



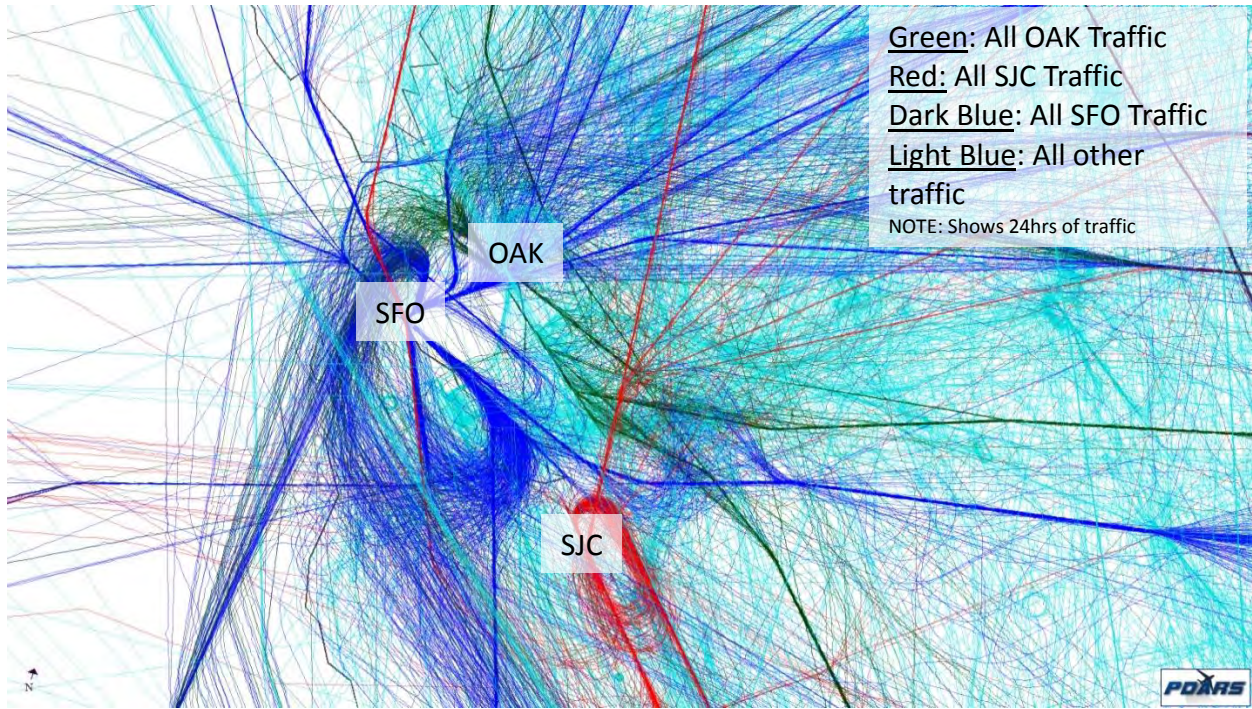
**Federal Aviation
Administration**

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

PHASE TWO

**Compiled at the Requests
of Representatives Farr (Panetta),
Eshoo and Speier**

July 2017



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EXECUTIVE SUMMARY

This report updates the work that the Federal Aviation Administration (FAA) has undertaken to address the noise concerns of Santa Cruz, Santa Clara, San Mateo and San Francisco counties.

In November 2015, the FAA released the “FAA Initiative to Address Noise Concerns in Santa Cruz/Santa Clara/San Mateo/San Francisco Counties” report, which was compiled at the requests of U.S. Representatives Eshoo, Speier and Farr. The purpose of the three-phased initiative was to summarize and establish a framework for responding to dozens of specific recommendations submitted by the three members’ constituencies. The recommendations pertained to longstanding aircraft noise concerns, as well as to concerns related to the FAA’s implementation of new optimized routes beginning in November 2014 and concluding in April 2015.

During the first phase of the Initiative, the FAA conducted its detailed analysis and preliminary feasibility study of all the recommendations summarized and included in the November 2015 Initiative. The FAA released its Phase One Report in May 2016.

During the spring of 2016 and to facilitate community involvement within their respective districts, the Congressional delegation designated a total of 12 representatives—locally-elected officials from Santa Cruz, Santa Clara and San Mateo counties – to serve on the Select Committee. The Select Committee’s role was to review the FAA’s Phase One Report, gather public input within their represented areas about measures to address noise concerns, and make recommendations that reflect public input. The Select Committee diligently worked to identify which of the initially feasible recommendations, including amendments and/or new procedures, could be included within the second phase of the Initiative. The San Francisco Airport Community Roundtable provided guidance and assistance to the Select Committee’s efforts as well.

The Select Committee held a total of 10 public meetings, and the SFO Roundtable concurrently discussed the Initiative during its own regularly scheduled meetings. In November 2016, the Congressional delegation provided the FAA with 104 recommendations from these two bodies.

The FAA’s Phase 2 report groups the 104 recommendations into seven categories:

- Addressed Concerns
- Feasible and could be implemented in the Short Term
- Feasible and could be implemented in the Long Term
- Under evaluation
- Not endorsed by the Select Committee
- Not endorsed by the FAA
- Not an FAA action

In evaluating the recommendations, the FAA remains committed to addressing community concerns.

As of the date of this report, 13 percent of the recommendations have already been addressed. Fourteen percent have been found potentially feasible; the agency will undertake the requisite environmental, safety and community outreach processes for these. The FAA continues to evaluate an additional 52 percent of the recommendations. Finally, 11 percent were either not endorsed by the Select Committee or were identified as not endorsed by the agency, and the remaining 10 percent do not fall under the FAA's purview.

Communities affected by the SERFR arrival route overwhelmingly supported a return to the former Big Sur (BSR) flight track. By contrast, communities under the former BSR flight track strongly opposed a return to the former route. Following months of community input, discussion and deliberation, the Select Committee voted 8-4 to create a new arrival route over the Big Sur ground track. The Committee's recommendation was to develop a new route as an Optimized Profile Descent (OPD), which would enable aircraft to descend in a quieter, idle-power setting.

