

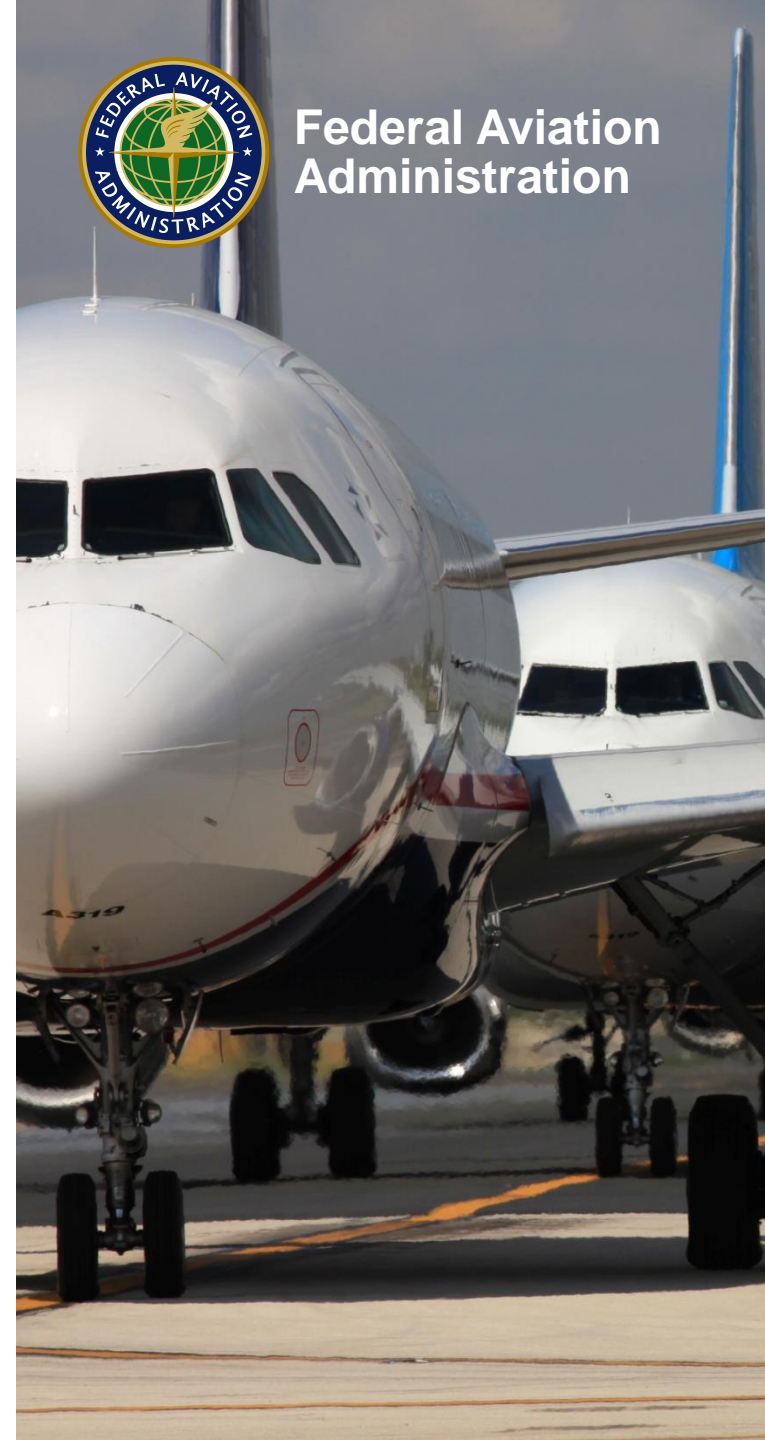
FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties

**FAA & Select Committee
Working Meeting**

August 4, 2016



**Federal Aviation
Administration**



Discussion

- **Timeframes**
 - Class B
 - Instrument Flight Procedure Development
 - Operational
- **SFO Procedural Amendments**
- **Recap of Previous Working Meetings**
- **Transition the SERFR STAR Back to the BSR Ground Track Prior To EPICK**
 - Altitude/Elevation Comparison
 - Population Density Comparison



Timeframes



Timeframes

Class B Modification (~ 3 years)

- 8 months into the process.

Instrument Flight Procedure Development (1.5 – 2 years)

- Development of the south transition on the NIITE

Operational

- Keeping the CNDEL flights on the CNDEL SID until CNDEL waypoint
- Keeping the NIITE flights on the NIITE SID until the NIITE waypoint



SFO Procedural Amendments



SFO Procedural Amendments

- **7/21/2016 Publication**

- The altitude at MENLO was changed to “at 4,000” on some approaches.
 - This action matches up with the altitude on other arrival procedures.
- The DYAMD STAR was amended to be contained within SFO Class B.
 - Once the Class B is amended, it will be changed back.

