

From: Owens, Westley E (FAA)
 To: Kercher, Devon S (FAA); Cox, Christopher (FAA)
 Cc: McCloud, Lucas (FAA); Clark, David M (FAA); Hamilton, Robert G (FAA)
 Subject: RE: KSFO-QUIET BRIDGE FORM RECOMMENDATION
 Date: Tuesday, March 31, 2026 3:27:12 PM
 Attachments: image005.png
 image006.png
 image007.png
 image008.png
 image009.png
 image010.png

While all of the altitudes within the TO/FROM portion do show that they are for Class B containment, the charted altitudes in the NOTES section are not. According to the regulation you show for altitudes not be established for ATC separation, the altitudes over ARCHI/EDDY.

FEDERAL AVIATION ADMINISTRATION
 FLIGHT STANDARDS SERVICE
 CHARTED VISUAL FLIGHT PROCEDURE (CVFP)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet FVR unless otherwise indicated.

AIRPORT ID	CVFP NAME	ORIG/AMDT	CITY	STATE	SUPERSEDES	AMDT NO.	DATED	EFFECTIVE DATE
SFO	QUIET BRIDGE VISUAL RWY 28R	A13	SAN FRANCISCO	CA	QUIET BRIDGE VISUAL I	12		

VISUAL ARRIVAL ROUTE:

FROM (Visual Landmarks)	TO (Visual Landmarks)	COURSE (if desired)	ALTITUDE (if needed) Show if for Class B
EDDY	SIDBY		Cross SIDBY at or above 5000 (for Class B)
SIDBY	JANY	3.84 NM SE of San Mateo Bridge	Cross JANY at or above 3000 (for Class B)
ARCHI	TRBOW	0.50 NM E of Salt Ponds	Cross TRBOW at or above 6000 (for Class B)
TRBOW / 0.50 NM E of Salt Ponds	GAROW	1.00 NM NW of Salt Ponds	Cross GAROW at or above 4000 (for Class B)
GAROW / 1.00 NM NW of Salt Ponds	JANY	3.84 NM SE of San Mateo Bridge	Cross JANY at or above 3000 (for Class B)
JANY / 3.84 NM SE of San Mateo Bridge	RAACL	0.07 NM SE of San Mateo Bridge	Cross RAACL at or above 1800 (for Class B)
RAACL / 0.07 NM SE of San Mateo Bridge	SHLTN	0.59 NM NE of Coyote Point Marina	Cross SHLTN at or above 900
SHLTN / 0.59 NM NE of Coyote Point Marina	SAPPP	1.00 NM SE of SFO Runway 28R	Cross SAPPP at or above 387

WEATHER MINIMA:

CEILING: VISIBILITY:

NOTES:

SFO 2500/5 or SFO 1000/3 with 5 mile visibility in eastern quadrant (030° to 120°) and San Mateo AWOS 2400/5 (if AWOS inoperative, SQL 2400/5).

SUPPLEMENTARY NAVAID / WAYPOINT INFORMATION AND ADDITIONAL LANDMARKS:

San Mateo Bridge, Dumbarton Bridges, Coyote Point Marina, Salt Ponds. NOTE: Closely spaced parallel approaches may be in progress to Runway 28L utilizing I-SFO.

CHART CROSSING ALTITUDE AT ARCHI; AT 6000 AT EDDY

VERTICAL GUIDANCE NAVAID AND ANGLE: VGSI (VDA 3.02° TCH 68.1)

The second reference:
 2-1-1. Program. Visual approaches have been in use for many years. They are an operational technique designed to safely and expeditiously move air traffic. In addition to conventional visual approach procedures, it has been necessary to specify routes/altitudes to enhance noise abatement or improve safety and efficiency at some locations. CVFPs have been developed to provide a pictorial display of these visual arrival routes. A CVFP may be developed when the Air Traffic Control (ATC) facility manager, in coordination with airport management, determines that the procedure would mitigate aircraft noise or improve safety and efficiency. Develop CVFPs at the local level in accordance with this order (as well as appropriate Air Traffic Organization (ATO) directives):

As this procedure was not developed at the local level, but rather at AFS, ATC wants this portion to go with an approval letter because they did not in fact develop the procedure.

