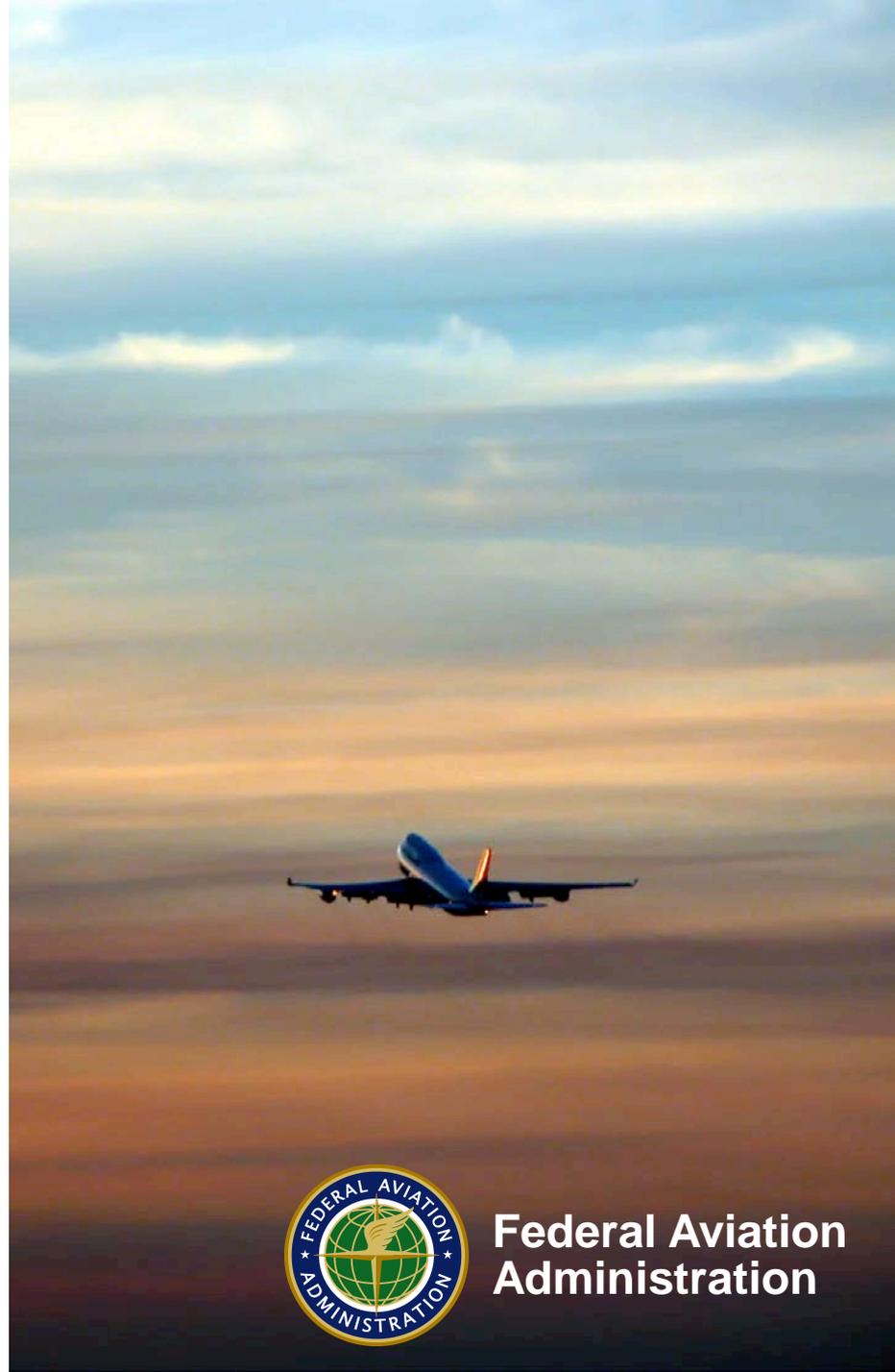


San Jose Ad Hoc Advisory Committee on South Flow Arrivals

**Committee Meeting:
April 13, 2018**



**Federal Aviation
Administration**



Data Analysis

The Ad Hoc Advisory Committee on South Flow Arrivals met on March 23, 2018. The following data analysis is in response to questions posed to the FAA during the meeting.

Northern California TRACON (NCT) radar data was analyzed in response to these Requests and Questions.

A number of months were reviewed, with the following selected for their similarity in time of year and, more importantly, similar traffic count during San Jose Airport (SJC) South Flow operations.

- **February, 2011** – 1,111 SJC South Flow arrival aircraft
- **January, 2018** – 1,262 SJC South Flow arrival aircraft

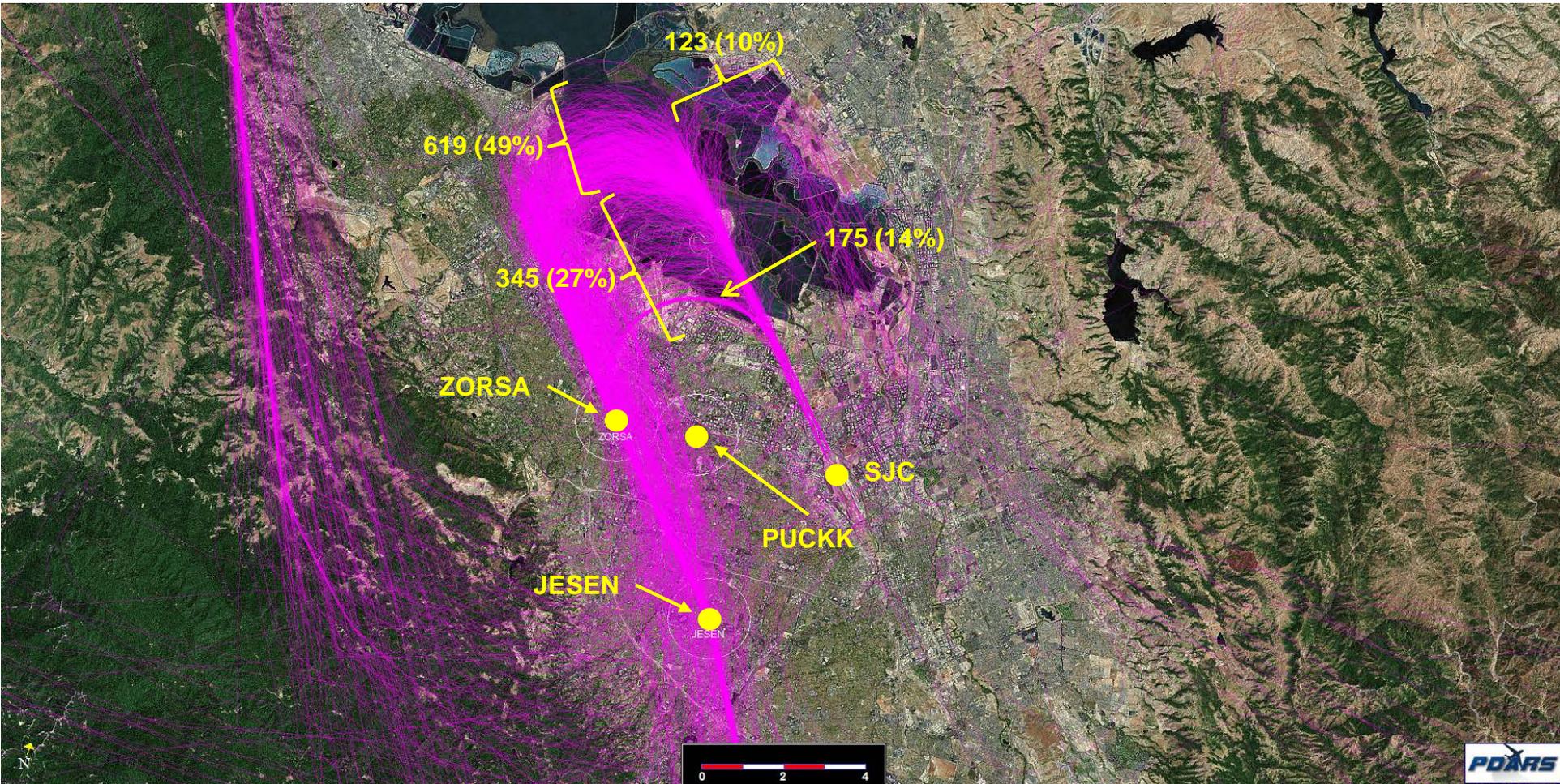
* For brevity, and because of it's similarity to the 2018 data, the 2016 has been removed.



SJC 2018 South Flow

1,262 Arrivals

(Static Image)



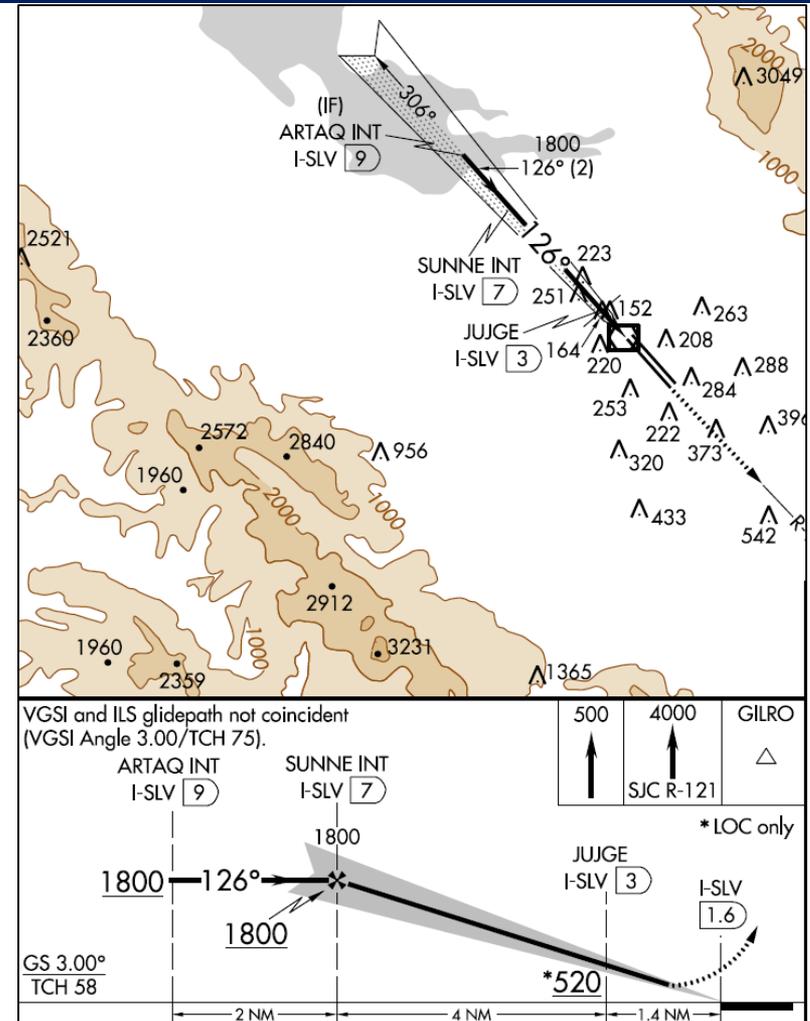
SJC South Flow ILS Runway 12R (edited)

