

**San Diego County Regional Airport Authority (SDCRAA)  
Flight Procedure Evaluation  
Technical Advisory Committee and Citizen Advisory Committee Meeting #4**

San Diego International Airport

October 25, 2018

# Agenda

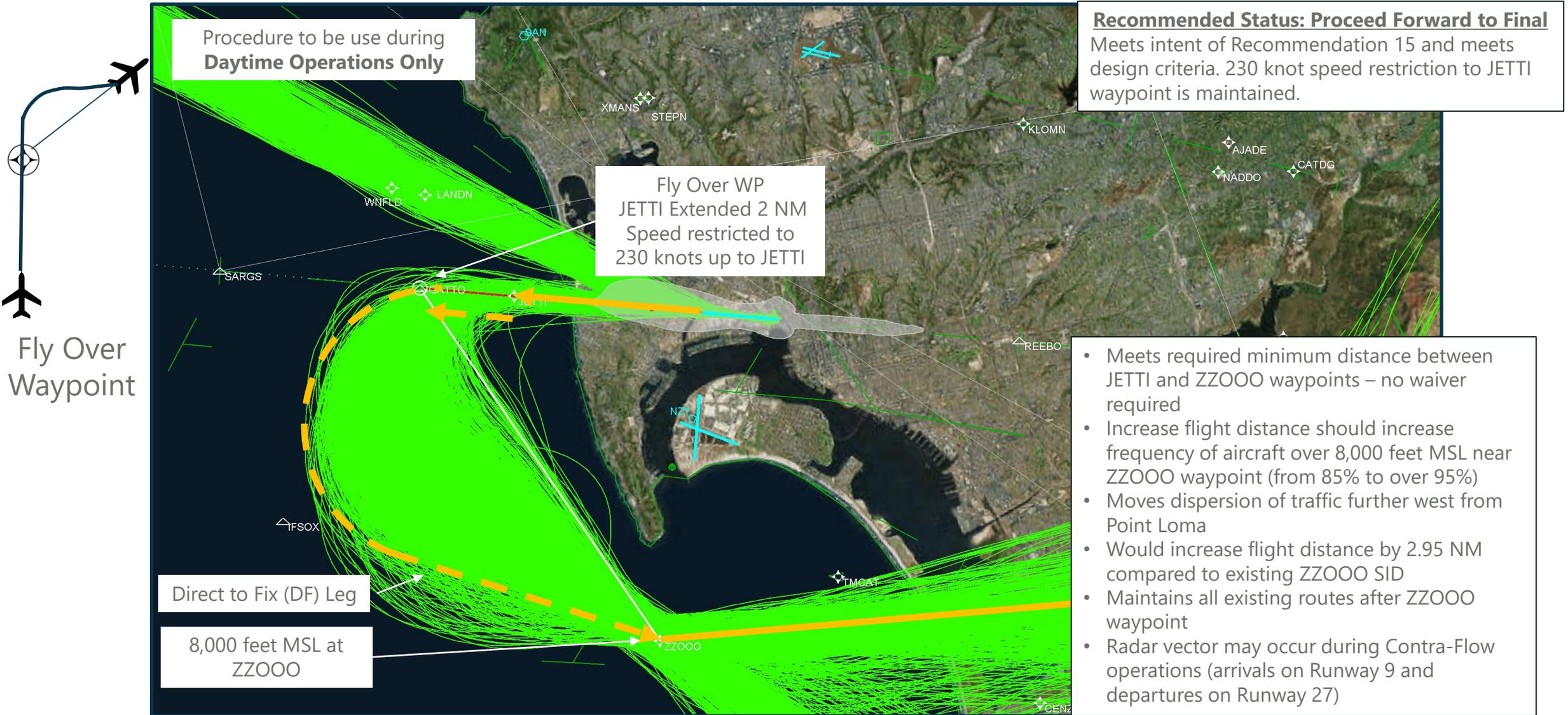
- Meeting Goals
- Daytime Departure Final Concept Design
- Nighttime Departure Final Concept Designs
- Daytime/Nighttime Arrival Final Concept Design

# Meeting Goals

- Review final design concepts for noise screening analysis
- Discuss clarifications to comments and responses