Westley Owens
 FPT Specialist, Western Service Area
 ATO/Federal Aviation Administration
 U.S. Department of Transportation
 (206) 231-2345
Westley.e.owens@faa.gov

From: Kercher, Devon S (FAA) <Devon.S.Kercher@faa.gov>
 Sent: Tuesday, March 31, 2026 1:20 PM
 To: Cox, Christopher (FAA) <Christopher.Cox@faa.gov>
 Cc: McCloud, Lucas (FAA) <Lucas.McCloud@faa.gov>; Clark, David M (FAA) <David.M.Clark@faa.gov>; Owens, Westley E (FAA) <Westley.E.Owens@faa.gov>; Hamilton, Robert G (FAA) <Robert.G.Hamilton@faa.gov>
 Subject: RE: KSFO-QUIET BRIDGE FORM RECOMMENDATION

Good afternoon,

After speaking with management, we do not think that the approval letters are necessary. The references from the 8260.61A do not reflect items that require approval for the QUIET BRIDGE VISUAL RWY 28R.

The first reference:

- (2) Altitudes must not be established for air traffic separation.

We do not require an approval letter as on the most current version of the 8260-40 we are working on has "(FOR CLASS B)" next to the altitudes. This is within criteria as per 8260.61A 2-1-2 (m)(3):

- (3) Where necessary, minimum altitudes to contain an aircraft above the floor of Class B airspace must be established and annotated "for Class B."

The second reference:

2-1-1. Program. Visual approaches have been in use for many years. They are an operational technique designed to safely and expeditiously move air traffic. In addition to conventional visual approach procedures, it has been necessary to specify routes/altitudes to enhance noise abatement or improve safety and efficiency at some locations. CVFPs have been developed to provide a pictorial display of these visual arrival routes. A CVFP may be developed when the Air Traffic Control (ATC) facility manager, in coordination with airport management, determines that the procedure would mitigate aircraft noise or improve safety and efficiency. Develop CVFPs at the local level in accordance with this order (as well as appropriate Air Traffic Organization (ATO) directives):

There is nothing specific that I can see from this section that would indicate our procedure needing an approval letter.

Please let me know if I am missing something, or if you have any questions for me.

Thank you for your time

V/R

Devon Kercher

Instrument Flight Procedures (IFP) Team III
Mission Support Services | Air Traffic Organization (ATO)
Federal Aviation Administration

Office: 405-954-9515
Email: Devon.S.Kercher@faa.gov
Web: [Aeronautical Information Services AIV-A \(faa.gov\)](https://www.faa.gov/air-traffic-operations/aeronautical-information-services/aiv-a)

From: Owens, Westley E (FAA) <Westley.E.Owens@faa.gov>
Sent: Monday, March 23, 2026 10:36 AM
To: Kercher, Devon S (FAA) <Devon.S.Kercher@faa.gov>
Cc: Cox, Christopher (FAA) <Christopher.Cox@faa.gov>; McCloud, Lucas (FAA) <Lucas.McCloud@faa.gov>; Clark, David M (FAA) <David.M.Clark@faa.gov>; cthomas@natca.net
Subject: FW: KSFO-QUIET BRIDGE FORM RECOMMENDATION

Devon, NCT is approving of this form for the QUIET BRIDGE VISUAL 28R.

1. WAIVER: 8260.61A 2-1-2 para (f/g) (Waiver to be attached)
2. APPROVAL LETTER: 8260.61A 2-1-2 para (m)(2) (EDDY/SIDBY/ARCHI) Lean into the natural progression of STARS Terminating into the Terminal Environment
3. APPROVAL LETTER: 8260.61A 2-1-1 (Lean in to procedure conceptualized to underlay with the RNAV (GPS) U 28R which will allow inter-operability for ATC)

Of note, RAACL attitude 1800, JANYY 3000 for both procedures. (class B for JANYY)



Westley Owens
FPT Specialist, Western Service Area
ATO/Federal Aviation Administration
U.S. Department of Transportation
(206) 231-2345
Westley.e.owens@faa.gov

From: Stender, Daniel J (FAA) <daniel.j.stender@faa.gov>
Sent: Friday, March 20, 2026 9:48 AM
To: Owens, Westley E (FAA) <Westley.E.Owens@faa.gov>
Cc: Clark, David M (FAA) <David.M.Clark@faa.gov>; Quintanilla, Allison V (FAA) <allison.v.Quintanilla@faa.gov>; Dierickx, Daniel F (FAA) <Daniel.F.Dierickx@faa.gov>
Subject: RE: KSFO-QUIET BRIDGE FORM RECOMMENDATION

Good morning Westley,

The 8260-40 as filled out looks like a good path forward to completing this project.

