

SFO

San Francisco
International
Airport

NextGen: Evolving Priorities in an Era of Resource Constraints - SFO Background Information



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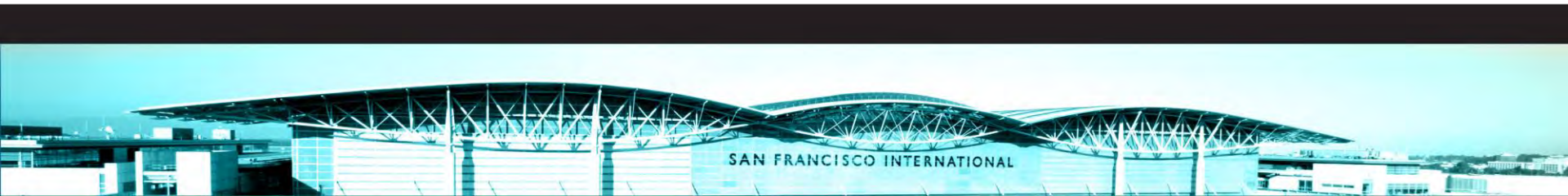
Discussion

SFO demand, delay, and airfield layout

Causes of delay at SFO

Delay Forum

NextGen at SFO



SFO Background Information

7th busiest airport in North America (in total passengers); 21st in the world^{/1}

7th in the U.S. for international passengers^{/2}

111 nonstop destinations (domestic and international)^{/1}

Also...ranked 28th out of 29 Major US Airports for on-time arrivals and departures^{/3}

^{/1} <http://www.flysfo.com/assets/downloads/reports/sfoannualreport1112.pdf> (accessed 8/16/2013).

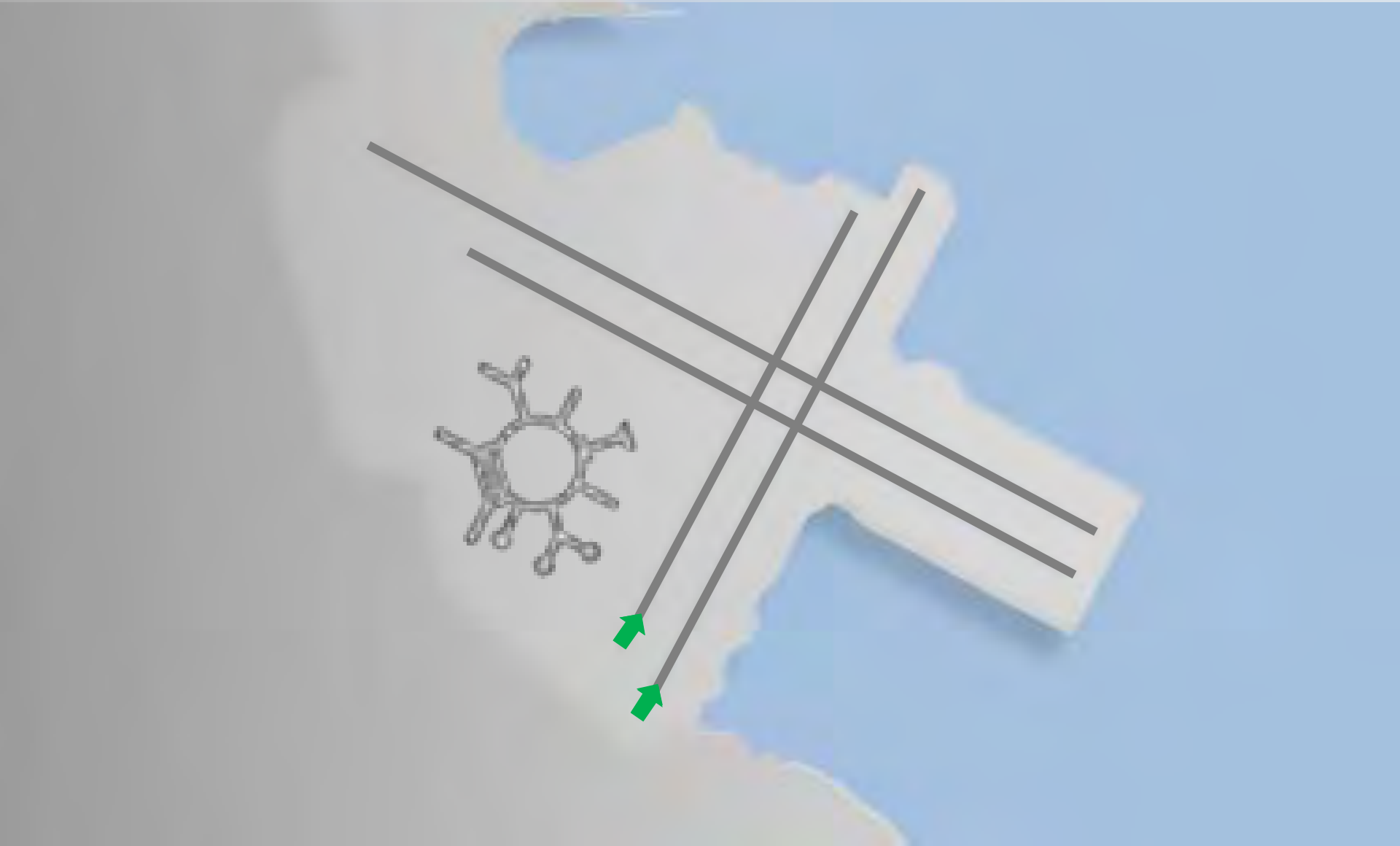
^{/2} Office of Travel & Tourism Industries, August 20, 2013. Published in Daily Clips, ACI-NA, August 21, 2013.