The FAA has begun the five-phase air traffic procedure development process associated with this specific recommendation. The first phase – developing a conceptual route – is complete. The next phase will involve creating a working group to design the route, including an environmental and safety review before reaching its final decision. The FAA anticipates the entire process will take 18-24 months, from notional design to publication of a final design.

The current SFO Class B airspace does not fully contain the entire SERFR route. As a result, aircraft on the SERFR must level off to stay within the protected airspace. Leveling off requires pilots to use speed brakes and increase thrust, which reduces the SERFR's noise-reducing, idle-power descent benefits. A proposed modification of Class B airspace, if approved, should allow more SERFR arrivals to fly quieter idle-power descents. We also are evaluating proposals to raise altitudes of aircraft on the SERFR as well as aircraft that are vectored off the route.

While the SERFR was the most high-profile item in the members' Initiative, there are many others of great importance to other communities. The FAA has already addressed many of these concerns. Examples of these include keeping SFO arrivals out over the water as much as possible; keeping SFO arrivals and departures away from noise-sensitive areas at night; and assigning SFO departures unrestricted climbs so they are as high as possible when they turn over land.

Some recommendations are dependent on others being completed first. For example, we cannot evaluate a proposal to raise the altitude on the BRIXX arrival route into San Jose International Airport until we complete the design of the BSR overlay because of interaction between the two routes.

The FAA appreciates the opportunity to work collaboratively with communities and local members of Congress to address a wide range of noise concerns. This report does not represent the end of our work. As we move into Phase 3, the FAA is committed to providing communities with updates on our progress.

BACKGROUND

Status of the Initiative

In November 2015, the “FAA Initiative to Address Noise Concerns in Santa Cruz/Santa Clara/San Mateo/San Francisco Counties” was released. The Initiative includes multiple recommendations to the published procedures serving the Northern California (NorCal) Airspace, as well as detailing the phases in which these recommendations will be considered by the FAA. These recommendations came from multiple meetings and correspondence with congressional offices and local community representatives of Santa Cruz, Santa Clara, San Mateo and San Francisco Counties.

The “FAA Initiative to Address Noise Concerns in Santa Cruz/Santa Clara/San Mateo/San Francisco Counties” outlined a three phase approach to review and respond to the community proposals. These three phases are collectively known as the NorCal Initiative:

- Phase One: The FAA will conduct a detailed analysis and a preliminary feasibility study focusing on flight procedures criteria and overall fly-ability of the new Performance Based Navigation (PBN) procedures and potential procedural modifications. This phase includes coordination with the local stakeholders.
- Phase Two: The FAA will consider any amendments and/or new procedures that are determined to be initially feasible, flyable, and operationally acceptable from a safety point of view. As part of this effort, FAA will conduct the formal environmental and safety reviews, coordinate and seek feedback from existing and/or new community roundtables, members of affected industry, and the National Air Traffic Controllers Association (NATCA) before moving forward with the formal amendment process.
- Phase Three: The FAA will implement procedures; conduct any required airspace changes and additional negotiated actions, as needed

In April 2016, in advance of the release of the Phase One detailed analysis and a preliminary feasibility study report, U.S. Representatives Anna G. Eshoo (CA-18), Sam Farr (CA-20) and Jackie Speier (CA-14) formed a Select Committee on South Bay Arrivals (“Select Committee”). The Select Committee comprised of 12 local elected officials representing Santa Cruz, Santa Clara, and San Mateo Counties. Together with the San Francisco (SFO) Airport/Community Roundtable (“SFO Roundtable”), the role of the Select Committee and SFO Roundtable was to lead the public coordination aspect of Phase One. Specifically, the Select Committee was tasked with accepting public input and reviewing FAA proposals with a focus on arrival issues that primarily impact the South Bay Region while the SFO Roundtable was tasked with accepting public input and reviewing FAA proposals with a focus on SFO departures as well as arrivals that primarily impact the SFO Roundtable geographical area.

In May 2016, the FAA released the NorCal Initiative Phase One report. Following the release of this report, the Select Committee started a series of public meetings; the first three had the sole purpose of collecting public comment. The remaining seven meetings, spanning May – November 2016, provided a venue in which the Select Committee could ask specific questions of

the FAA in order to facilitate the formation of their recommendations. Throughout this same time period, the SFO Roundtable had their regular meetings, which included discussion on the NorCal Initiative.

In November 2016, the SFO Roundtable and the Select Committee respectively released reports, detailing their recommendations on the NorCal initiative. These recommendations included items in the NorCal Initiative Phase One report, as well as items not included in the report.

This NorCal Initiative Phase Two report provides information on the feasibility and status on each of the recommendations put forward by the SFO Roundtable and Select Committee. The intent of this document is to categorize each recommendation as “Addressed Concern”, “Feasible and could be implemented in the short term”, “Feasible and could be implemented in the long term” or “Not endorsed”. This report is a living document, such that it will be updated as recommendations which start out in a particular category are moved into a different category, as appropriate.

National Environmental Policy Act

In addition to its mandate to ensure the safe and efficient use of the NAS, the FAA complies with the requirements of the National Environmental Policy Act (“NEPA”). Although not specifically detailed within the NorCal Initiative, the FAA’s processes and standards for evaluating noise impacts associated with potential amendments to currently published procedures—consistent with FAA Order 1050.1F (effective July 16, 2015)—will be followed before implementing any airspace or procedural changes. Finally, this document 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).

INTRODUCTION

Timelines

This report includes implementation timelines for the recommendations presented in the SFO Roundtable and the Select Committee Reports. These timelines incorporate a number of established Federal processes and sub-processes. To best understand why the FAA determined the presented implementation timelines, some background to these processes is necessary. This section intends to provide that background.

1. Rule Making:

Federal Agencies may issue regulations within their authority through the rule-making process. This process is generally made up of the Agency taking some preliminary steps before issuing a proposed rule. This proposed rule must be published in the Federal Register to notify the public and give them an opportunity to submit comments. The Agency may also hold public hearings where people can make statements and submit comments. The Agency takes all comments into consideration prior to issuing the final rule.

- a) Class B Modifications: All Class B boundaries, including SFO Class B, are provided in FAA Order 7400.11A. FAA Order 7400.11A is included by reference in 14 Code of Federal Regulations (CFR) §71.41, and as such making amendments to Class B airspace is a rule making action.

