

# NCT – Proposed Class B Airspace Modification

Northern California TRACON

30 January 2017



# BRIEFING OVERVIEW

- **Ground-Rules**
- **Class B Modification Process**
- **Reasons to Change Existing Class Bravo Airspace**
- **Overview of Proposed Class Bravo Airspace**
- **Accommodation of VFR Operations In and Around Proposed Airspace**
- **Details of SFO Traffic Flows in Proposed Airspace**
- **Questions, Answers, and User Comments**

## Ground-Rules

- **The purpose of this informal meeting is to inform affected airspace users of planned airspace changes and to gather facts along with any relevant facts to the change being planned.**
- **The scope of this meeting is to discuss the proposed change of the SFO Class Bravo Airspace only.**
- **It is assumed that the audience has a basic understanding of CFR 14 Part 91.**
- **The proposed change to the airspace will not move flight paths.**
- **By rule, the design of the proposed Class Bravo Airspace is based on SFO traffic only. While satellite airport traffic flows through the SFO Class Bravo Airspace, these flows do not impact the proposed design.**
- **Feel free to ask questions and provide input/insight.**
- **Please provide written comment, good or bad!**

## **Class B Modification Process / NPRM:**

- Controlled airspace actions are implemented through rulemaking under 14 CFR part 71 which incorporates FAAO 7400.11.**
- Controlled airspace action process is outlined in FAAO 7400.2.**
- FAA identifies a need to make an airspace change typically based on user feedback and/or amendments to IAPs**
- FAA prepares draft study and proposal.**
- FAA coordinates with state aviation department, or another aviation-related organization, to lead the ad hoc committee effort to examine proposal.**
- The ad hoc committee, comprised of various local aviation representatives, provides input and recommendations to the FAA regarding Class B and C airspace changes.**
- FAA is obligated to consider, and to the extent practicable, incorporate the ad hoc committee's recommendations provided they are operationally feasible and do not conflict with any regulation or procedure.**

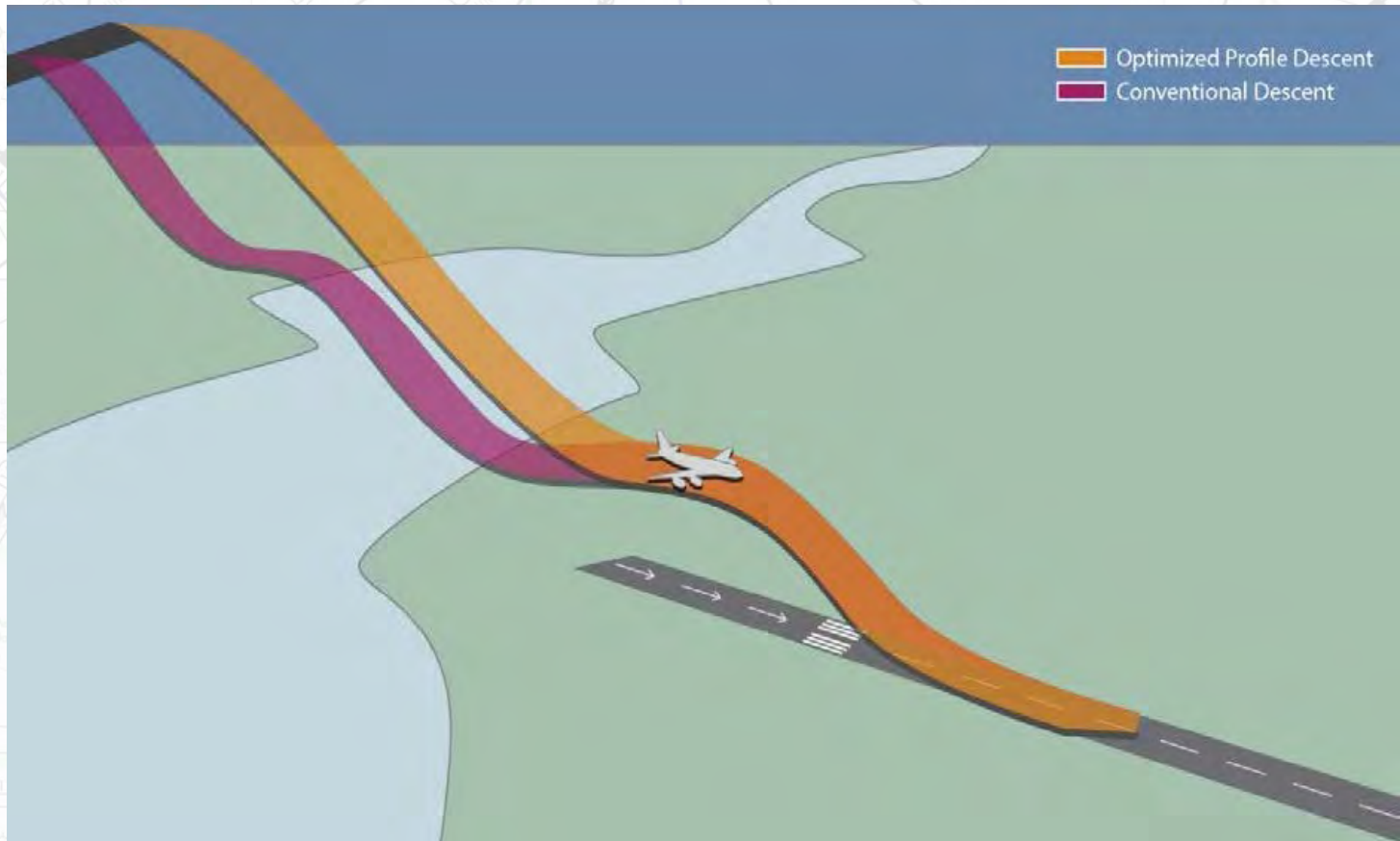
## **Class B Establishment / Modification Process / NPRM: (FAAO 7400.2)**

