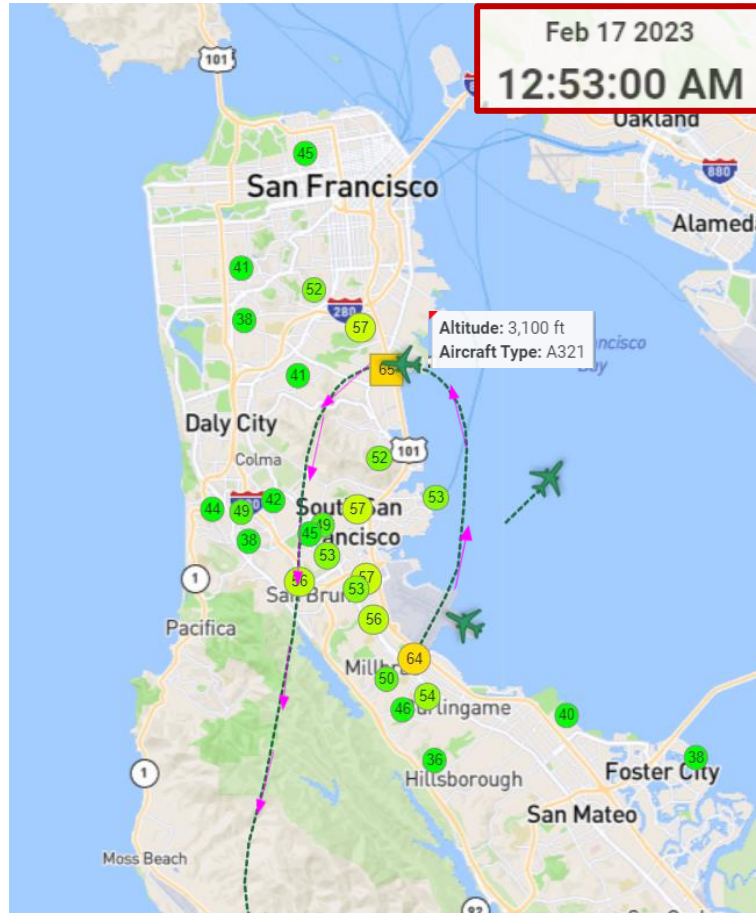
FAA regulations do not support noise remediation (for example, noise insulation for eligible buildings) for homes **outside of the 65 dBA DNL* contour**.

***DNL** is a metric based on **averaging (24/7/365)** the number of flights and the noise of flights.

DNL is NOT the same as the measured noise in decibels -dBA- of an airplane above your head.