It is signed and attached for proper dissemination.

Please let me know if you need anything further.

Respectfully,

Dan Stender

Support Specialist
Airspace and Procedures
NorCal TRACON (NCT)/Oakland District (TWOA)
(916) 366-4057

From: Owens, Westley E (FAA) <Westley.E.Owens@faa.gov>

Sent: Friday, March 20, 2026 8:30 AM

To: Stender, Daniel J (FAA) <daniel.j.stender@faa.gov>; Dierickx, Daniel F (FAA) <Daniel.F.Dierickx@faa.gov>; shawn.terry@natca.net

Cc: Clark, David M (FAA) <David.M.Clark@faa.gov>; Quintanilla, Allison V (FAA) <allison.v.Quintanilla@faa.gov>; cthomas@natca.net

Subject: KSFO-QUIET BRIDGE FORM RECOMMENDATION

For your concurrence. Thanks in advance.

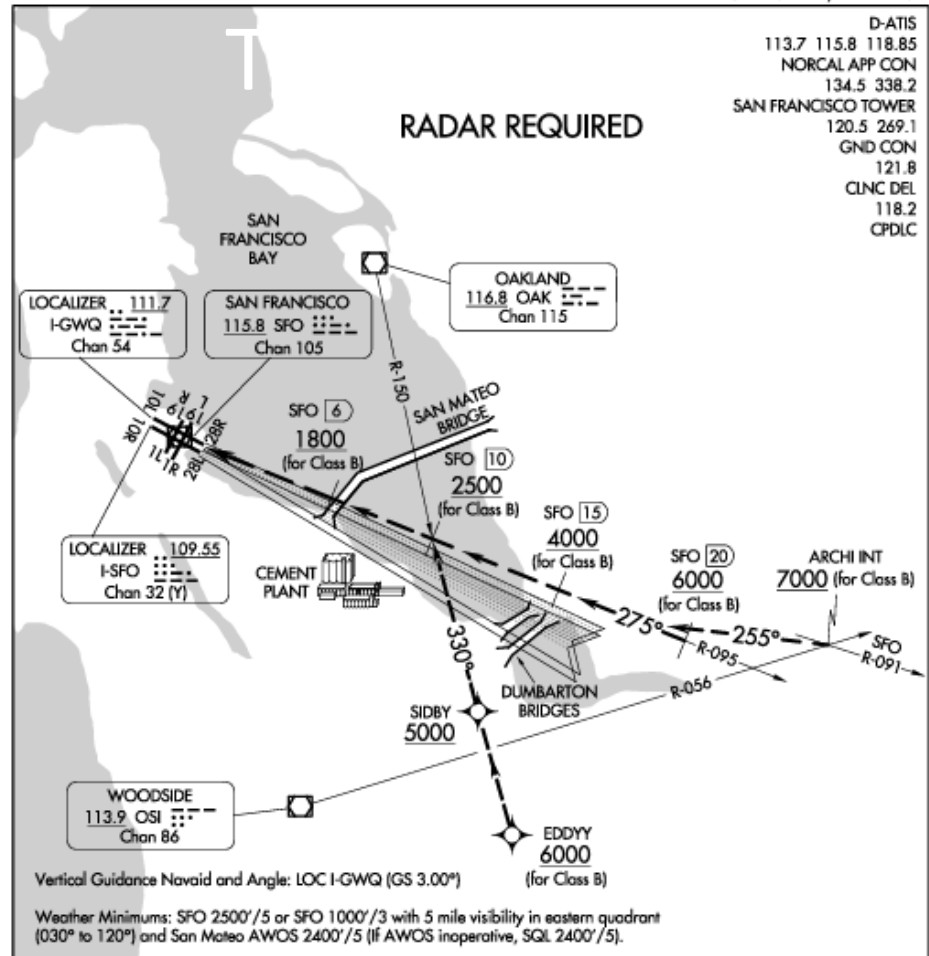


Westley Owens
FPT Specialist, Western Service Area
ATO/Federal Aviation Administration
U.S. Department of Transportation
(206) 231-2345
Westley.e.owens@faa.gov

Investigation of Possible Revisions to
Simultaneous Parallel Visual Approaches at
San Francisco (KSFO) to Reduce the High
Number of TCAS Resolution Advisories

QUIET BRIDGE VISUAL RWY 28L/R

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA



- D-ATIS 113.7 115.8 118.85
- NORCAL APP CON 134.5 338.2
- SAN FRANCISCO TOWER 120.5 269.1
- GND CON 121.8
- CLNC DEL 118.2
- CPDLC

SW-2, 13 JUN 2024 to 11 JUL 2024

Vertical Guidance Navaid and Angle: LOC I-GWQ (GS 3.00°)

Weather Minimums: SFO 2500'/5 or SFO 1000'/3 with 5 mile visibility in eastern quadrant (030° to 120°) and San Mateo AWOS 2400'/5 (If AWOS inoperative, SGL 2400'/5).