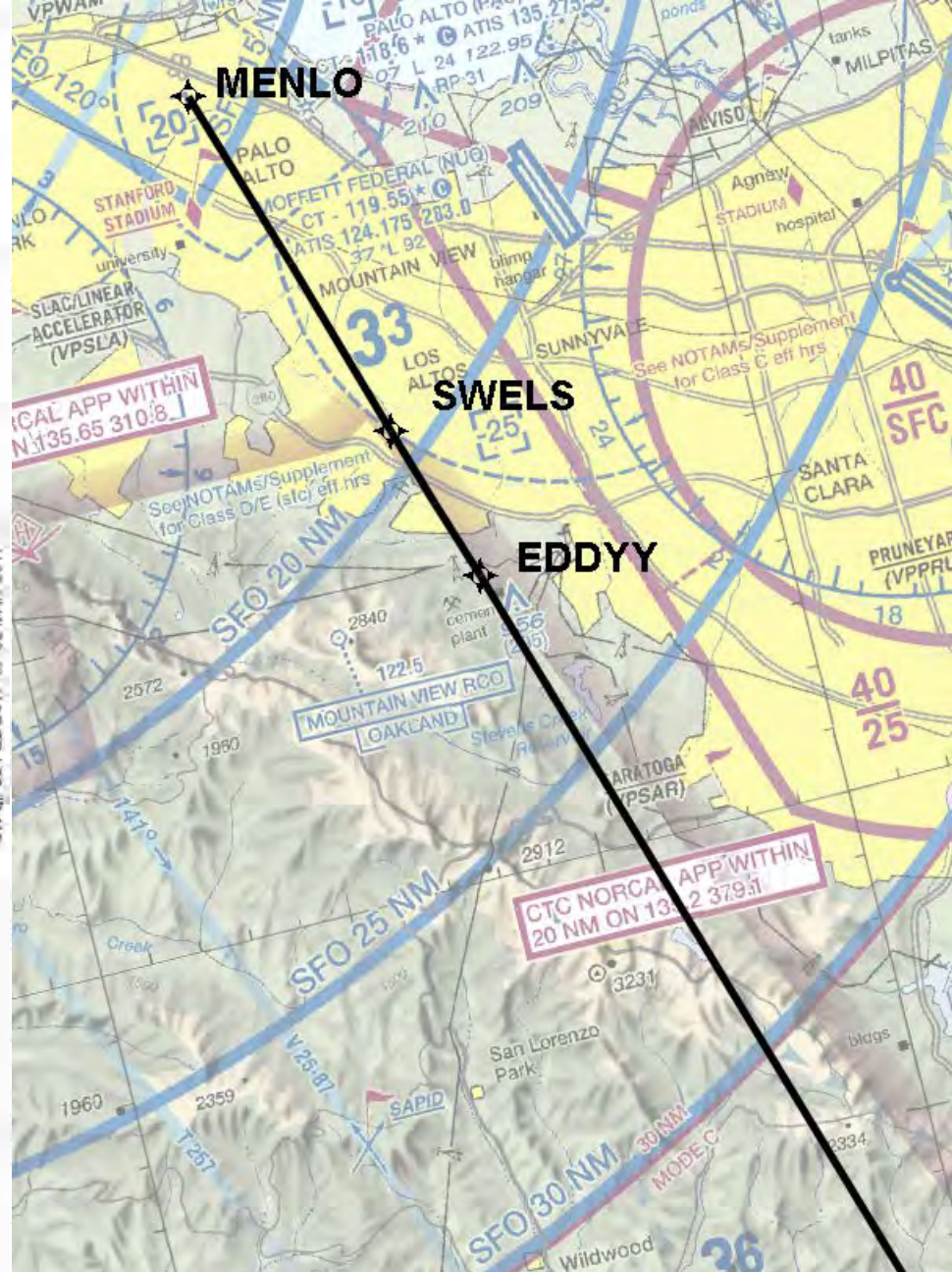
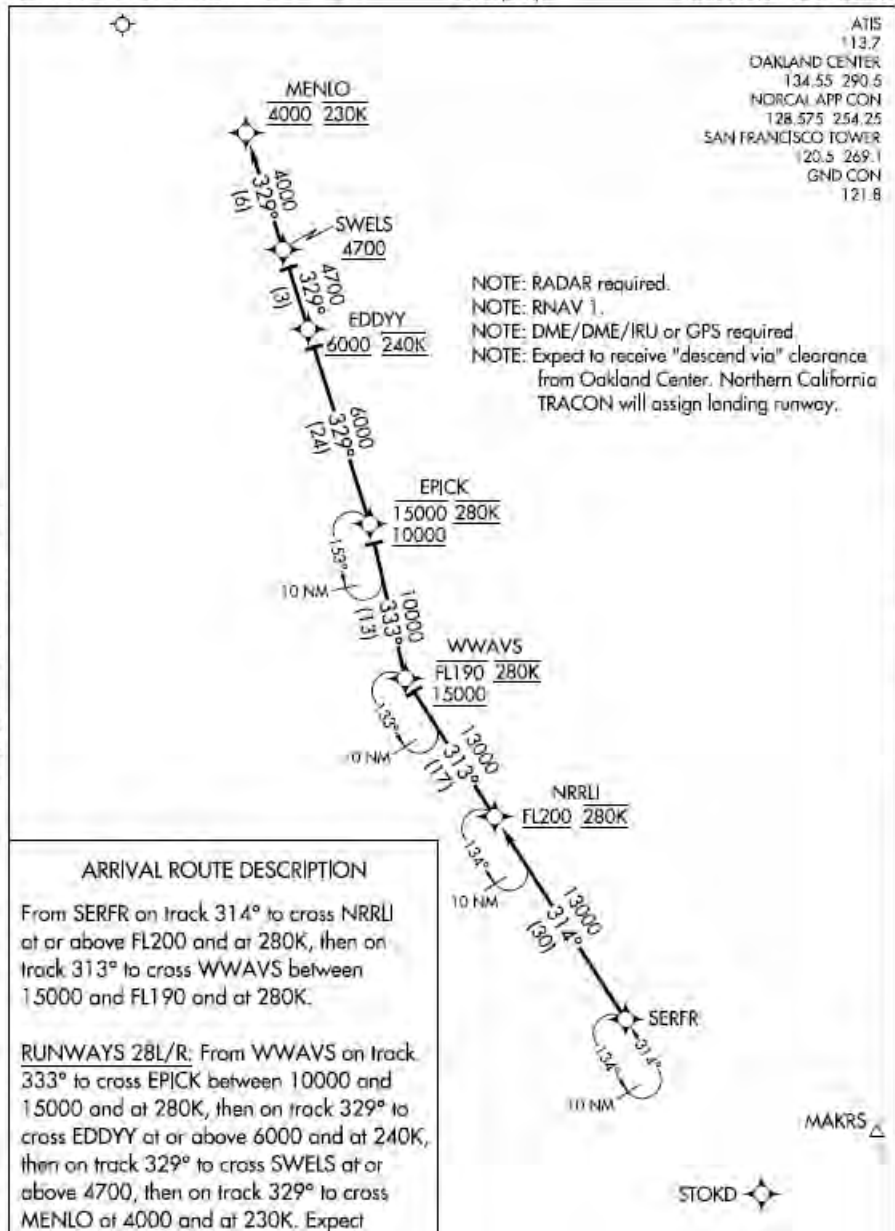
- Post ad hoc process the FAA is obligated to hold informal public meetings with affected airspace users to gather comments and information relevant to the proposed rule-making. The proposed airspace design may be modified based on the comments received.**
- Following the public meets, the FAA will review all comments/input received from the informal airspace meetings and consider whether to incorporate any into the Class B design that will be published in a future NPRM for a 60-day public comment period.**
- The FAA will review and consider all public comments received in response to the NPRM and respond to the issues raised by the public comments. The proposed airspace design may be modified based on the comments received.**
- Should the FAA elect to proceed with the airspace action, the date selected must meet a scheduled sectional change date.**

# Reasons to Change Existing Class Bravo Airspace

- **Updated Aircraft Technology**
  - **Today's Fleet Utilizes a More Efficient Wing Design**
  - **Optimal Descent Angle of 2.72° to 2.85° in a Clean Configuration**
  - **Modern FMS Can Manage Both Lateral and Vertical Path**
  - **Today's FMS Capable Of Managing a Descent From Cruise Altitudes To the Runway at Near-idle Thrust**
  - **Low-thrust Descent in a Clean Configuration Results in a Smaller Noise Footprint**
  - **Descent in a Clean Configuration also Results in a Lower Fuel Burn and Associated Carbon Emissions**

- **Use of Optimized Profile Descents (OPD)**
  - **RNAV STAR Delivers Predictable and Repeatable Flight Path**
  - **Coded into FMS**
  - **Allows for Continuous Clean Configuration Descent at Idle-Thrust**



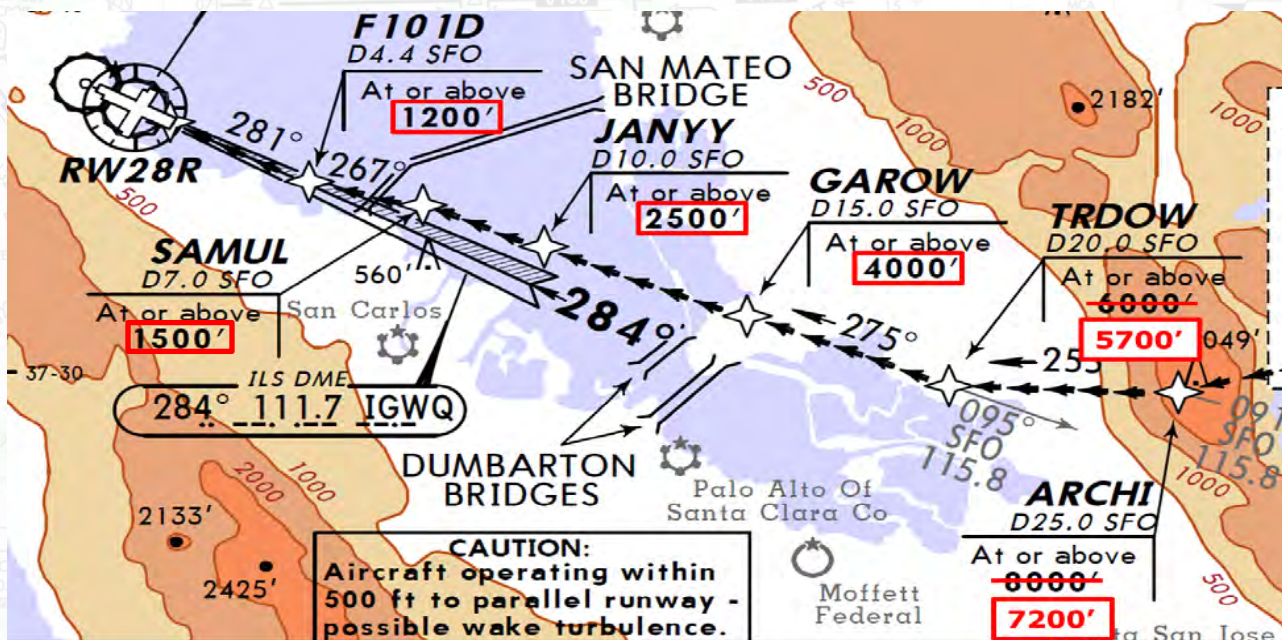
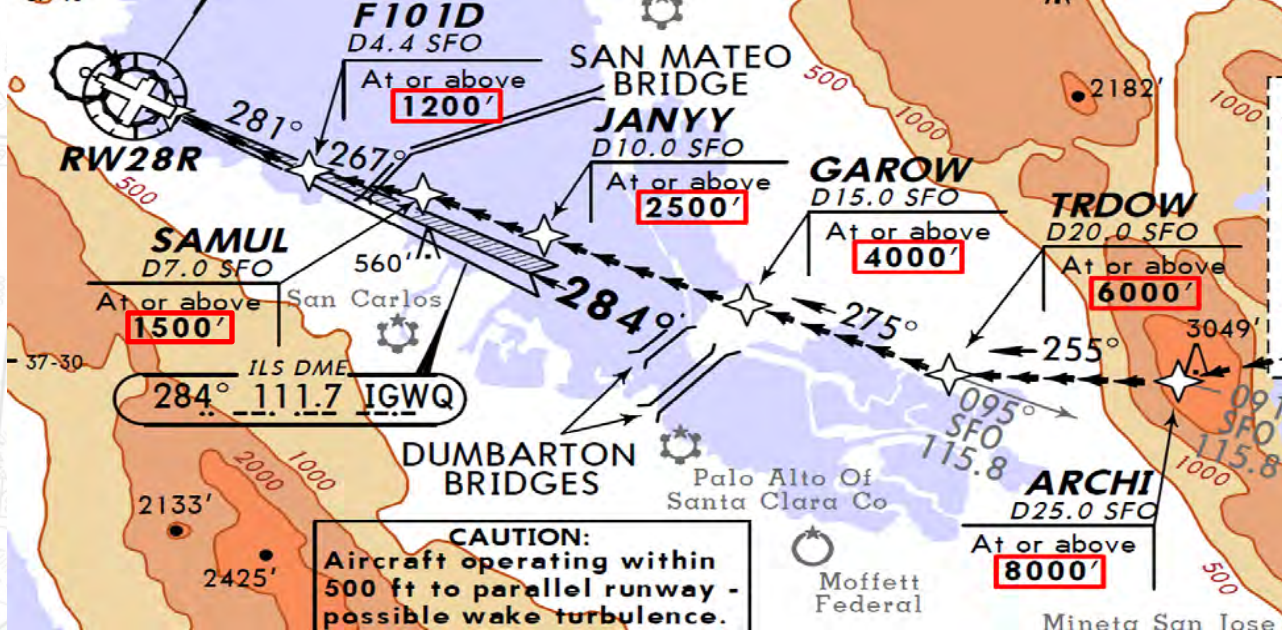