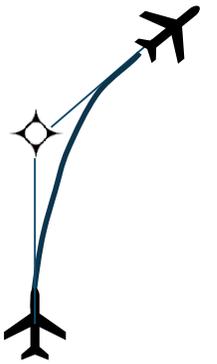
# Daytime Departures

# ANAC Noise Recommendation 15 – Alt 1 Extend JETTI Waypoint 2 NM West

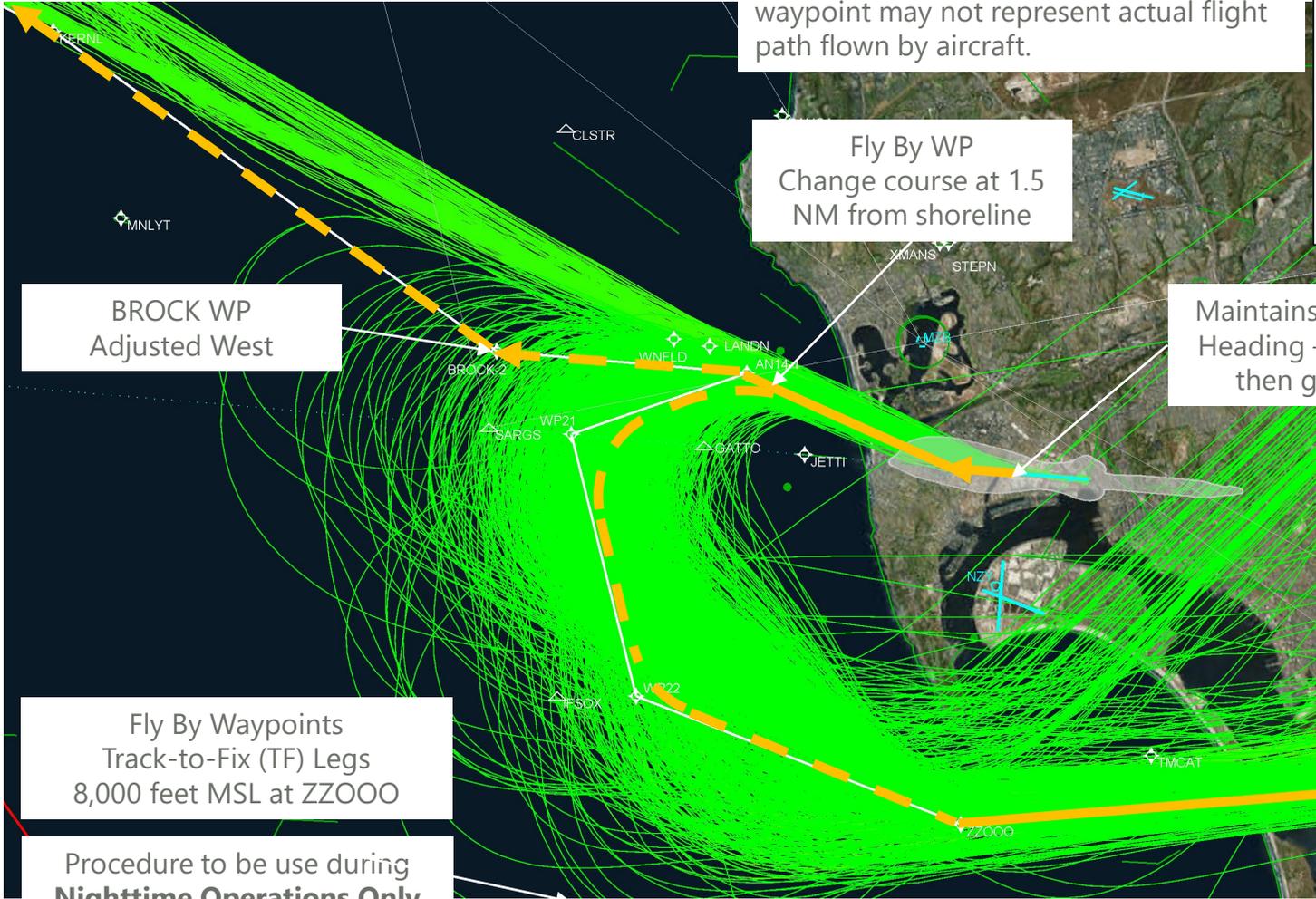


# Nighttime Departures

# Composite of Recommendation 14 Alt 1 “Fly By” Version 2 and Recommendation 15 Alt 2 Version 2



Fly By Waypoint



Note: White lines connecting waypoint to waypoint may not represent actual flight path flown by aircraft.

Fly By WP  
Change course at 1.5  
NM from shoreline

BROCK WP  
Adjusted West

Maintains Existing PADRZ TWO  
Heading – Climb to 520 ft MSL  
then go to first waypoint

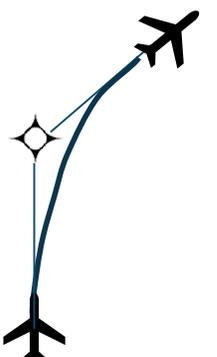
Fly By Waypoints  
Track-to-Fix (TF) Legs  
8,000 feet MSL at ZZ000