The image to the right is a version (edited for clarity) of the ILS RWY 12R approach plate in to SJC. Note the following:

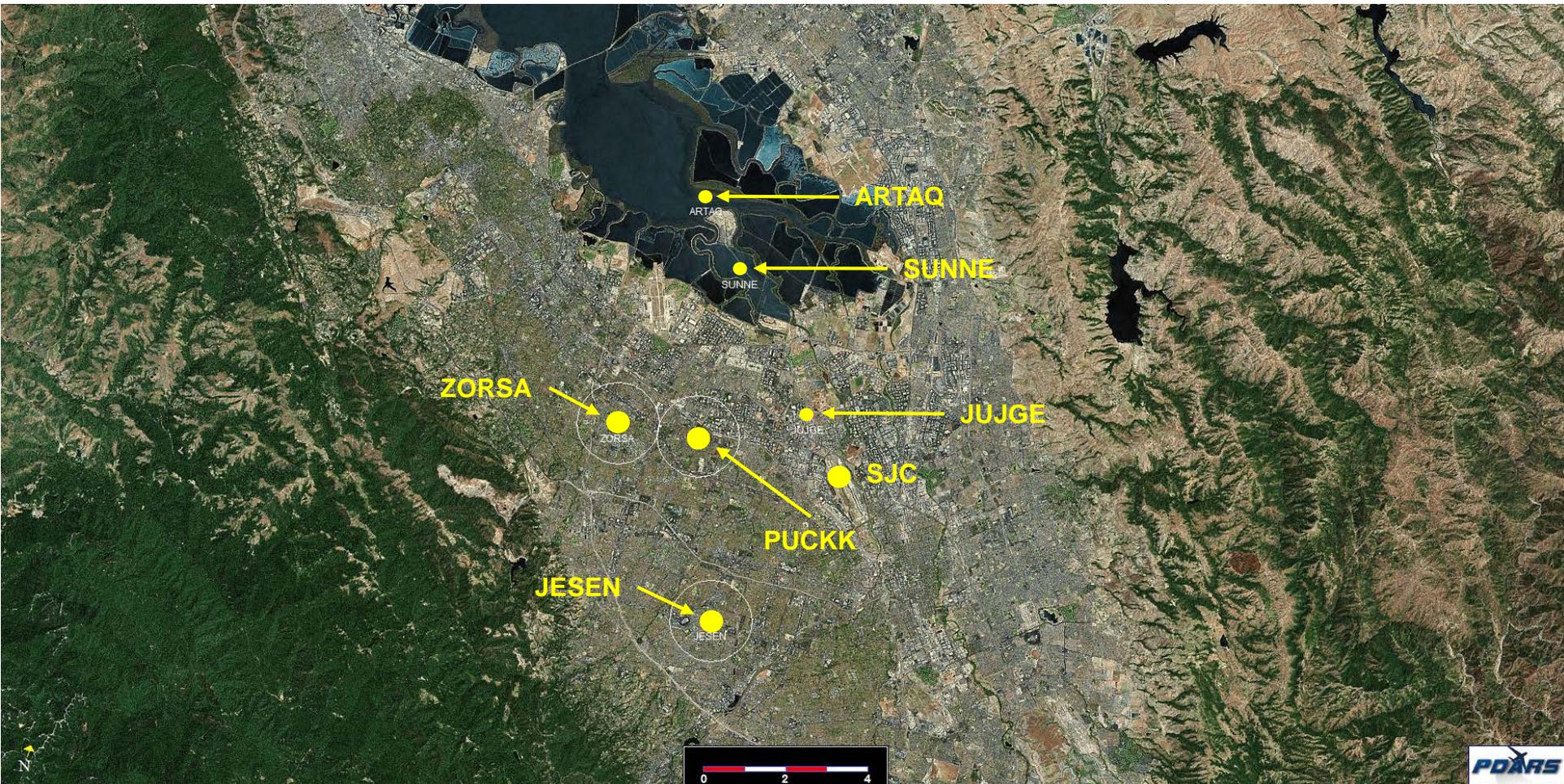
- Glideslope (GS) of 3.00°
- Final Approach Fix (FAF) SUNNE
 - Altitude of At or Above 1,800 ft MSL (1800)
- Intermediary Fix (IF) ARTAQ
 - Altitude of At or Above 1,800 ft MSL (1800)

The glideslope, which aircraft must be underneath to properly intercept, is depicted by the rising (right to left) line in the lower portion of the image, between SUNNE and JUJGE. If that line is extrapolated beyond SUNNE, the horizontal line between ARTAQ and SUNNE, at altitude 1800 feet, will intercept the glideslope from underneath.

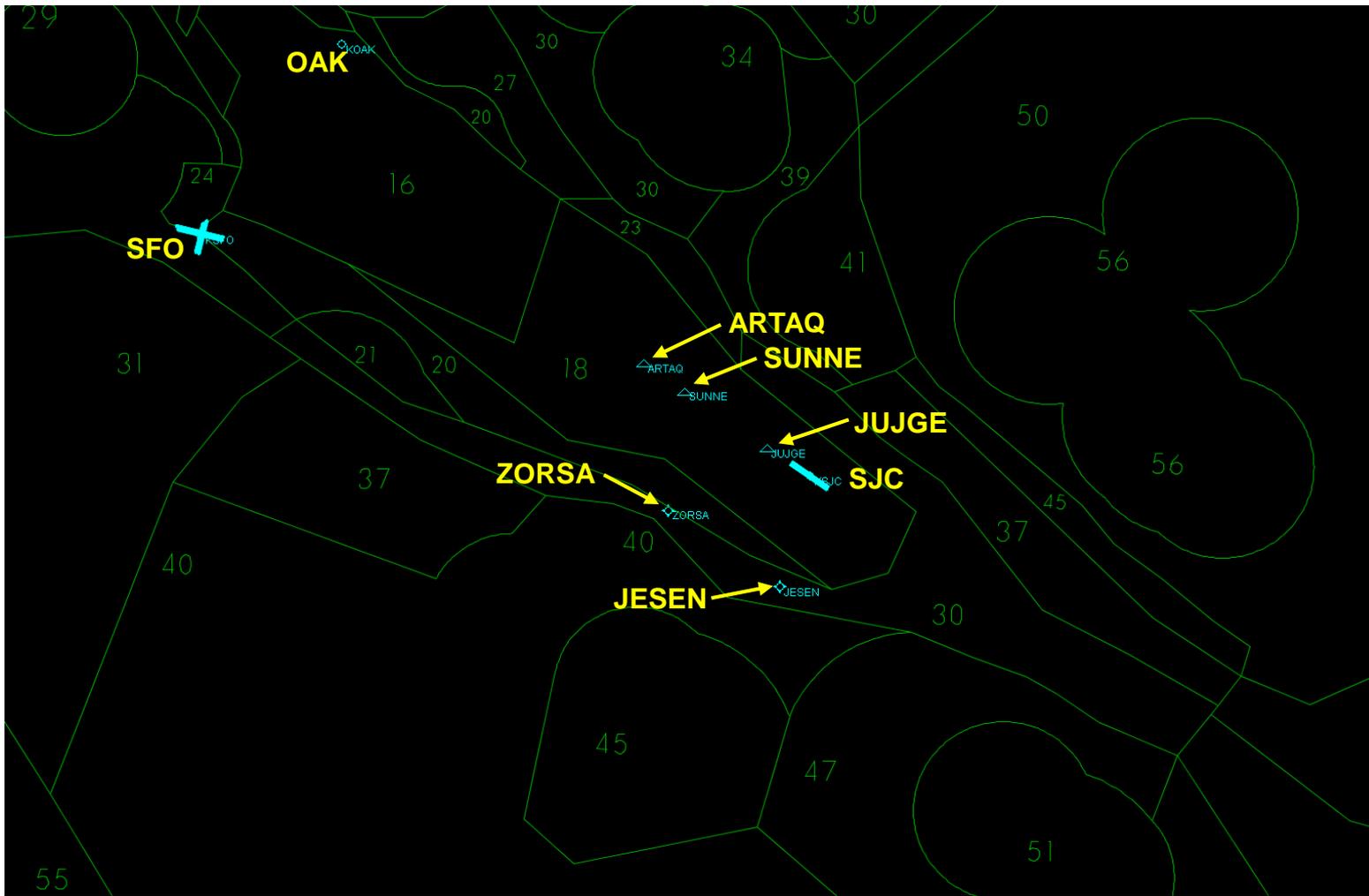
Aircraft are required to be ‘established’ on the ILS at least 1 NM outside (or before) the FAF SUNNE in normal weather. During low-visibility weather, aircraft must be established on the ILS at least 2 NM outside the FAF.