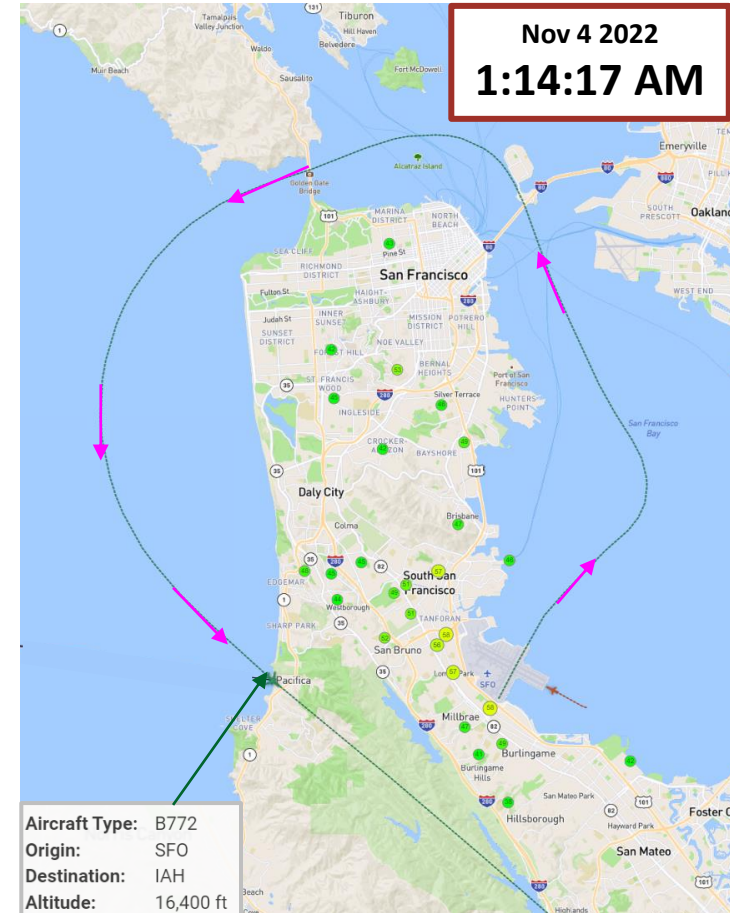


SFO COMMUNITY ROUNDTABLE PROJECT: NIITE Departure South



- The NIITE Departure Southbound Transition directs many southbound airplanes on a noise abatement path over water instead of over residential areas during late nighttime hours until reaching a higher altitude.
- The NIITE Departure Southbound Transition was a SFO Roundtable