

NorCal Metroplex Update: Review of the FAA Initiative Interim Response

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Agenda

- The FAA's Initiative
- Summary of the FAA's Interim Response
- FAA responses to specific recommendations
- Member discussion

FAA Initiative

To work with Bay Area communities and address noise concerns related to the implementation of the Nor Cal Metroplex

http://metroplexenvironmental.com/norcal_metroplex/norcal_introduction.html

- SFO Airport/Community Roundtable submitted report to FAA with recommendations on November 17, 2016
- OAK Airport-Community Noise Management Forum submitted report to FAA with recommendations on March 24, 2017

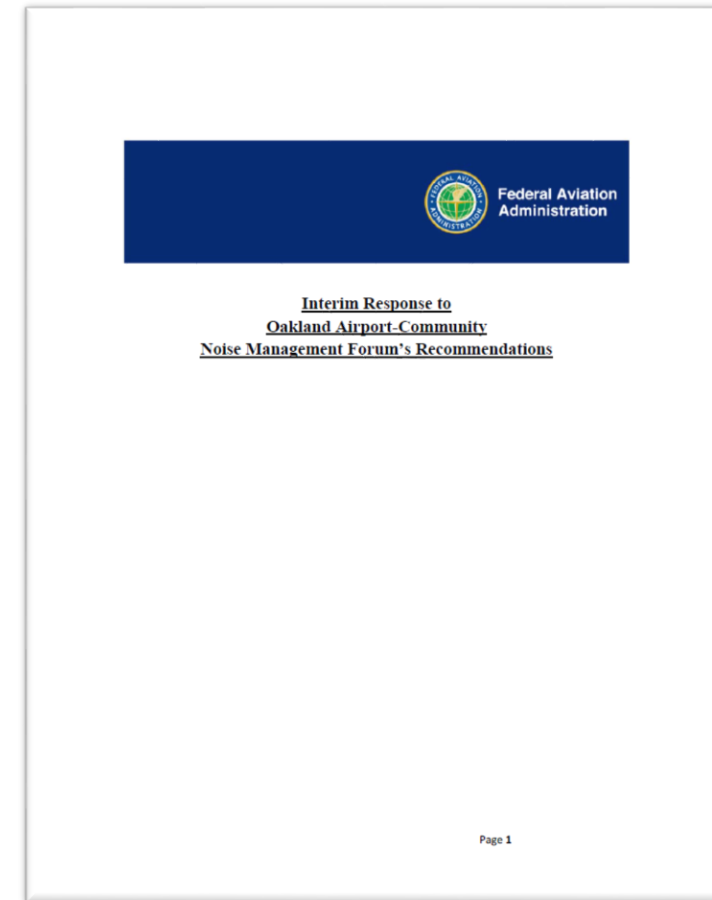
Supplemental Proposals to Revising the
Northern California Metroplex
For Alameda County/Contra Costa County