SJC South Flow ILS Fixes

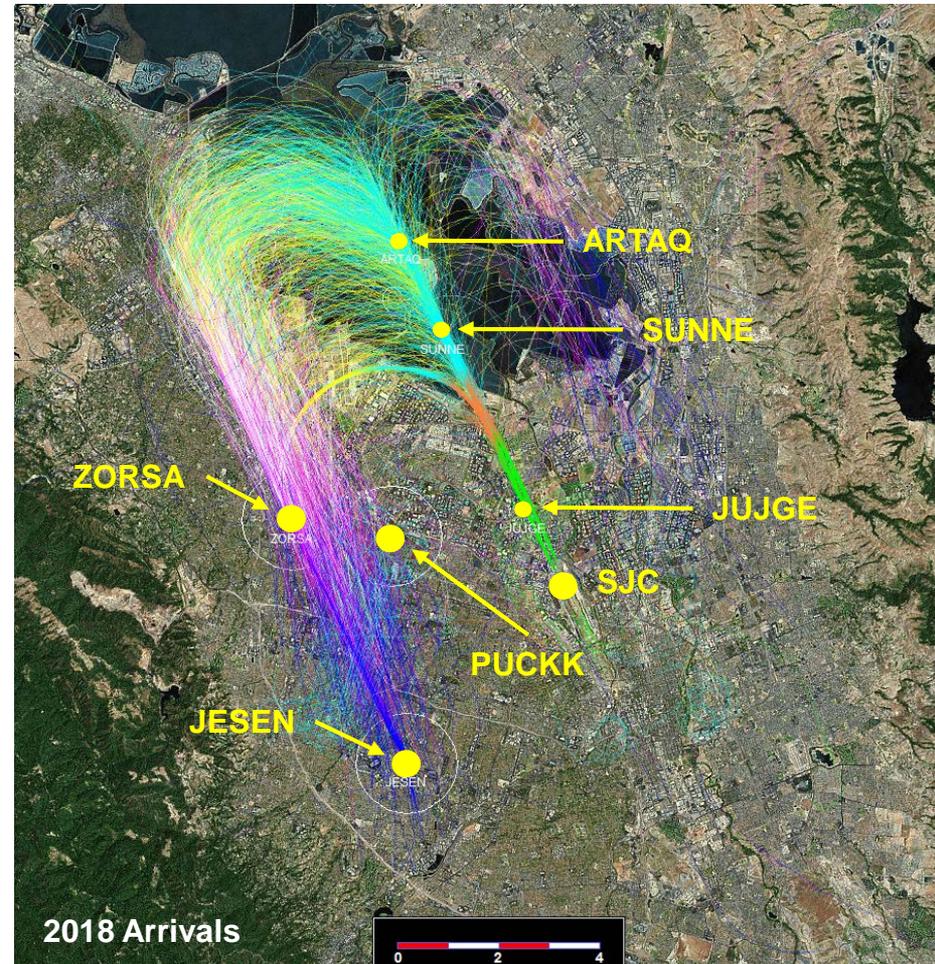
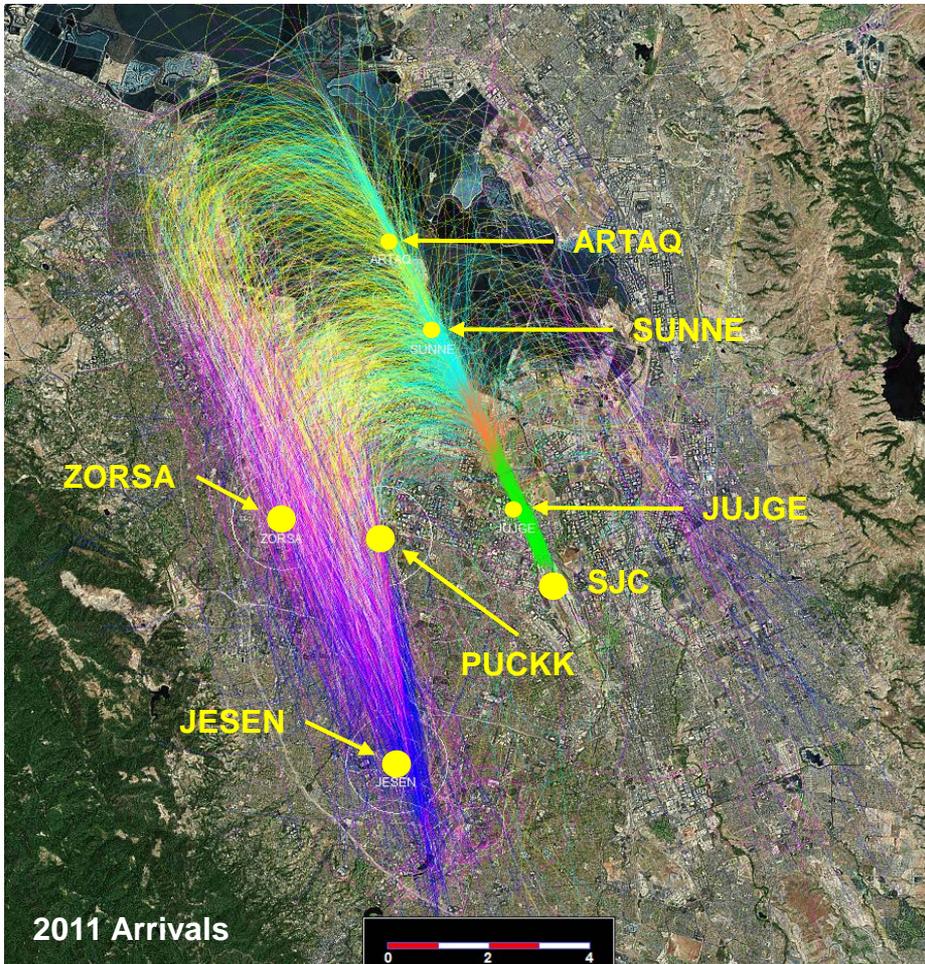


SJC Area MVA Map (In 100's of feet)



SJC South Flow Arrivals by Altitude

(Static Image)



Altitude in Feet MSL

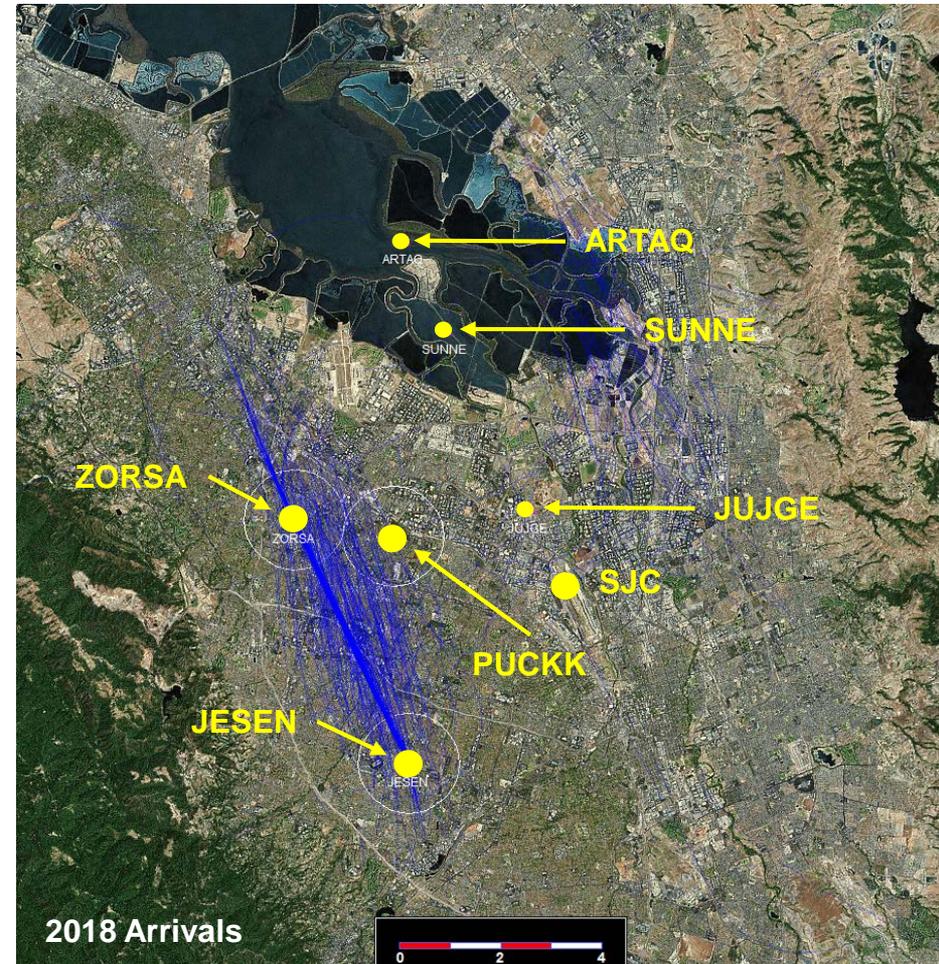
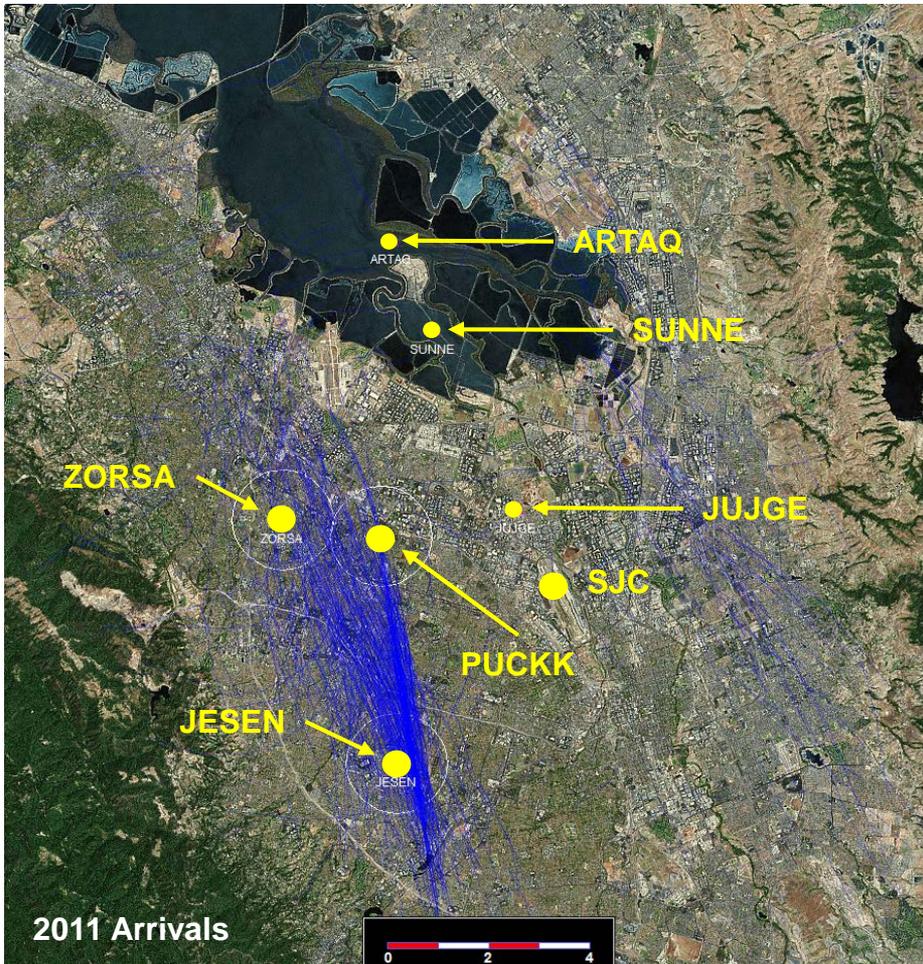
- | | | |
|---------------|---------------|---------------|
| 0 – 1,000 | 1,500 – 2,000 | 2,500 – 3,000 |
| 1,000 – 1,500 | 2,000 – 2,500 | 3,000 – 3,500 |
| | | 3,500 – 4,500 |



Federal Aviation Administration

SJC South Flow Arrivals by Altitude

(Static Image)