SW-2, 02 FEB 2017 to 02 MAR 2017

SW-2, 02 FEB 2017 to 02 MAR 2017

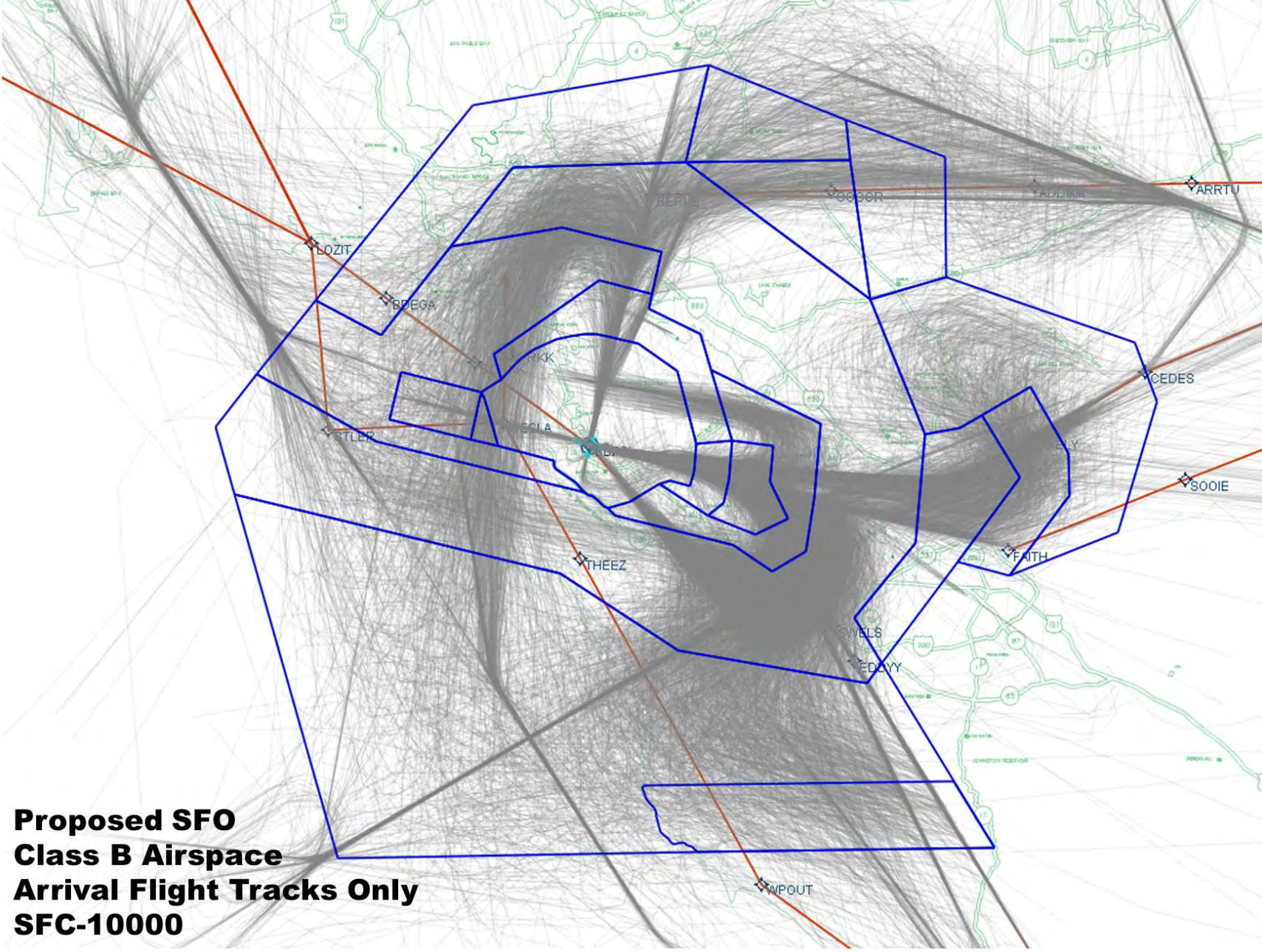










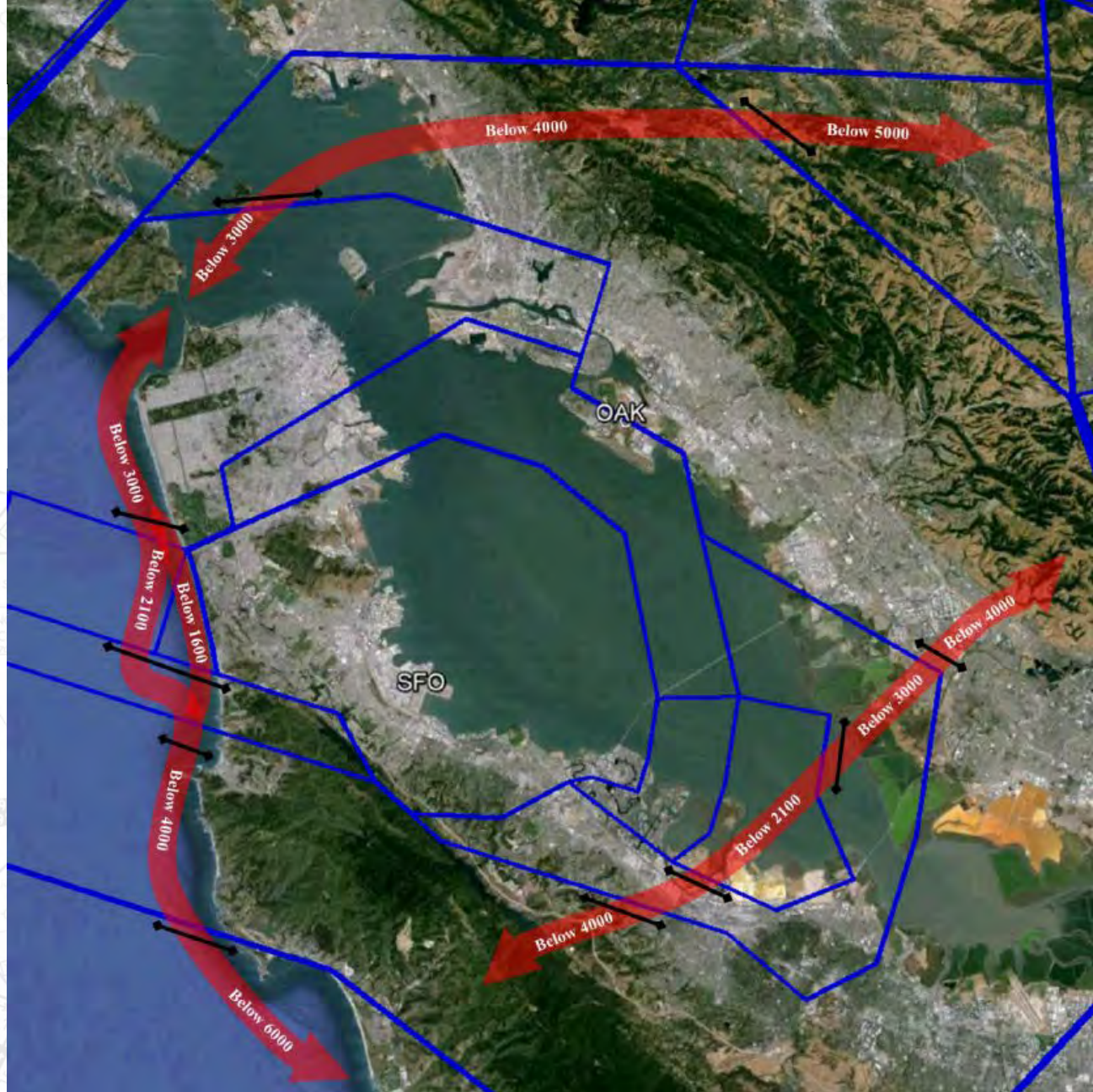


**Proposed SFO  
Class B Airspace  
Arrival Flight Tracks Only  
SFC-10000**



# Accommodation of VFR Operations In and Around Proposed Airspace

## - VFR Flyways



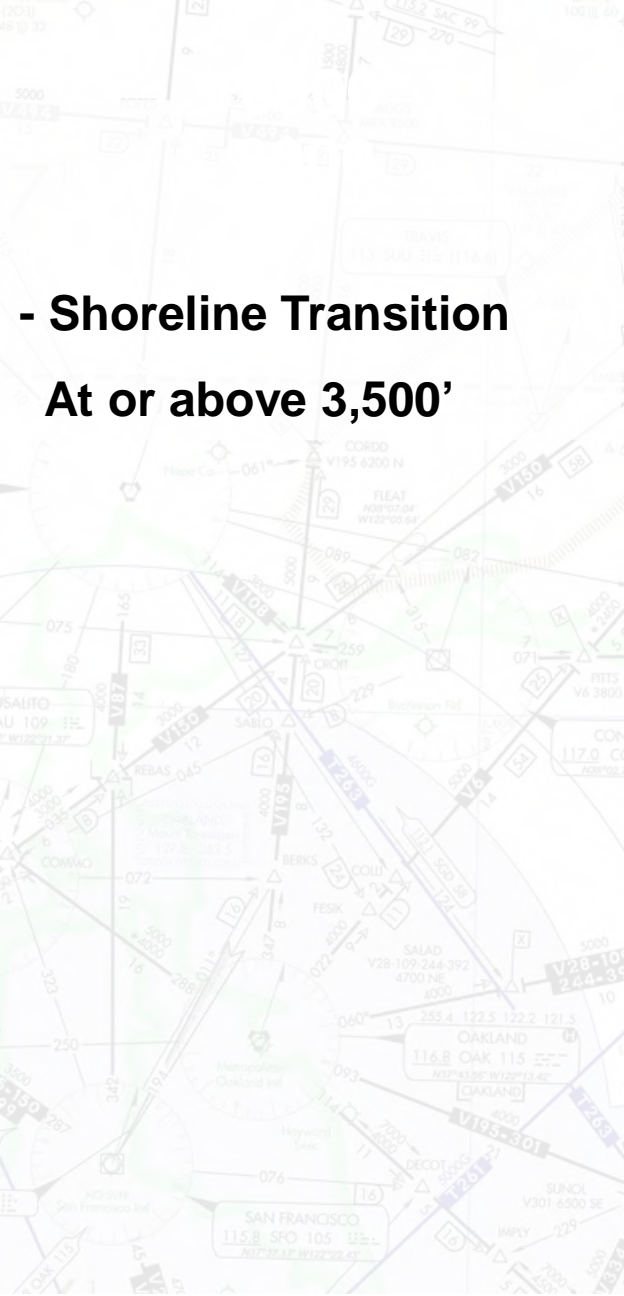