^{/3} Bureau of Transportation Statistics, Airline On-Time Data, Calendar Year 2012.



SFO Background Information

Normal VFR Operation



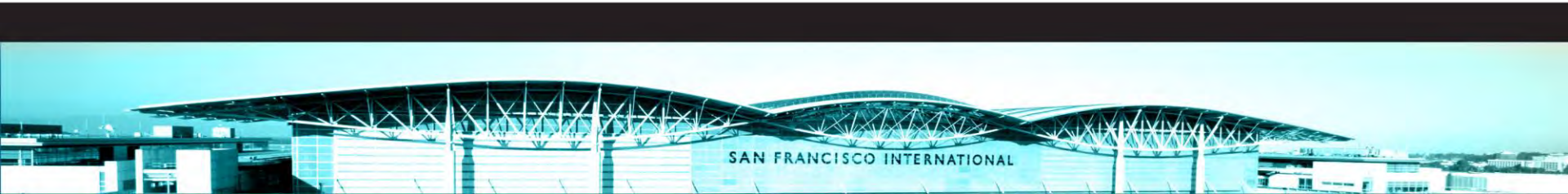
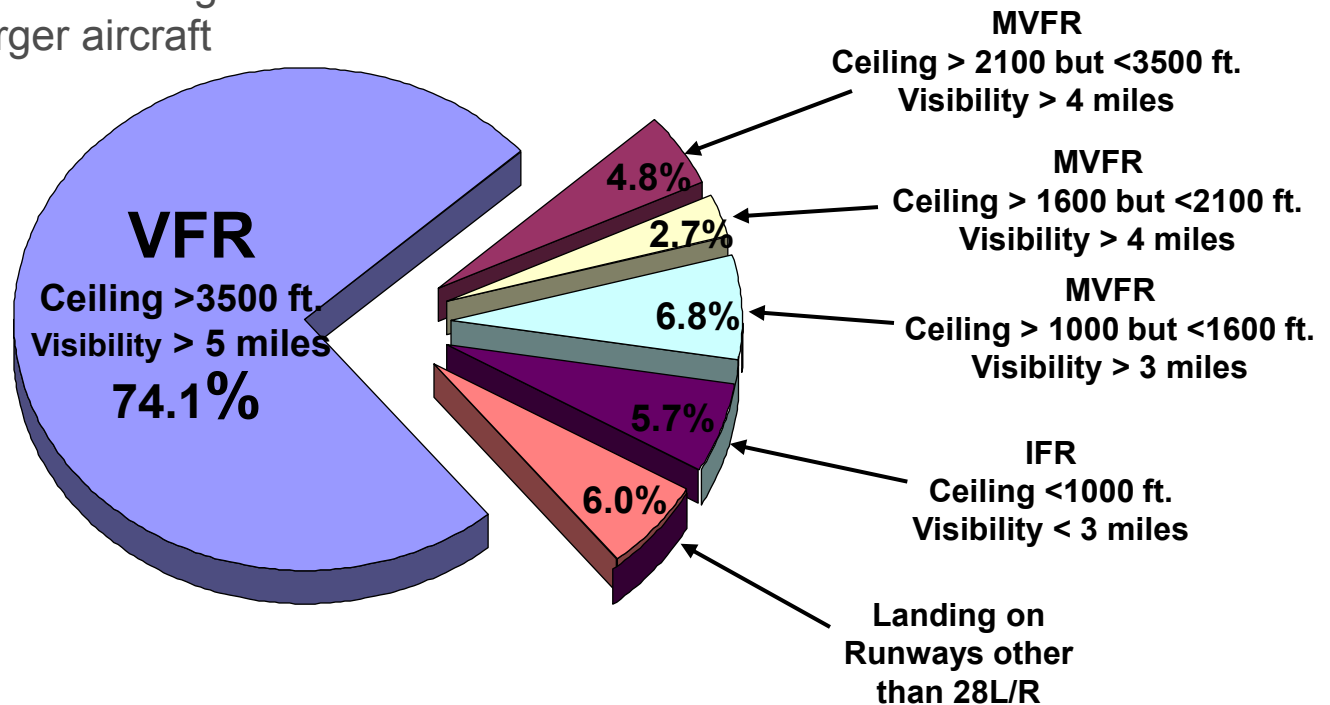
Causes of delay at SFO