Altitude in Feet MSL

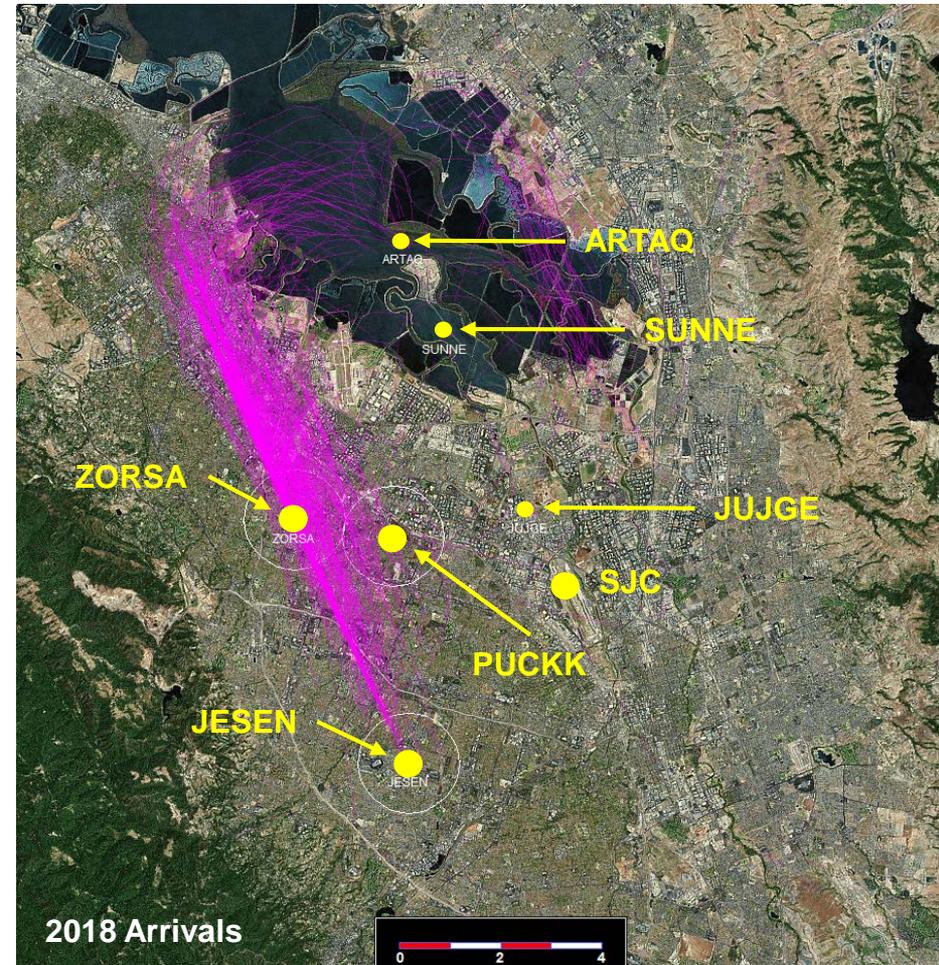
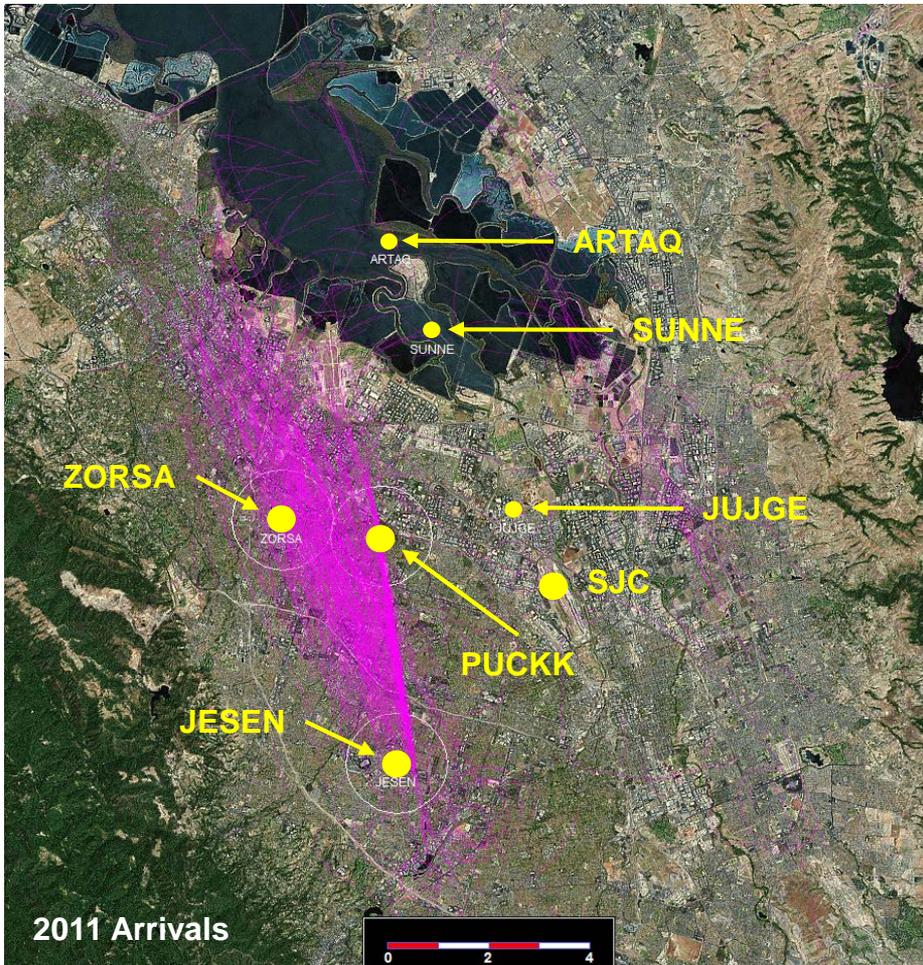
- | | | |
|---------------|---------------|---------------|
| 0 – 1,000 | 1,500 – 2,000 | 2,500 – 3,000 |
| 1,000 – 1,500 | 2,000 – 2,500 | 3,000 – 3,500 |
| | | 3,500 – 4,500 |



Federal Aviation Administration

SJC South Flow Arrivals by Altitude

(Static Image)



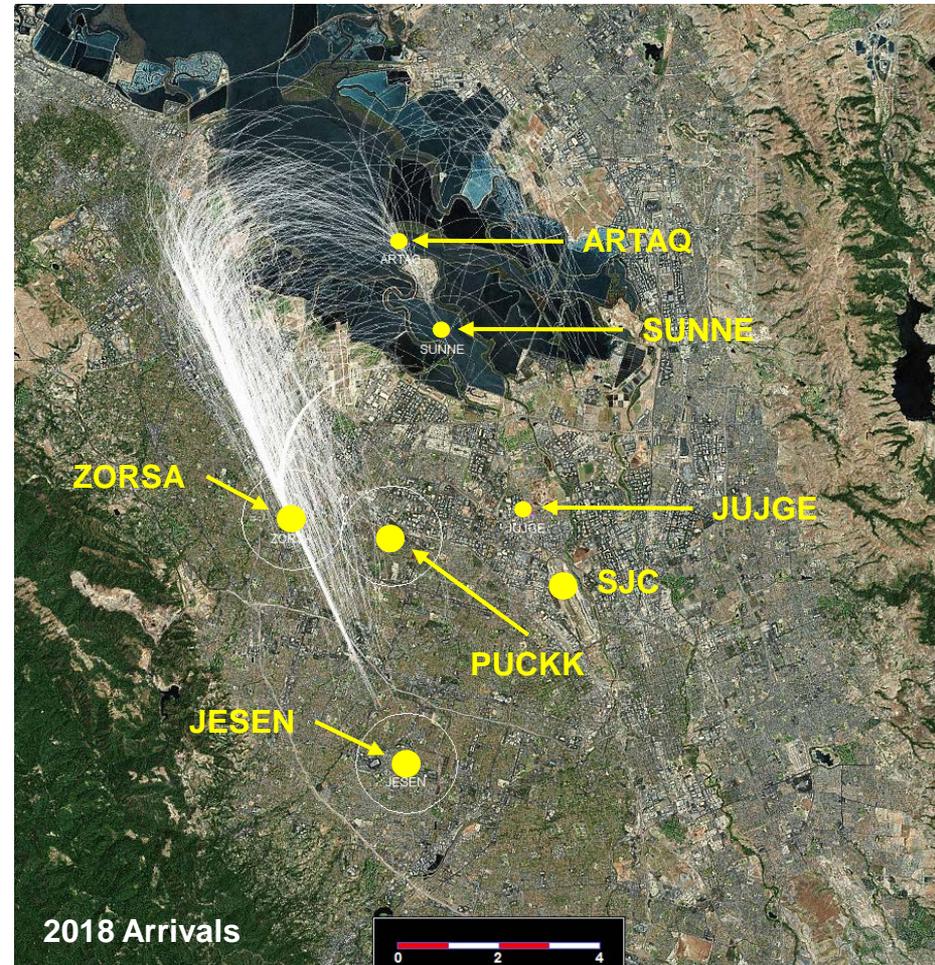
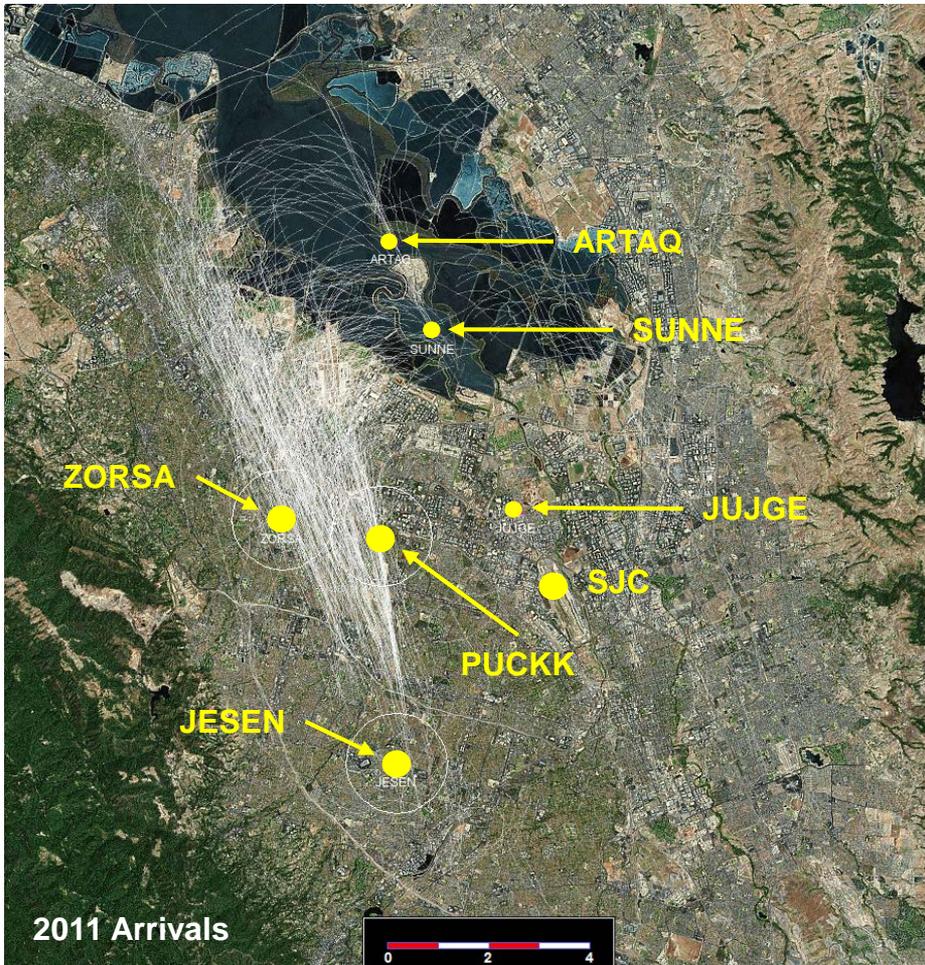
Altitude in Feet MSL



Federal Aviation
Administration

SJC South Flow Arrivals by Altitude

(Static Image)