**- Bayshore Transition**  
**1,500' to 3,500'**



**- Pacifica Transition**  
**1,500' to 3,500'**

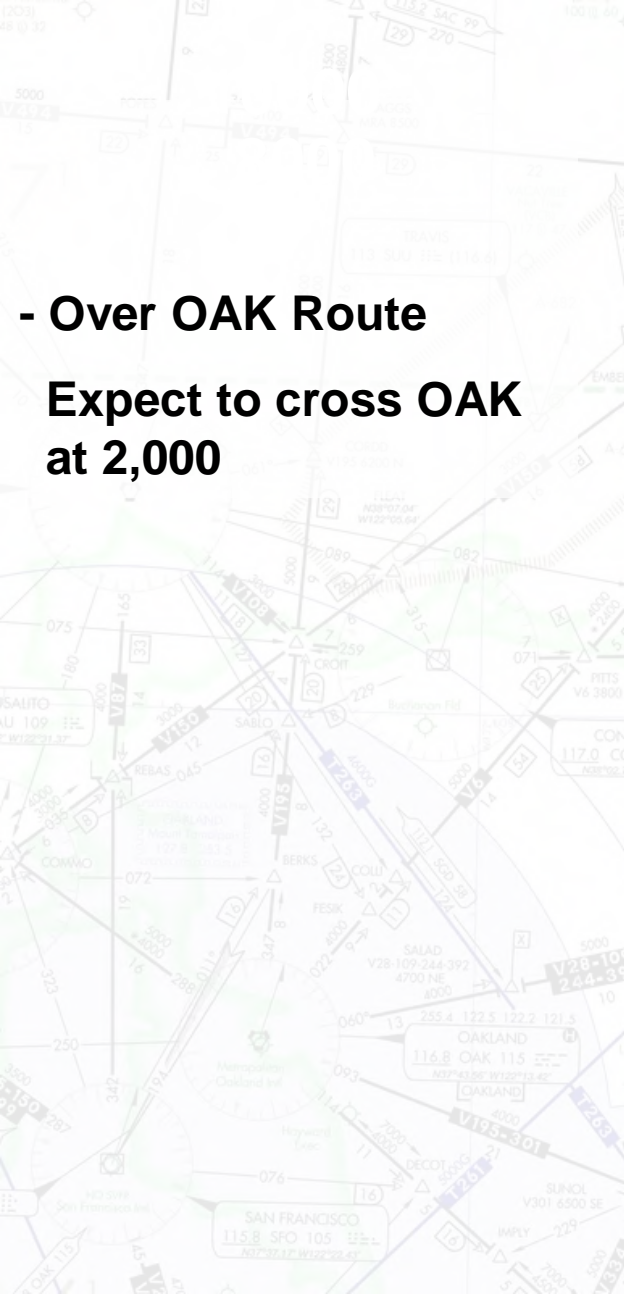


**- Shoreline Transition  
At or above 3,500'**

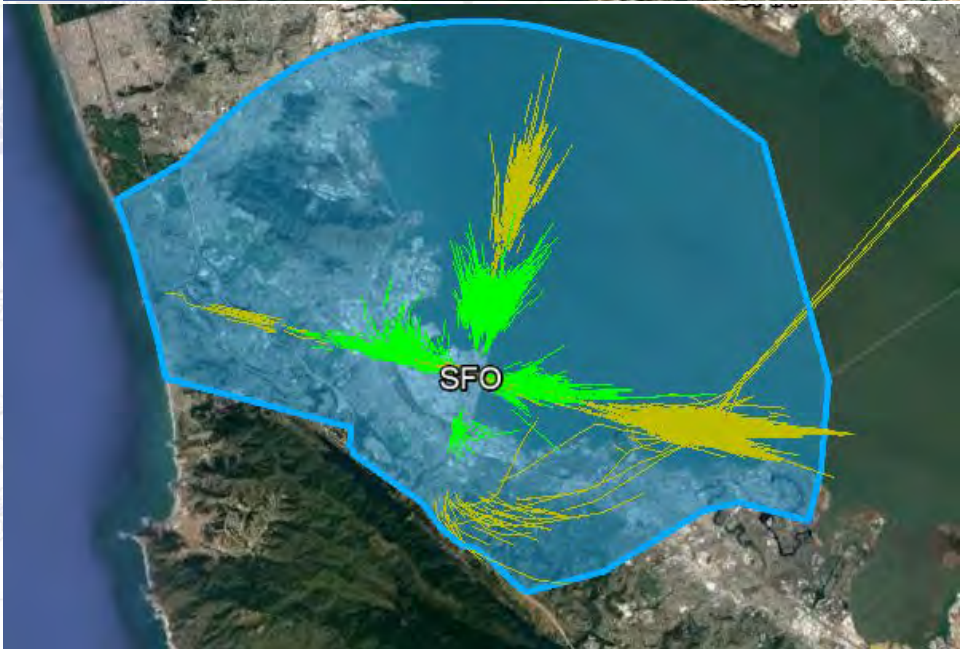




**- Over OAK Route**  
**Expect to cross OAK**  
**at 2,000**



Surface to 1,399'



