



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 2018**



## EXECUTIVE SUMMARY

The FAA's November 2017 Update on Phase Two Report detailed the agency's determinations for the full set of recommendations by the Select Committee on South Bay Arrivals (Select Committee) and the San Francisco International Airport / Community Roundtable (SFO Roundtable). The November report detailed 203 items which consisted of the original 104 recommendations and each of their sub-recommendations. Of those, 101 had already been addressed\*, 25 would be addressed in the future and 77 were not endorsed. Additionally, some recommendations covered multiple topics. Those additional topics are captured in the numbers below. Each item was explained in the November report and its appendices.

This April 2018 Further Update on Phase Two shares the current status of the FAA's efforts on 12 topics that collectively total 10 Select Committee items and 24 SFO Roundtable items. Each topic references the specific Select Committee recommendation(s) and/or SFO Roundtable recommendation(s), from the November 2017 Update to Phase Two "Response Tables" and "Appendices" (pages 11 through 125)

This April 2018 report does not represent the end of our work. The FAA continues to commit to work collaboratively with communities and local members of Congress to address a wide range of noise concerns.

Since release of the November 2015 Northern California (NorCal) Initiative, the FAA has undertaken enhanced community outreach efforts. 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. As a result, 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). To the extent the FAA determines a new requested procedure is initially feasible, flyable, and operationally acceptable from a safety point of view, then the FAA will conduct its formal environmental and safety reviews for this new federal action.

Further, although not specifically detailed within the NorCal Initiative or any of its subsequent reports/updates, the FAA's processes and standards for evaluating noise impacts associated with potential amendments to currently published procedures—consistent with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* (effective July 16, 2015)—will be followed before implementing any airspace or procedural changes. Finally, 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).

\* The attached Appendix (15 pages) identifies the 101 "Addressed Concern" items contained in the FAA's November 2017 Update on Phase Two.



- Reference: Select Committee Recommendation 1.1 (SC 1.1, Pg. 11)
- A redesign of the SFO Class B airspace is proposed to be implemented in August, 2018. The FAA previously held public workshops to give the public an opportunity to better understand the proposed action and issued its Notice of Proposed Rulemaking for the Class Bravo Redesign in the Federal Register in January 2018. **This airspace redesign does not change existing procedures.** Once implemented, this redesign will allow for Optimized Profile Descent (OPD) procedures to be fully utilized as intended.
- **Status:** Based on the rule-making process and operating criteria, the FAA anticipates the modified Class B airspace to be published in August 2018.

- References: SC 1.2 R1 (Pg. 11), SC 1.2 R2 (Pg. 11), **and** SC 1.2 R4 (Pg. 12)
- The Select Committee on South Bay Arrivals voted 8 to 4 to recommend that the FAA design an Optimized Profile Descent (OPD) overlay of the conventional Big Sur (BSR) arrival into SFO. Based on the three California Representatives Eshoo, Speier and Farr (Panetta)'s December 2, 2016 approval of the Select Committee's recommendations **and** request that the FAA implement those recommendations as soon as possible, the FAA has continued its extensive work and efforts associated with Select Committee's recommendations.
- **Status:** The FAA is currently engaged in the design stage work of this Optimized Profile Descent (OPD) overlay and anticipates the Full Work Group will meet on May 8, 2018. We anticipate a more detailed timeline to accompany the next quarterly Update. That update will occur no later than 90 business days after the publication of this April 2018 update.

- Reference: SC 1.2 R3 (Pg. 11)
- **Status:** 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.

- Reference: SFO Roundtable Recommendation B 6 (RT B 6, Pg 24)
- The SFO Roundtable asked the FAA to study whether an increase in in-trail spacing on the BDEGA arrival will result in the decrease in vectoring over the Peninsula.
- **Status:** Under evaluation by the Northern California TRACON (NCT), Oakland Air Route Traffic Control Center (ZOA) and the Western Service Center.



- References: SC 2.2 R1 part 2 (Pg 13), **and** RT C Woodside COL 4 (Pg. 35)
- The Select Committee asked the FAA to assess the potential of formalizing the procedure so that it is more likely to be used. The SFO Roundtable asked the Northern California TRACON (NCT) to update its Standard Operating Procedures (SOP) to reflect that use of a “down the Bay” procedure is preferred during nighttime hours.
- **Status: Addressed Concern.** Northern California TRACON (NCT) updated their SOP in 2017, followed by a Notice in March, 2018 to strengthen the language.

- 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:** Although entry into the Instrument Flight Procedure (IFP) Gateway typically allows design stage work to begin, forward progress has been temporarily delayed until issues associated with congestion, anticipated noise-shifting concerns and increased flight distances have been addressed with airline stakeholders and the affected communities within the jurisdictions of the Select Committee and SFO Roundtable. (For further detailed explanation, see November 2017 Update to Phase Two, Appendix C, 3.23, pages 102 through 103). **SEE BELOW QUOTE:**

[As noted previously by the FAA, while this recommendation is feasible, the FAA will not move forward on this recommendation until issues of **Congestion, Noise Shifting** and **Flying Distance** have been addressed with the airline stakeholders and the affected communities by the Select Committee and/or SFO Roundtable.]

- Reference: SC 1.6 (Pg. 13)
- **Status:** 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.



- Reference: SC 2.3 R2 (Pg. 14)
- The Ocean Tailored Arrival, an existing private arrival procedure, is being replaced by a new public PIRAT RNAV STAR which will be used primarily by oceanic airlines for arrival into SFO. The PIRATE RNAV STAR will be an Optimized Profile Descent (OPD) procedure, and will require aircraft crossing ARGGG, which is in the vicinity of the Woodside VOR (OSI), at 8,000 MSL.
- **Status:** The FAA anticipates proceeding consistent with its non-rulemaking processes as explained in the November 2017 Updated ([see page 7](#)) and anticipates implementation on November 8, 2018.

- Reference: SC 2.11 (Pg. 18)
- **Status:** This Select Committee recommendation (i.e. seeks the FAA's consideration of a successor committee's new, proposed procedure associated with BRIXX) remains feasible, pending completion of BSR Overlay, as well as the establishment of a successor committee.

- References: RT B 17 (Pg. 26), D 1.a.i.(a) part 2 (Pg. 55)
- **Status:** 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.

- 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 with an anticipated January 30, 2020 charting date. Mindful of the environmental and safety information requirements mentioned in the November 2017 Update to Phase Two, to the extent an earlier publication date becomes available, implementation may occur sooner.



- Reference: This was not a SC recommendation, but pertains to the Southern San Francisco Bay area and has been the subject of a great deal of interest to communities in this area.
- On February 1, an outside vendor that loads route databases into aircraft flight computers sent out an update of the San Francisco SERFR arrival that the FAA wasn't prepared to use yet. As a result, the FAA immediately transitioned to the conventional Big Sur arrival route, which is west of the SERFR flight path. The database has been corrected, and the FAA resumed using the existing SERFR on Friday, March 2.
- On March 29, the FAA began using an updated version of the SERFR. This updated version is a safety and operational enhancement that will be contained within the highly controlled, existing Class B airspace around San Francisco International Airport. This route passes approximately ¼-mile east of the MENLO waypoint.
- **Status:** The FAA implemented this procedure on March 29, 2018.