Altitude in Feet MSL

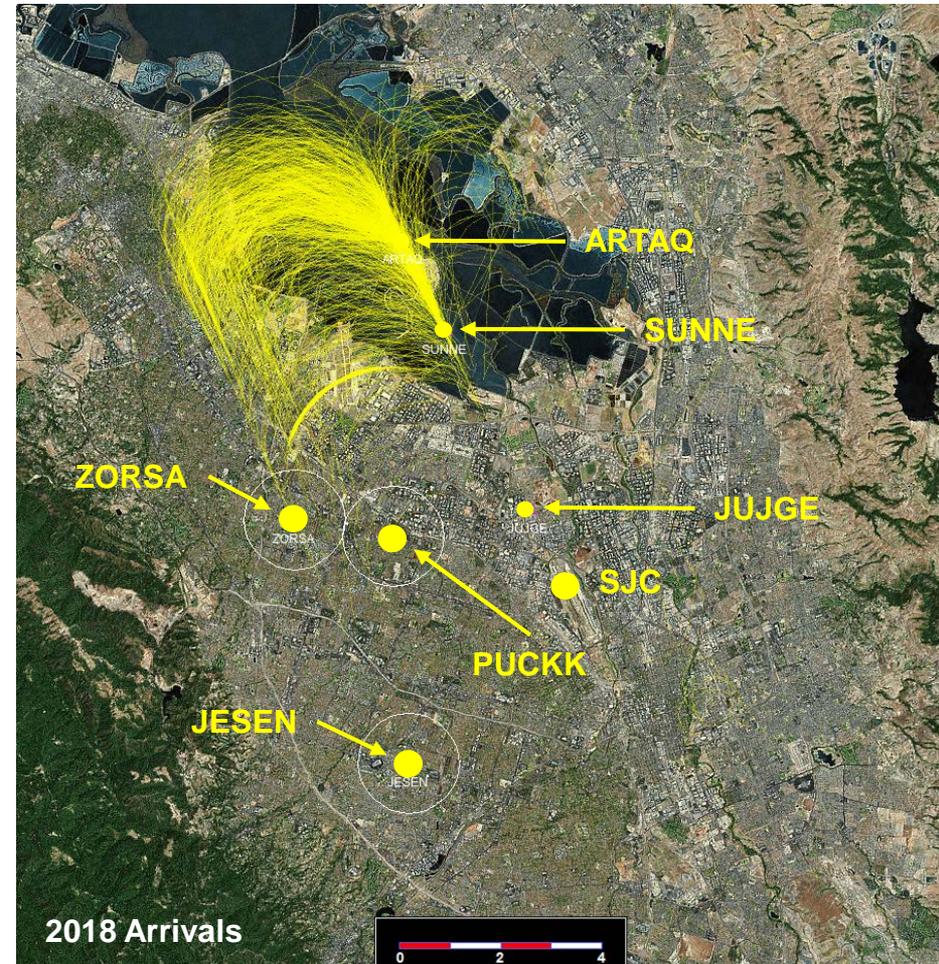
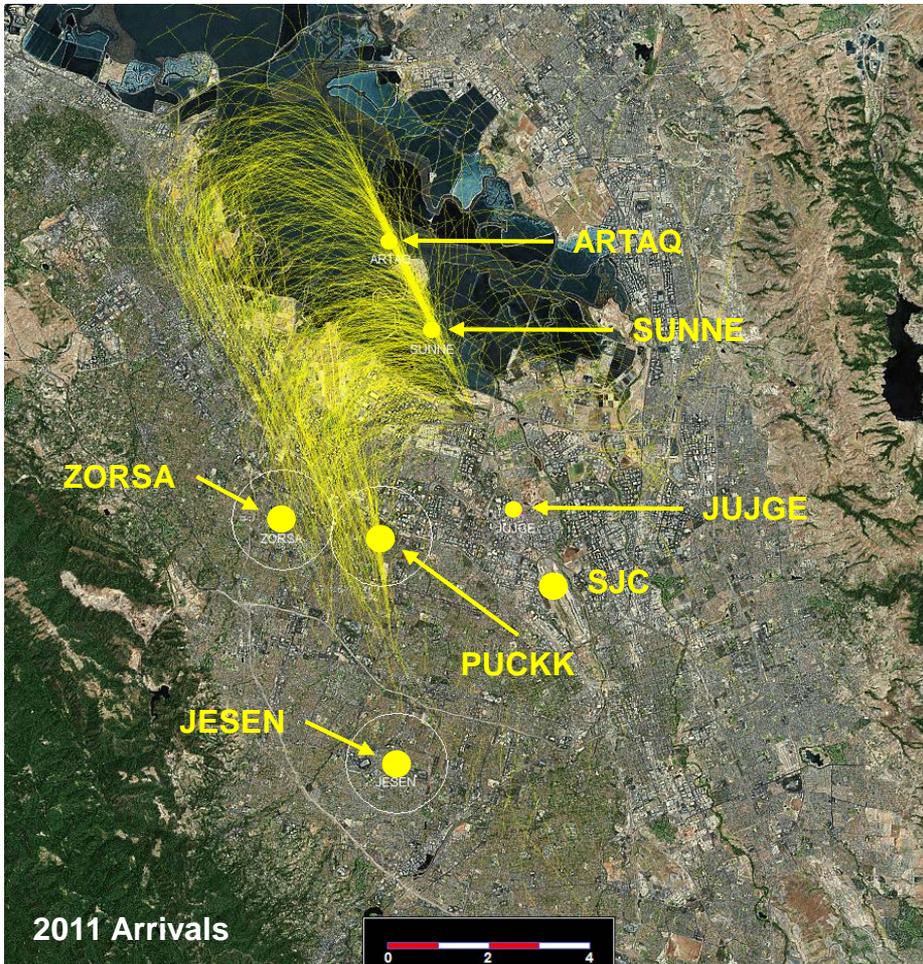
- | | | |
|---|---|--|
| — 0 – 1,000 | — 1,500 – 2,000 | — 2,500 – 3,000 |
| — 1,000 – 1,500 | — 2,000 – 2,500 | — 3,000 – 3,500 |
| | | — 3,500 – 4,500 |



Federal Aviation Administration

SJC South Flow Arrivals by Altitude

(Static Image)



Altitude in Feet MSL

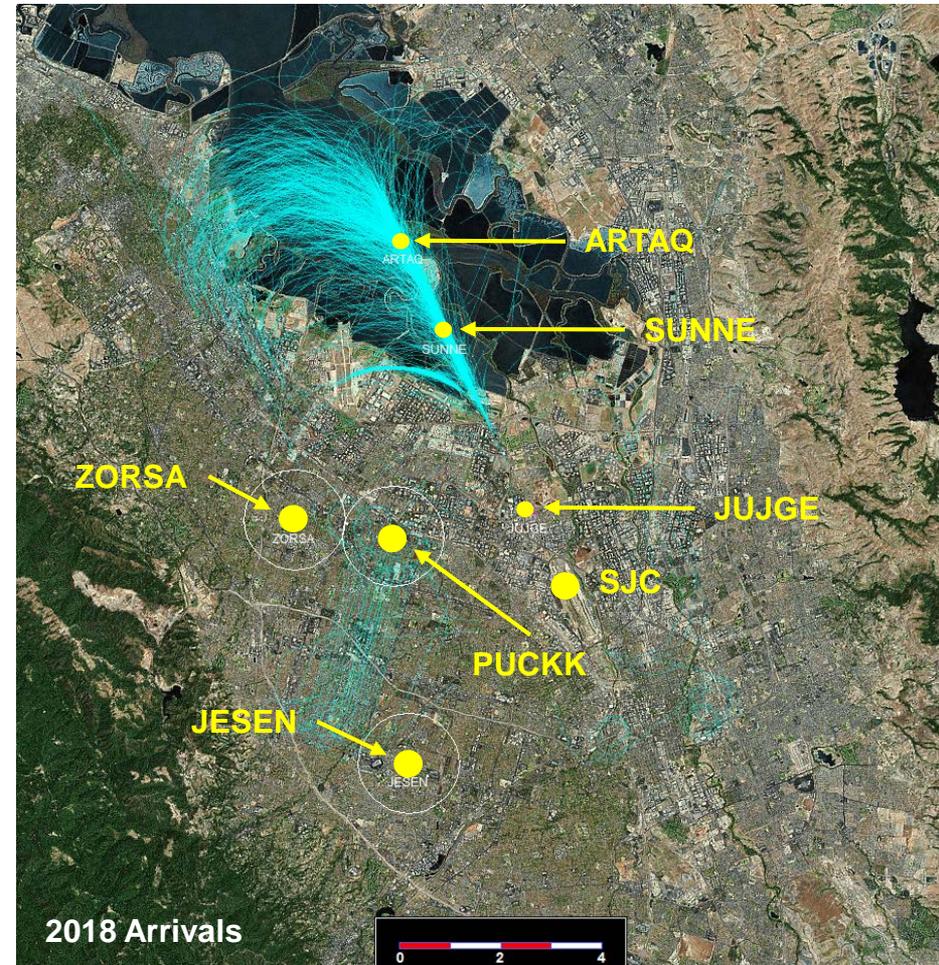
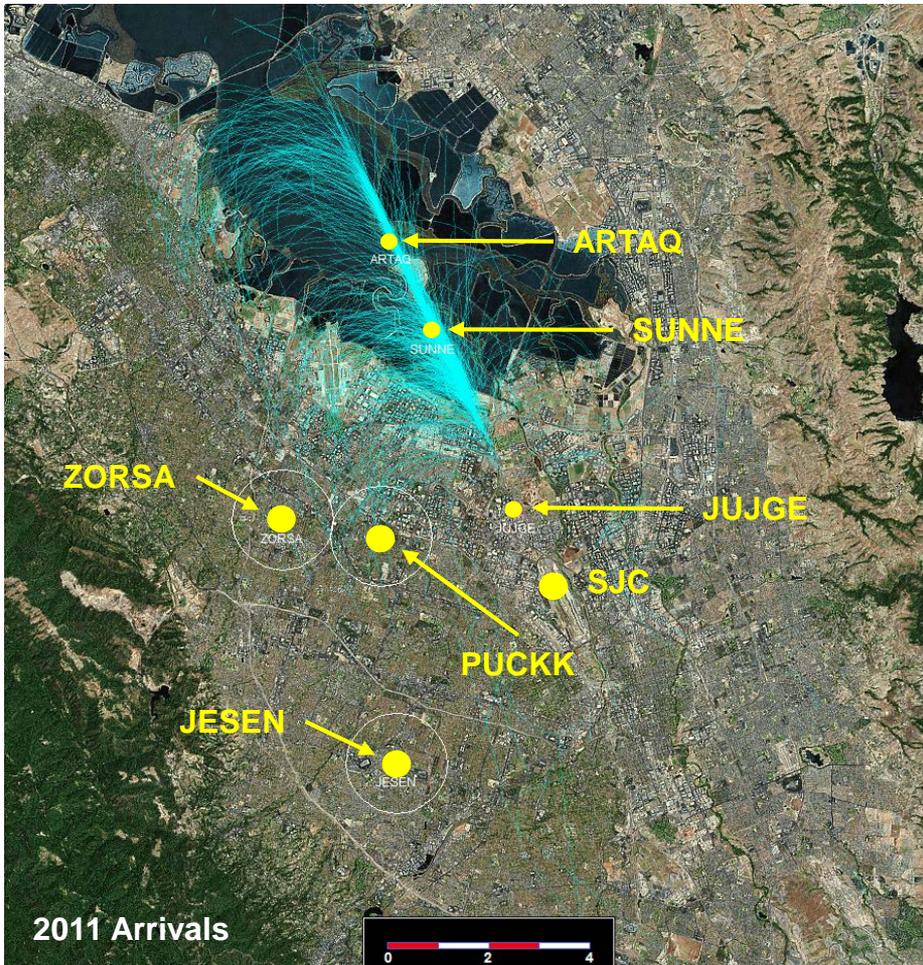
- | | | |
|---------------|---------------|---------------|
| 0 – 1,000 | 1,500 – 2,000 | 2,500 – 3,000 |
| 1,000 – 1,500 | 2,000 – 2,500 | 3,000 – 3,500 |
| | | 3,500 – 4,500 |



