

ALERT BULLETIN

AB 2025:2/8-1

2/6/2025

2191559

TO: Airport Manager, San Francisco International Airport (SFO), CA, FAA (AAS-1)

INFO: FAA (AAS-300, AWP-600, AFS-260, AJV-A, ATM NCT TRACON, AFS-200, AJI -144, AVP-1, AVP-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

FROM: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

SUBJ: SFO SEGUL1 Departure Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a report from an Air Traffic Controller expressing concern about the SFO SEGUL1 departure procedure. Reporter stated they observed an airborne conflict between an aircraft on the SEGUL1 and a parallel departure on the SSTIK procedure. Reporter further stated they feel the "SEGUL departure is dangerous" and should be discontinued.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2191559**DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	1201 to 1800

PLACE

Locale	NCT.TRACON
State	CA
Altitude - MSL	5000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	NCT
Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - TRACON	NCT
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	91

PERSON 1

Function - Air Traffic Control	Departure
ASRS Report Number	2191559

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Airborne Conflict
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

Aircraft X departed Rwy 01L at SFO on the SEGUL departure. Aircraft Y departed on the SSTIK departure behind Aircraft X also off Rwy 01L. I received a request from an aircraft southeast [off] of HAF looking for flight following southeast bound and a climb into the class bravo to 5500 ft. After radar identifying the VFR aircraft there was a couple of traffic calls made for opposite direction traffic at his verified altitude. I was focused on my VFR aircraft while Aircraft X flew the SEGUL departure extremely wide and out of place. Aircraft Y on the SSTIK departure had already made his turn nearly inside of Aircraft X in his turn southbound. Once observed I stopped Aircraft Y climb at 5000' for Aircraft X who was climbing out of 5800 ft unrestricted for FL190. I do believe Aircraft Y observed Aircraft X and stopped his climb on his own at 5000 while making his turn to the south after SSTIK. Regardless if I was the able to stop his climb or not these 2 departure procedures do not work when the SEGUL is first in line. There is something really wrong with this new SEGUL departure and it needs to be addressed sooner than later before there is a midair event with 2 aircraft flying their RNAV SID. I do believe the aircraft characteristics had an influencing factor in this situation. Aircraft Y was out climbing and performing Aircraft X and was able to cut in front of him even though he departed behind him.

The SEGUL departure is dangerous and we will see more situations similar to mine if it's not addressed ASAP. My recommendation is go back to the OFFSHORE departure for now and remove the SEGUL from operation.

SYNOPSIS

TRACON Controller reported an airborne conflict when a departing air carrier did not comply with the SFO SEGUL1 departure and was overtaken in a turn by a subsequent dissimilar aircraft departing on the SFO SSTIK5 departure. Reporter stated SEGUL1 Departure is an unsafe procedure which may result in additional airborne conflicts.