recommendation to the FAA and was implemented after extensive collaboration with SFO, the FAA, airlines, the public and local members of Congress.

Example of a plane flying the SSTIK departure (**not** a nighttime noise abatement procedure), flying over residences starting at 3,100' altitude.

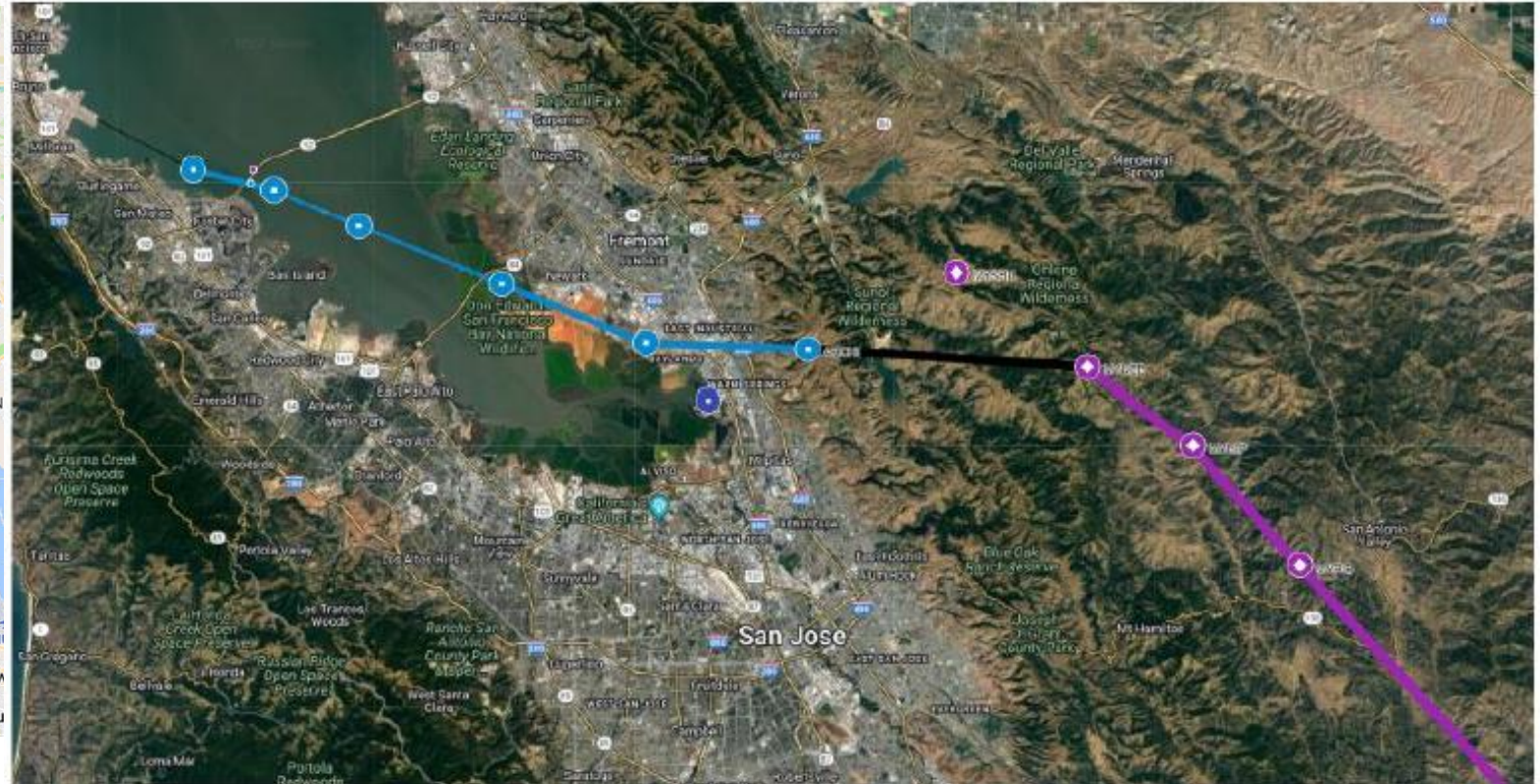
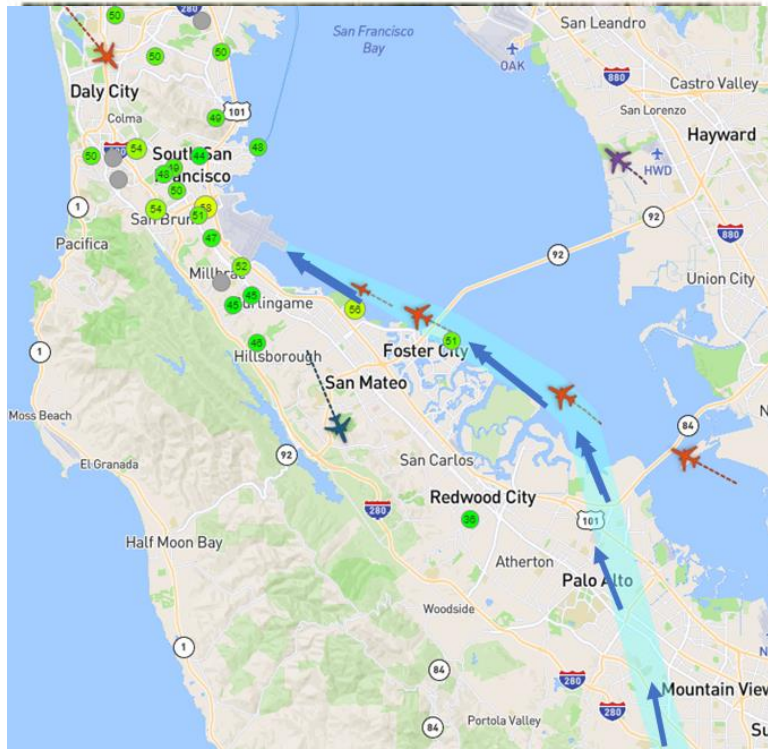


