

**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

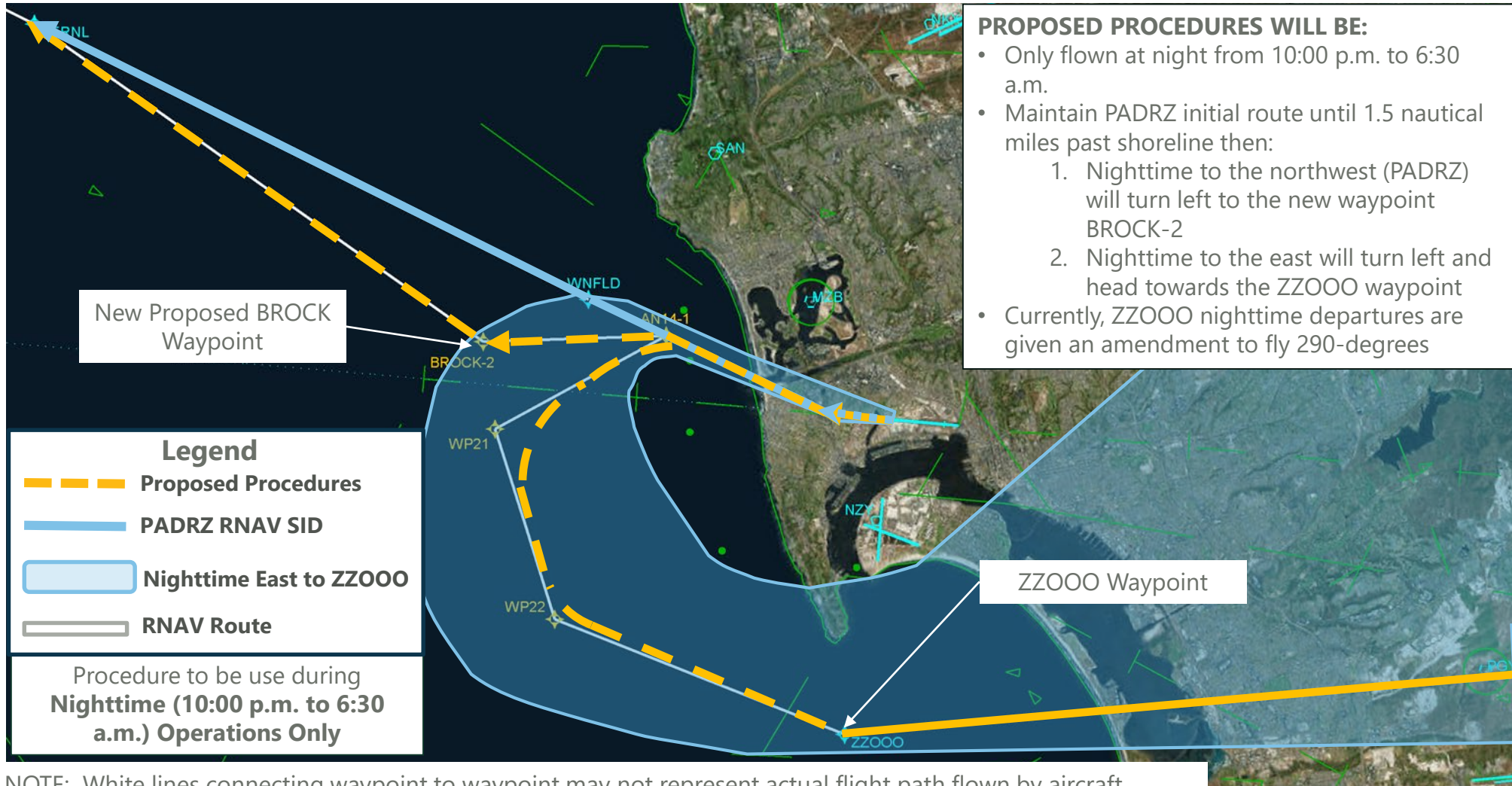
# Previous Consultant Recommendations

- 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 (ZZ000)

# 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 past the shoreline, 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 past the shoreline, 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 (ZZ000) and Northwest (PADRZ) As Designed

(Difference in Option 2 Shown in Yellow)

### 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 **mimic's the existing path from the end of the Runway until 1.5 miles from the shoreline**, 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 from the shoreline, 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 (ZZ000) 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)*



# Intent of Option 2 for Initial Departure Path



SOURCE: San Diego County Regional Airport Authority, Airport Noise and Operations Management System, July 22, 2019 to July 28, 2019 (busiest week for 2019)