Procedure to be use during  
**Nighttime Operations Only**

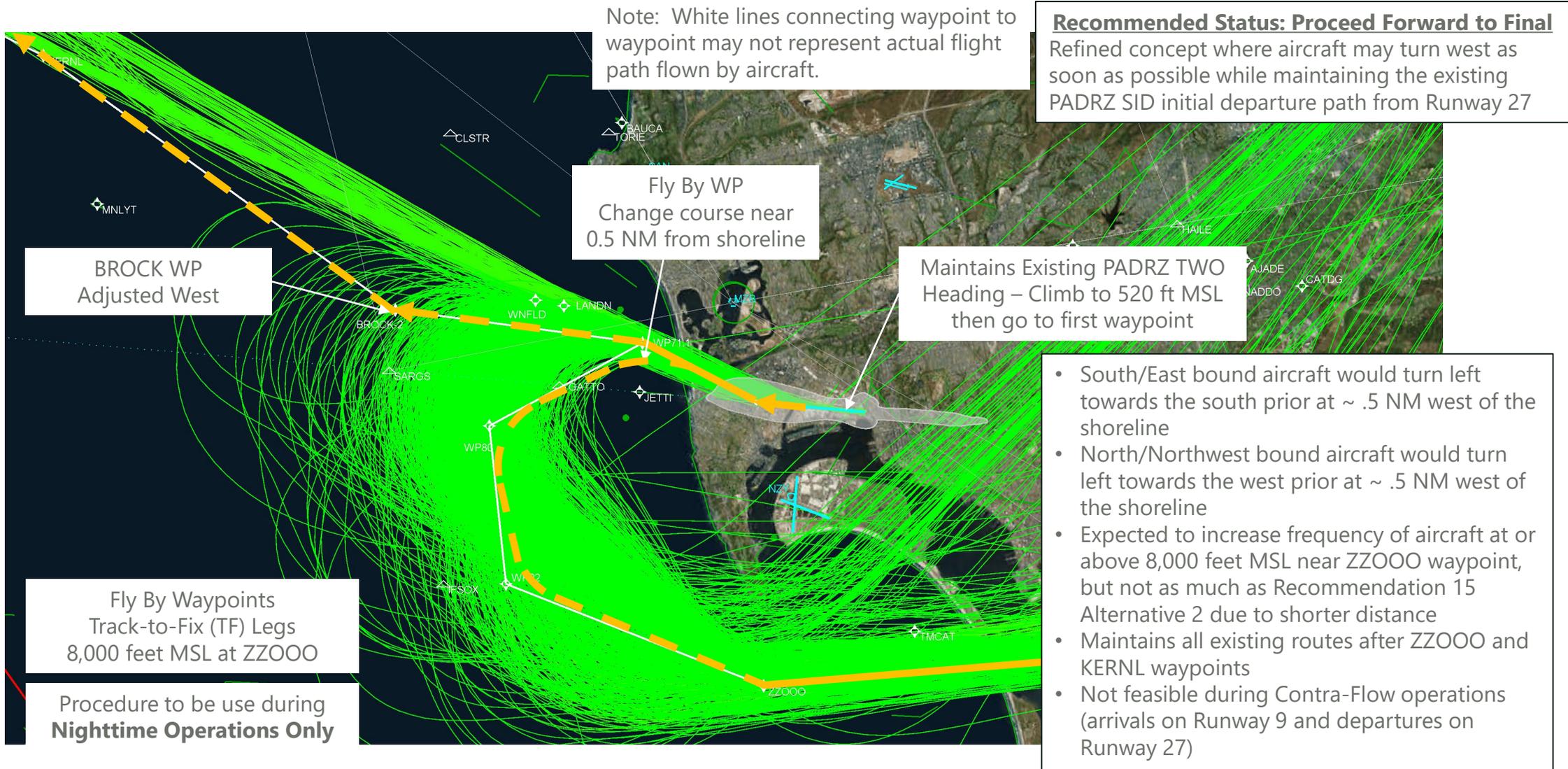
**Recommended Status: Proceed Forward to Final**  
Proceed with a nighttime departure procedure design that uses a “fly by” waypoint to stay further south of La Jolla. This design meets the intent for both recommendations, does not introduce potential safety risks, and provides a more predictable path and common route for north and eastbound departures.

- South/East bound aircraft would turn left towards the south 1.5 NM west of the shoreline
- North/Northwest bound aircraft would turn left towards the west at 1.5 NM west of the shoreline
- Maintains all existing routes after ZZ000 and KERNL waypoints
- Not feasible during Contra-Flow operations (arrivals on Runway 9 and departures on Runway 27)

# Composite of Recommendation 14 Alt 4 and Recommendation 15 Alt 4



Fly By  
Waypoint



**Recommended Status: Proceed Forward to Final**  
Refined concept where aircraft may turn west as soon as possible while maintaining the existing PADRZ SID initial departure path from Runway 27

Fly By WP  
Change course near  
0.5 NM from shoreline

Maintains Existing PADRZ TWO  
Heading – Climb to 520 ft MSL  
then go to first waypoint

