



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

April 2019



This is intended to be a high-level update on the five outstanding topics that consist of twenty-five individual items from the November 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).

BSR Overlay (SERFR Amendment)

- References: SC 1.2 R1 (Pg. 11), SC 1.2 R2 (Pg. 11), **and** SC 1.2 R4 (Pg. 12)
- **Status:** Due to the government shutdown, the Full Working Group (FWG) scheduled for January did not occur. A FWG is now scheduled for June 4-6, 2019 for the proposed amendment to the SERFR STAR.

Following BSR overlay, evaluate BRIXX to maintain highest possible altitude

- Reference: SC 2.11 (Pg. 18)
- **Status:** As indicated in the November 2018 Further Update, a determination must first be made regarding the BSR Overlay before this recommendation can be evaluated. This will be a discussion item at the June SERFR Amendment FWG.

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 shared a “Steps Forward” power point with the San Francisco International Airport (SFO) Roundtable in December, 2018. At the April SFO Roundtable Meeting, it was announced that the FAA is prepared to move forward with this recommendation. The FAA committed to attend the next appropriate Technical Working Group Meeting, hosted by the SFO Roundtable, to which Representatives from the Oakland International Airport (OAK), SFO and airline stakeholders are invited and present.



Revise Woodside VOR OTA

- Reference: SC 2.3 R2 (Pg. 14)
- **Status:** The RNAV PIRAT STAR was published on February 28, 2019, and was immediately NOTAM'd out of service due to a charting error. The FAA has corrected the error and anticipates the amendment to be published April 25, 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 (RAPT) approval. Due to the furlough, the publication date is anticipated in late 2019 or early 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 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 (SERFR Amendment) 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.