Federal Aviation Administration

SJC South Flow Arrivals by Altitude

(Static Image)



Altitude in Feet MSL

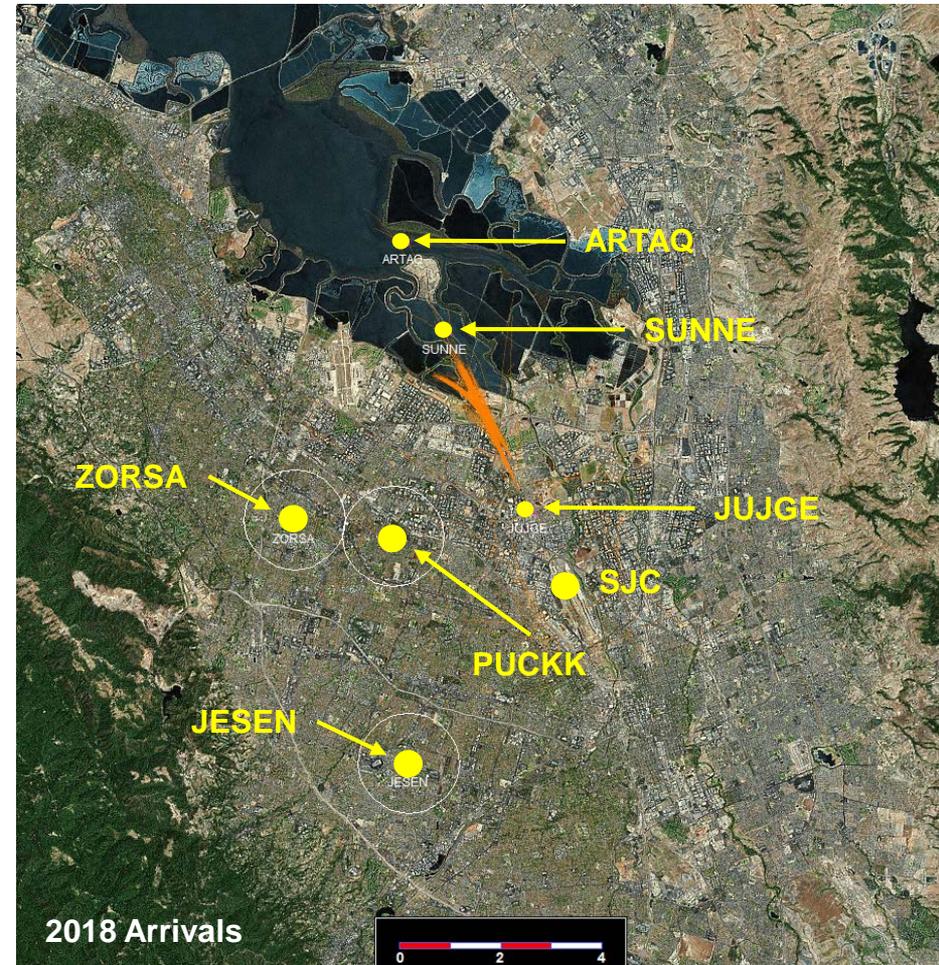
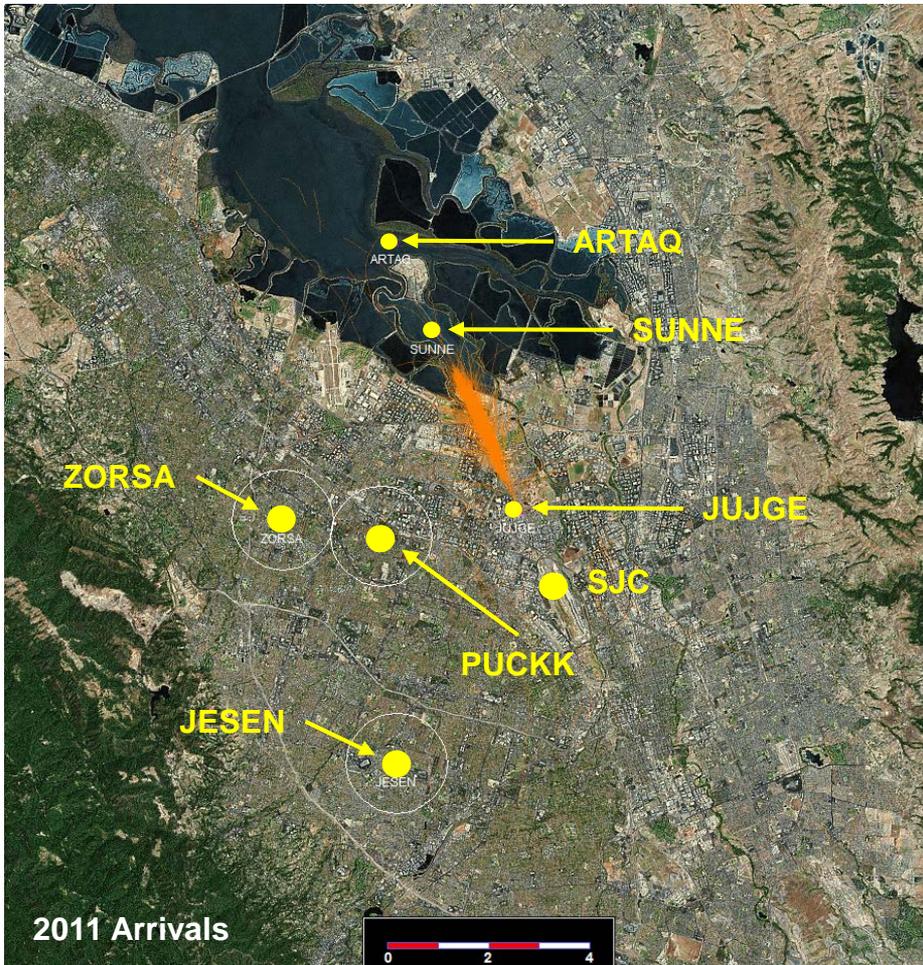
- | | | |
|---------------|---------------|---------------|
| 0 – 1,000 | 1,500 – 2,000 | 2,500 – 3,000 |
| 1,000 – 1,500 | 2,000 – 2,500 | 3,000 – 3,500 |
| | | 3,500 – 4,500 |



Federal Aviation Administration

SJC South Flow Arrivals by Altitude

(Static Image)



Altitude in Feet MSL

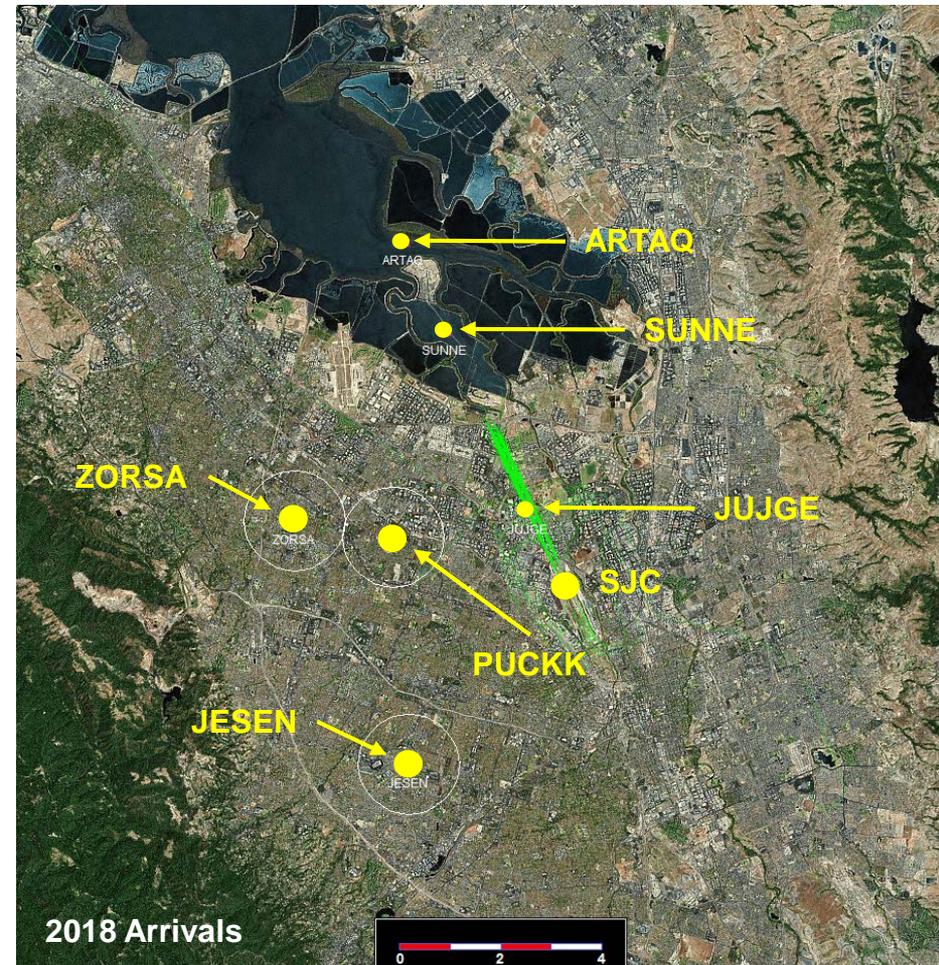
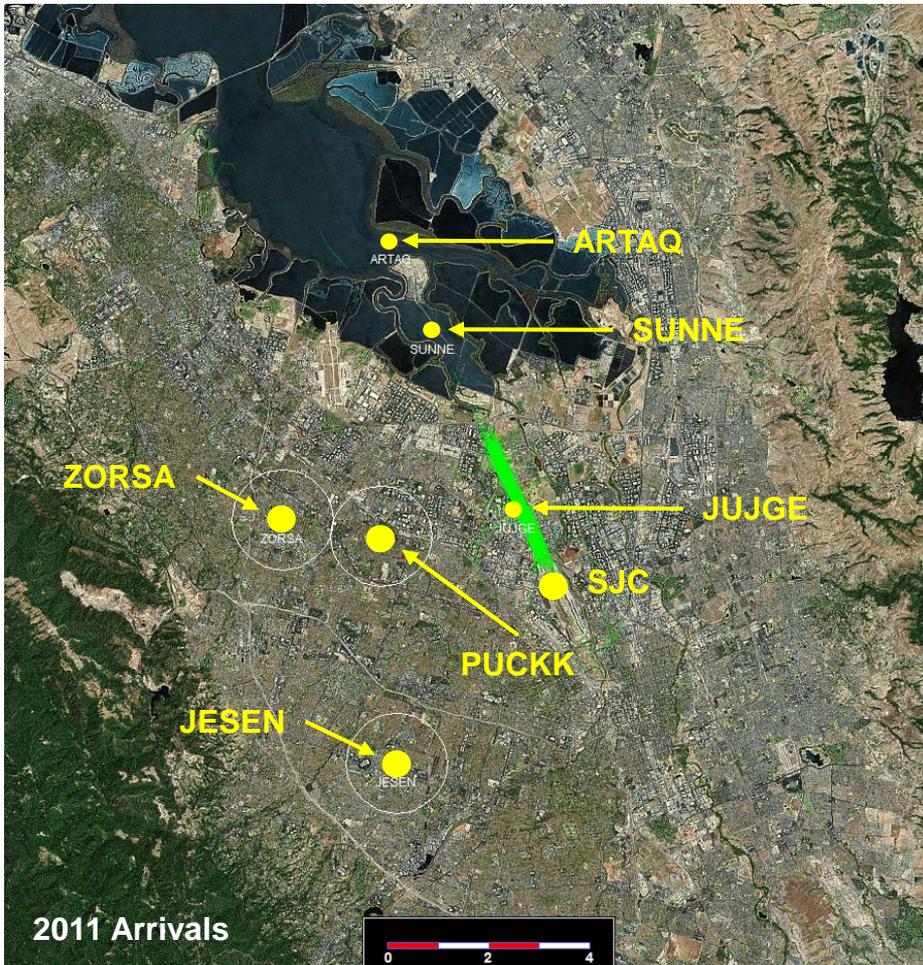
- | | | |
|---------------|---------------|---------------|
| 0 – 1,000 | 1,500 – 2,000 | 2,500 – 3,000 |
| 1,000 – 1,500 | 2,000 – 2,500 | 3,000 – 3,500 |
| | | 3,500 – 4,500 |



