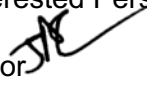




August 22, 2019

**TO:** Roundtable Representatives, Alternatives, and Interested Persons

**FROM:** James A. Castañeda, AICP, Roundtable Coordinator 

**SUBJECT:** Questions for the FAA at the September 26, 2019 SFO Airport/Community Roundtable Technical Working Group Meeting

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#### BACKGROUND/INTRODUCTION:

The FAA reports in their latest July FAA INITIATIVE PROCESS UPDATE REPORT the following:

**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.

The SFO Airport/Community Roundtable (Roundtable) has previously recommended increased use of two long-standing TRACON SOP nighttime noise abatement vectoring procedures for southbound departures -- SFO 050° Down the Bay and the OAK (~135°) Down the Bay.

The Roundtable has not requested a published procedure for either the SFO 050° Down the Bay or the OAK (~135° heading) Down the Bay.

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#### QUESTIONS FOR THE FAA

1. Please provide a **graphic format such as a Google satellite map** showing the Bay Area, SFO and OAK airports and including the following:
  - a. Map showing the current typical path for an SFO southbound departure vectored on a 050° heading.
  - b. Map showing the current typical path for an OAK southbound departure vectored on a heading Down the Bay.

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- c. Map showing the current NIITE and HUSSH nighttime noise abatement procedures.
  - d. Map showing the current NIITE and HUSSH nighttime noise abatement procedures along with the proposed Southbound transition.
  - e. Map showing the JO7100.41 planned *OAK departure procedure that flies Down the Bay*.
  - f. Map combining the three paths in a,b,e : current vector 050°, current vector OAK Down the Bay, and proposed procedure *OAK Down the Bay*
  - g. Map combining NIITE/HUSSH South with the planned *OAK departure procedure that flies Down the Bay*.
  - h. Map showing planned *OAK departure procedure that flies Down the Bay* along with inbound paths for SFO ILS and visuals to 28L/R, OAK ILS and visuals to Runway 30.
2. With regard to the PBN Implementation Process (Order JO7100.41) for the *OAK departure procedure that flies Down the Bay*
- i. At what step in the PBN Implementation Process (Order JO 7100.41) is this procedure?
  - ii. Who is the proponent?
  - iii. Who is the lead industry representative?
  - iv. Who has provided public input on this proposed procedure?
  - v. What steps have been completed? What steps are remaining before implementation?
  - vi. When will there be opportunity for public input?
3. Please explain the inter-relationship of the flight paths of the proposed NIITE and HUSSH Southbound procedure with the proposed *OAK departure procedure that flies Down the Bay*.
- a. Will the proposed NIITE/HUSSH southbound procedures be legal and safe to fly simultaneously with the *OAK departure procedure that flies Down the Bay*?
  - b. Will there be operational conflicts between the *OAK departure procedure that flies Down the Bay* and the *NIITE/HUSSH South* which might cause delays for the NIITE/HUSSH Southbound departures?
  - c. Will the *OAK departure procedure that flies Down the Bay* remain operational after the *NIITE/HUSSH South* transition is implemented? If so, how will flight priorities and conflicts be determined?

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4. Is this proposed *OAK departure procedure that flies Down the Bay* being developed in isolation?
  - a. Is there also a SFO 050° Down the Bay Procedure being developed? If so, please provide all details.
  - b. If there is not also a companion SFO 050° Down the Bay Procedure being planned, why not?
  - c. Please provide Google maps showing each -- the SFO 050° and the OAK Down the Bay vectored **actual flight tracks** with altitudes for July 2019 or the most recent month.
5. The SFO RT has previously been told that ODO operations are severely restricted in the SF Bay Airspace. How will the *OAK departure procedure that flies Down the Bay* deal with safety separation requirements from incoming OAK and SFO traffic and SFO Runway 1 Departures (including NIITE, HUSSH, SSTIK, CNDEL and any other Runway 1 southbound departure)?
6. If the *OAK departure procedure that flies Down the Bay* is implemented, will it interfere with support from the FAA, Airports and industry for implementation of the NIITE/HUSSH Southbound Transition?