Oakland Airport-Community Noise Management Forum
March 2017



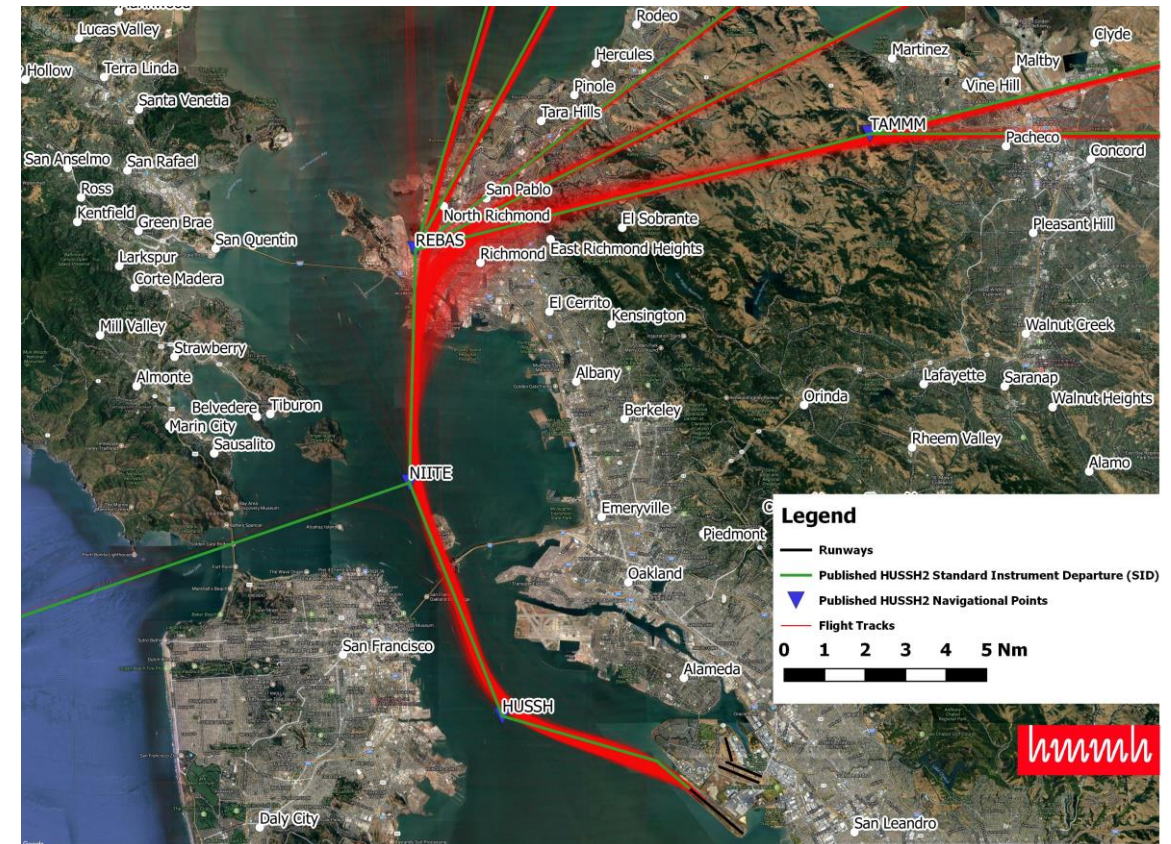
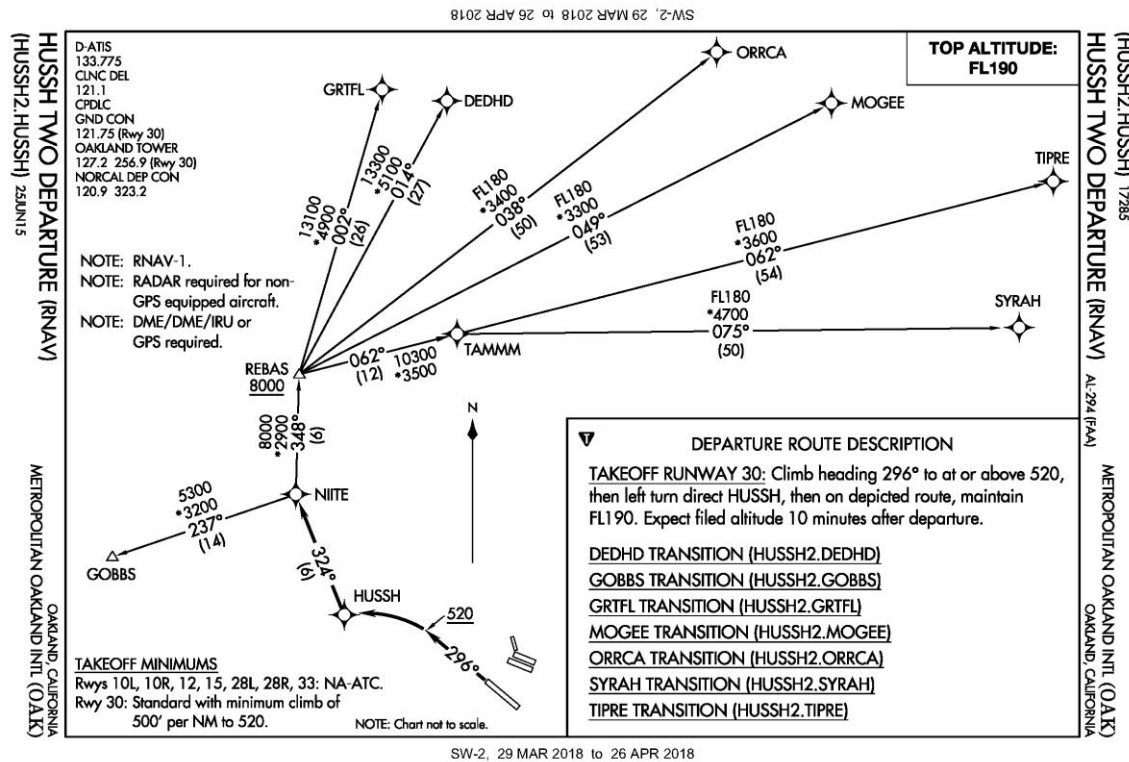
FAA Interim Response to OAK Noise Forum