- **9/15/2016 Publication**

- Procedures renamed to reflect an updated NAVAID



Recap of Previous Working Meetings



Recap of Previous Working Meetings

- **Once the SFO Class B is amended, more flights can fully execute an OPD. This is expected to alleviate some of the noise from speed adjustments.**
- **The current and proposed amended Class B contains the BRIXX STAR.**
- **There are no conflicts between the BRIXX and the SERFR. The BRIXX was designed to de-conflict from the SERFR.**
- **Vectoring is an operational necessity to space and sequence aircraft**
- **Completes discussion on solution groups 1,3,4, and 5.**



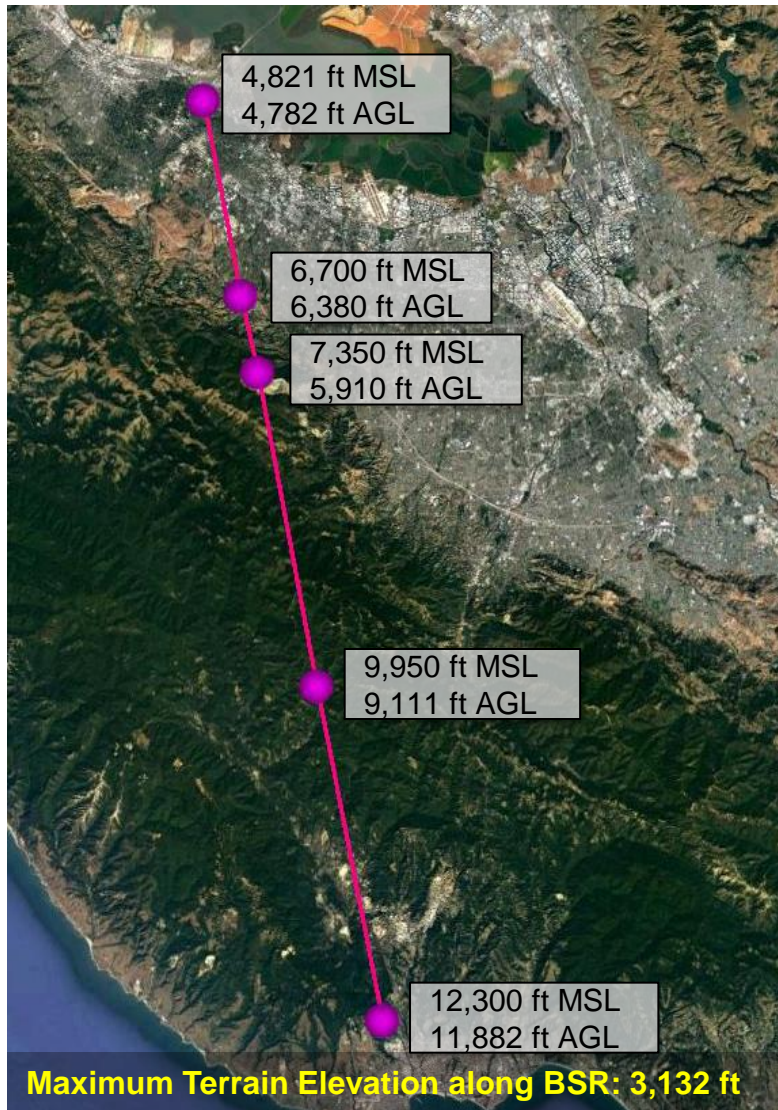
Transition the SERFR STAR Back to the BSR Ground Track Prior to EPICK



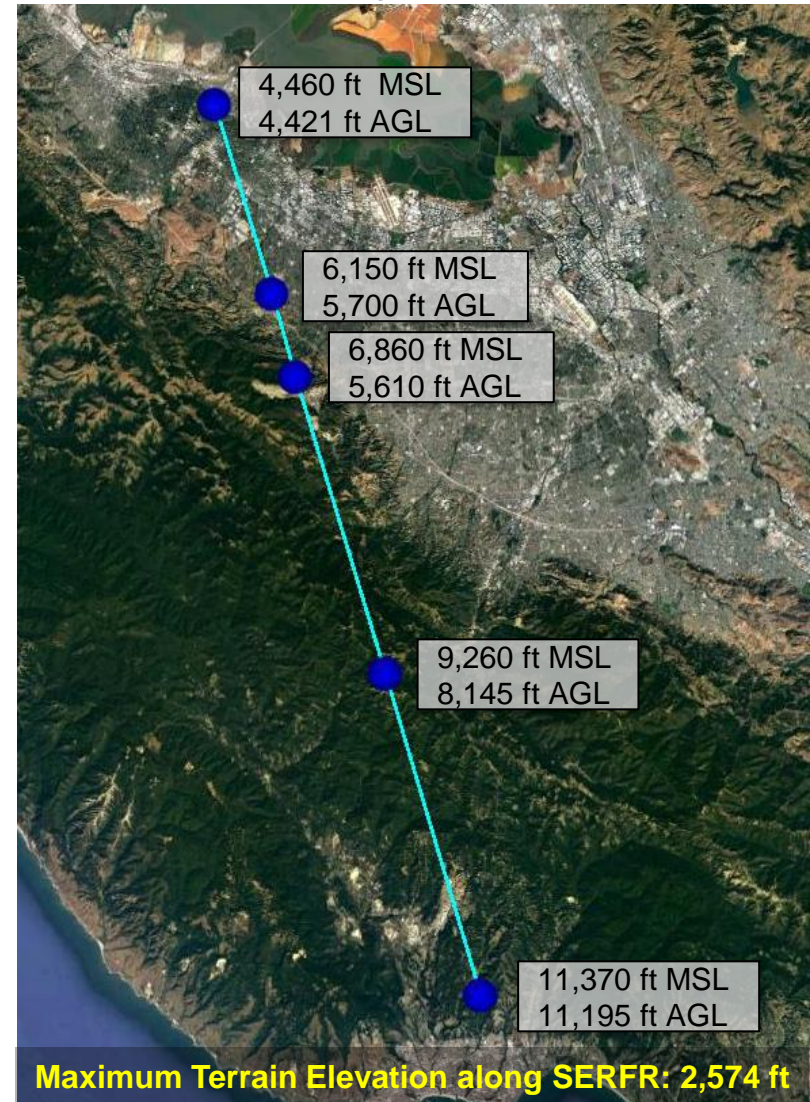
BSR – SERFR Altitude and Elevation Comparison