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

QUIET BRIDGE VISUAL APPROACH RUNWAY 28L/R

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28L utilizing I-SFO. In the event of a go-around on Runway 28L, turn left heading 265° or on Runway 28R, heading 280°, climb and maintain 3000 or as directed by ATC.

D-ATIS	NORCAL Approach (R)	SAN FRANCISCO Tower	Ground
113.7 115.8 118.85	134.5	120.5	121.8
FMS: RNV 28R	Final Appch Crs 284°	No FAF	Ceiling-Vis Refer to Minimums
			Apr Elev 13' TDZE 13'

MISSED APCH: In the event of a go-around on Rwy 28R, fly runway heading, climb and maintain 3000' or as directed by ATC.
 Alt Ser: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Radar required. 2. DME/DME/IRU or GPS required.

MSA SFO VOR



FMS BRIDGE VISUAL APPROACH RWY 28R

When visual approaches to Runway 28R are in progress, aircraft arriving over ARCHI, EDDYY or SIDBY intersection may request this approach on initial contact with NORCAL Approach.

Closely-spaced parallel visual approaches may be in progress to Rwy 28L utilizing ISFO ILS 28L localizer or RNAV 28L approaches.

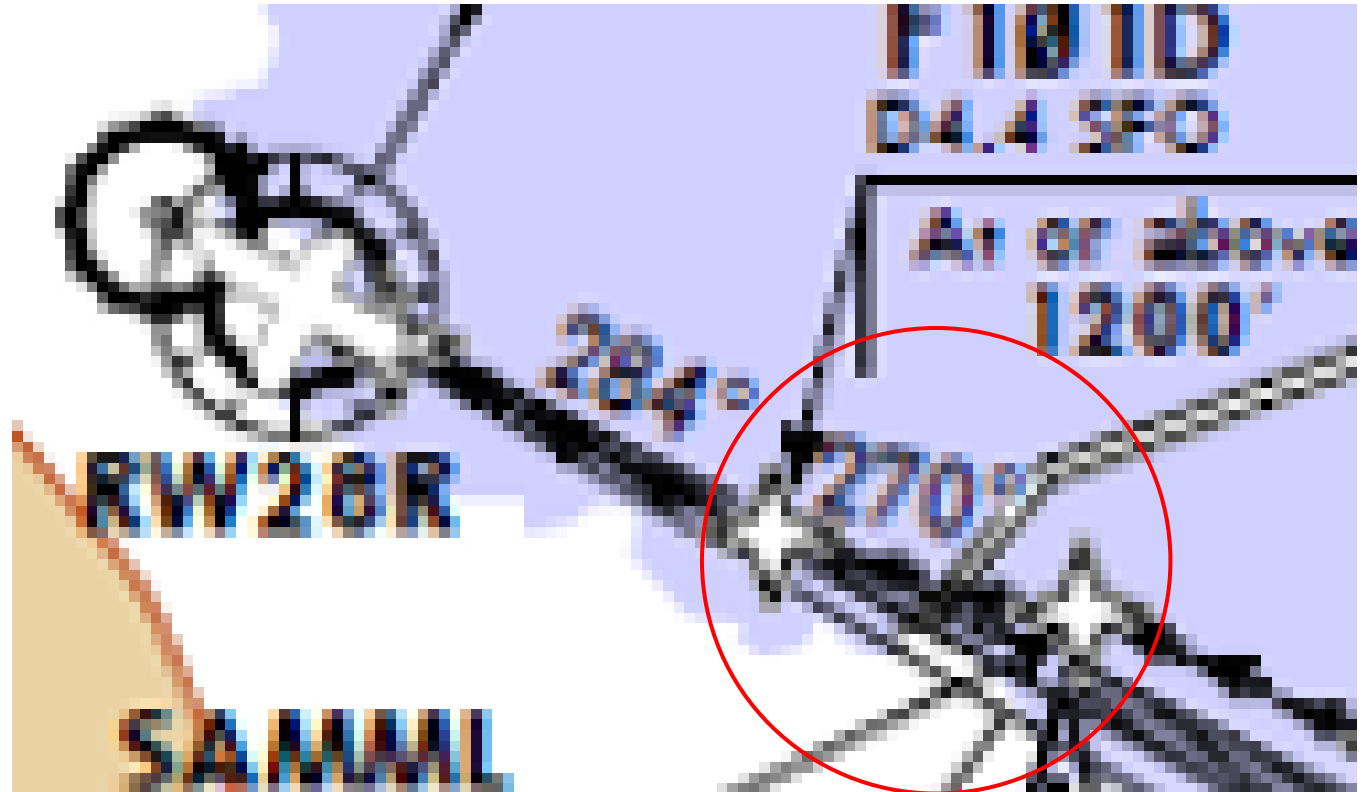
WEATHER MINIMUMS

SFO ceiling 2100' - vis 5

OR

SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°)
 and San Mateo AWOS Ceiling 2400' - VIS 5 [San Mateo AWOS info available from SFO Tower. If San Mateo AWOS Inop, use San Carlos (KSQ) ceiling of 2400' - VIS 5; San Carlos ATIS on 125.9]

UAL produced and publicly available FMS visual approach



Present Track



Aircraft below 950'
TCAS SL3 TA's only

Quiet Bridge

San Mateo-Hayward Bridge

Hyatt Regency San Francisco Airport

CuriQdyssey

NEPIC

SL3 DMOD

F101D

SAMML

Seal Point Park

DUYET

Carolands Chateau

Image © 2024 Airbus

Costco Wholesale

Sweet Basil Thai Cuisine

Redwood Shores State Marine Park

99 Ranch Market

Google Earth

Proposed Track



Aircraft below 950'
TCAS SL3 TA's only

Quiet Bridge

F101D

SL3 DMOD

SAMML

DUYET

NEPIC

Seal Point Park

Costco Wholesale

Redwood Shores State Marine Park

Google Earth

Image © 2024 Airbus

Costco Wholesale

San Francisco International Airport

Hyatt Regency San Francisco Airport

CuriOdyssey

San Mateo-Hayward Bridge

Carolands Chateau

Sweet Basil Thai Cuisine

99 Ranch Market

Nihwa Market San Mateo Store

TCAS DMOD Area

future

DYLEE FAF 900'

Example RNAV Instrument approach track

750'

1215'