- FAA provided interim response on February 8, 2018
 - 29 (of the 34) recommendations remain under FAA evaluation
 - Three recommendations the FAA deemed feasible
 - FAA provided responses – as discussed in this presentation
 - One recommendation was not endorsed by the FAA
- FAA is supposedly in the process of preparing a final response



FAA's Interim Response to Specific Recommendations

HUSHH Departure



OAK HUSHH Departures: January 1 – June 30, 2017



HUSSH, Recommendation 8

Forum recommendation:

“...as OAK departures over Berkeley and Oakland are lower in altitude and markedly louder than SFO departure, implement the adjusted HUSSH procedure all the way to REBAS and then onto the next fix for all northerly OAK departures from Runway 30 so that the HUSSH DP is in effect 24 hours a day for these flights instead of only at night to decrease the noise burden on Oakland, Emeryville, Berkeley, Albany, and Kensington.”

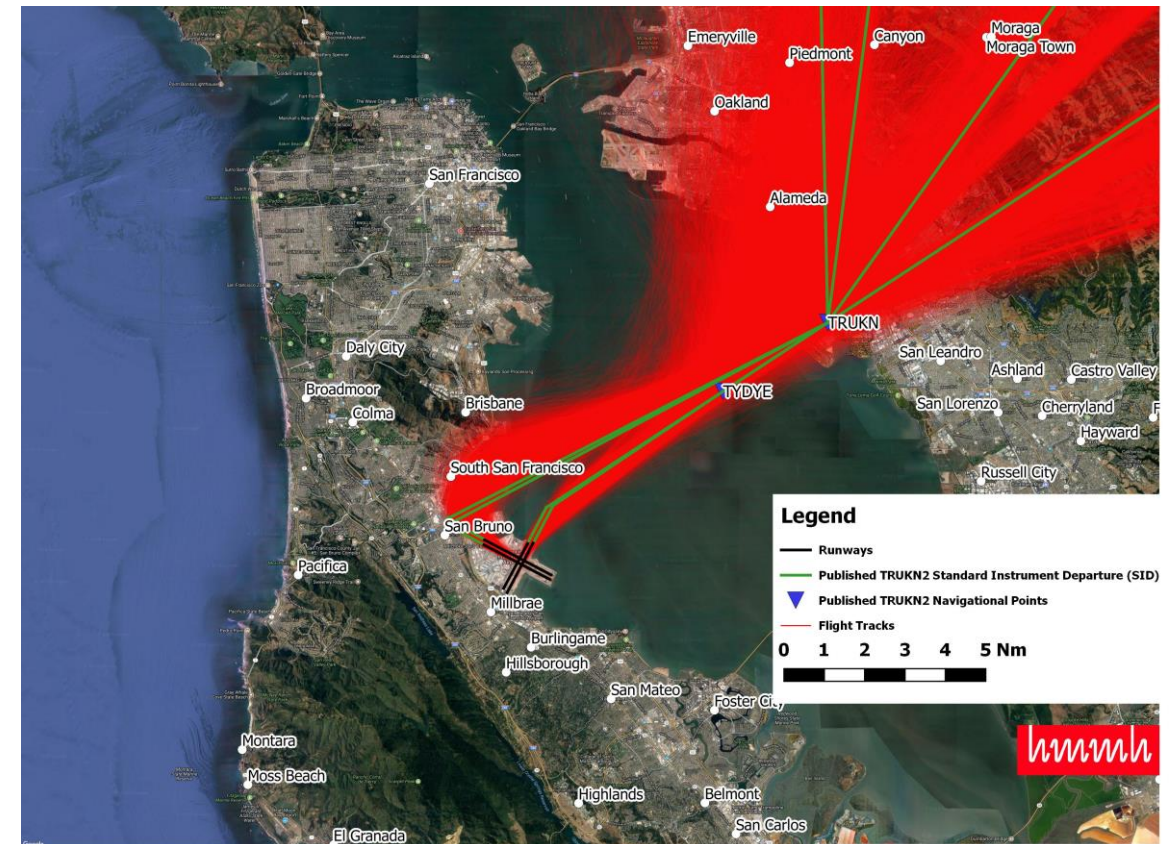
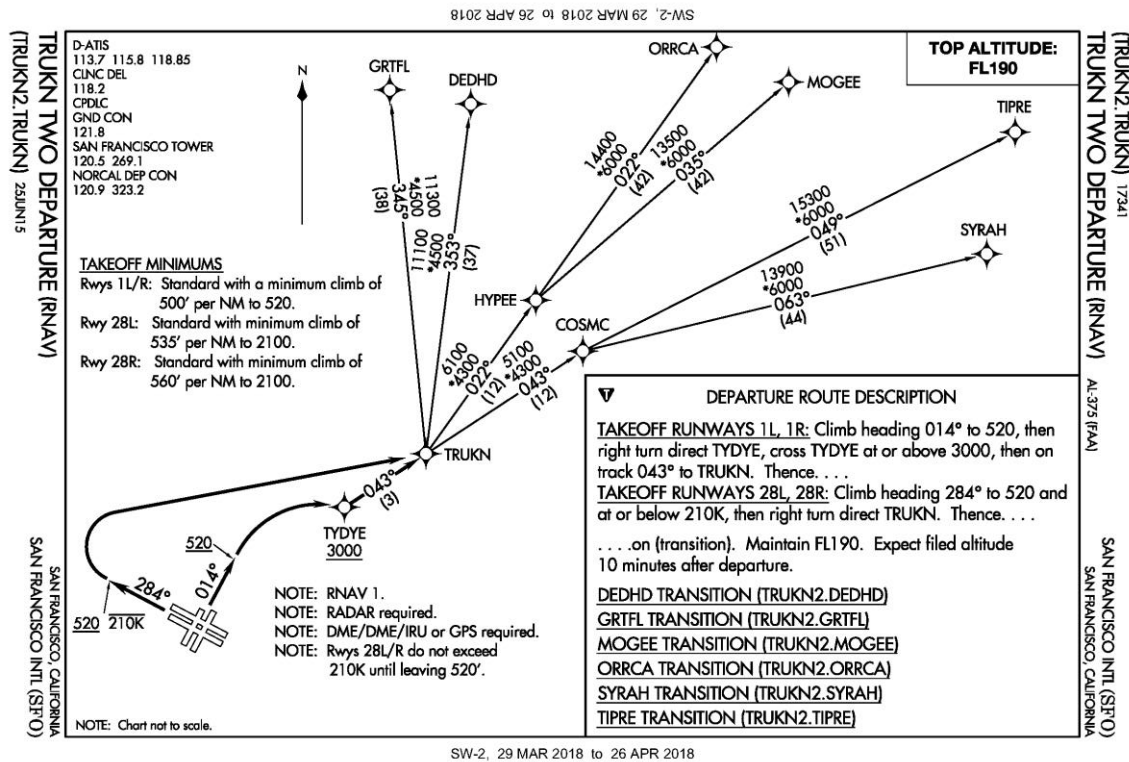
FAA response:

“Due to safety and efficiency of the National Airspace System (NAS), this cannot be endorsed by the FAA”

HMMH assessment:

- Safety can be maintained with other procedures through appropriate spacing
- Efficiency impacted by increased flight miles, potential sequencing issues and reduced flexibility for controllers

TRUKN Departure



SFO TRUKN Departures: April 1 – September 30, 2015

TRUKN, Recommendation 4

Forum recommendation:

“... the FAA investigate for both TRUKN North and TRUKN East: Airspace and noise analyses to identify appropriate adjustments to restore historical traffic patterns and conditions.”

FAA response:

“Feasible and Could Be Undertaken in the Short Term (Less than 2 years)”

HMMH assessment:

- No FAA commitment to modify TRUKN
- FAA to conduct analysis and determine whether modification can be implemented
- Recommend Noise Forum is provided opportunity to review TRUKN redesign prior to implementation

TRUKN, Recommendation 5

Forum recommendation:

“... the FAA investigate for both TRUKN North and TRUKN East: Analyze if a procedural decrease in altitude over TRUKN exists and whether higher altitudes can be restored.”

FAA response:

“Feasible and Could Be Undertaken in the Short Term (Less than 2 years)”

HMMH assessment:

- No FAA commitment to modify TRUKN
- FAA to conduct analysis and determine whether modification can be implemented
- No indication TRUKN departures are at lower altitudes than prior to the implementation of the NorCal Metroplex

TRUKN, Recommendation 6

Forum recommendation:

“... the FAA investigate for both TRUKN North and TRUKN East: Model how proposed changes will result in noise reduction.”

FAA response:

“Feasible and Could Be Undertaken in the Short Term (Less than 2 years)”

HMMH assessment:

- No FAA commitment to conduct noise modeling for proposed procedure changes
- FAA to satisfy the National Environmental Policy Act (NEPA) for proposed procedures
- Federal funding limitations preclude the FAA from conducting noise modeling for evolving procedure designs

Discussion