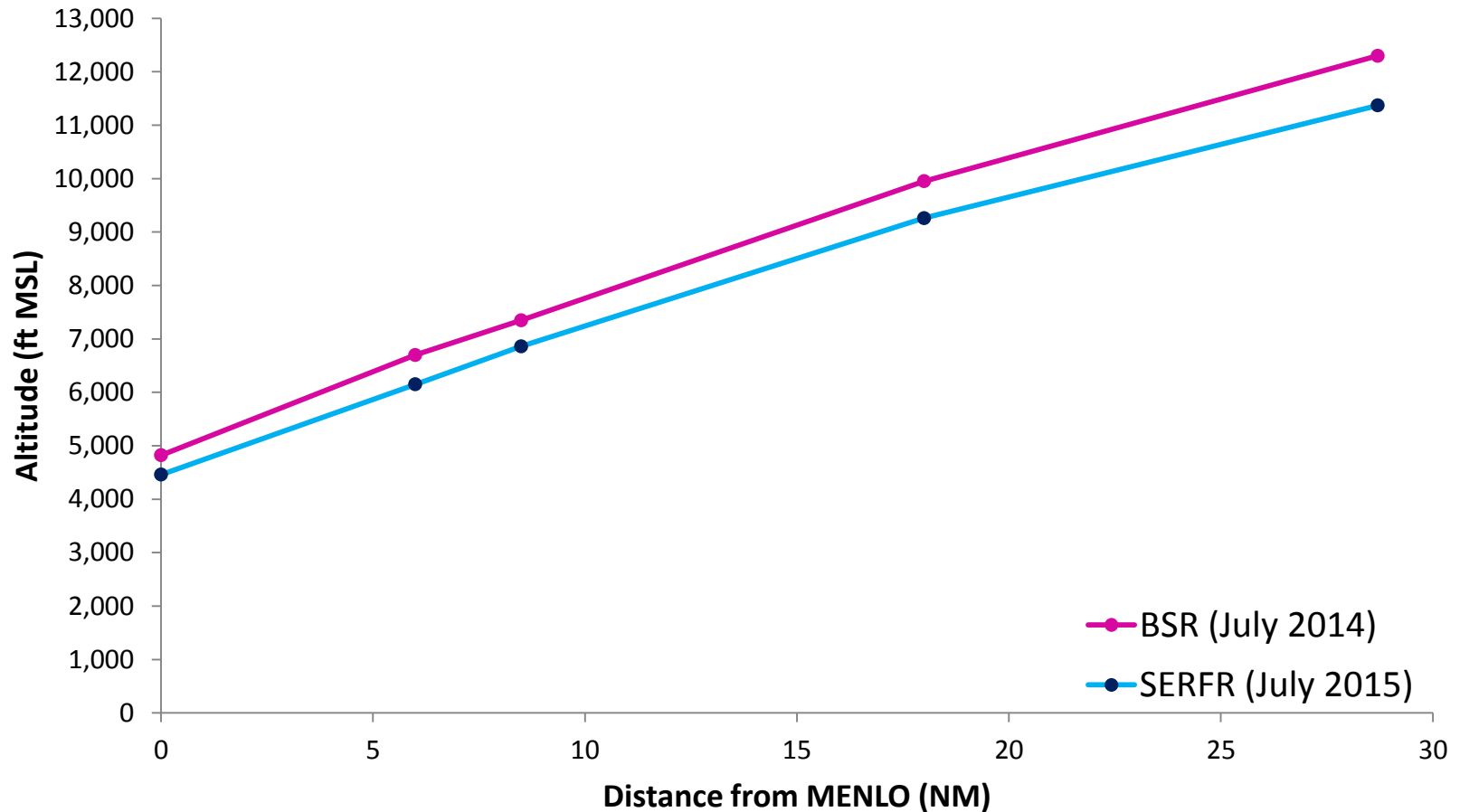
Average altitude on the BSR (July 2014)



Average altitude on the SERFR (July 2015)