The steps in the Class B rule making process is as follows:

- An Air Traffic facility study (“Staff Study”) provides the details of Class B modification proposal as well as the justification of the need for the Class B amendments.
- The Staff Study is sent to FAA headquarters (HQ) for review and authorization for the formation of a committee (“Ad-Hoc committee”) for review and to provide recommendations. This Ad-Hoc committee represents a cross section of airspace users and aviation organization that would be affected by the proposed airspace change. The FAA participation on the committee is limited to the role of technical advisor or subject matter expert only. The FAA is not a voting member of the group.
- The Ad-Hoc committee reviews the proposal and provides comments.
Timeline: 180 days
- The FAA reviews the comments provided by the Ad-Hoc committee and makes adjustments, as necessary.
Timeline: 60 days.
- The FAA conducts informal airspace meetings to present the proposed modifications and to facilitate public comment.
Timeline: 245 days.

- The FAA reviews comments and makes adjustments to the proposed Class B modifications, as necessary.
Timeline: 120 days.
- The Draft Class B modification is prepared as a Notice of Proposed Rulemaking (NPRM) for publication in the Federal Register
Timeline: 30 days
- The NPRM is published in the Federal Register for public comment
Timeline: 60 days
- The FAA reviews comments and makes adjustments to the proposed Class B modifications, as necessary.
Timeline: 120 days.
- The final rule is published in the Federal Register with an effective date based on the VFR sectional Charting Cycle.
Timeline: 302 days.

Total time, not including the development of the Staff Study: ~3 years.

2. **Non-Rule Making:**

Non-rule making processes do not result in the amendment to any CFR or amend any other document which is included by reference in a CFR.

- a. Air Traffic Facility Actions: These actions provide specific directions for the local air traffic control facility. These actions could be a change to a facility's Standard Operating Procedures (SOP), to Letter of Agreements (LOA) between facilities or part of regular Air Traffic Controllers training to increase awareness of certain issues

The steps as follows:

- Initial proposal: The Air Traffic Facility proposes an amendment to their SOP, to an LOA with another Air Traffic Facility or training requirements. This initial proposal is vetted within the Air Traffic Facility.
Timelines: few weeks for training proposal
1 – 8 months for an SOP change
1 – 18 months for an LOA change.
- The LOA is sent for review and approval
Timelines: few weeks

Total time: a few weeks – more than 1 year.

- b. Creation/Amendment of an instrument flight rule procedure: Amending or creating a new instrument flight rule procedure is an example of a non-rule making process. Given the variables involved with each of the following steps, the timelines provided are only intended on capturing the average time taken for each step.

The steps in the instrument flight rule procedure process is as follows:

- Initial Feasibility/Analysis of the procedure. The proponent of the procedure does initial research into the details and justifications for the new/amended procedure. This stage is completed once the proponent places the request and the associated justification into the IFP Information Gateway.
Timeline: 45 days

- FAA Order 7100.41A: Performance Based Navigation (PBN) processing: This is the required process for all new and amended PBN procedures and/or routes, Area Navigation (RNAV)/Required Navigation Performance (RNP) Standard Instrument Departures (SIDs), RNAV Standard Terminal Arrivals (STARs) and RNAV routes. The FAA Order 7100.41A breaks down the design and implementation process into 5 stages:
 - Preliminary Activities: This includes the conduction of baseline analysis to identify expected benefits and develop conceptual procedures and/or routes for the proposed project.
 - Design Activities: This includes the creation of a working group in order to design a procedures/route that meets the project goals and objectives. An environmental review is included in this stage.
 - Development and Operational Preparation: The intent of this stage is to complete all pre-operational items necessary to implement the procedures and/or routes. This phase includes training, issuing notifications, automation, updating radar video maps, and processing documents. This phase ends when procedures and/or routes are submitted for publication.
 - Implementation: The purpose of the implementation phase is to implement the procedures and/or routes as designed. This phase starts with confirmation by the FWG that all required pre-implementation activities have been completed and ends when the procedures and/or routes are published and implemented.
 - Post-Implementation Monitoring and Evaluation: The purpose of the post-implementation monitoring and evaluation phase is to ensure that the new or amended procedures and/or routes perform as expected and meet the mission statement finalized during the design activities phase. Post implementation activities include collecting and analyzing data to ensure that safe and beneficial procedures and/or routes have been developed.
Timeline: > 1 year.

- Regional Airspace and Procedure Team (RAPT) review: If approved, the RAPT assigns a priority for the project and a proposed chart date. Due to charting backlog, proposed charting dates are scheduled into 2019.
Timeline: 30 days.

- Development of proposed chart: This is the actual preparation of the proposed chart/s.
Timeline: 45 days
- Quality Control Review:
Timeline: Variable
- Project is coded for Flight Management Systems:
Timeline: 10 days
- Flight Inspection:
Timeline: 50 days
- Flight Standards Review: this is only required for some procedural development projects.
Timeline: 21 days.
- Proposed Procedure/s are sent for publication and distribution:
Timeline: 38 to 60 days.

Total time: >1.5 years.

Organization of the Response Tables

The response tables provide the current status and associated timeline for implementation, if applicable, to all of the recommendations presented in the SFO Roundtable and Select Committee reports. For each recommendation, the process governing the implementation timeline is provided as well as references to where the recommendations may be found within the Roundtable and Select Committee reports. Details on the implementation processes are found within the Introduction section of this document.

In addition to the previously noted categories (“Addressed Concern,” “Feasible and could be implemented in the Short Term,” and “Feasible and could be implemented in the Long Term”), three more categories exist in the Phase Two report to capture all of the recommendations.

There are:

- i. Under evaluation: Given that the feasibility of some of these recommendations have not yet been determined, a category was added to captures those recommendations that are under further evaluation in order to determine their feasibility and timelines for implementation, as appropriate.
- ii. Not endorsed by the Select Committee: At this point in time, the only non-feasible recommendations were those which were not endorsed by the Select Committee. These were placed in their own category.

- iii. Not under the FAA's jurisdiction: This category was added to capture those recommendations which are outside of the FAA's jurisdiction and so whose feasibility cannot be determined.

Within each group, the recommendations are then sub-grouped into areas of concern.