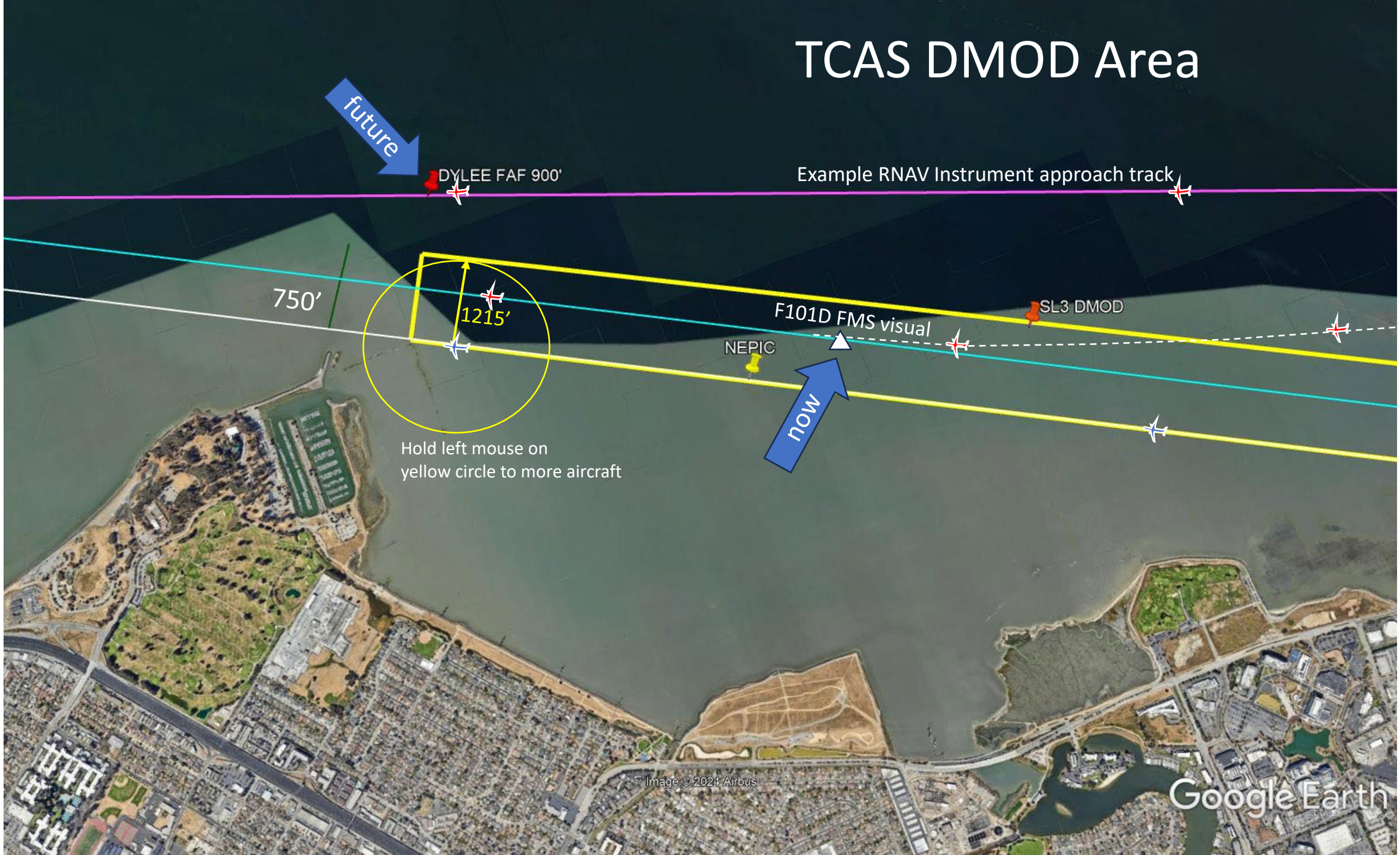
F101D FMS visual

SL3 DMOD

NEPIC

now

Hold left mouse on yellow circle to more aircraft



The Options

- Design a flyable 28R RNAV instrument approach whose track guidance, when followed, will keep the aircraft landing 28R and 28L latterly separated so as to remain outside of TCAS SL3. (Below 1000 feet AGL, TCAS RA's are not issued.)
- Waypoints of the proposed RNAV instrument approaches will be initially published on the FMS visual (or an RNAV visual) until the RNAV instrument approaches can be developed and published by the FAA. At that time, the waypoints will be added to the Quiet Bridge Visual approach, and the FMS or RNAV visual will then no longer be required.

RNAV (GPS) U 28R

with Extended Visual Segment

Airport

LTP 68'

LOC 28R course width

284°

SAPPP

DYLEE VGF 900'

