

## Item 2.5 MENLO Waypoint

**WENGERT**

Recommendation 1: The Select Committee recommends that the altitude of flights over the MENLO waypoint under visual flight conditions be 5000 feet or higher.

(Vote: \_\_\_ Aye, \_\_\_ Nay, \_\_\_ Absent or Abstain)

Recommendation 2: The Select Committee recommends that the FAA design a new procedure for southern arrivals utilizing the MENLO waypoint. The recommended procedure crosses the EDDYY waypoint (or equivalent) above 6000', continues at idle power to cross the MENLO waypoint at or above 5000', and maintains idle power until the HEMAN waypoint (or other ILS 28L interception point). Such a procedure should also be designed to avoid the use of drag devices such as speed brakes.

(Vote: \_\_\_ Aye, \_\_\_ Nay, \_\_\_ Absent or Abstain)

Recommendation 3: The Select Committee further recommends that all air traffic in the MENLO vicinity (including vectored traffic from other procedures) be kept at altitudes equivalent to those in Recommendation 1 above, even if not crossing directly over the MENLO waypoint.

(Vote: \_\_\_ Aye, \_\_\_ Nay, \_\_\_ Absent or Abstain)

Recommendation 4: In order to facilitate Recommendations 1 and 2, the FAA should review whether the angle of the 28L glide slope can be increased in order to increase the altitude at HEMAN or equivalent.

(Vote: \_\_\_ Aye, \_\_\_ Nay, \_\_\_ Absent or Abstain)

Recommendation 5: Finally, the Select Committee recommends that the FAA *assess* the feasibility of establishing a different waypoint for entry to the final approach into SFO on the SERFR arrival procedure (or any procedure that may replace it for arrivals from the south).

A different waypoint could be established and located either to the east and/or north of MENLO, or by using existing waypoints FAITH, ROKME or

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DUMBA. The new waypoint should be at a location that allows flight over compatible land uses (i.e., over water or sparsely populated land masses) and at a high enough altitude to ensure noise exposure of approaching aircraft is minimized. The Committee acknowledges that this recommendation potentially involves working with stakeholders to revise the San Jose International Airport Class C airspace to maintain safety clearance requirements if the FAITH waypoint option is pursued.

*The Select Committee does not recommend that a different final waypoint be established for the SERFR procedure (or any procedure that may replace it for arrivals from the south), either through the establishment of a new waypoint or by using an existing waypoint, if such an action simply results in “noise shifting.”*

(Vote: \_\_\_ Aye, \_\_\_ Nay, \_\_\_ Absent or Abstain)