BSR-SERFR Average Altitudes



Maximum Elevation



SERFR



BSR

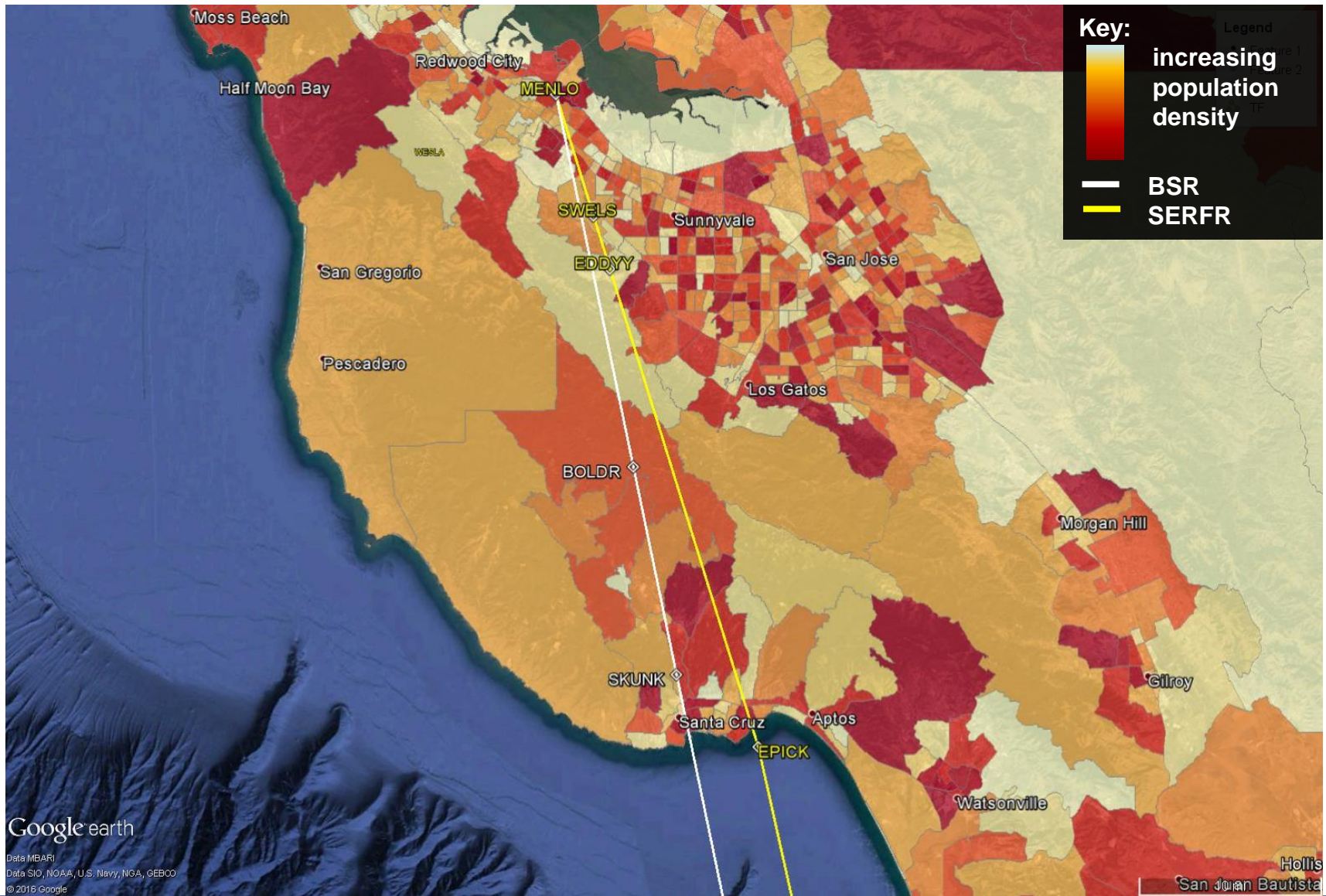


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BSR – SERFR Population Count Comparison

