

**BEBS 2B SFO PBN PAIRED SOIA APPROACHES RWY 28R**

**Candidate Scenario Description:** PBN paired aircraft SOIA Approach to SFO RWY 28R

**Theme:** Paired approach to parallel runways to continue with VFR arrival rates to less than visual conditions using PBN for the offset runway.

<p><b>Operational Description</b></p>	<p>Concise description of Operational Scenario</p>	<p>This is a Simultaneous Offset Instrument Approach (SOIA) for paired aircraft approaches to parallel runways at SFO RWY 28L/ 28R, separated by 750 feet using PBN.</p> <p>Currently, SFO has SOIA operations using the Localizer Directional Air (LDA) Distance Measuring Equipment (DME) approach with PRM separation. This separation is provided by a controller at the FAA’s Northern California Terminal Radar Approach Control (TRACON or NCT), monitoring a special PRM radar with high-scan rates.</p> <p>The published approach to Runway 28R is the offset approach flying a Localizer Directional Air (LDA)/Distance Measuring Equipment (DME) approach with PRM separation. This approach may be flown down to a ceiling of 2,100 feet with four miles of visibility.</p> <p>The proposed operation can be performed using existing PRM systems at SFO with RNAV (GPS) capability and eventually an RNP 0.3 capability to the offset approach runway to obtain lower ceiling minimums than exist today.</p> <p>This is an off-set approach path with lower minimums than existing visual approach minimums to eventual visual separation procedures to a landing on RWY 28L and RWY 28R provided by ATC and/or pilot.</p> <p>During weather conditions with low clouds the number of operations is cut in half due to a single stream of traffic to one runway as the required minimum 3,400 feet of separation is not available under the existing runway configuration.</p> <p>There are no airspace or airport conflicts created or avoided. There is adequate SFO airspace</p>
---------------------------------------	--	--

		enabling long straight-ins for all configurations.  Initial implementation with dual off-set ILS followed by RNAV (GPS) RNP w/RF legs for the offset.
<b>Target Operational Time Frame</b>		2012 - 2014
<b>Technology (equipment) Targeted</b>	Technology or equipment associated with this operational candidate	PBN -- RNAV RNP 0.3 w/RF leg is enabled by: 1. GPS with Approach Capability, or 2. RNP capable FMC with multi-scan DME/DME and GPS sensors, and 3. Advanced NAV Display capable of RF legs
<b>Impact on equipped and capable a/c</b>		<ul style="list-style-type: none"> <li>Provides dual IAPs with vertical guidance and lower minimums.</li> </ul> RNAV:
<b>Impact to non-equipped or not capable a/c</b>		<ul style="list-style-type: none"> <li>Non-equipped will be restricted to ILS RWY.</li> <li>Minimal Impact to non-equipped aircraft using ILS to non-PBN Rwy</li> </ul>
<b>Impact on NAS efficiency or capacity</b>		<ul style="list-style-type: none"> <li>Improved capacity during lower weather minimums</li> </ul>

**SOIA Example**