277°

NEPIC

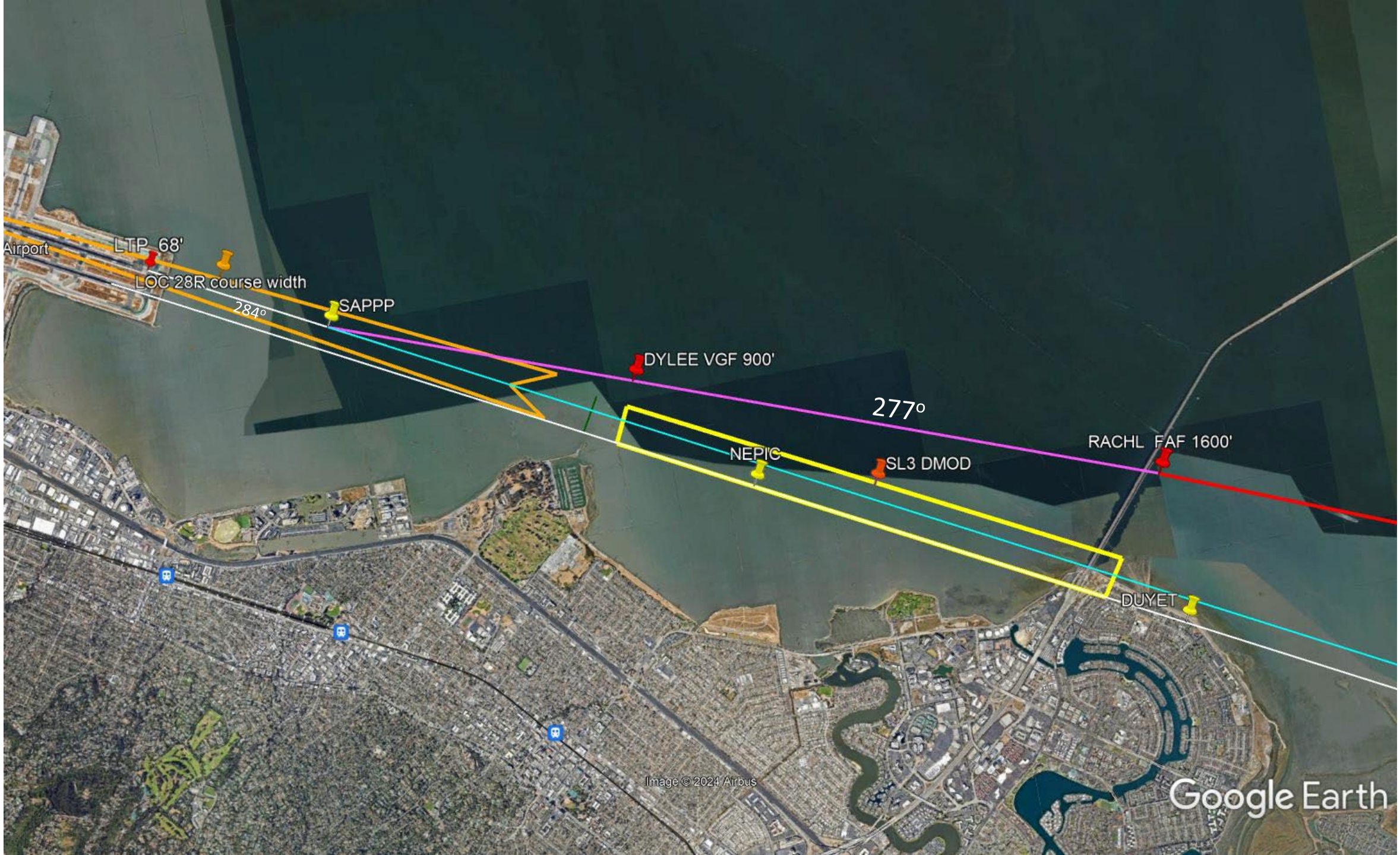
SL3 DMOD

RACHL FAF 1600'

DUYET

Image © 2024 Airbus

Google Earth



SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