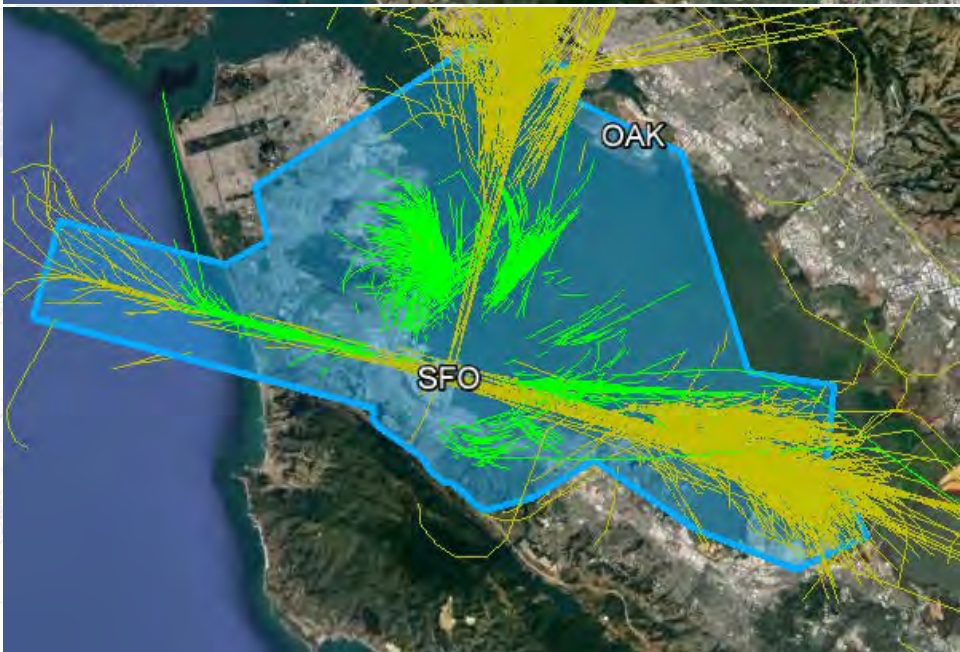
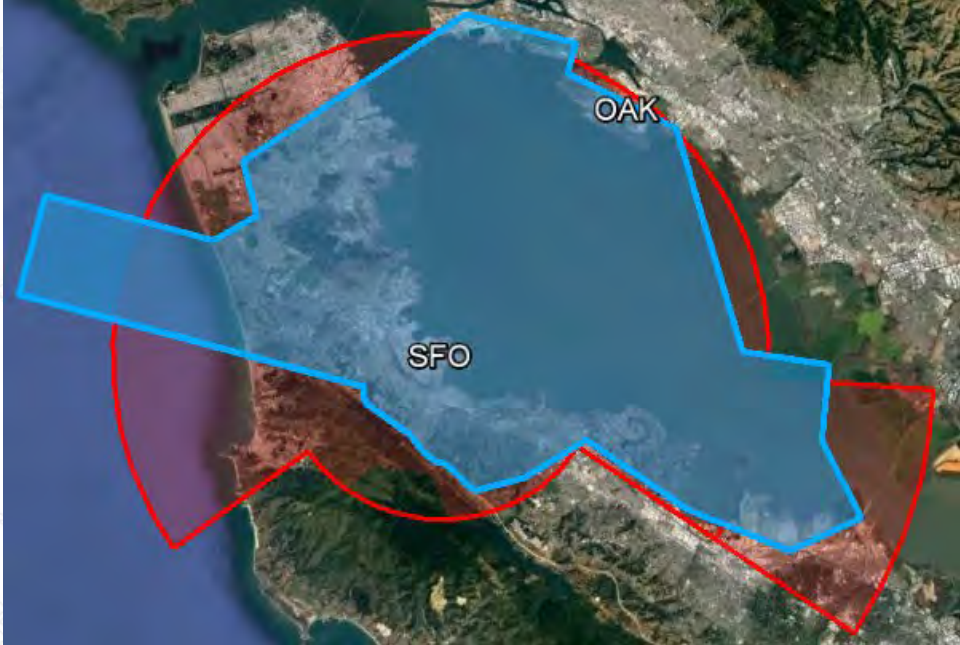
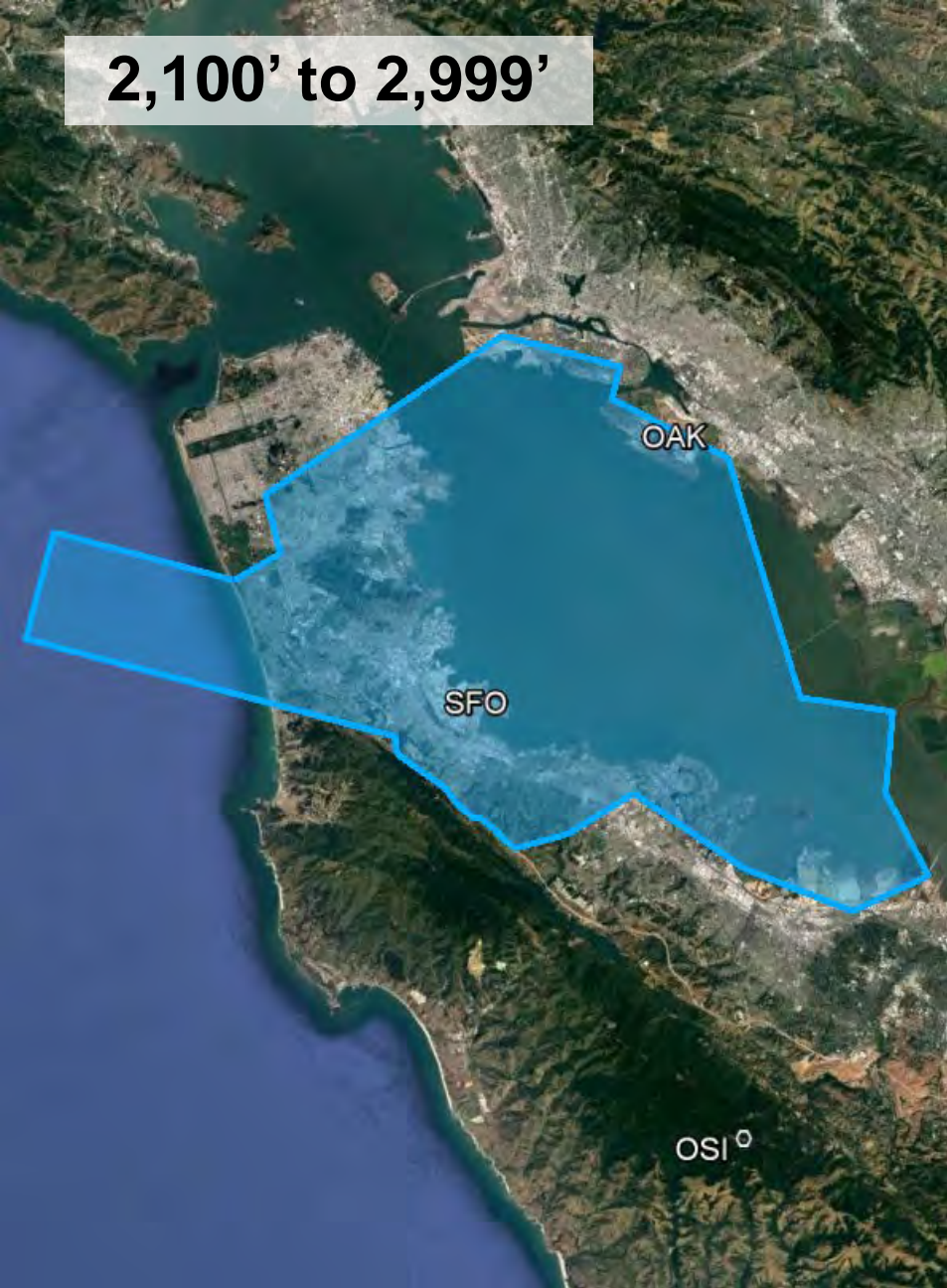
1,400' to 1,599'