RESPONSE TABLES

1. Addressed Concern:

a. BDEGA

Recommendation		i. Study the impact of increasing in-trail spacing on the BDEGA arrival.
Process		Addressed Concern
Status		The FAA is continuously working to improve aircraft set up and sequencing between facilities.
Reference to the Recommendation Report	Roundtable	B 6
	Select Committee	

b. Departures

Recommendation		i. When RWY 01R/L is being used for departures, use 050° rather than STTIK for south-bound departures. (This is not a request to increase the use of RWYs 01 L/R).
Process		Addressed Concern
Status		In use per SOP. NCT will continue to reinforce the use of this procedure to personnel through training and briefings. Reduction in airport arrivals / departures may increase usage.
Reference to the Recommendation Report	Roundtable	B 18; 24 C Niite ST 4 C 050 ST 1; LT 1 C Night ST 1 D 2.e.ii
	Select Committee	

c. Miscellaneous

Recommendation		i. Work with SFO Noise Abatement Office and FAA to outreach to pilots and controllers to keep aircraft over water while on approach.
Process		Addressed Concern
Status		Currently in use per NCT SOP. NCT will continue to reinforce the use of this procedure to personnel through training and briefings.
Reference to the Recommendation Report	Roundtable	D 1.b.iii; 1.b.iv; 1.b.v. D 1.f.iv.
	Select Committee	

Recommendation		ii. Work with NCT controllers to increase controller awareness to keep TRUKN departures east of highway 101.
Process		Air Traffic Facility Action and SFO Airport
Status		In use per TRUKN procedure. NCT will continue to reinforce the use of this procedure to personnel through training and briefings. Reduction in airport arrivals / departures may increase usage.
Reference to the Recommendation Report	Roundtable	D 2.e.iv
	Select Committee	

Recommendation		iii. Work with San Francisco Roundtable on future changes.
Process		Addressed Concern
Status		NCT will continue to be an active participant in Roundtable meetings, providing leadership in seeking solutions.
Reference to the Recommendation Report	Roundtable	D 3.b.ii
	Select Committee	

Recommendation		iv. Overnight Flights - generally reduce noise at night.
Process		Addressed Concern
Status		Ongoing discussion with SFO Airport to update Fly Quiet program.
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.4 R1

Recommendation		v. Assurance from FAA that aircraft will not be turned prior to nine miles DME from SFO.
Process		Addressed Concern
Status		In use per SOP. NCT will continue to reinforce the use of this procedure to personnel through training and briefings.
Reference to the Recommendation Report	Roundtable	D 1.b.iii
	Select Committee	

Recommendation		vi. NIGHTTIME: SFO RT will work with airlines to encourage them to file for SFO arrivals that avoid noise sensitive areas at night. If they choose to file BDEGA, only assign them to East Downwind.
Process		Addressed Concern
Status		NCT will continue to reinforce the use of this procedure to personnel through training and briefings.
Reference to the Recommendation Report	Roundtable	C Wo CO 2 C Night LT 6 D 2.a.i.
	Select Committee	

d. NIITE/HUSSH

Recommendation		i. Keep aircraft on NIITE procedure, as charted, as much as possible to reduce vectoring.
Process		Air Traffic Facility Action
Status		Current SOP states that aircraft must remain on NIITE / HUSSH until the NIITE waypoint as much as operationally feasible. NCT will continue to reinforce the use of this procedure to personnel through training and briefings.
Reference to the Recommendation Report	Roundtable	B 18 C Niite ST 2 D 2.a.ii.(a)
	Select Committee	1.3

Recommendation		ii. NIGHTTIME: Use NIITE/HUSSH 100% of the time.
Process		Addressed Concern
Status		In use per NIITE/HUSSH procedures. NCT will continue to reinforce the use of this procedure to personnel through training and briefings. Reduction in airport arrivals / departures may increase usage.
Reference to the Recommendation Report	Roundtable	B 18 D 2.a.ii.(a)
	Select Committee	

e. SFO RWY 28 Arrivals

Recommendation		i. Any time traffic permits, all aircraft single stream to RWY 28R on FMS Bridge Visual/RNAV 28R/Quiet Bridge Visual. NCT to encourage the use of RNAV (RNP) Y RWY 28R and FMS Visual RWY 28R.
Process		Addressed Concern
Status		In use per published procedures during both daytime and nighttime operations and is used as much as operationally feasible. NCT will continue to reinforce the use of this procedure to personnel through training and briefings. Reduction in airport arrivals / departures may increase usage.
Reference to the Recommendation Report	Roundtable	B 12; 13; 14 C Vis ST 2; 3 C Night ST 6; 8 D 1.f.iv.
	Select Committee	2.4 R2

Recommendation		ii. Runway Usage - RWY 28R as a priority.
Process		Addressed Concern
Status		In use per SOP.
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.10

f. SFO/OAK south bound departures

Recommendation		i. Don't turn departures until passing SSTIK/SEPDY waypoints. After the designated waypoint or intersection, continue flight up the Bay. When a left turn is to be made, a relatively wide dispersal of flight paths to the ocean is preferred.
Process		Addressed Concern
Status		In accordance with the Phase One document (see the FAA's Phase One Report 2.a.ii), 99% of aircraft flying the STTIK departures in October 2016 are within 1NM of the SSTIK waypoint, as per the procedure. Without ATC intervention, pilots are flying the SSTIK procedure as designed. NCT will continue to reinforce not intervening with aircraft until after the SSTIK waypoint to personnel through training and briefings.
Reference to the Recommendation Report	Roundtable	B 37 C Sstik ST 1 D 1.a.ii; 1.b.ii.
	Select Committee	

Recommendation		ii. Flights should be directed to fly as high as possible over SEPDY, allowing them to be higher before turning over land, with a steady altitude increase as they make their way to the ocean.
Process		Addressed Concern.
Status		Flights are allowed to climb unrestricted when there are no conflicts. NCT will continue to reinforce the use of this procedure to personnel through training and briefings.
Reference to the Recommendation Report	Roundtable	B 36; B38 C Sstik ST 1; 2 D 1.a.ii.; 1.b.ii.
	Select Committee	