Federal Aviation Administration

SJC South Flow Arrivals by Altitude

(Static Image)



Altitude in Feet MSL

0 – 1,000

1,500 – 2,000

2,500 – 3,000

1,000 – 1,500

2,000 – 2,500

3,000 – 3,500

3,500 – 4,500



Federal Aviation Administration

Data Analysis

The Ad Hoc Advisory Committee on South Flow Arrivals met on March 23, 2018. The following data analysis is in response to questions posed to the FAA during the meeting.

Northern California TRACON (NCT) radar data was analyzed in response to these Requests and Questions.

The following analysis compares the January, 2018 SJC data to SFO Runway 10 L/R departure data.

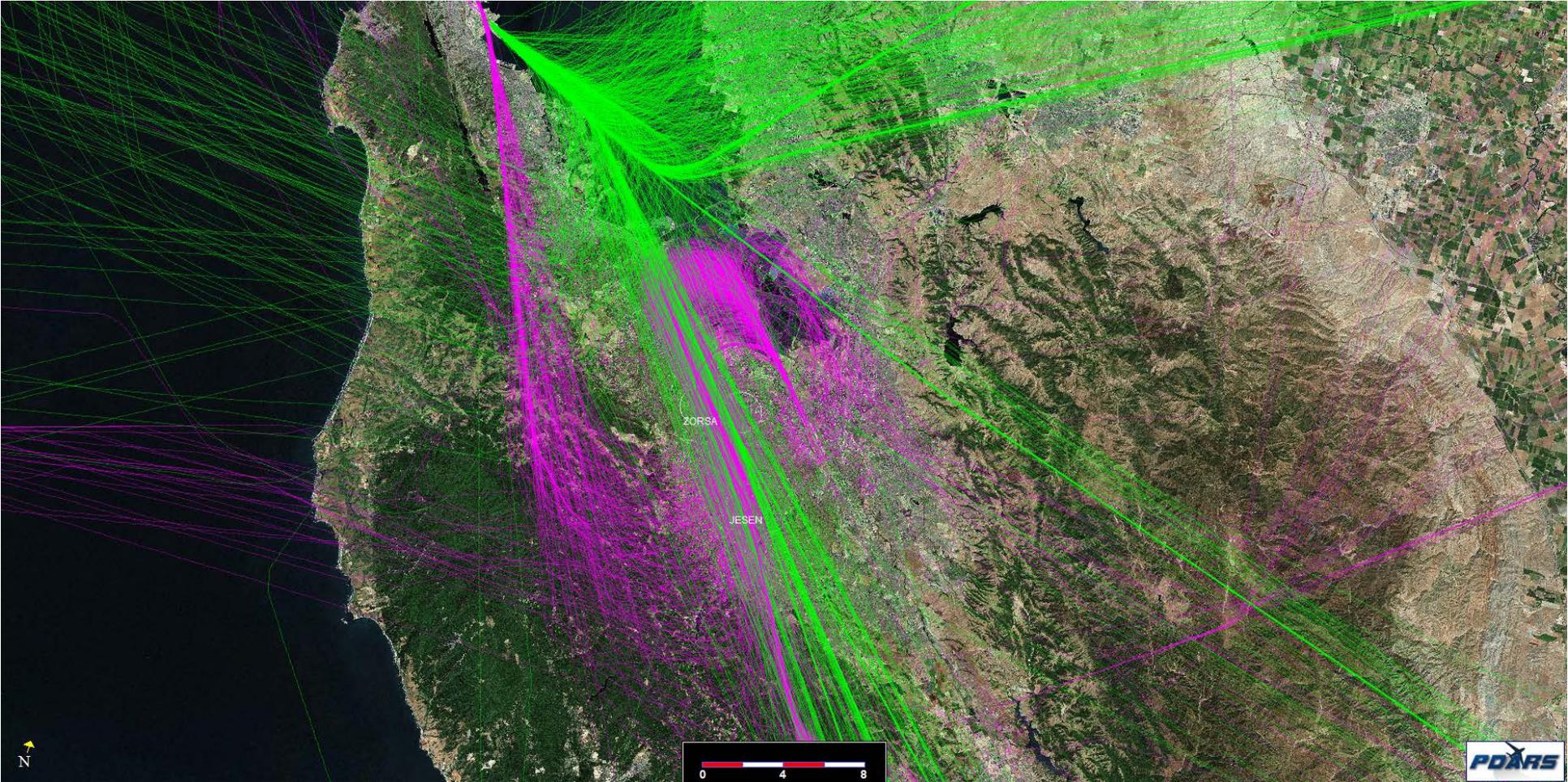
- **January, 2018** – 1,262 SJC South Flow arrival aircraft
- **March, 2018** – 1,124 SFO Runways 10 departure aircraft
- **January, 2018** – 17,904 SFO Runways 28 arrival aircraft



SJC Runway 12 L/R Arrivals

SFO Runway 10 L/R Departures

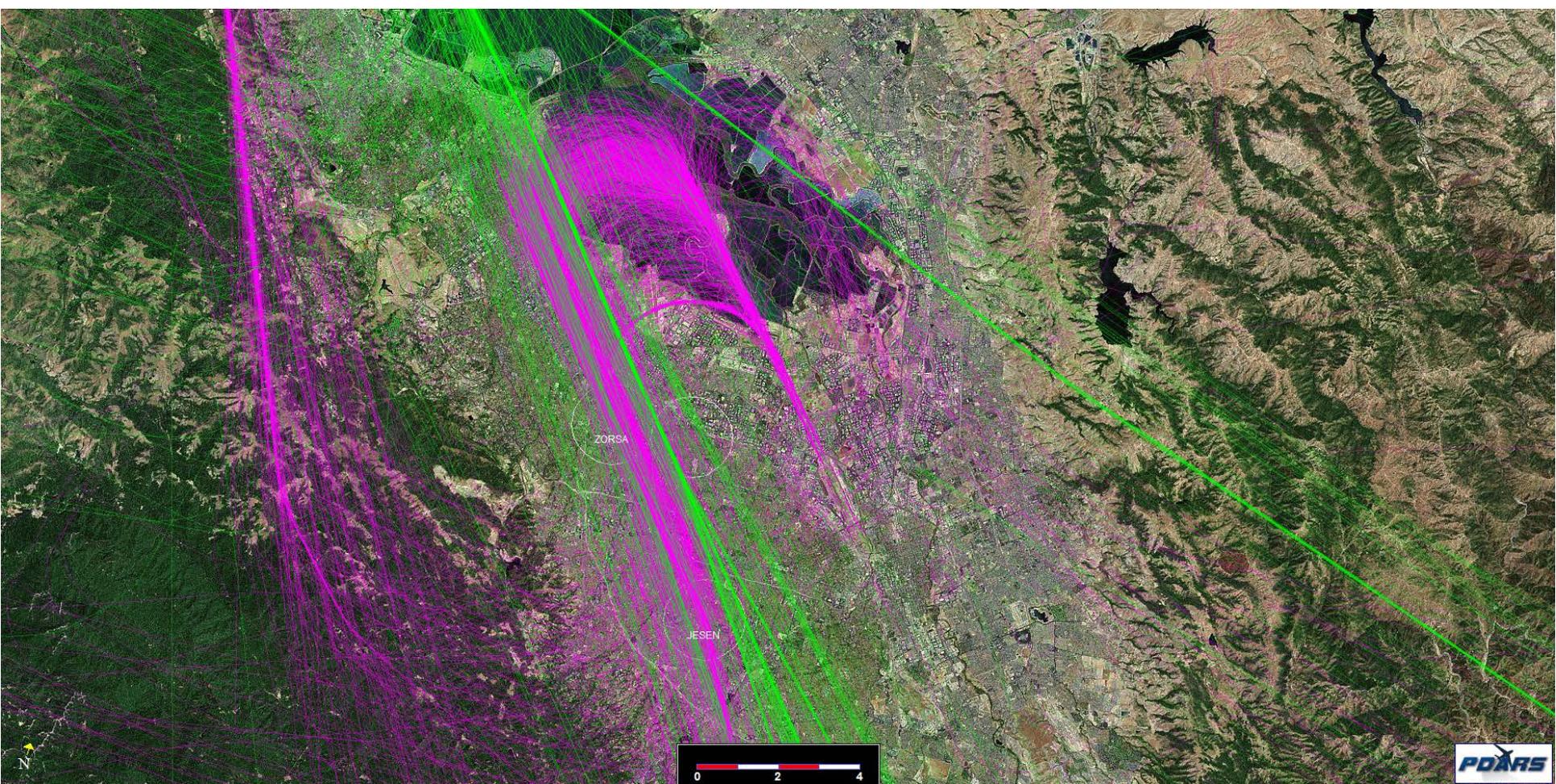
(Static Image)