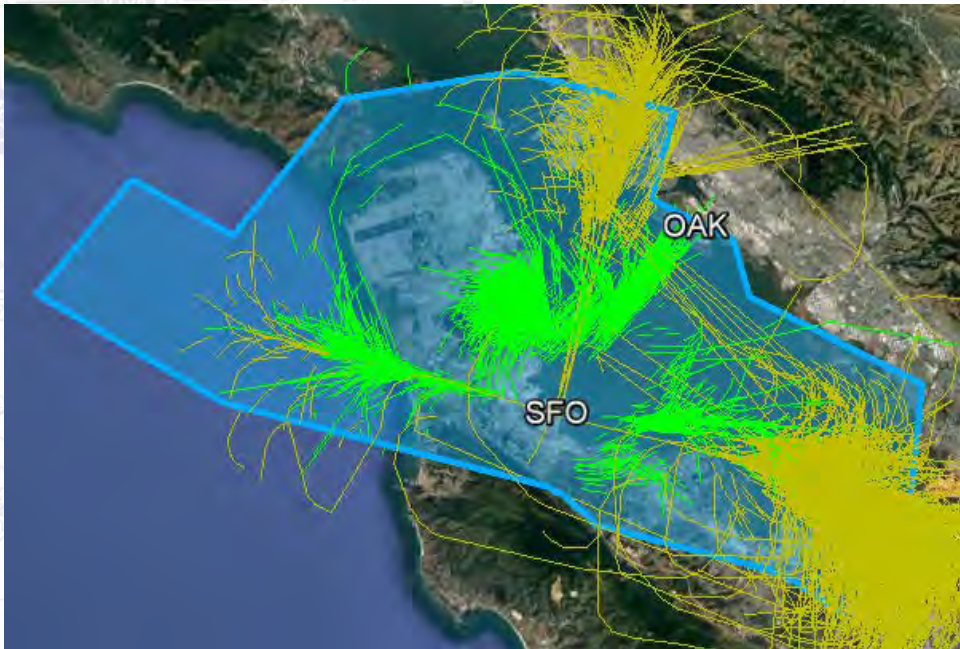
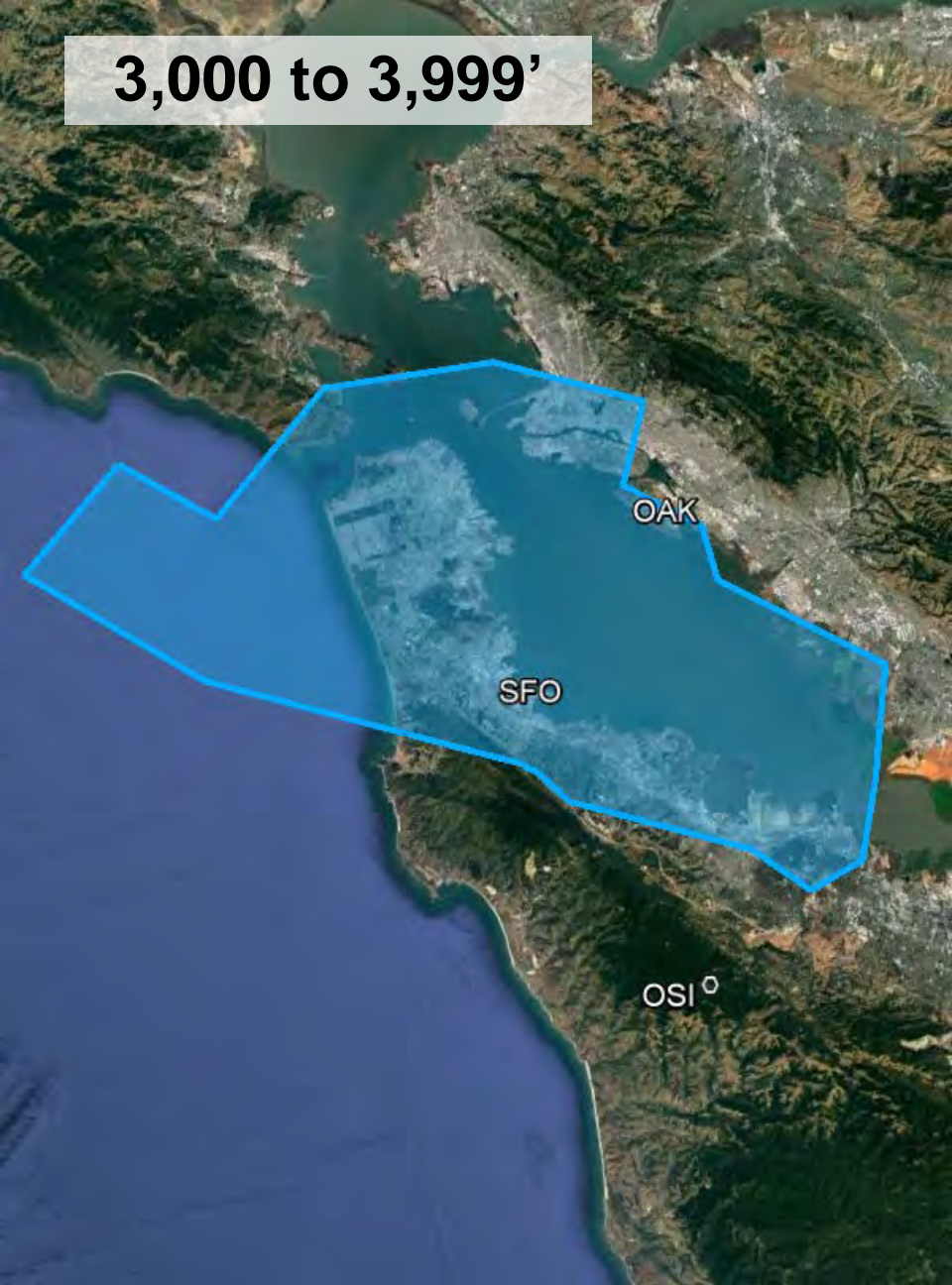
1,600' to 2,099'



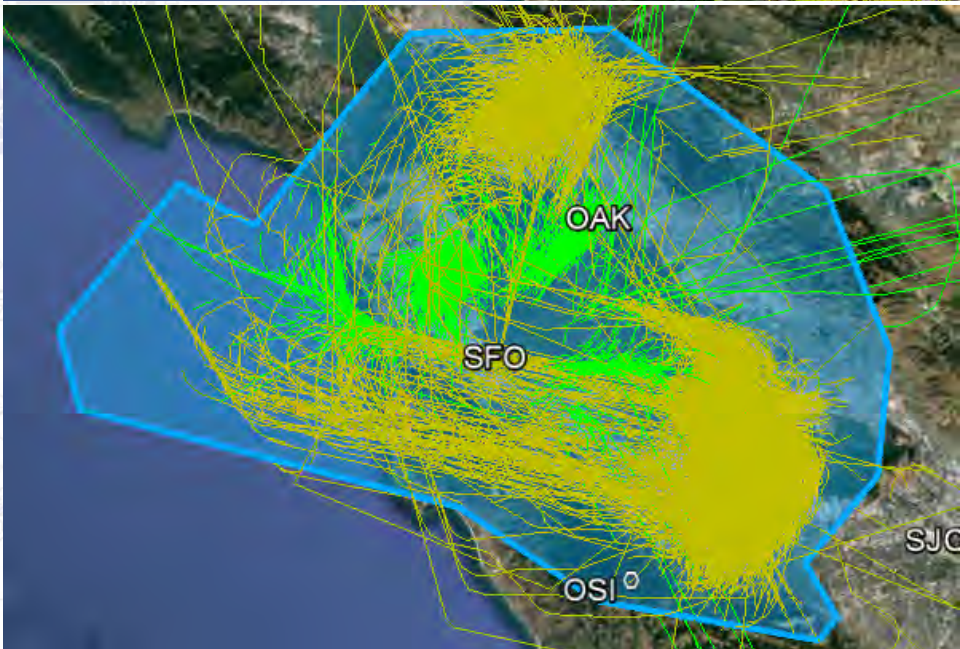
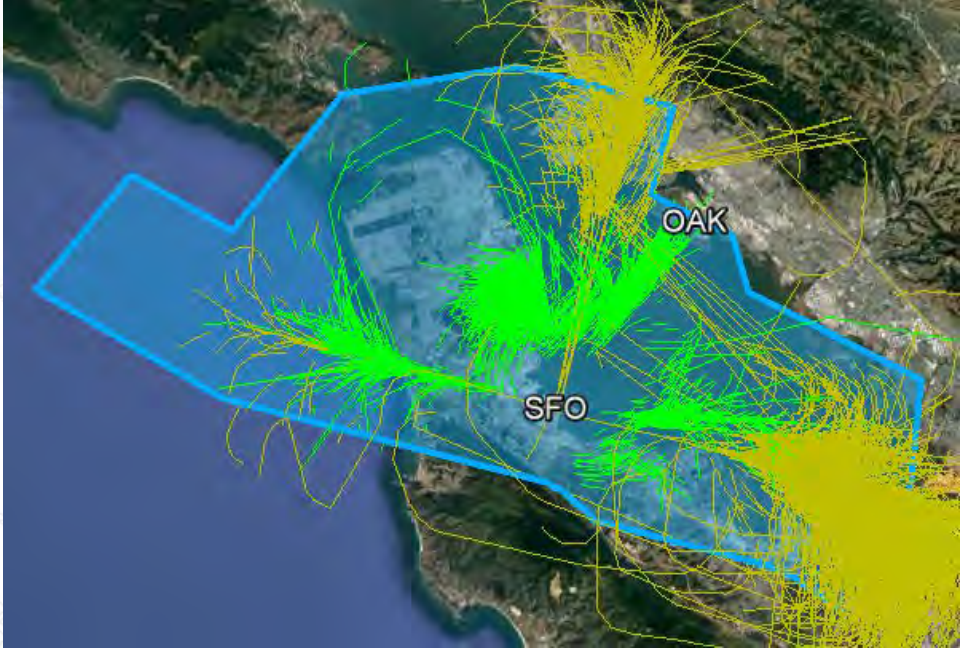
2,100' to 2,999'