Example of a plane flying the noise abatement NIITE Departure South Transition -- flying over the waters of the Bay and the Golden Gate; not reaching land until 16,400' altitude.

SFO COMMUNITY ROUNDTABLE PROJECT: SERFR Nighttime Alternative Arrival Path

This is a Roundtable **concept** for a nighttime noise abatement flight procedure for planes from the south heading to SFO. Planes could fly on largely existing flight paths away from residences until close to the Bay and then fly an established route across the Bay to land on runway 28R.

This Roundtable concept flight procedure has been submitted by SFO to the FAA for initial feasibility analysis.



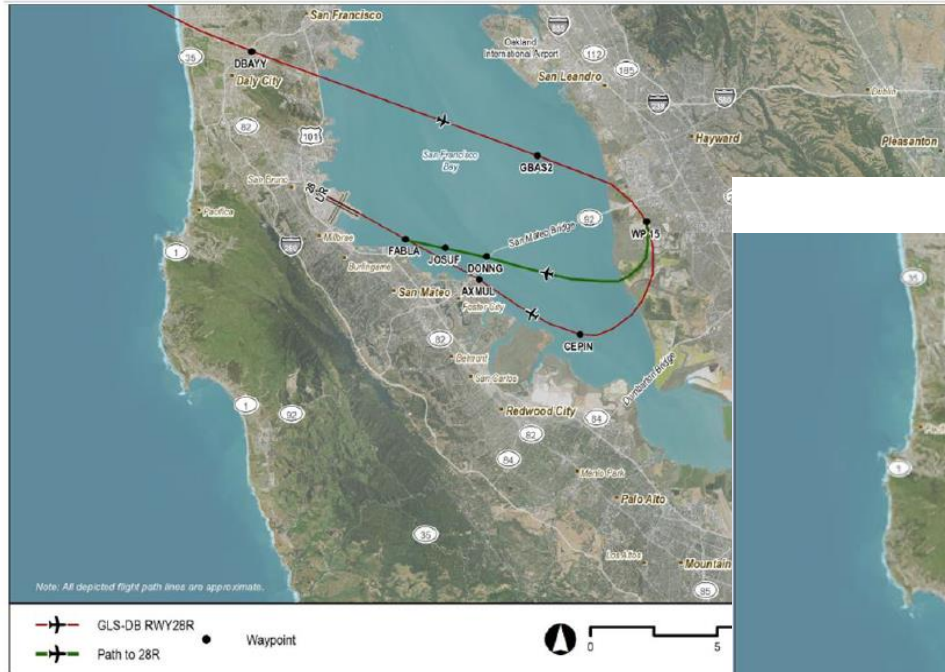
EXAMPLE: (OAK) EMZOH Arrival to MYNEE Waypoint [existing routing] TO [BLACK] ROUTE [not existing] TO OFFSET ARRIVAL to 28R (EXAMPLE shown here is the existing RNAV(RNP)Y to SFO)

Current SERFR Arrival at night takes flights over residences in northern Santa Clara and southern San Mateo County – East Palo Alto, Menlo Park, Redwood City, Foster City.

SFO COMMUNITY ROUNDTABLE PROJECT: GBAS - Ground Based Augmentation System

SFO Roundtable Suggested Noise Abatement Flight Arrival Procedures for GBAS - Submitted to the FAA for evaluation

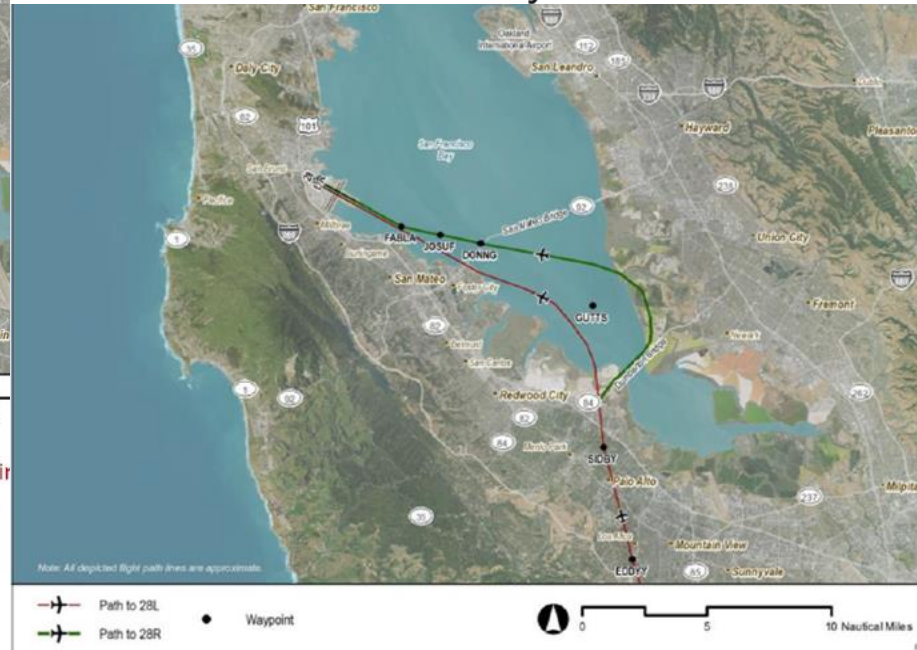
Suggested procedures all involve increased utilization of overwater flight and higher altitudes over residential areas. Procedures are anticipated to be used during late night operations or low traffic periods



EXAMPLE: suggested modification of the GBAS "Down the Bay" (red line) to an offset path to 28R until passing the San Mateo Bridge (green line)
Meeting 341
Packet Page 34

GLS-DBN Rwy 28R

GLS-OW2 Rwy 28R



Green line: suggested wide circuitous offset path to 28R until passing the San Mateo Bridge