

**San Diego County Regional Airport Authority (SDCRAA)
Flight Procedure Evaluation
ANAC Status Update Briefing**

San Diego International Airport

February 17, 2021

Agenda

- Previous Recommendations and Status
- Nighttime RNAV (satellite-based) Departure Procedures Concepts On Hold
- Actions for Consideration

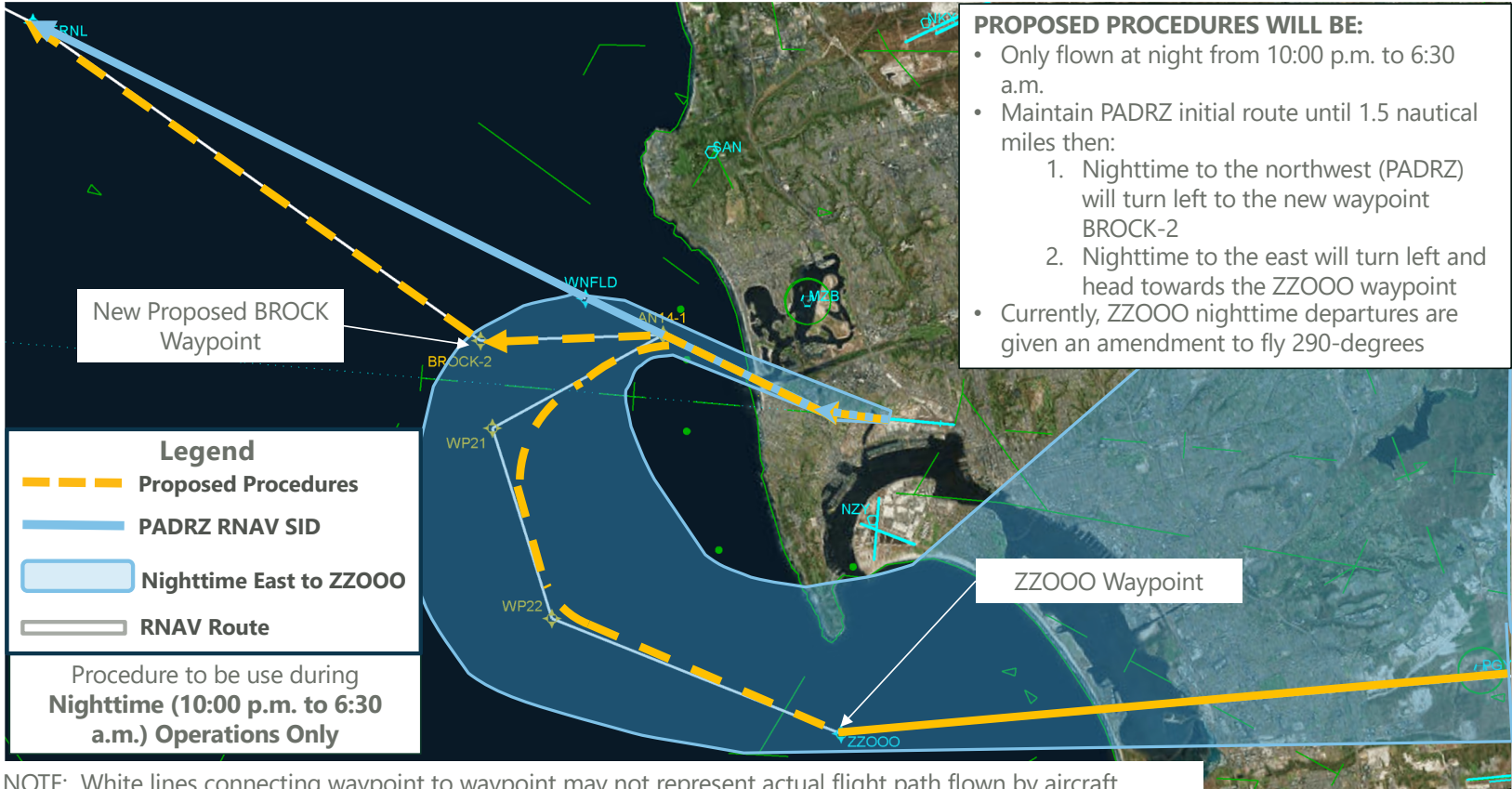
Previous Consultant Recommendations

- Proceed forward with the amendment to ZZ000 RNAV SID (Departures to Eastern destinations) to move JETTI waypoint out two miles – ***Submitted to FAA in August 2019***
- Proceed forward with Noise Dot #4 and #5 relocation for further consideration – ***Submitted to FAA August 2019 and rejected by FAA in September 2019***
- Hold nighttime RNAV departure procedure design concepts for eastbound (ZZ000) and northwest (PADRZ) traffic until measures to reduce CNEL 65 noise is considered – ***On Hold per Request of the Committee – Need Decision from ANAC on How to Proceed***

Nighttime RNAV Departure Procedures On Hold

Northwest (PADRZ) and East (ZZOOO)

Proposed Nighttime RNAV Procedures to the Northwest (PADRZ) and East (ZZ000)



Action Options for Consideration

Action Options for Consideration

1. Submit to FAA the Nighttime RNAV Jet Departures to the East (ZZ000) and Northwest (PADRZ), As Designed

Nighttime RNAV Jet Departure to East (ZZ000)

Existing Nighttime:

Procedure:

Aircraft are given a 290-degree heading instead of flying the ZZ000 RNAV Departure

Proposed Nighttime Procedure:

Develop a nighttime RNAV Departure that follows the same route as the PADRZ for 1.5 miles, then turns to the ZZ000 waypoint

Nighttime RNAV Jet Departure to Northwest (PADRZ)

Existing Nighttime

Procedure:

Aircraft follow daytime PADRZ RNAV Departure

Proposed Nighttime Procedure:

Aircraft follow same route until 1.5 miles, then turn to new BROCK waypoint

CHANGE RESULTS IN:

- Having a nighttime RNAV departure to the East will reduce vectored overflights for Point Loma and La Jolla.
- Turn to BROCK results in minor reduction to aircraft noise in La Jolla.
- All nighttime departures will fly on the initial PADRZ leg which narrows all flights on a more precise path over Mission Beach. To address this, see next slide.

(Note: All procedure changes must be submitted to the FAA, their review process includes an NEPA environmental analysis)

Action Options for Consideration

2. Submit to FAA a Refined Nighttime RNAV Jet Departure to East (ZZOOO) and Northwest (PADRZ) As Designed

(Difference in Option 2 Shown in Yellow)

Nighttime RNAV Jet Departure to East (ZZOOO)

Existing Nighttime:

Procedure:

Aircraft are given a 290-degree heading instead of flying the ZZOOO RNAV Departure

Proposed Nighttime Procedure:

Develop a nighttime RNAV Departure that **mimic's the existing path from the end of the Runway until 1.5 miles**, then turns to the ZZOOO waypoint

Nighttime RNAV Jet Departure to Northwest (PADRZ)

Existing Nighttime

Procedure:

Aircraft follow daytime PADRZ RNAV Departure

Proposed Nighttime Procedure:

Aircraft follow same route until 1.5 miles, then turn to new BROCK waypoint

CHANGE RESULTS IN:

- Having a nighttime RNAV departure to the East will reduce vectored overflights for Point Loma and La Jolla.
- Turn to BROCK results in minor reduction to aircraft noise in La Jolla.
- **This refinement keeps the nighttime East (ZZOOO) departures flying the same paths over Mission Beach, as they do today.**

(Note: All procedures must be submitted to the FAA, their review process includes an NEPA environmental analysis)