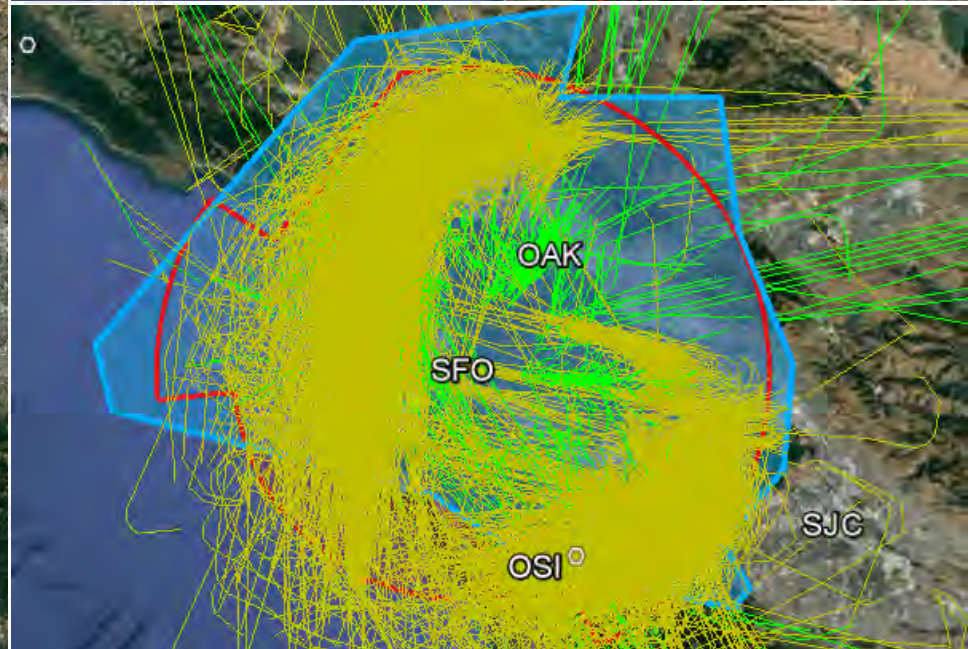
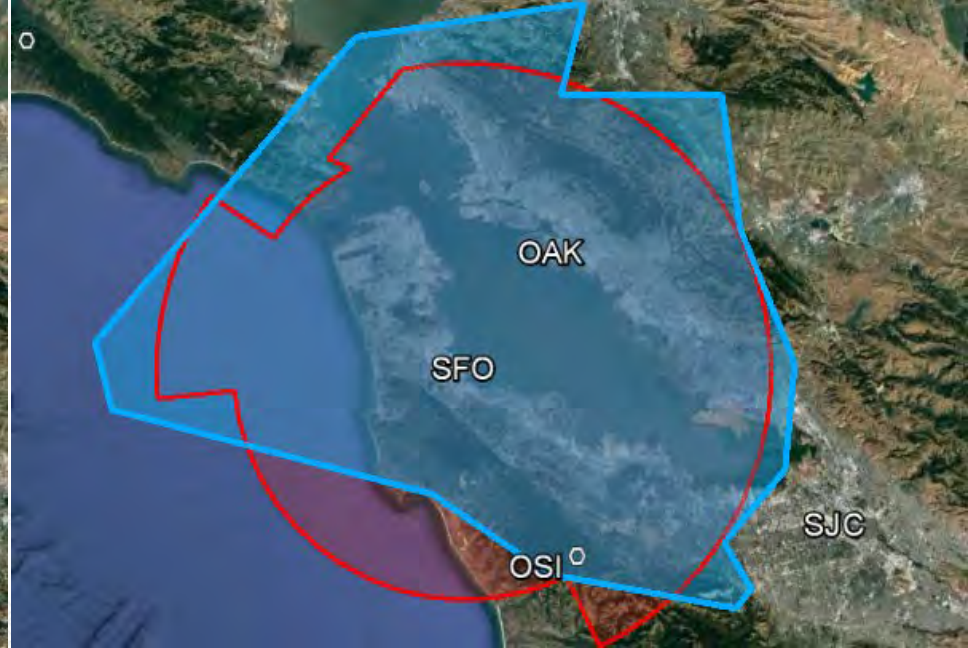
3,000 to 3,999'



4,000' to 4,999'

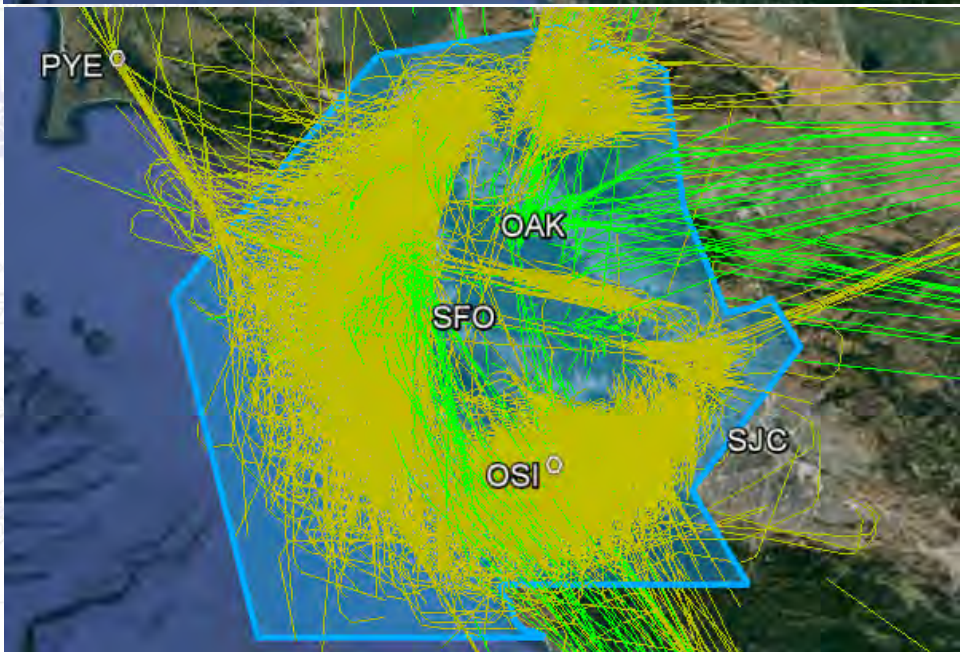
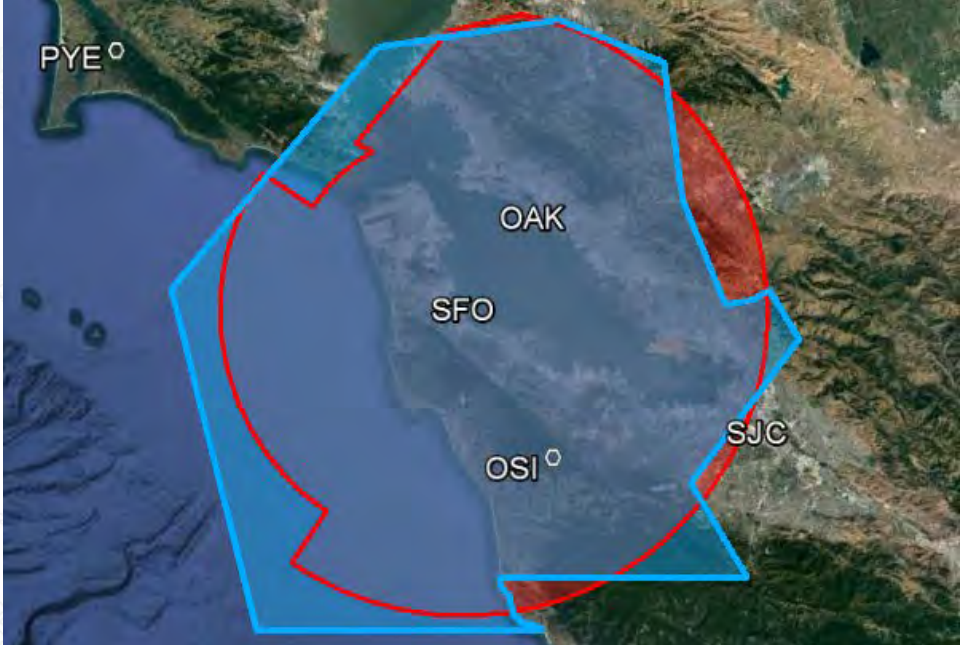


5,000' to 5,999'