BROCK WP  
Adjusted West

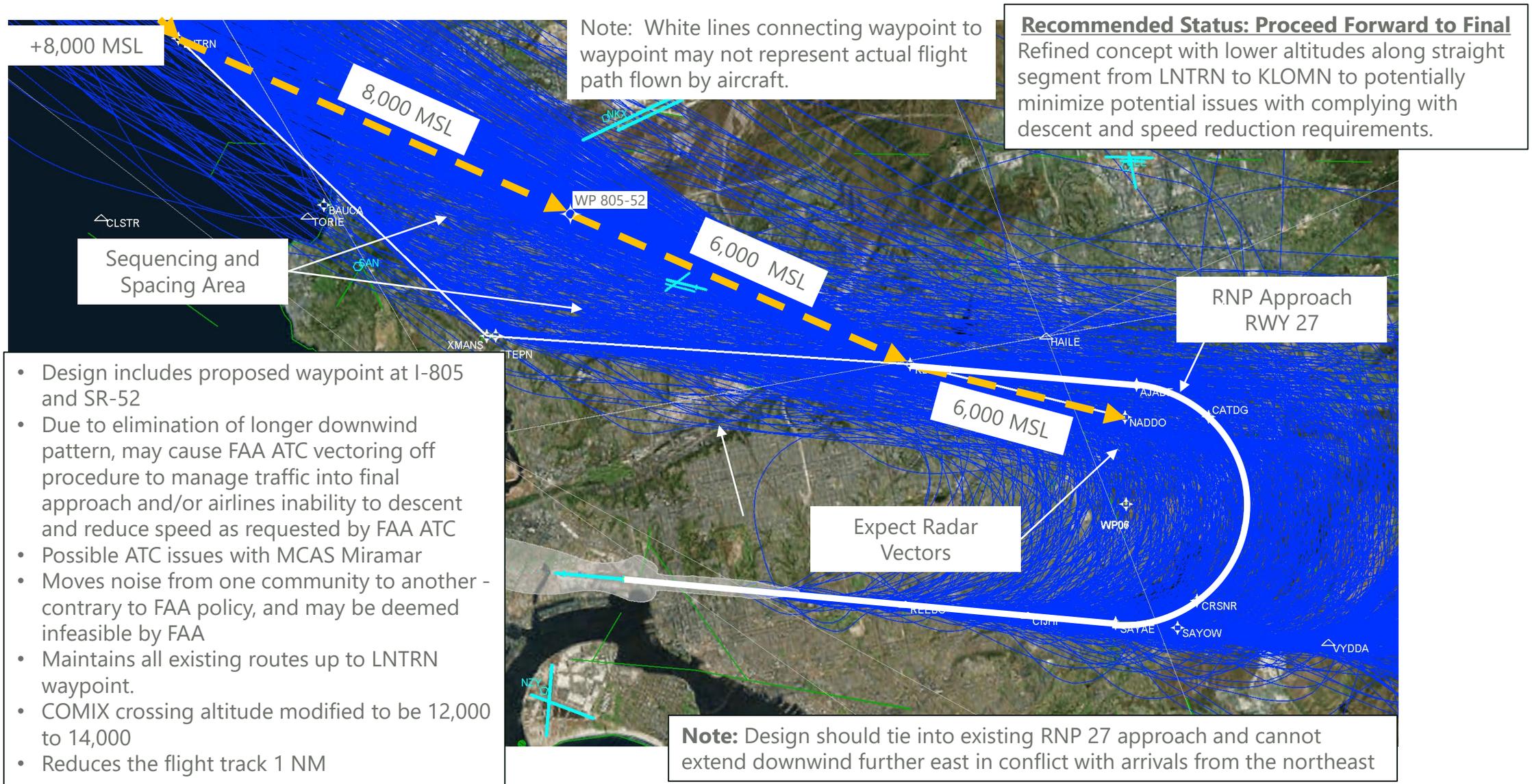
Fly By Waypoints  
Track-to-Fix (TF) Legs  
8,000 feet MSL at ZZOOO

Procedure to be use during  
**Nighttime Operations Only**

- South/East bound aircraft would turn left towards the south prior at ~ .5 NM west of the shoreline
- North/Northwest bound aircraft would turn left towards the west prior at ~ .5 NM west of the shoreline
- Expected to increase frequency of aircraft at or above 8,000 feet MSL near ZZOOO waypoint, but not as much as Recommendation 15 Alternative 2 due to shorter distance
- Maintains all existing routes after ZZOOO and KERNL waypoints
- Not feasible during Contra-Flow operations (arrivals on Runway 9 and departures on Runway 27)

# Daytime/Nighttime Arrivals

# ANAC Noise Recommendation 16 – Alt 1 Version 3



# Next Steps

- Conduct noise screening analysis