2. Feasible and could be implemented in the Short Term (less than 2 years):

a. BDEGA

Recommendation		i. NIGHTTIME: BDEGA and other arrivals from the north only be assigned BDEGA East Downwind to RWY 28R. NCT Update its SOP to reflect using "Down the Bay" procedure as preferred.
Process		Air Traffic Facility Action
Status		Facility to update SOP to accommodate this request from the beginning of Noise Abatement Procedure hours until 6 am.
Reference to the Recommendation Report	Roundtable	B7; 11 C Wo ST 3 C Wo CO 4 C Night ST 7 D 2.a.i.
	Select Committee	2.2 R2

Recommendation		ii. FAA Research reasons for the continued use of the BDEGA West leg from 2010-Present
Process		Operational Research
Status		Research has been completed and can be presented at suitable forum.
Reference to the Recommendation Report	Roundtable	C Wo Re 3
	Select Committee	

b. Class B

Recommendation		i. Class B
Process		Rule making
Status		Just finished informal public meetings.
Reference to the Recommendation Report	Roundtable	
	Select Committee	1.1

c. Departures

Recommendation		i. NIGHTTIME: RWY 28R straight-out departures - determine if 3,000 ft. altitude restriction can be eliminated on the GNNRR and WESLA departures.
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Currently under evaluation The GAP SEVEN departure is only for non-RNAV equipped aircraft and is already used as much as possible. This evaluation will include determining if the VFR flyway is the cause for 3,000 altitude restriction on the RWY 28 straight-out departures.
Reference to the Recommendation Report	Roundtable	B 25; 28 C Night ST 5 C ODO LT 1 C ODO ST 4 D 2.a.ii.(a) 2.a.ii.(b) D 2.f.iv
	Select Committee	

d. Miscellaneous

Recommendation		i. Work with San Francisco Roundtable to determine where aircraft can be vectored with the least noise impact.
Process		Air Traffic Facility Action
Status		NCT will continue to be an active participant in Roundtable meetings, providing leadership in seeking solutions.
Reference to the Recommendation Report	Roundtable	D 1.f.ii. D 2.a.ii.(b).
	Select Committee	2.9 R1

Recommendation		ii. SFO Airport and FAA coordinate to maintain nighttime preferential runway use program.
Process		Air Traffic Facility Action and SFO Airport
Status		NCT will continue to be an active participant in Roundtable meetings, providing leadership in seeking solutions. Ongoing discussion with SFO Airport to update Fly Quiet program.
Reference to the Recommendation Report	Roundtable	C ODO ST 2 D 2.e.iii.
	Select Committee	

e. NIITE/HUSSH

Recommendation		i. NIGHTTIME: Design and implement NIITE southbound transition that flies up the Bay, over the Golden Gate Bridge, then South. Keep away from shore as much as possible.
Process		Air Traffic Facility Action
Status		The NIITE – GOBBS transition currently exists. Increased usage is under evaluation.
Reference to the Recommendation Report	Roundtable	B 19, 20, 22; 23; 33 C Niite ST 1, 3; LT 1 C Night ST 1; LT 1
	Select Committee	1.4

Recommendation		ii. The south transition on the NIITE SID should also be made available to HUSSH departures from OAK.
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Currently under evaluation.
Reference to the Recommendation Report	Roundtable	B 19
	Select Committee	

Recommendation		iii. SFO RT requests timeline from the FAA for implementation of NIITE Southbound transition procedure, factoring in requirements to run the procedure through FAA Order JO 7100.41A process.
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Currently under evaluation.
Reference to the Recommendation Report	Roundtable	D 1.f.iii.
	Select Committee	

f. SFO South Arrivals

Recommendation		i. Develop a new procedure to transition SERFR traffic to the BSR track
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Entered into the IFP Gateway.
Reference to the Recommendation Report	Roundtable	
	Select Committee	1.2 R1

Recommendation		ii. Criteria for new OPD procedure that follows the BSR track
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Entered into the IFP Gateway.
Reference to the Recommendation Report	Roundtable	
	Select Committee	1.2 R2

3. Feasible and could be implemented in the Long Term (more than 2 years):

a. BDEGA

Recommendation		i. Work with SFO Roundtable to route BDEGA East Leg arrivals over compatible land use.
Process		Air Traffic Facility Action
Status		The use of the east downwind could be increased during certain times of the day. Update SOP and Controller briefings. Reduction in airport arrivals / departures may increase usage.
Reference to the Recommendation Report	Roundtable	C Wo LT 2
	Select Committee	

b. Down the bay night time departures

Recommendation		i. Create RWY 10L/R RNAV departure that mirrors the decommissioned DUMBARTON EIGHT - keeping aircraft over the bay to gain altitude before turning. This would include an adjustment to SAHEY to keep aircraft over the bay before they turn towards their destination.
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Currently under evaluation.
Reference to the Recommendation Report	Roundtable	B 27 C ODO LT 3; CO 3 D 2.e.i
	Select Committee	

c. Sequencing

Recommendation		i. Improve aircraft set up and sequencing between facilities.
Process		Air Traffic Facility Action
Status		The FAA is continuously working to improve aircraft set up and sequencing between facilities.
Reference to the Recommendation Report	Roundtable	
	Select Committee	1.6

Recommendation		ii. Increase In-Trail separation on SERFR, DYAMD and possibly BDEGA to reduce vectoring.
Process		Air Traffic Facility Action
Status		The FAA is continuously working to improve aircraft set up and sequencing between facilities. Reduction in airport arrivals / departures may decrease the need for vectoring.
Reference to the Recommendation Report	Roundtable	B 6; 8; 11 C Wo ST 2; LT 2
	Select Committee	

4. Under Evaluation:

a. BDEGA

Recommendation		i. Golden Gate 140° Heading vs BDEGA 140° Track
Process		Air Traffic Facility Action
Status		Currently under evaluation.
Reference to the Recommendation Report	Roundtable	B 4
	Select Committee	

Recommendation		ii. Increase BDEGA/DYAMD in-trail spacing to allow additional opportunities for BDEGA East Downwind.
Process		Air Traffic Facility Action
Status		The FAA is continuously working to improve aircraft set up and sequencing between facilities.
Reference to the Recommendation Report	Roundtable	B 8; 11 C Wo ST 2; LT 2
	Select Committee	