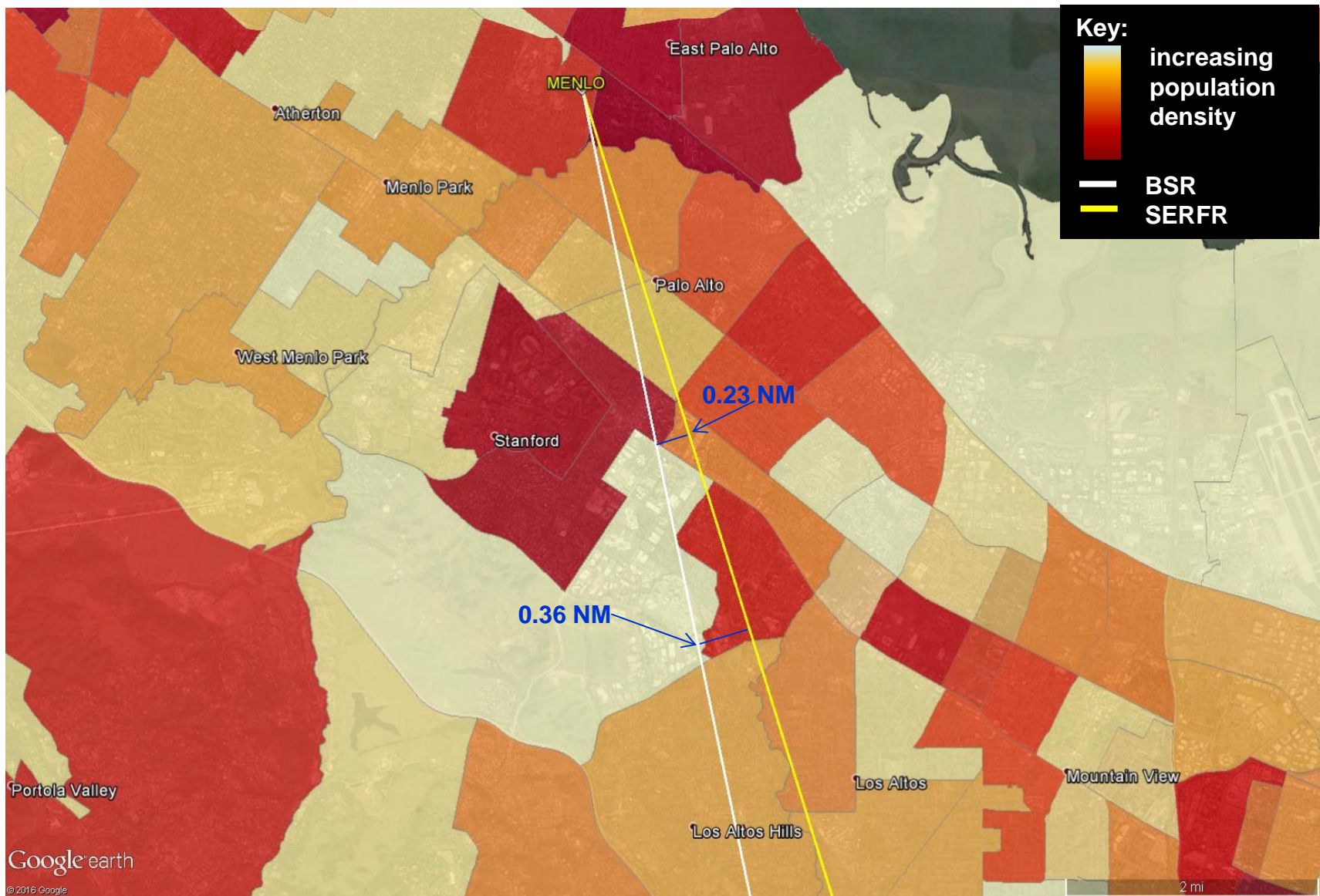


Population Counts Near to the BSR and SERFR



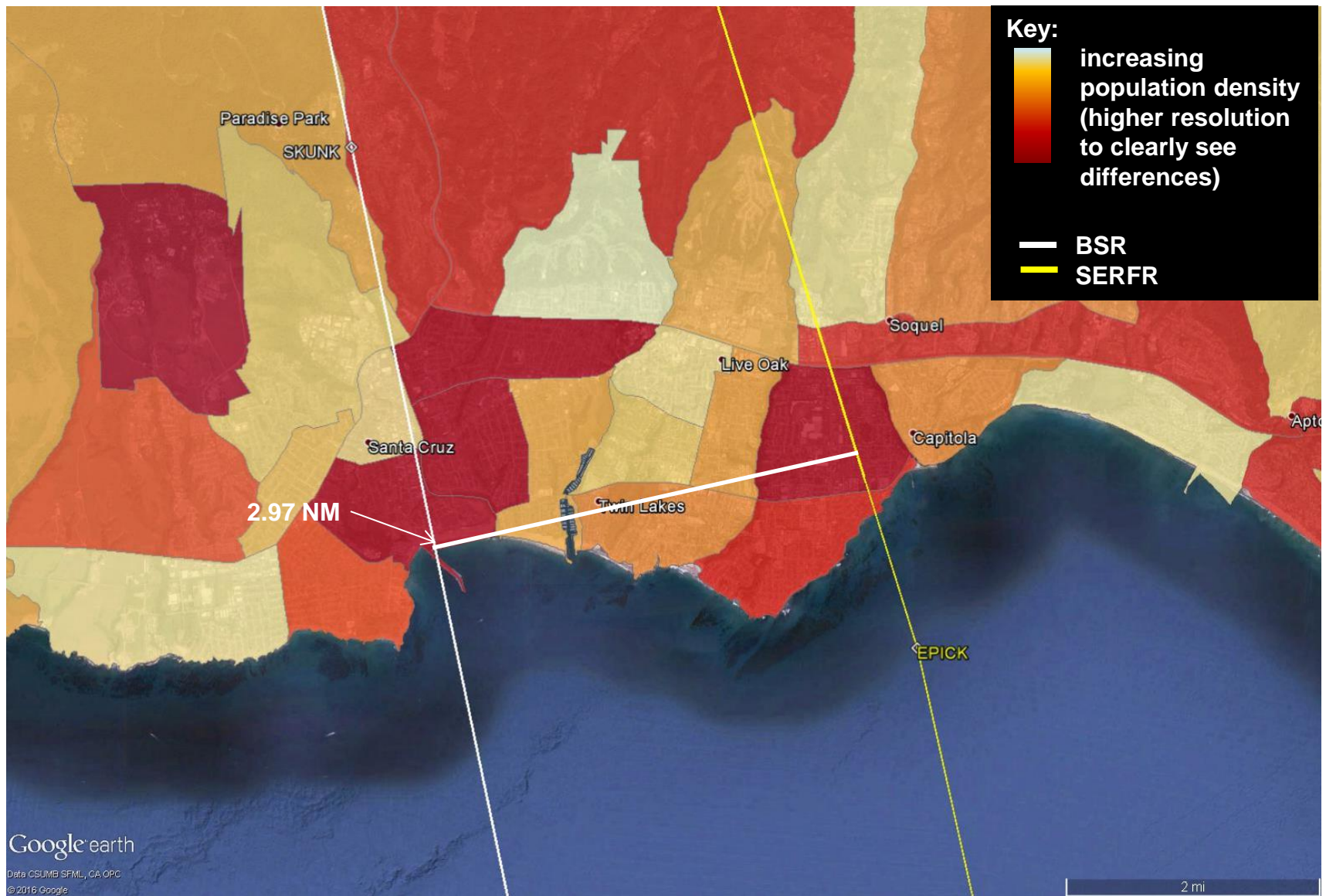
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Population Counts Near to the BSR and SERFR



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Population Counts Near to the BSR and SERFR



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Moving SERFR back to the BSR ground track prior to EPICK: DAVYJ STAR