Weather variability

Decreased arrival capacity in bad weather

Airline scheduling – especially during peak morning periods

Airline fleet mix choices – more flights with smaller aircraft vs.
fewer flights with larger aircraft

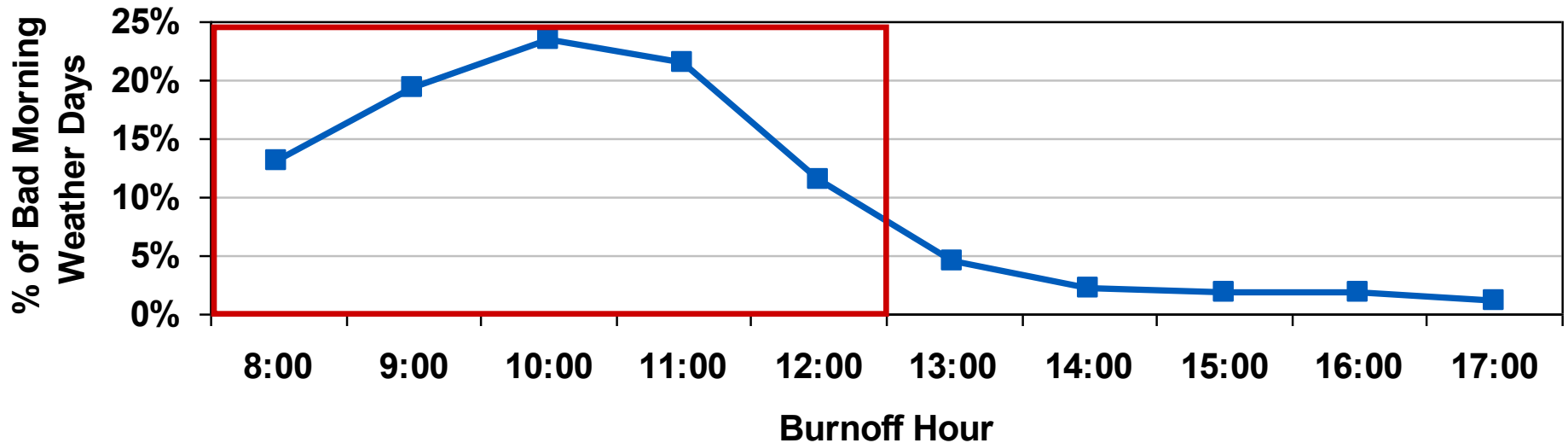


Frequent morning fog followed by periods of recovery is a cause of delays

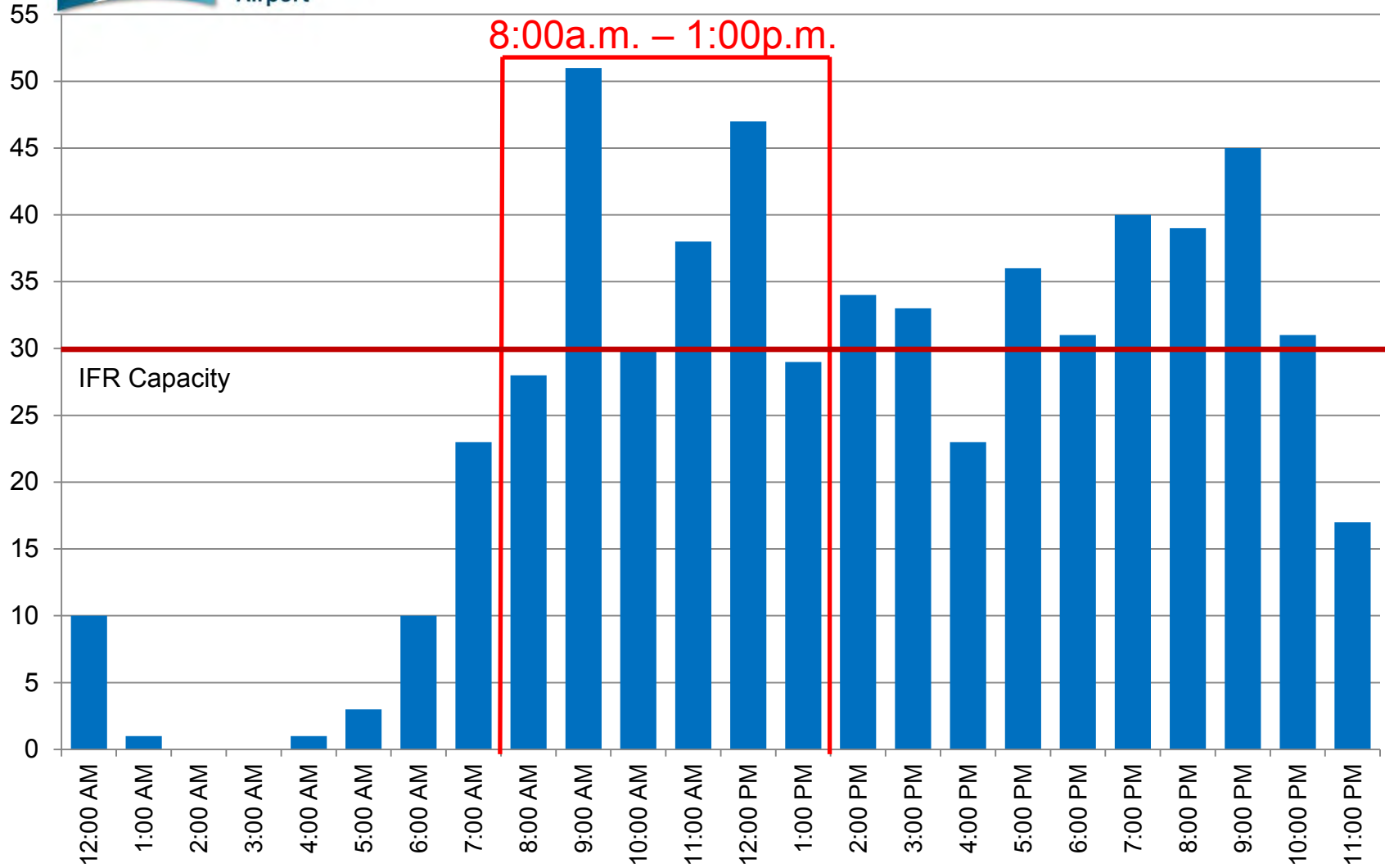
Even in the best weather year, SFO experienced bad weather on approximately 1/3 of the days

In an average year, SFO experiences bad weather on approximately 50% of all days

Burnoff Hour Distribution



Hourly Arrivals – 2013 Peak Month Average Day



Delay Forum

Formed in 2011

Collaboration between Airport, FAA, Airlines

Identified 3 top priorities to enhance efficiency

- CSPR (JO 7110.308)
- SOIA lower minimums
- PRM reliability

Recent success



NextGen at SFO

SFO's place within NextGen Implementation Plan

- RNAV/RNP: RNAV Offset with window or glide path
- ASSC: RWSL
- OAPM as a cyclical, on-going process
- Future technologies (paired IFR approaches, CDTI, CAVS)

