

## Knack Sjohnna

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**Subject:** FW: ATTENTION NEEDED - FAA received Instrument Flight Procedure request for San Diego International Airport (KSAN)

Sent: Monday, August 19, 2019 3:02 PM

To: Knack Sjohnna <sknack@san.org>

Subject: ATTENTION NEEDED - FAA received Instrument Flight Procedure request for San Diego International Airport (KSAN)

Please review the following information and contact the sender as necessary. The FAA now requires all requests to be submitted by the Airport Contact or appropriate Flight Procedure Team (FPT). Therefore, if you agree with the request, you must submit using the IFP Request application ([https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/ifp\\_form](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form)). Please contact your appropriate FPT if you have any questions.

-----Contact Info-----

First Name: Sjohnna

Last Name: Knack

Telephone: 619-400-2639

Email: sknack@san.org

Role: Others (Pilot,NBAA, AOPA)

Type of Procedure: DP/SID (Other)

Company or Organization: Airport Noise Advisory Committee Airport Rep Name: Sjohnna Knack Airport Rep Email: sknack@san.org Airport Rep Phone: 619-400-2639 Aircraft Type: Fixed Wing (default) Navigation System Type: PBN (Performance Based Navigation) - Examples: RNAV (RNP), RNAV STAR Type of request: Amendment Procedure to be amended: ZZOOO Preferred Routing Description: The preferred routing is an amendment to the ZZOOO RNAV SID which involves a relocation of the JETTI waypoint 2 nautical miles west (to 32°45' 49.50"N, 117°18' 52.38W). The route is as follows:

Vector to Altitude on a 285 true course heading and at 520 ft/nm up to 520 feet MSL, thence direct to fix to JETTI waypoint (proposed location: 32°45' 49.50"N, 117°18' 52.38W) at or below 12,000 feet MSL at or below 230 knots, thence left turn direct-to-fix to fly by ZZOOO waypoint (current location), thence to assigned transition (CENZA, IPL or MTBALL). The enroute transition routing remains the same as the existing ZZOOO 2 RNAV SID.

Request Justification: ANAC spent nearly two years working with local communities, specifically Point Loma, Ocean Beach, Mission Beach, Pacific Beach and La Jolla, to reduce noise impacts. The submitted procedure design was recommended as part of the San Diego County Regional Airport Authority sponsored flight procedure study with technical and citizen advisory group input to review the feasibility of various standard instrument procedure modifications to reduce noise. The study relied upon FAA's TARGETS procedure design tool to ensure the design met FAA PBN design criteria without waivers; reviewed with SCT TRACON subject matter experts to identify potential concerns and use of FAA's AEDT noise grid analysis to ensure noise impacts were not shifted over other communities. The intent of the submitted procedure was to extend the initial runway departure route further west in order to move the southbound leg further west of the Point Loma shoreline, which may reduce Community Noise Equivalent Level (CNEL) noise levels between 1 to 2. The design was also intended to increase the frequency of aircraft at or above 8,000 ft MSL near the ZZOOO waypoint. The submitted procedure meets FAA PBN design criteria, does not cause significant or reportable noise increases, provides a reduction in noise for communities in Point Loma and provides opportunity for more aircraft to meet the at or above 14,000 ft altitude restriction designated in the ZZOOO SID at JORJJ waypoint. The design also removes the current leg length waiver between JETTI and ZZOOO approved for the existing ZZOOO SID.

Other Remarks: The intent of the procedure is to reduce noise exposure levels for coastal communities west of the Airport and is submitted on behalf of the Airport Noise Advisory Committee (ANAC) to address noise concerns associated with the existing ZZOOO SID. The submitted procedure is a proposed modification to the ZZOOO RNAV SID.

The procedure does not change flight paths below 3,000 feet MSL. The only change to the procedure is moving the JETTI flyover waypoint 2 nautical miles further west of current location (to 32°45' 49.50"N, 117°18' 52.38W) keeping Runway 27 departures on the 275 magnetic heading to JETTI. All remaining waypoints, segments and leg types after JETTI waypoint remain the same as the existing ZZOOO SID. Extending the route moves departures further west of the Point Loma shoreline, which may reduce Community Noise Equivalent Level (CNEL) noise levels between 1 to 2. Based on AEDT noise screening, there are no potential reportable changes in noise. There are no other environmental category concerns at this time. ANAC member are sensitive to the increase in distance caused by the modification but believes the modification will also assist in providing more predictability for aircraft that cannot meet the altitude restriction at JORJJ waypoint. Increased use of the ZZOOO SID as a result of enhancing its compatibility for existing aircraft is also a goal for some ANAC members. The evaluation process involved local community and airline pilot representative coordination, and was discussed with FAA ACT TRACON regarding potential flaws in the design. The Airport Authority, on behalf of ANAC, is open to adjustments if needed to resolve potential flight distance concerns. In addition, TARGETS design and AEDT noise model files are available upon request to aid in FAA's initial review.