Recommendation		iii. Northern Arrivals (BDEGA) into SFO - increase East Leg percentage - ideally to pre-May 2010 levels.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 1 C Wo ST 1; 3 C Night ST 7 D 2.a.i.
	Select Committee	2.2 R1

Recommendation		iv. Determine if BDEGA west downwind aircraft can be flown at higher altitudes or over compatible land use areas.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 5
	Select Committee	

Recommendation		v. Reinstate FINSH transition/Create RNP procedure from BDEGA East Downwind to 28R Final.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 2; 3 C Wo ST 3; LT 1 C Night LT 3
	Select Committee	

Recommendation		vi. SFO RT will work with airlines and FAA to bring oceanic arrivals to the East downwind, down the bay rather than over OSI. It was also suggested that this only be a nighttime procedure.
Process		Procedural Design/Amendments and IFP Gateway Entry
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 7; 10; 11 C Wo ST 3 C Wo COL 2 C Night LT 4
	Select Committee	

b. Departures

Recommendation		i. Fly the FOGGG / SAHEY procedures as published.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 26 C ODO ST 2 D 2.a.ii.(a). D 2.e.i.
	Select Committee	

Recommendation		ii. Assign southeast bound aircraft the TRUKN departure with a transition at TIPRE or SYRAH.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	C Sstik ST 7
	Select Committee	

c. Down the bay night time departures

Recommendation		i. NIGHTTIME: Determine if RWY 10 departures can be authorized to use NIITE. If not, create one.
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 21; 23 C Niite LT 2 C Night LT 2
	Select Committee	

Recommendation		ii. NIGHTTIME: Create an OAK RWY 30 heading down the Bay at night, which is comparable to the SFO RWY 01 050° heading. .
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 24; 33 C 050 ST 2 C Night ST 4 D 2.e.ii.
	Select Committee	

d. MENLO

Recommendation		i. MENLO Waypoint - vectored traffic in vicinity of MENLO above 5K. This includes vectored SERFR and BDEGA west downwind aircraft.
Process		Air Traffic Facility Action
Status		Currently under evaluation.
Reference to the Recommendation Report	Roundtable	B 8;16 D 1.a.i.(a); D 1.f.iv.
	Select Committee	2.5 R3

Recommendation		ii. VMC - aircraft should cross MENLO/vicinity of MENLO at 5,000 ft.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 16 D 1.a.i.(a)
	Select Committee	2.5 R3

Recommendation		iii. NIGHTTIME: During nighttime hours only, determine if arrivals from the south (such as on the SERFR/BSR) could instead file a route which would terminate to the east of the Bay for an approach to Runway 28R.
Process / Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 9, 10 C Night LT 5
	Select Committee	

Recommendation		iv. Assess the feasibility of establishing different points of entry, over compatible land use and at high altitudes, to the final approach into SFO on the SERFR arrival (or any replacement), such as a different waypoint east or north of MENLO, or using FAITH, ROKME or DUMBA. May involve modifying SJC Class C airspace.
Process / Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.5 R5

Recommendation		v. Create a Visual Approach for RWY 28L / RNAV mirror of TIPP TOE with 5,000 ft. crossing restriction at MENLO.
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Currently under evaluation.
Reference to the Recommendation Report	Roundtable	B 17
	Select Committee	

Recommendation		vi. MENLO Waypoint - design new procedure for south arrivals or assess feasibility of using a different waypoint
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Not feasible - see Phase One report (1.a.i) Procedural development criteria and safety standards require that the altitude at MENLO cannot be published to be greater than 4,000 feet MSL. That some aircraft can fly a stabilized approach at an altitude higher than 4,000 feet MSL does not justify raising the altitude requirement for all aircraft.
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.5 R2

e. Miscellaneous

Recommendation		i. The FAA to determine altitudes to turn aircraft for vector purposes that minimizes noise.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	D 2.a.i.
	Select Committee	

Recommendation		ii. Increase All Altitudes
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.8

Recommendation		iii. Use the Bay, Ocean and compatible land use as much as possible.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 29; 34 C Wo LT 2 C Sstik ST 4; 5 D 1.b.i, 1.b.ii. D 2.a.ii.(b).
	Select Committee	

Recommendation		iv. Determine if the minimum required altitude before a left turn can be raised.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 38 C Sstik LT 1
	Select Committee	

Recommendation		v. Restricted/Special Use Airspace review
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	3.2

Recommendation		vi. NIGHTTIME: Aircraft from the South and West be kept higher and vectored farther out to join the final (RWY 28R).
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 5; 10 C Night ST 8
	Select Committee	

Recommendation		vii. Aircraft Vectoring - raise all vectoring altitudes over Mid-Peninsula.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.9 R2

Recommendation		viii. Determine feasibility to Increase the Profile of Descents into SFO.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.7

Recommendation		ix. After implementation of procedure overlaying the legacy BSR ground track, the FAA will meet with subcommittee to review new procedure post implementation
Process		Air Traffic Facility Action
Status		Awaiting Design and Publication of BSR RNAV Overlay
Reference to the Recommendation Report	Roundtable	
	Select Committee	1.2 R3

Recommendation		x. FAA, SFO and industry continue their efforts to establish new additional overnight noise abatement procedures within the next six months.
Process / Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.4 R3

Recommendation		xi. Noise Measurement - adopt supplemental metrics
Process		Rule making
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	3.3

Recommendation		xii. Determine if upgraded radar equipment or map notations would be helpful to controllers to increase the use of less impactful areas when vectoring.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 41
	Select Committee	

Recommendation		xiii. Determine if any aircraft were assigned or re-assigned - via preferential runway or otherwise - from one departure or arrival procedure to a different departure or arrival.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 39
	Select Committee	

f. NIITE/HUSSH

Recommendation		i. Utilize HUSSH during daytime hours to avoid conflicts with SSTIK.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 31 C Cndel LT 3 D. 1.b.ii.
	Select Committee	