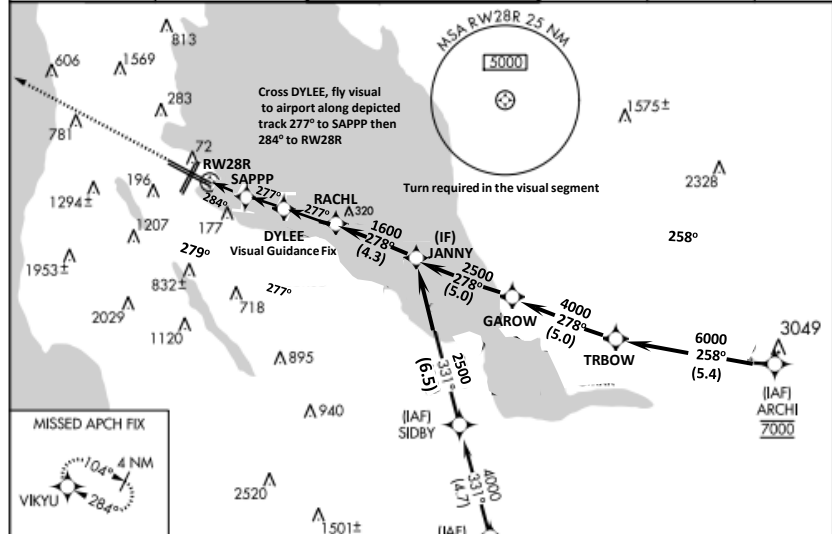
21224

WAAAS CH 48803 W28A	APP CRS 284°	Rwy Idg 11236
		TDZE 13
		Apt Elev 13

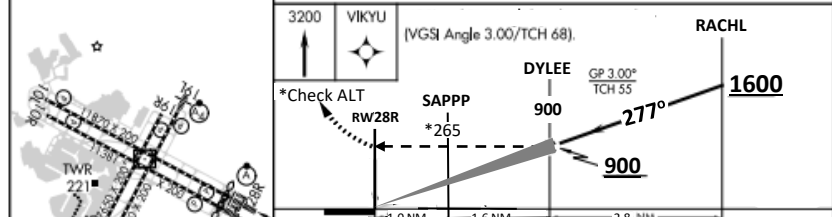
RNAV (GPS) RWY 28R

SAN FRANCISCO INTL (SFO)

