



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

January 3, 2018

Attachment 12 – Air Canada's Route Briefing – The Americas

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA17IA148

ROUTE BRIEFING NOTES

THE AMERICAS

AIR CANADA 

1 JUNE 2017

MEXICO / USA



WEB & EFB EDITION

EFFECTIVE UPON RECEIPT

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4.3.26 SAN FRANCISCO, CA KSFO / SFO* (12/5/17)**

*San Francisco is a FAA Special Airport Qualification. Refer to FOM (5.4.5) and Jeppesen Route Manual / Air Canada tab – 'Airport Qualification' page 1, and 19-xx pages.

4.3.26.1 Alternates

All distances are great circle in nautical miles.

Airport	ICAO / IATA	Dist	Rwys, Best Appr, Dimensions
Oakland, CA	KOAK/OAK	6	RNAV 9R / RNAV 27L 150' x 6,213' ILS 11/ CAT III 29 150' x 10,000'
San Jose, CA	KSJC/SJC	34	RNAV 12L / RNAV 30R 150' x 11,000' ILS 12R / ILS 30L 150' x 11,000'
Stockton, CA	KSCK/SCK	57	RNAV 11L / ILS 29R 150' x 10,650'
Sacramento, CA	KSMF/SMF	74	ILS 16L / RNAV 34R 150' x 8,601' CAT III 16R / ILS 34L 150' x 8,600'
Reno, NV *	KRNO/RNO	167	RNAV 16L / RNAV 34R 150' x 9,000' ILS 16R / RNAV 34L 150' x 11,002'
Bakersfield, CA	KBFL/BFL	207	RNAV 12L / ILS 30R 150' x 10,855' Visual 12R / Visual 30L 100' x 7,703'

* Reno is a FAA Special Airport Qualification. Refer to San Francisco note above.



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4.3.26.2 General

In 1776, settlers from Spain established a fort at the Golden Gate site. The California Gold Rush in 1848 quickly launched the city into a period of significant growth, increasing the population in one year from 1,000 to 25,000. The period of growth transformed San Francisco into the largest city on the West Coast at the time. Seventy-five percent of the city was destroyed by the 1906 earthquake and fire.

4.3.26.3 Weather Information

Refer to Jeppesen San Francisco 10-10 page.

4.3.26.4 Arrival Information

SFO Tower has received a FAA waiver to operate at higher than standard crosswind and tailwind limitations.

SFO is authorized to operate on Rwys 28R/L and 1R/L with up to a 25 knot crosswind component on dry runways, and up to a 10 knot tailwind component on wet runways.

This waiver will not be used for Rwys 10/19.

When using provisions of the waiver on Rwy 1, the runway must be departure only.

The main benefits of this waiver are the airport can remain on the more efficient Rwys 28/1 configurations, rather than the Rwys 28/28 configurations.

Terrain rises rapidly to the south, west and northwest of the airport.

Because of traffic volumes, ATC frequently assigns and closely monitors descent speeds.

Arrivals from the north will typically be held very high until over the airport. Flap overspeeds are reported as a high occurrence into SFO.

Weather permitting, arrivals from the east can anticipate the FMS Bridge Visual Rwy 28R. If no aircraft are on approach to Rwy 28L, pilots may be issued a side-step manoeuvre to 28L.

Visual approaches may place approaching aircraft in very close proximity during final.

Caution: Heavy aircraft and B757's will not be authorized to overtake another aircraft on the adjacent final approach course due to wake turbulence. Some airlines are not aware of this restriction and have overtaken aircraft on approach.

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Pilots are authorized to conduct the ILS PRM Rwy 28L and LDA PRM Rwy 28R approach provided the following conditions are met:

- the AOM has SOPs for PRM approaches,
- have completed the required initial/QC ground and simulator training,
- viewed the video "Simultaneous Offset Instrument Approaches at San Francisco International Airport" located on the FAA website;

http://www.faa.gov/training_testing/training/prm/

- thoroughly review the appropriate 11-3 or 11-6 page.