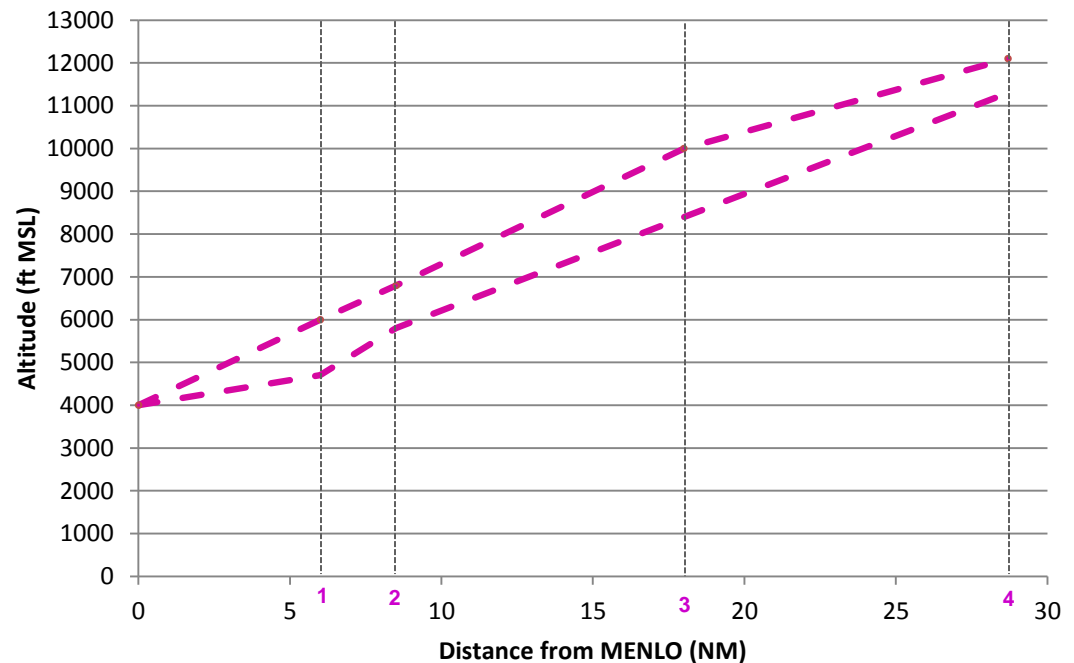
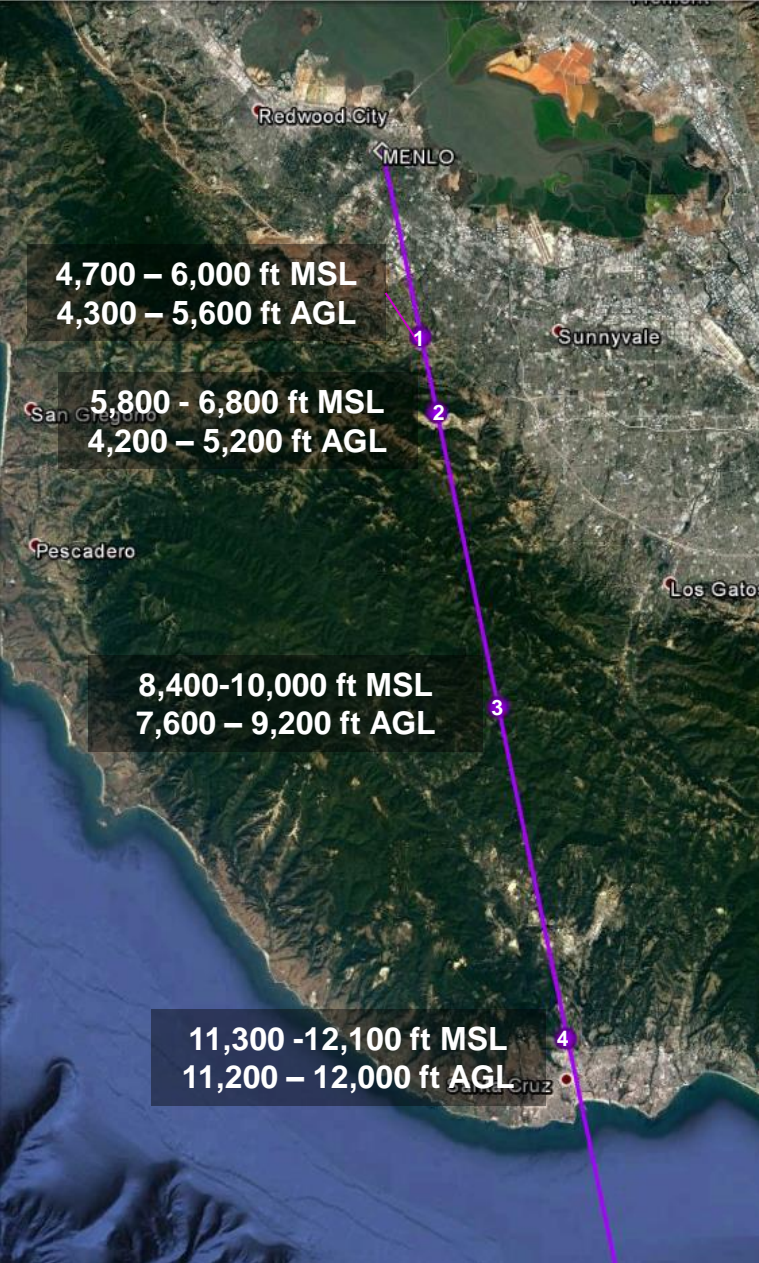


Moving SERFR back to the BSR ground track prior to EPICK: DAVYJ STAR

- **For this presentation – the DAVYJ STAR is a provisional look at optimizing an approach over the BSR ground track.**
- **The altitudes of the optimized DAVYJ STAR are higher than the SERFR STAR, but lower than BSR STAR.**
- **If fully optimized, DAVYJ is not contained within the current SFO Class B.**
- **The optimized profile descent of the DAVYJ STAR would be wholly contained within the proposed amendment to SFO Class B.**



