San Francisco International Airport

Northern California TRACON March 9, 2016

Airport Community Roundtable

April 6, 2016

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TRACON Meeting

Purpose: discussion on arrival and departure procedures at SFO.

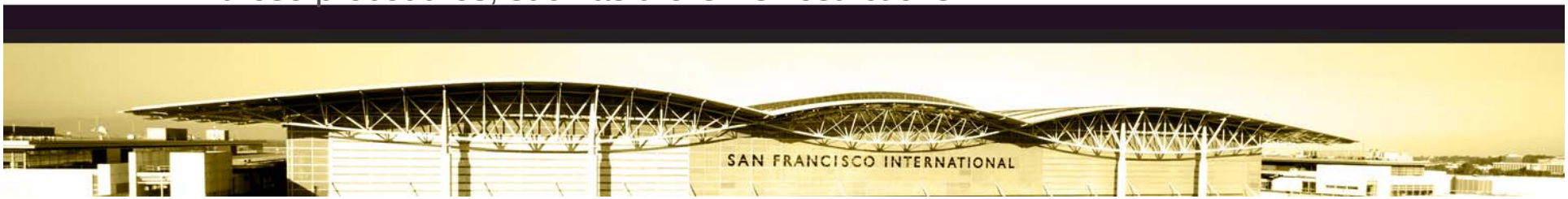
Regulations

The FAA must use FAA Order JO 7100.41 to implement PBN procedures. This determines the amount of public outreach required.

Opposite Direction Operations (ODO) require an aircraft departing be cleared for departure no later than the opposing arriving aircraft at 20 NM out. The departing aircraft must initiate a turn prior to the arriving aircraft at 10 NM out.

- ODO was stopped in 2013 across the system.
- It is cumbersome to use and requires large amounts of coordination.

The Letter of Agreement for SFO control tower and NCT will be refreshed to show existing noise abatement procedures and any regulation changes that affect these procedures, such as the ODO restrictions.



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SFO Departure Operations

- Runway 10 ODO is altitude restricted and not used due to coordination required. It is not offered to aircraft.

- Runway 01 050 degree departure is used. NCT has discussed creating an RNAV or RNP 0.3 procedure to fly the 050 degree heading, then direct LINDEN.

- The YUUNG transition is being amended and must use 7100.41 for this process.

- The OFFSHORE waypoint/fix will be deleted.

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SFO Departure Operations - continued

- The Down the Bay procedure is an option for controllers to use during nighttime hours instead of over the peninsula.
- Aircraft are cleared direct to waypoints/fixes beyond the initial fixes of procedures to expedite aircraft exiting the airspace/going to their destination.
- Reducing vectors between midnight – 5 am to keep aircraft on the charted procedure. This dovetails w/the FAA's NextGen goal of increased DataComm efficiency.

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SFO Arrival Operations

- The TIPP TOE arrival is no longer advertised, 3/10/16. Reason: it cannot be programmed into the FMS.
- The FMS Bridge replaced the QUIET BRIDGE visual.
- During visual conditions, MENLO can still have a 4,000’ MSL altitude, not 5,000’ MSL; the altitude shown is a suggestion but is not required.
- For new procedures [Metroplex], TERPS analysis was conducted to determine the glide slope. At MENLO, 4,100’ MSL is the ideal altitude to conduct an optimized profile descent. This translates into a glide slope of 2.72 degrees.

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SFO Arrival Operations - continued

- Procedures historically used a standard 3.00 degree glide slope. New procedures should have a glide slope between 2.62 – 2.85 degrees.
- In order to sequence RNP arrivals, controllers must know exactly where an aircraft will be at a set time to coordinate the RNP aircraft with other arrivals. This technology isn't robust yet.
- NCT is undergoing wake recategorization training that will wrap up by May 26. Wake recat increases the number of aircraft categories and required en trail separation.

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Closing Discussion Items

- Side stepped approach from Runway 28R to Runway 28L turned within the San Mateo bridge.

- NCT offered The SFO Noise Abatement Office to conduct a Noise 101 session for the controllers once they have completed their upcoming training is complete.