In addition to the above, and just to keep things interesting, San Francisco has a "Fly Quiet Program" for late night and early morning arrivals and departures. Its purpose is to encourage individual airlines to operate as quietly as possible at SFO. The program promotes a participatory approach in complying with noise abatement procedures and objectives by grading an airline's performance and by making the scores available to the public via newsletters, publications, and public meetings. For arrivals landing on Runways 28L/R, under Visual Meteorological Conditions, they ask flight crews to request the Quiet Bridge Visual or FMS Bridge Approach for Runway 28R. This approach keeps aircraft over the bay and away from Foster City, a noise sensitive community located adjacent to the San Mateo Bridge. Once the aircraft is inside the bridge you can request with SFO Tower for a side-step to Runway 28L (traffic permitting). During Instrument Meteorological Conditions where ILS is required, flight crews should request an ILS or LDA approach to Runway 28R. Utilizing these approaches especially during the late night hours will help reduce the aircraft noise climate in Foster City on final approach.

Approach Boarding Area A gates slowly as manoeuvring is in close range to equipment and fences. Inbound aircraft normally enter the ramp at SPOT 1. Outbound aircraft typically depart the ramp at SPOT 2.

Arrivals at "A" gates, contact Ramp Tower (127.57) prior to entering Boarding Area A.

Arrivals at "G" gates, contact Ramp Tower (119.22) prior to entering Boarding Area G.

4.3.26.5 Station Information

Air Canada flights operate from the International Terminal, Concourses A and G. Gates A1 or A2 may be assigned between

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0800-1700L. Gates G91 - G94 may be assigned between 1700-0800L.

During airport layovers, the Doubletree Hotel provides an excellent crew room with snacks, computers and a laser printer. Flight plan packages from FlightBrief can be obtained prior to departure from the hotel crew room.

Security screening is provided by a dedicated staff line located in the passenger screening area.

Flight Plans and weather will be provided by the ground staff.

Food Courts are located outside of the security areas. Food is also available in the gate areas.

4.3.26.6 Departure Information

If pushback is occurring from Gate A2, engine start will not be permitted until pulled forward abeam Gate A10.

Narrow body flights will normally depart on Rwy 1R.

If winds require flights to depart off Rwy 28L/R, anticipate 28L. Last minute changes to Rwy 28R may be assigned. Take-off data for both runways is recommended.

For the "Fly Quiet Program" (discussed in arrivals), when departing from SFO during the late night or early morning hours, they ask operators to request Runways 10L/R as the first preference (traffic and weather permitting). The second preference would be a departure from Runways 28L/R with an immediate right turn after departure (NIITE Departure - RNAV), and the third preference would be a Runway 01L/R departure with an initial heading of 050 degrees for destination south of the Bay Area or up the center of the bay via MDBAY, then 323 degrees to HUSSH for destinations to the north and east (NIITE Departure). The fourth preference would be a departure from Runways 28L/R and flying runway heading until reaching the coastline (GAP Departure) before turning.

Terrain rises rapidly to the south, west and northwest of the airport.

Refer to "Special Engine Failure Procedures" located on the Jeppesen 10-7 page.

Departures 19L/R and 28L/R.

Refer to the Jeppesen 10-10A - "AC All Engine Departure Procedures" for additional requirements during departure.

4.3.26.7 Crew Services

Hotel - Airport

Doubletree Hotel San Francisco

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Hotel - Downtown

Hyatt at Fisherman's Wharf

Crew Transportation

Airport

"G" gates:

Exit into departures level and proceed to the right (maintain heading 190°) exiting through the main doors. Turn left on the first curb island and proceed 50 feet. Pickup will be at the "Hotel Courtesy Shuttles" sign.

"A" gates:

Exit into departures level and proceed to the left (maintain heading 270°) exiting through the main doors. Turn right on the first curb island and proceed 150 feet. Pickup will be at the "Hotel Courtesy Shuttles" sign.

The van operates every 20 minutes. The drivers seem to be 'trained-to-standard' and will typically depart 10-15 seconds prior to crew arrival at the curb. They are friendly, have a good command of a total of eight words in English, and will usually wave good-bye!!!

Downtown

Airline Coach Service

Tel: (

Calculating your pension is a simpler procedure than locating the crew bus. Follow signage down to Baggage Claim. Then continue down escalator to the Ground Level. Try to follow signs (they are well hidden) for Courtyard A or Courtyard G.

Arriving 0800-1800 pickup is courtyard A.

Arriving 1800-0800 pickup is courtyard G.

Note: It may be worth noting that you do not follow the Baggage Claim (United) signs, as this takes you somewhere else, but instead after exiting the secure area, turn right (G Gates) or left (A Gates) and then follow the normal Baggage claim signs.

The crew van will be at far end of bus parking area.

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