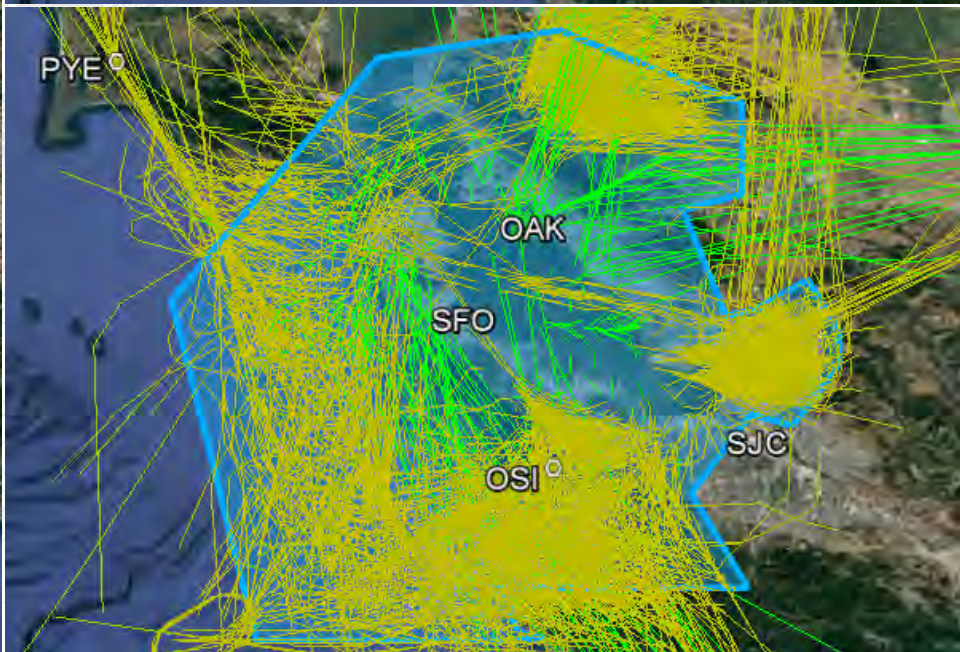
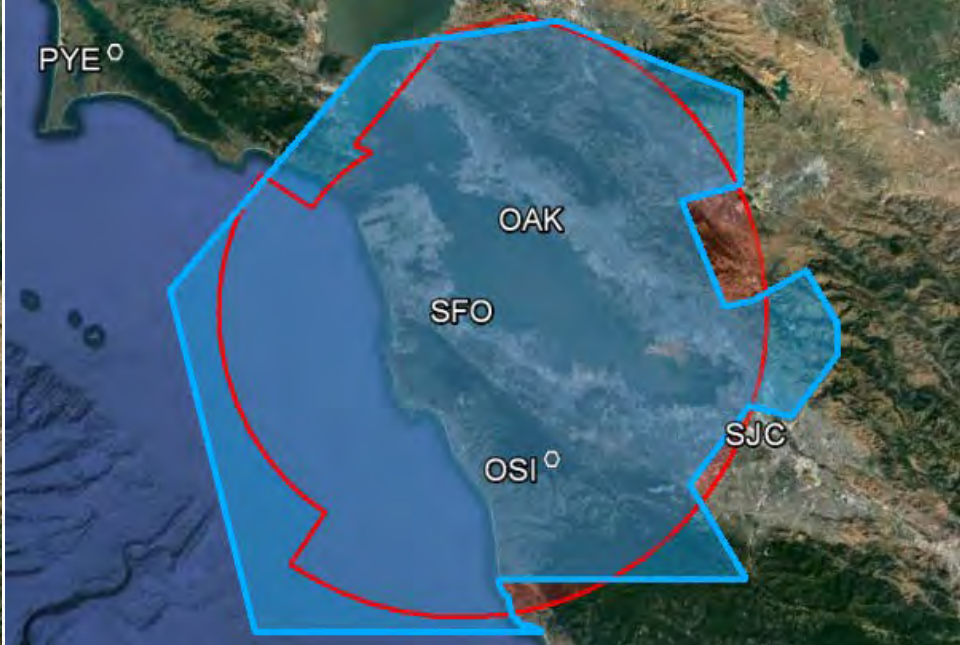




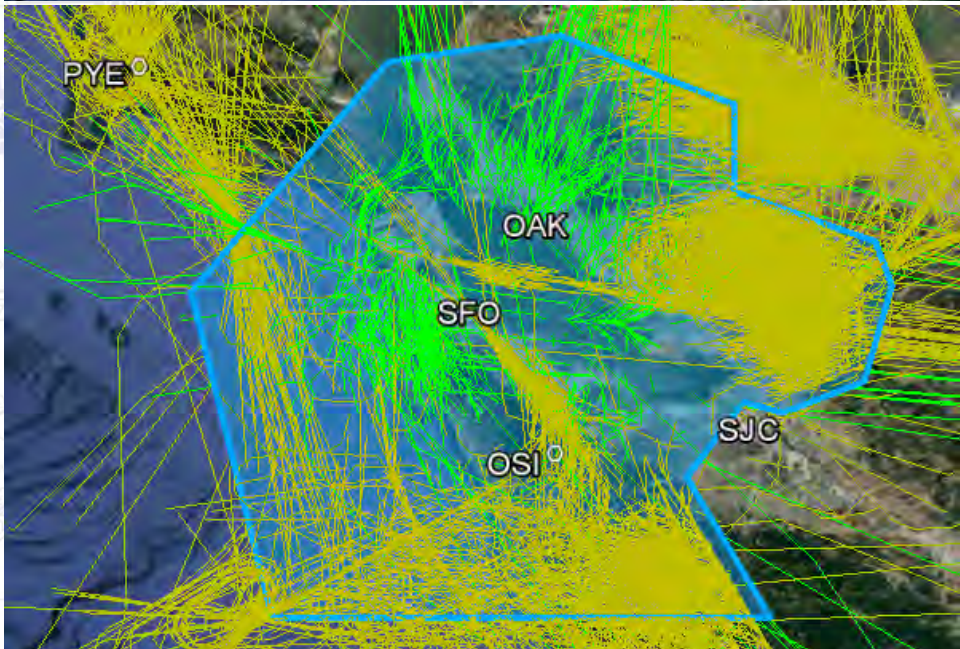
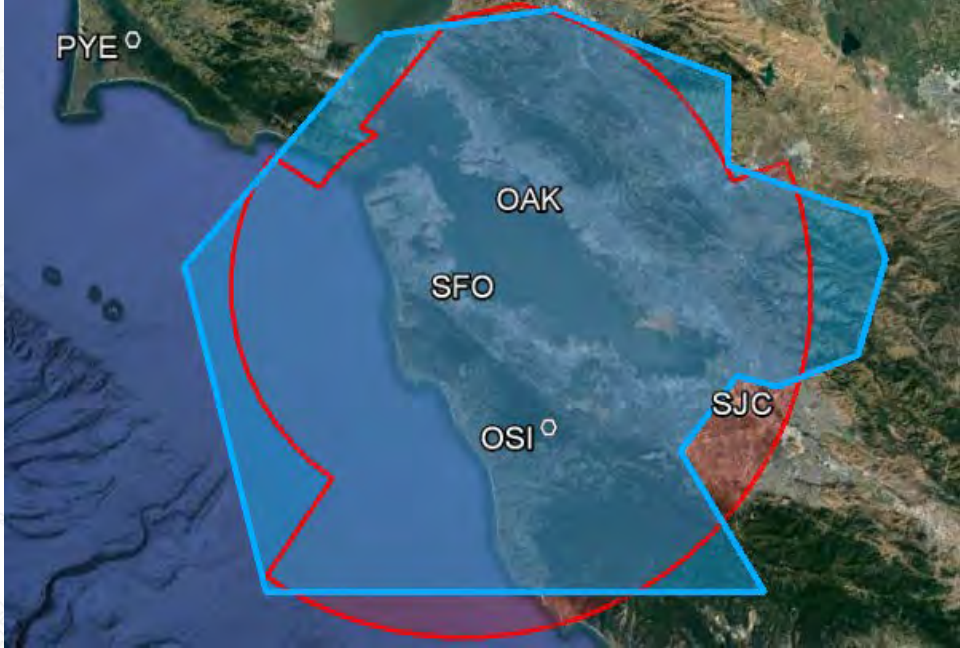
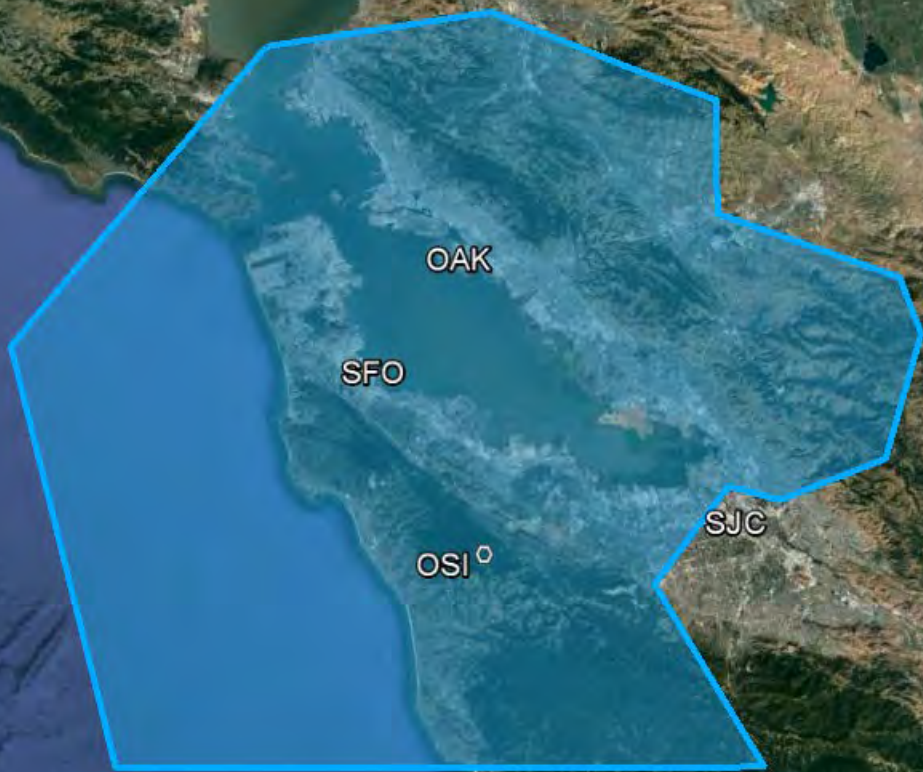
# 6,000' to 6,999'



7,000' to 7,999'



8,000' to 10,000'



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