SJC Runway 12 L/R Arrivals

SFO Runway 10 L/R Departures

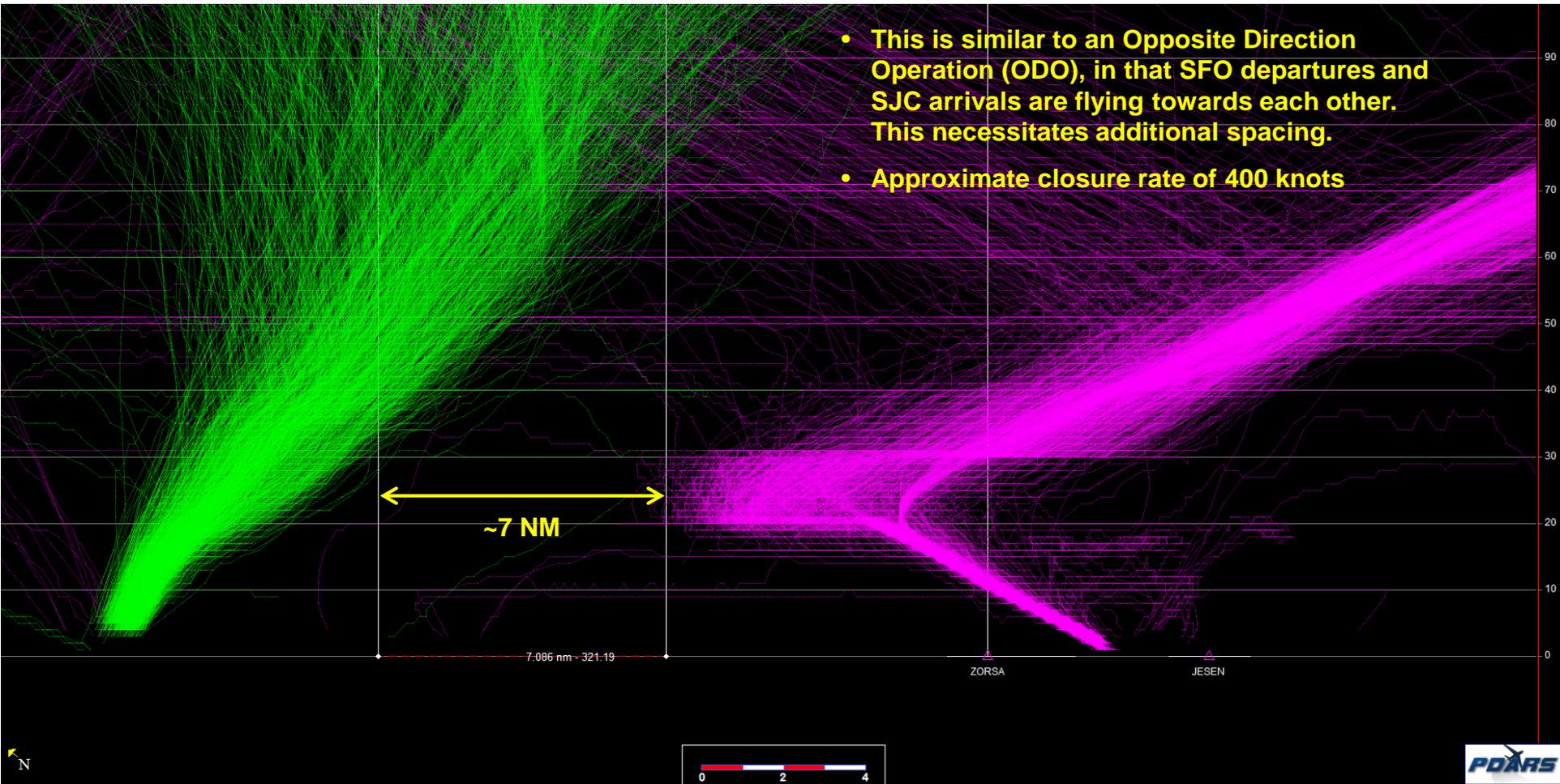
(Static Image)



SJC Runway 12 L/R Arrivals

SFO Runway 10 L/R Departures

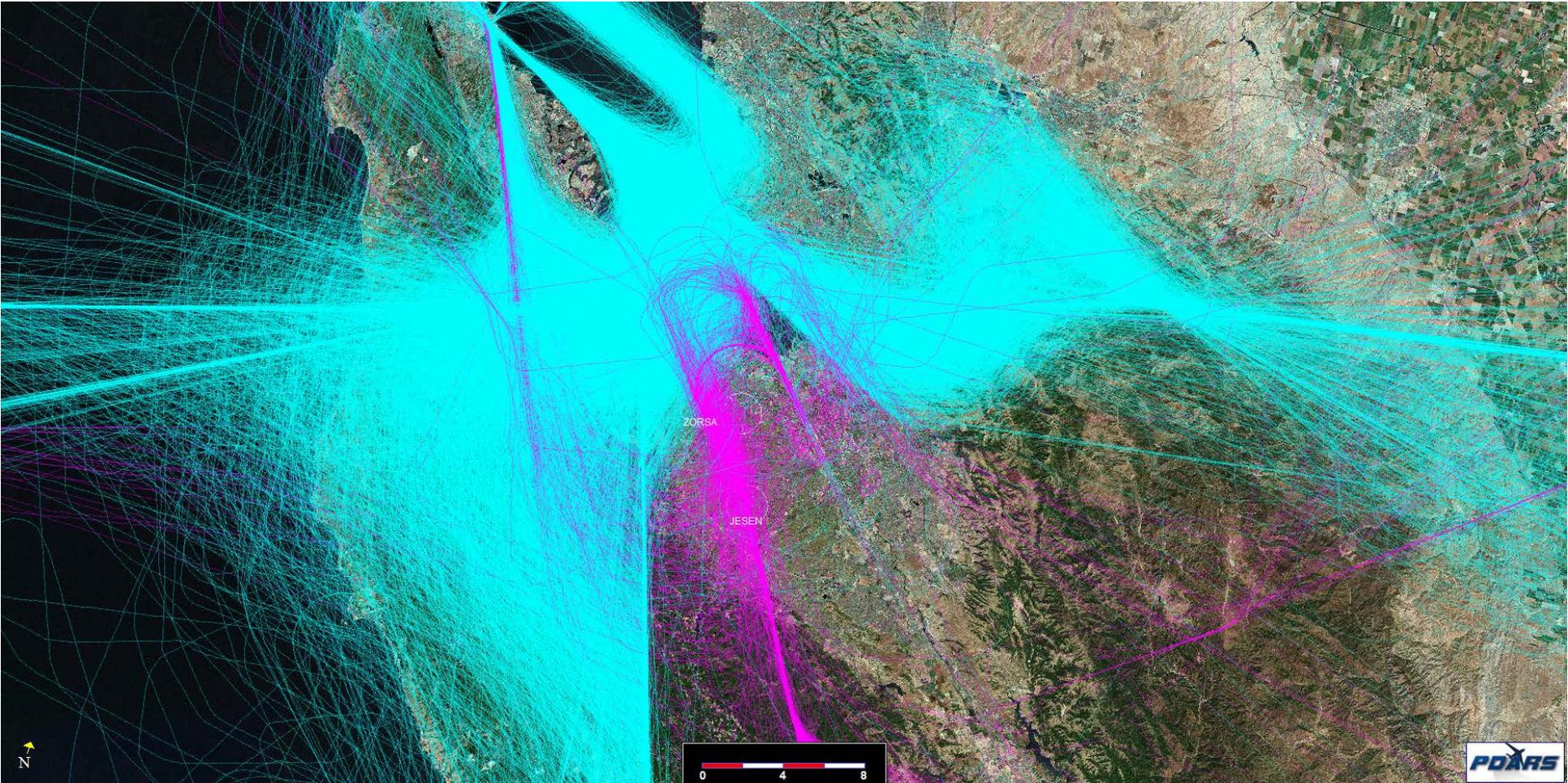
(Static Image)



SJC Runway 12 L/R Arrivals

SFO Runway 28 L/R Arrivals

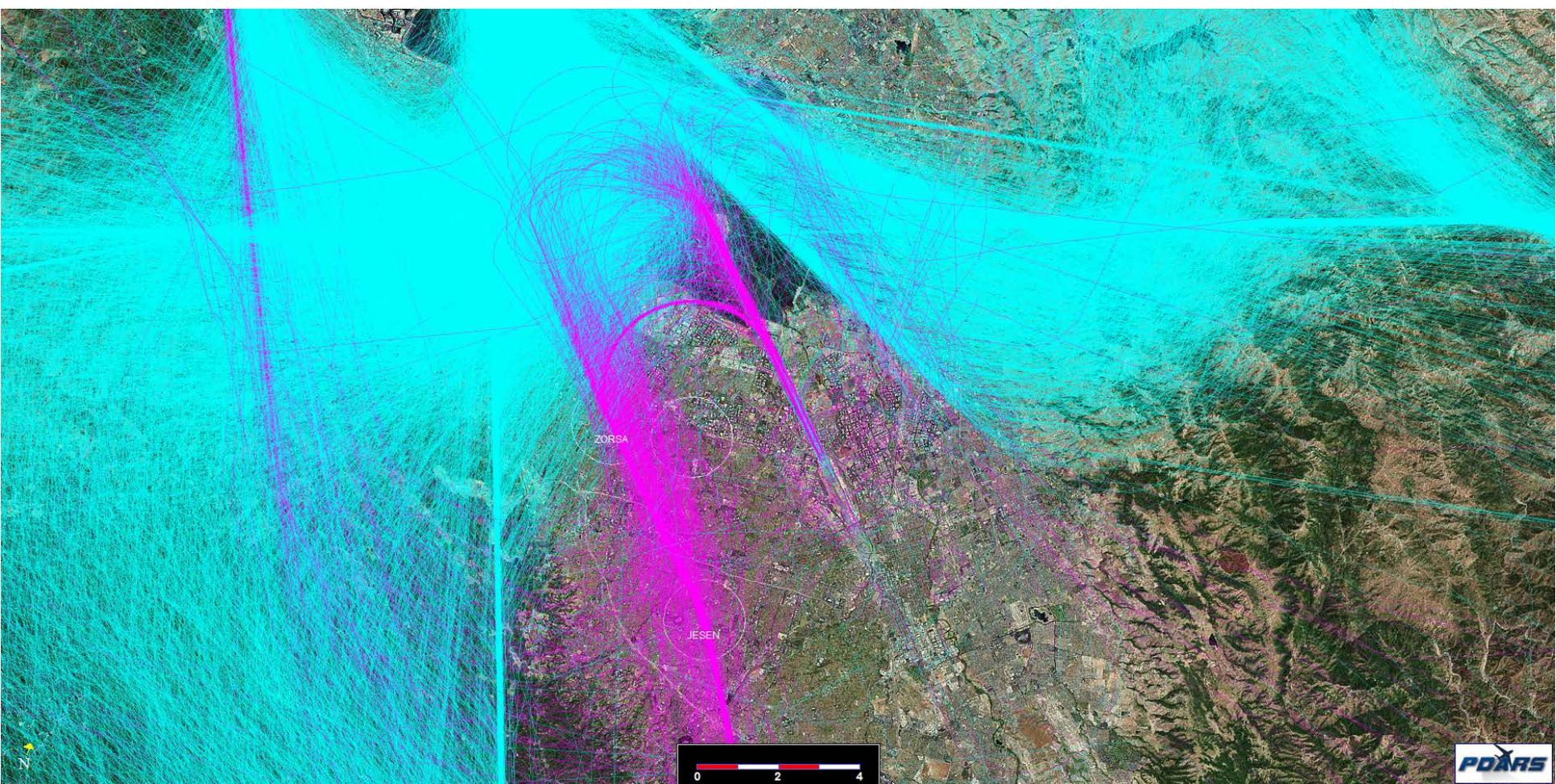
(Static Image)



SJC Runway 12 L/R Arrivals

SFO Runway 28 L/R Arrivals

(Static Image)



SJC Runway 12 L/R Arrivals

SFO Runway 28 L/R Arrivals

(Static Image)