RNP APCH					
<p>⚠️ Circling NA to Rwy 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 5.4°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/4 SM, increase LNAV Cat C/D visibility to 2 SM.</p>					
D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8	CLNC DEL 118.2	CPDLC



ELEV 13	TDZE 13
---------	---------



CATEGORY	A	B	C	D
LNAV MDA	900-3	887 (900-3)		

TDZ/CL Rwy 19L and 28R
REIL Rwy 1L, 1R and 10L
HIRL all Rwy

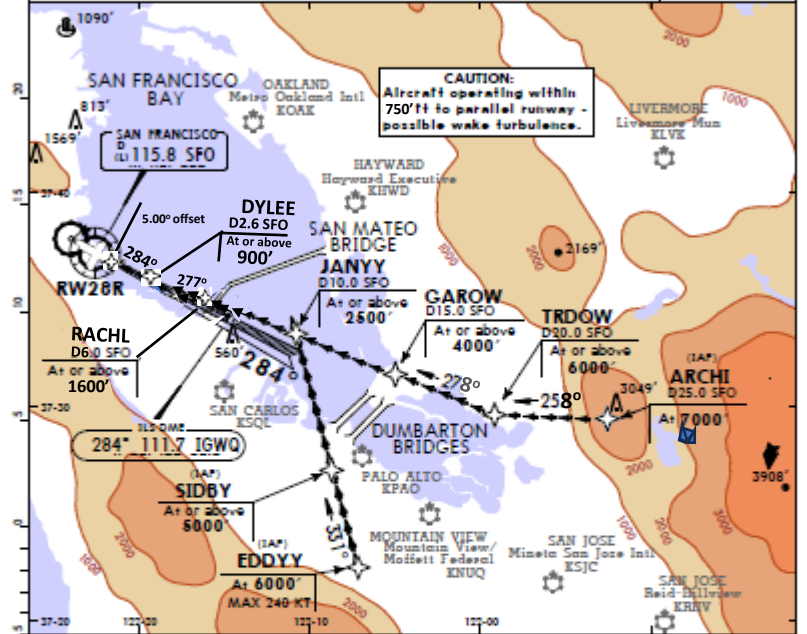
SAN FRANCISCO, CALIFORNIA
Amdt 7 13SEP18

37°37'N-122°23'W
RNAV (GPS) RWY 28R

KSFO/SFO (United) **JEPPESEN** SAN FRANCISCO, CALIF
SAN FRANCISCO INTL EFF 20 Jun 19-3-1 FMS BRIDGE VISUAL Rwy 28R (R28R)

D-ATIS 113.7 115.8 118.85	NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5	Ground 121.8
FMS: RNV 28R	Final Appch Crs 284°	No FAF	Ceiling-Vis Refer to Minimums Apr Elev 13' TDZE 13'

MISSED APCH: In the event of a go-around on Rwy 28R, fly runway heading, climb and maintain 3000' or as directed by ATC.
Alt Ser: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar required. 2. DME/DME/IRU or GPS required.



FMS BRIDGE VISUAL APPROACH RWY 28R

When visual approaches to Runway 28R are in progress, aircraft arriving over ARCHI, EDDYY or SIDBY intersection may request this approach on initial contact with NORCAL Approach.

Closely-spaced parallel visual approaches may be in progress to Rwy 28L utilizing ISFO ILS 28L localizer or RNAV 28L approaches.

WEATHER MINIMUMS
SFO Ceiling 2100' - vis 5
OR
SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°)
and San Mateo AWOS Ceiling 2400' - VIS 5 [San Mateo AWOS info available from SFO Tower. If San Mateo AWOS inop, use San Carlos (KSQ) ceiling of 2400'-VIS 5; San Carlos ATIS on 125.9]

RNAV (GPS) U
RWY 28R
Waypoints on
Quiet
Bridge Visual

Marina added

