



FAA Initiative to Address Noise Concerns of
Santa Cruz/Santa Clara/San Mateo/San Francisco
Counties

FURTHER UPDATE ON PHASE TWO

Compiled at the Requests
of Representatives Farr (Panetta),
Eshoo and Speier

December 2018



This is intended to be a high-level update on the seven outstanding topics that consist of twenty-five individual items from the April 2018 Further Update. Although not specifically referenced within the November 2017 report or this report, and even if there is no legal requirement to do so, the FAA remains willing to address community noise concerns. The FAA refers to its November 2017 Update on Phase Two Report for germane, useful information about the FAA's processes, procedures and timeframes (see pages 6 – 9). Furthermore, the FAA undertakes its community outreach efforts and considers potential adjustments to address community concerns while remaining mindful that all arrival and departure procedures within the Northern California airspace are interconnected, interdependent and designed to improve safety and efficiency within the National Airspace System (NAS).

This update does not constitute either a final decision of the FAA or a re-opening of the FAA's August 6, 2014 final decision for the NorCal Optimization of Airspace and Procedures in the Metroplex (OAPM).

Class B Redesign

- Reference: Select Committee Recommendation 1.1 (SC 1.1, Pg. 11)
- **Status:** The modified Class B airspace was published on August 16, 2018.

BSR Overlay

- References: SC 1.2 R1 (Pg. 11), SC 1.2 R2 (Pg. 11), **and** SC 1.2 R4 (Pg. 12)
- **Status:** The FAA anticipates a new Full Working Group (FWG) session in early 2019.

BDEGA In-Trail Spacing

- Reference: SFO Roundtable Recommendation B 6 (RT B 6, Pg 24)
- **Status:** The FAA evaluated this recommendation and determined that the impacts throughout the National Airspace System (NAS) would be unacceptable, as this would result in significant metering and considerable ground delays at airports that feed the BDEGA STAR. However, the FAA will continue to utilize the BDEGA East Downwind (over the Bay) to the extent practicable.

Following BSR overlay, evaluate BRIXX to maintain highest possible altitude

- Reference: SC 2.11 (Pg. 18)
- **Status:** As indicated in the April 2018 Further Update, a determination must first be made regarding the BSR Overlay before this recommendation can be evaluated.



NIITE / HUSSH / CNDEL to GOBBS and South

- References: SC 1.4 (Pg. 12) **and** RT B 19 (Pg. 27), B 20 (Pg. 27), B 29 (Pg. 29), B 30 part 2 (Pg. 30), B 33 (Pg. 30), C NITTE ST 1 (Pg. 38), C NIITE LT 1 (Pg 39), C NIITE COL 1 in part (Pg. 40), C Nighttime ST 1 (Pg 43), C Nighttime LT 1 (Pg. 46), C CNDEL ST 3 (Pg. 48), D 1.f. iii, (Pg. 61), D 2.a.ii. (b) Req c. (Pg. 64)
- **Status:** As indicated in the April 2018 Further Update, the SFO Roundtable is the appropriate venue to address and receive updates on the outstanding issues associated with congestion, anticipated noise-shifting concerns and increased flight distances. (For further detailed explanation, see November 2017 Update to Phase Two, Appendix C, 3.23, pages 102 through 103).

Revise Woodside VOR OTA

- Reference: SC 2.3 R2 (Pg. 14)
- **Status:** The FAA anticipates proceeding consistent with its non-rulemaking processes as explained in the November 2017 Phase Two Report (see page 7). The Initial Environmental Review (IER) and CATEX have been signed and are currently awaiting final signature. The FAA anticipates a publication date of the RNAV PIRAT STAR sometime in early 2019.

Create an OAK departure procedure that flies down the Bay during nighttime hours

- References: RT B 24 Part 2 (Pg 28), B 33 (Pg. 30), C 050° ST 2 (Pg. 40), C Nighttime ST 4 part 2 (Pg. 44), C CNDEL COL 1 in part (Pg. 50), D 1.a.ii. Resp 3 part 2 (Pg 56), D 1.b.ii. Resp 4 part 2 (Pg. 59)
- **Status:** On March 9, 2018, this proposed action was entered into the IFP Gateway. This Request has received initial feasibility and Regional Airspace and Procedures Team approval. The FAA anticipates a publication date sometime in Fall 2019.

FAA use new, more effective, time-based flow management tools for better sequencing

- Reference: SC 1.6 (Pg. 13)
- **Status:** ONGOING. The FAA is currently engaged and anticipates continued, long-term efforts regarding this endeavor. The FAA is continuously seeking and identifying safety improvements to effectively manage the National Airspace System (NAS). Through technology and innovation, programs are being developed to safely address capacity/demand imbalances at select airports, departure waypoints, arrival waypoints and en route points across the NAS. As newer technology and more effective programs become available, the FAA is committed to incorporate needed improvements into the NAS to address local communities' concerns.



Create an RNAV Visual Approach to SFO's Runway 28L

- References: RT B 17 (Pg. 26), D 1.a.i.(a) part 2 (Pg. 55)
- **Status:** ON HOLD. The FAA's November 2017 Update to Phase Two carries forward the agency's initial feasibility determination. However, development of the requested visual approach is on hold due to safety concerns.

FAA to meet with Ad-Hoc Subcommittee after BSR Overlay complete

- Reference: SC 1.2 R3 (Pg. 11)
Status: ON HOLD. This Select Committee recommendation (e.g. Ad-Hoc Subcommittee within three months of completing the new Big Sur (BSR) overlay procedure) remains feasible, pending completion of BSR Overlay.