Recommendation		ii. NIGHTTIME: Determine if RWY 10 departures can be authorized to use NIITE. If not, create procedure for RWY 10 with left turn to NIITE waypoint. Meanwhile, vector aircraft to mirror NIITE DP. While awaiting authorization to use NIITE departure from RWY 10, vector aircraft to mirror the NIITE DP. Review the safety concerns which resulted in the first NIITE RWY 10 transition to be removed and see if there is another departure routing that could be created, ensuring safety.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 21; 23 C ODO ST 1; CO 2 C Niite LT 2 C Night ST 1; 2 C Night LT 2 D 2.e.iii.
	Select Committee	

Recommendation		iii. NIGHTTIME: South Transition: While formal process of creating NIITE/HUSSH transition from GOBBS to an offshore southbound course is underway, determine if aircraft can file QUIET or SILENT, and/or NCT utilize vectors, to approximate its path. One possibility: vector southbound aircraft via 330° and up the bay, then out to the ocean and south; or off SFO - 050° and down the Bay.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 18; 19; 20; 22; 23; 24; 33 C Cndel ST 3 C Niite ST 1; 3; C Niite LT 1 C 050 LT 1 C Night ST 3
	Select Committee	

g. SFO RWY 28 Arrivals

Recommendation		i. NIGHTTIME: During VMC - use higher altitudes and vector to single stream for 28R. Aircraft from the South and West be kept higher and vectored farther out to join the final (RWY 28R).
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	C Night ST 8
	Select Committee	

Recommendation		ii. Raise the procedural altitudes on SERFR
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 8 C Wo ST 2
	Select Committee	2.6 R1

Recommendation		iii. Raise the altitudes of vectored aircraft on the SERFR.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 5;8;16 C Wo ST 2 D 1.a.i.(a), 1.f.iv.
	Select Committee	2.6 R1

Recommendation		iv. Raise the procedural altitudes on SERFR - ensure speed reductions occur over the Monterey Bay.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.6 R2

Recommendation		v. Develop a procedure to replace the SERFR with ground tracks that minimize total people affected.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	1.2 R4

h. SFO/OAK south bound departures

Recommendation		i. Fly over SSTIK / CNDEL to PORTE as published; avoid vectoring down the peninsula direct to waypoints beyond PORTE.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 30; 37 C Cndel ST 5 C Sstik ST 3 D 1.b.i.; 1.b.ii. D 2.a.ii.(b).
	Select Committee	

Recommendation		ii. Depict SEPDY on controller's scope in an effort for aircraft to stay over the bay as long as possible.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	C Sstik ST 8
	Select Committee	

Recommendation		iii. SSTIK: Determine if a reduced climb airspeed can be assigned until reaching 3,000 ft. MSL or other higher altitude; a slower airspeed will allow the aircraft to climb to a higher altitude in a shorter distance before overflying noise-sensitive land use areas. Determine if the minimum required altitude before a left turn can be raised.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	C Sstik LT 1
	Select Committee	

Recommendation		iv. Assign the OFFSHORE departure to flights which historically were assigned the OFFSHORE departure, which guides the aircraft to the ocean and WAMMY waypoint. Wide dispersal of flight paths is preferred.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 36 C Sstik ST 6
	Select Committee	

Recommendation		v. In the existing SSTIK procedure, use the Bay and ocean as well as use existing areas of compatible land use for overflights as much as possible.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 34 C Sstik ST 4; 5 D 1.b.ii.
	Select Committee	

Recommendation		vi. Define the airspace limitations over the Bay, Golden Gate and the Ocean to the west for placement of a waypoint to replace or augment PORTE and or SSTIK waypoint. Present these limitations to the Roundtable in graphic and memo format.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	D 2.a.ii.(b).
	Select Committee	

Recommendation		vii. Determine if a different southbound transition would provide more room for SSTIK departures without shifting noise to other communities. Suggestions: Create procedure from CNDEL to GOBBS, WAMMY, then PORTE or south; 'contain' CNDEL aircraft west of the eastern shore of the Bay. The intent being that the aircraft gain altitude before crossing back over residential areas.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 31; 32 C Cndel ST 1; 2
	Select Committee	

Recommendation		viii. Fly the CNDEL procedure as published - don't vector aircraft early. Determine if flight tracks after CNDEL waypoint could be 'contained' to a more limited area such as west of the eastern shore of the Bay that would decrease potential conflicts with SSTIK. From CNDEL, direct aircraft to a waypoint in the Pacific Ocean - potentially GOBBS, then WAMMY before flying to PORTE.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 30; 31; 32 C Cndel ST 1; 4 C Cndel LT 1; 2; 3 D 1.a.ii.; 1.b.i.; 1.b.ii.
	Select Committee	1.5

Recommendation		ix. Use FAA Initiative Phase 1, Appendix B as baseline to compare improvements in decreasing vector traffic regarding CNDEL departures.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	D. 2.a.ii.(b).
	Select Committee	

Recommendation		x. Move SSTIK north and east as much as feasible (use SEPDY as a guide) to allow for maximum altitude gain. Remain over Pacific Ocean until attaining a high altitude.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 34; 38 C Sstik LT 2; COL 1 D 1.b.i; 1.b.ii. D 2.a.ii.(b).
	Select Committee	

Recommendation		xi. Create an OFFSHORE RNAV overlay that would allow for an RNAV procedure that keeps aircraft over the water.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 35 C Sstik LT 3 D 1.a.ii.
	Select Committee	

Recommendation		xii. Similar to NIITE proposal, create a SSTIK transition to GOBBS, then WAMMY, then PORTE or south
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	B 34 C Night LT 1 C Sstik LT 4 D 1.b.i.; 1.b.ii.
	Select Committee	

Recommendation		xiii. Remain over the Bay / Pacific Ocean until attaining a high altitude.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	C SSTIK ST 4
	Select Committee	

i. SJC Arrivals

Recommendation		i. Modify BRIXX Procedure into San Jose International Airport. The amended BRIXX should obtain the highest possible altitude where the BRIXX intersects the new arrival route from the south.
Process		Air Traffic Facility Action
Status		Awaiting Design of BSR RNAV Overlay
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.11

j. Woodside VOR

Recommendation		i. Woodside VOR
Process		Addressed Concern to the Extent Feasible
Status		In use per SOP for Non-OTA arrivals. NCT will continue to reinforce the use of this procedure to personnel through training and briefings.
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.3 R1, 2

Recommendation		ii. Woodside VOR - prohibit overnight crossing below 8,000 ft.
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.3 R3

