

# MissionSupport

## Proposed Changes: ZZ000 FOUR, CLSSY ONE, and PLYYA TWO

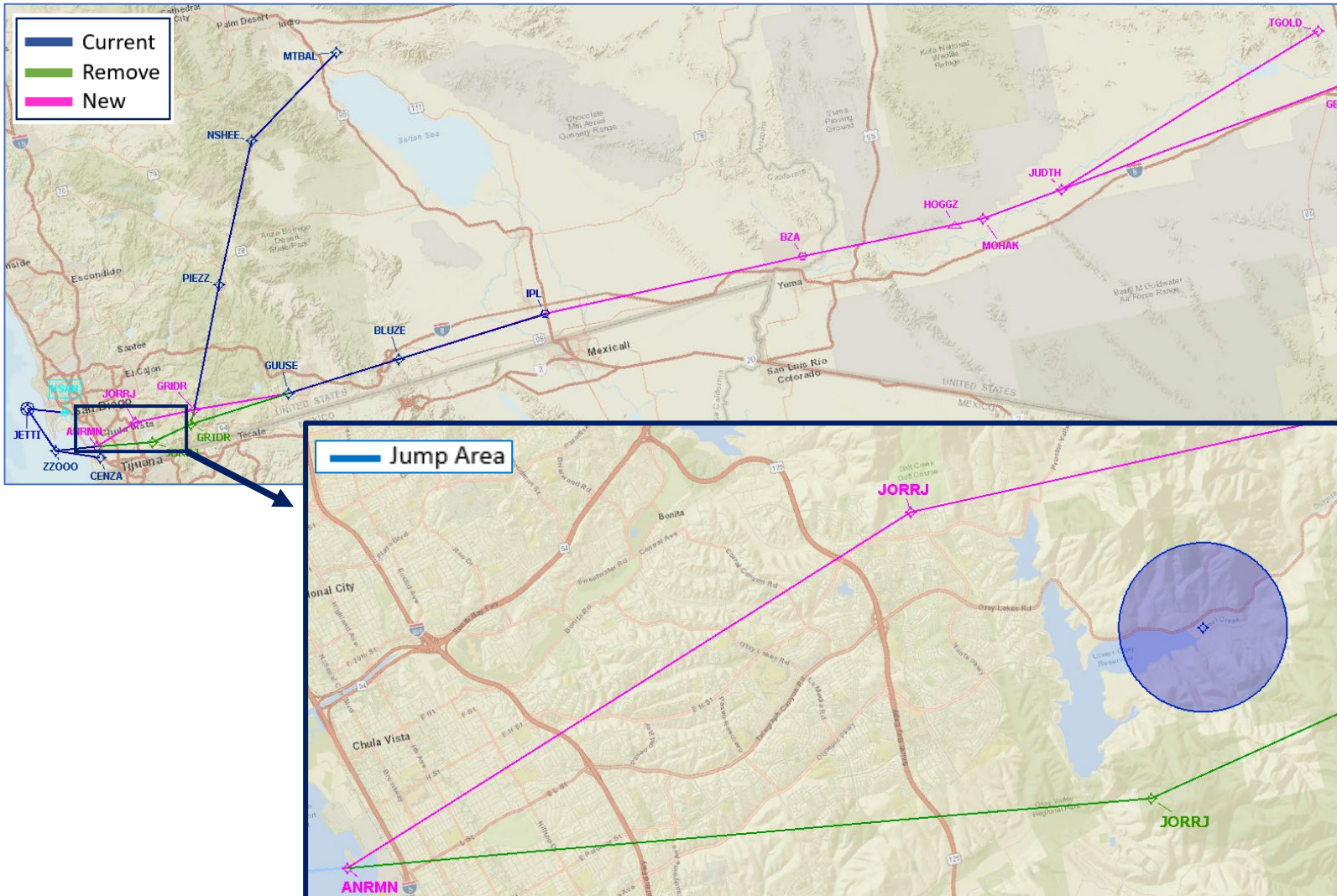
Prepared for San Diego Airport Noise Advisory Committee (ANAC)



# Overview

- Performance Based Navigation (PBN) Full Work Group (FWG) meeting was held on October 26, 2022.
- FWG had representatives from:
  - Air Traffic Control
  - Industry
  - Airport
  - FAA Aviation Safety Inspector
  - Western Service Center
- FWG collaborated to support operations at San Diego International Airport (KSAN) by:
  - Modifying ZZOOO THREE DEPARTURE (RNAV) procedure (**near OTAY Reservoir**)
  - Modifying PLYYA ONE ARRIVAL (RNAV) procedure
  - Designing nighttime CLSSY ONE DEPARTURE (RNAV) procedure

# ZZ000 FOUR DEPARTURE (RNAV)



- Nothing prior to new ANRMN will change where aircraft are currently flying.
- Flight path remains the same between ZZ000 and ANRMN then would shift north.
- Amendments necessary to improve separation from parachute operations over/near Otay reservoir (Blue Circle).
- Crossing altitude needed to be lowered at JORRJ from 14,000 to 12,000 ft MSL due to aircraft capabilities.
- Procedure extended past IPL with new transitions, the proposed TGOLD and GBN transitions.

Note: Lines are based on the centerline of the procedure. Actual flight tracks may vary.

