



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

**July 2019**



This is a high-level update on topics related to the Select Committee’s recommendations to the FAA. Although there is no legal requirement to do so, the FAA remains willing to address community noise concerns where possible. The FAA update refers to the November 2017 Update on Phase Two Report for 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).

### BSR Overlay

- References: SC 1.2 R1 (Pg. 11), SC 1.2 R2 (Pg. 11), **and** SC 1.2 R4 (Pg. 12)
- **Status:** The Full Working Group (FWG) conducted its meeting on June 4<sup>th</sup> and 5<sup>th</sup>, 2019. Results of the meeting and next steps forward are currently being reviewed.

### Following BSR overlay, evaluate BRIXX to maintain highest possible altitude

- Reference: SC 2.11 (Pg. 18)
- **Status:** The Full Working Group (FWG) conducted its meeting on June 4<sup>th</sup> and 5<sup>th</sup>, 2019. The BRIXX STAR was also evaluated. Results of the meeting and next steps forward are currently being reviewed.

### 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:** The FAA met with SFO and OAK airports on May 29, 2019 to discuss potential operational impacts of this procedure. SFO and OAK Airports are currently working with industry partners to ensure they understand the request and its potential impacts. After SFO and OAK have completed their discussions with industry, the FAA plans to facilitate another meeting with industry to discuss operational impacts in further detail and determine a path forward.



### Revise Woodside VOR OTA

- Reference: SC 2.3 R2 (Pg. 14)
- **Status:** The RNAV PIRAT TWO STAR was published on April 25, 2019. It quickly became apparent that the crossing restriction of at or below 15,000 feet MSL at PIRAT waypoint was creating a workload issue for air traffic controllers. As of May 16, 2019, oceanic arrival aircraft are still assigned the PIRAT TWO STAR for lateral guidance, but receive altitude instruction to cross the PIRAT waypoint at 10,000 feet MSL verbally from air traffic control. These aircraft are still crossing in the vicinity of OSI/ARGGG at 8,000 feet MSL. The PIRAT waypoint is approximately 22 nautical miles offshore. The FAA is currently evaluating a long-term solution to the issue.

### 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 Spring 2020.

### 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 those tools into the NAS as quickly and safely as possible.

### 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.