Estimated Altitudes of the DAVYJ STAR



--- Estimated altitude bounds of the provisional DAVYJ STAR



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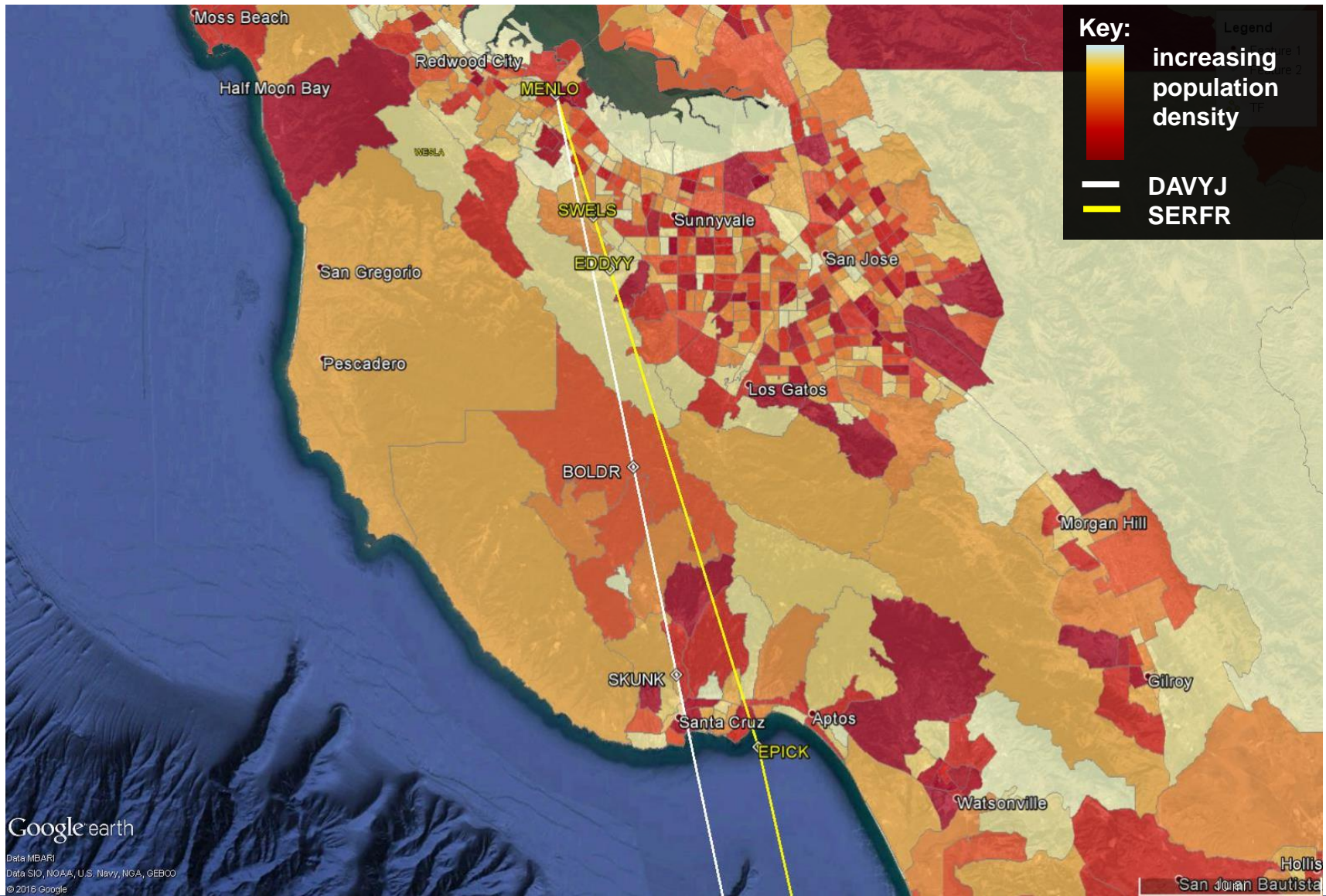
Previously shown slides, with DAVYJ replacing BSR