# CLSSY Standard Instrument Departure (SID)

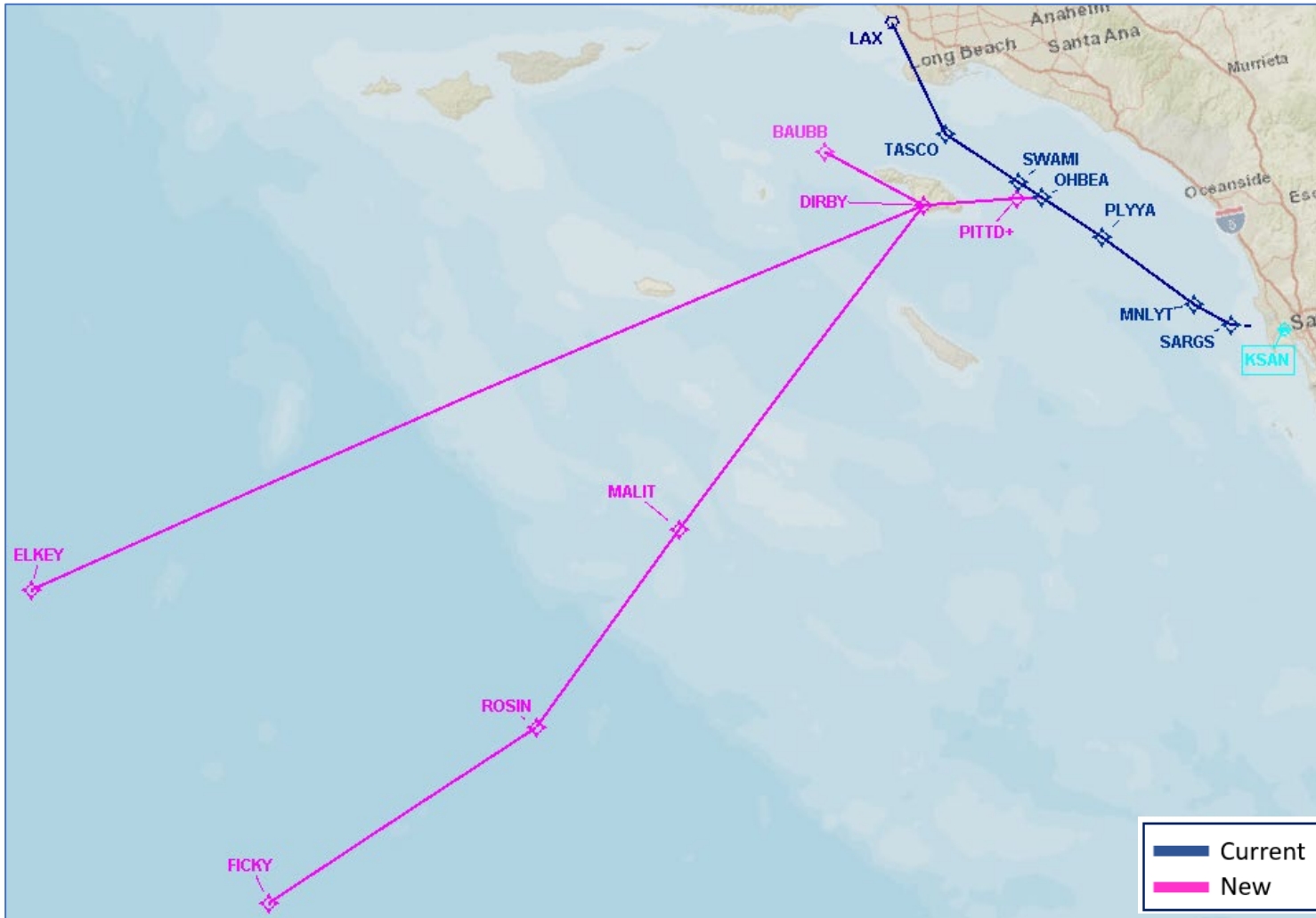


- RWY 27 departures on ZZ000 procedure normally climb direct JETTI or as assigned by ATC.
- For noise abatement, between 2200–0630 local (nighttime), aircraft are assigned 290° heading for vectors to join the ZZ000.
- Proposed CLSSY ONE DEPARTURE (RNAV) procedure would capture existing nighttime vectoring procedures.\*
- CLSSY ONE DEPARTURE (RNAV) procedure would be direct overlay of proposed ZZ000 FOUR DEPARTURE (RNAV) procedure from ZZ000 fix eastward.

\*Per existing letter of agreement between Southern California Terminal Radar Approach Control (SCT) and Lindbergh Airport Traffic Control Tower (SAN).

Note: Lines are based on the centerline of the procedure. Actual flight tracks may vary.

# PLYAA Standard Terminal Arrival (STAR) Procedure



- **No changes near SAN.**
- Proposed amendments would add three transition routes from the west—mostly over the ocean—that start at BAUBB, ELKEY, and FICKY.
- Transitions are Data-Comm capable, reducing pilot-controller communications.
- These transition routes would connect at DIRBY and proceed east over PITTD to join the existing procedure at OHBEA.

Note: Lines are based on the centerline of the procedure. Actual flight tracks may vary.

# Conclusions

- The purpose of the amended and new procedures is to maintain operational safety of KSAN airspace, enhance operational efficiency and predictability, and reduce the complexity of ATC workload.
- Publication date 10/31/2024.
- Environmental review and noise modeling have been completed.
- CLSSY designed to model the current 290 heading between the hours of 10:00 p.m. and 6:30 a.m. (nighttime).

# Questions