Recommendation		iii. Woodside VOR - modify OTA to cross VOR at 8K
Process		Air Traffic Facility Action
Status		Currently under evaluation
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.3 R2

5. Recommendations which were not endorsed by the Select Committee:

a. Miscellaneous

Recommendation		i. Return to Pre-NextGen Procedures, Altitudes, and Concentration.
Process		
Status		Not Endorsed by the Select Committee
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.17

b. SFO South Arrivals

Recommendation		i. Modify NRRLI Waypoint on the First Leg of SERFR.
Process		
Status		Not Endorsed by the Select Committee
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.12

Recommendation		ii. Redirect Southern Arrivals (SERFR) to an Eastern Approach into SFO.
Process		
Status		Not Endorsed by the Select Committee, since this reduces the opportunity to shift aircraft from the BDEGA west leg transition. The FAA does not have the expertise to resolve a regional noise concern through the creation/amendment of procedures. The FAA respectfully requests that the Round Table and Select Committee coordinate their response, so that the FAA may respond to a request which benefits all community stakeholders.
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.14

Recommendation		iii. Herringbone Approach to SFO Arrivals.
Process		
Status		Not Endorsed by the Select Committee
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.16

c. SJC Arrivals

Recommendation		i. San Jose International Airport Reverse Flow: Aircraft Arrivals. Reverse flow conditions at SJC have arrival aircraft at lower altitudes to the west of SJC. Can these arrivals be shifted to the east of SJC? Not endorsed since this shift of arrivals equates to a shifting of noise to another community.
Process		
Status		Not Endorsed by the Select Committee
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.13

d. Woodside VOR

Recommendation		i. Fan-in Overseas Arrivals (OCEANIC) into SFO.
Process		
Status		Not Endorsed by the Select Committee
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.15

6. Recommendations which were not endorsed by the FAA:

a. SFO RWY 28 Arrivals

Recommendation		i. Research feasibility of dual offset RNAV to both RWY 28L and RWY 28R.
Process		Air Traffic Facility Action
Status		Not feasible - see Phase One report (1.b.iii) The preferential arrival runway is RWY 28R when in single stream. If the operational level necessitate simultaneous arrivals, then an offset arrival to RWY 28L would conflict with both the straight in and offset RWY 28R approaches, making both untenable.
Reference to the Recommendation Report	Roundtable	B 15 C Vis LT 1 D 1.b.iii.
	Select Committee	

b. Down the bay night time departure

Recommendation		i. NIGHTTIME: Use SFO's longstanding preferred departure runways: RWY 10 R/L, then RWY 28 R/L (TRUKN or NIITE), then RWY 01 R/L.
Process		Air Traffic Facility Action
Status		Increasing the use of RWY 10 was stated not to be feasible in the Phase One report (2.e.i). However, NCT will continue to be an active participant in Round Table meetings, providing leadership in seeking solutions. Ongoing discussion with SFO Airport to update Fly Quiet program.
Reference to the Recommendation Report	Roundtable	B 26 D 2.e.iii.; 3.a.i.
	Select Committee	

Recommendation		ii. Create a RWY 10L/R departure procedure with an immediate left turn to deconflict with opposite direction aircraft.
Process		Air Traffic Facility Action
Status		Not feasible - In August 2013, the requirements associated with Opposite Direction Operations (ODO) changed increasing the complexity of implementing ODO procedures. The creation of a RWY 10 departure procedure with an immediate left turn would not absolve the requirement to utilize the updated ODO procedures.
Reference to the Recommendation Report	Roundtable	C ODO LT 2
	Select Committee	

c. MENLO

Recommendation		vii. MENLO Waypoint - review increasing RWY 28L glide slope. Increase SFO RWY 28 Glide Slope - The recommendations are to review and determine feasibility which could be done in the near term.
Process		Air Traffic Facility Action
Status		Not feasible - see Phase One report (1.a.i)
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.5 R4

Recommendation		viii. MENLO Waypoint - altitude at MENLO above 5,000 ft.
Process		Procedural Design / Amendments and IFP Gateway Entry
Status		Not feasible - see Phase One report (1.a.i)
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.5 R1

7. Recommendations which were not the FAA’s action:

a. Down the bay night time departures

Recommendation		i. SFO Airport and RT educate dispatchers and pilots of the importance / impact of 10L/R ODO procedures on impacted communities.
Process		SFO Airport and SFO Roundtable
Status		
Reference to the Recommendation Report	Roundtable	C ODO ST 3
	Select Committee	

b. Miscellaneous

Recommendation		i. Allocate funds to commission an updated Technical Study of back blast noise from takeoffs at SFO.
Process		SFO Airport
Status		
Reference to the Recommendation Report	Roundtable	B 40
	Select Committee	

Recommendation		ii. Who Makes Recommendations to Whom
Process		
Status		
Reference to the Recommendation Report	Roundtable	
	Select Committee	4.1

Recommendation		iii. Ensuring Compliance
Process		
Status		
Reference to the Recommendation Report	Roundtable	
	Select Committee	4.3

Recommendation		iv. Airbus A320 Aircraft Family Wake Vortex Generators Retrofit
Process		Directed to Industry
Status		
Reference to the Recommendation Report	Roundtable	
	Select Committee	2.1

Recommendation		v. Need for an Ongoing Venue to Address Aircraft Noise Mitigation - permanent committee.
Process		Directed to a follow-up committee
Status		
Reference to the Recommendation Report	Roundtable	
	Select Committee	3.1 R1, R2

Recommendation		vi. Capacity Limitations
Process		
Status		
Reference to the Recommendation Report	Roundtable	
	Select Committee	3.4

Recommendation		vii. Aircraft Speed
Process		
Status		
Reference to the Recommendation Report	Roundtable	
	Select Committee	3.5

Recommendation		viii. Need for Before/After Noise Monitoring - monitor noise before and after implementation
Process		
Status		
Reference to the Recommendation Report	Roundtable	C Sstik CO 2
	Select Committee	4.2 R1

Recommendation		ix. Need for Before/After Noise Monitoring - implement regional noise monitoring stations
Process		
Status		
Reference to the Recommendation Report	Roundtable	C Sstik CO 2
	Select Committee	4.2 R2