BSR – SERFR Population Count Comparison

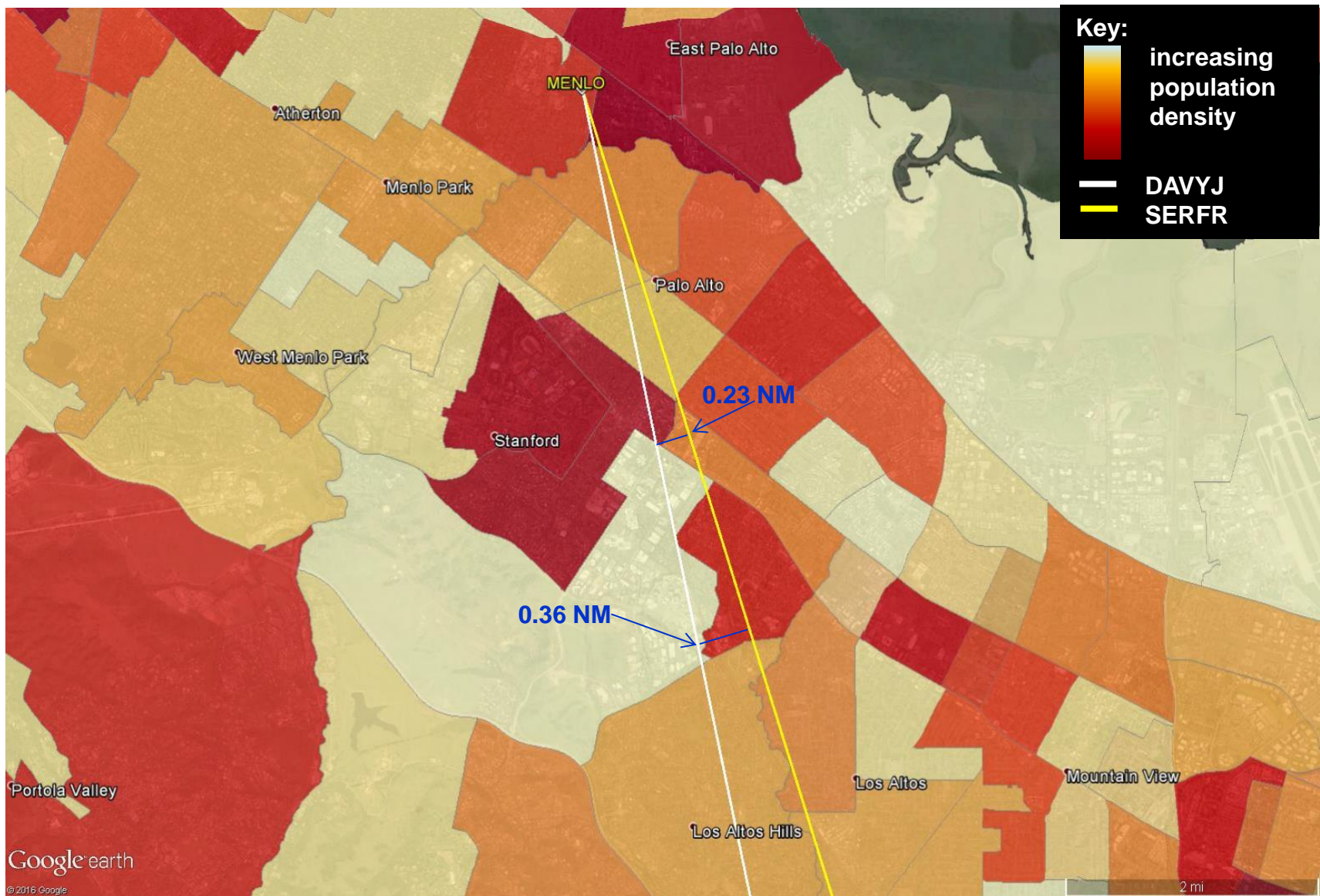


Population Counts Near to the BSR and SERFR



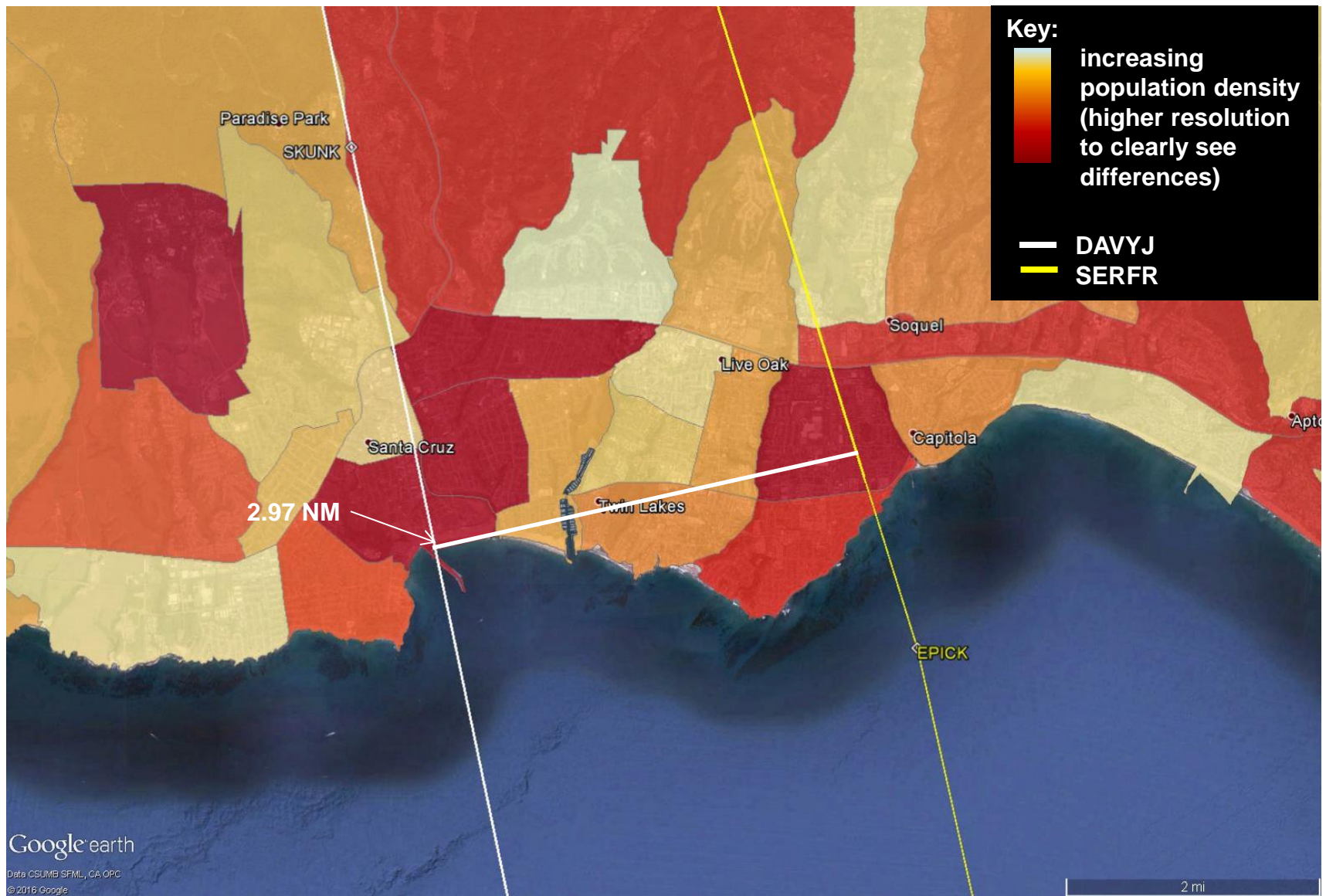
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Population Counts Near to the BSR and SERFR



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Population Counts Near to the BSR and SERFR



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