

# Revised SKYES Departure

- SKYES 1 FLIP produce
- SKYES 9 FLIP produce
- Differences between the two departures
- Why the change
- Environmental impact

08283

**SKYES-ONE DEPARTURE (SKYES 1 • SKYES)**

RR-288 (R284F)

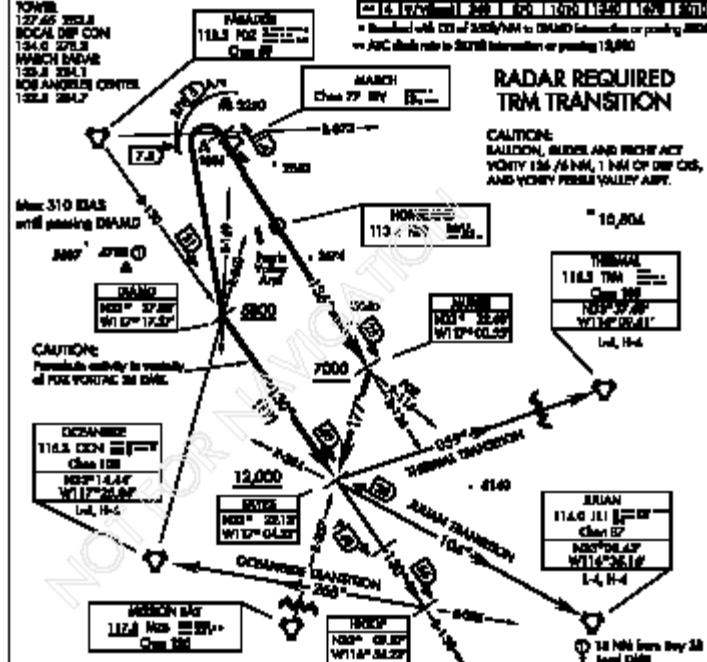
MARCH AFB (00RV)

RYEBRIDGE, CALIFORNIA

ATIS 136.75 209.05  
 GND COMM/INC 121.75 205.6  
 TOWER 122.65 205.8  
 LOCAL DEP CON 134.0 275.8  
 MARCH INFO 135.8 284.1  
 LOS ANGELES CENTER 132.8 284.7

Alt	Route	OC	130	140	240	300	200
• 20	W/280	300	200	200	1000	1000	1000
• 20	W/280	310	200	250	1000	1000	1000
• 10	W/280	200	200	1000	1000	1000	1000

• Standard with 10% of 2000/2000 to 2000/2000 on passing 2000  
 • APC climb rate to 2000/2000 or passing 2000



**RADAR REQUIRED TRM TRANSITION**

**CAUTION:**  
 SAUCON, BUDEL AND PERRY ACT  
 VORTY 126 / 6 NM, 1 NM OF DEP CDS,  
 AND VORTY FERRIS VALLEY ABPT.

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 14:** Climb direct HOP VOR then via HOP R-136 (or RY R-136) to MURRE, intercept MZB VORTAC R-357 to SKYES, cross MURRE at or above 7000, and SKYES at or above 12,000. Thence via transition or assigned route.

**TAKE-OFF RWY 22:** Climb on track 315°, then turn left crossing PDZ VORTAC R-073/RY TACAN 1.4 DME direct DIAMOND, proceed no closer than 7.5 DME PDZ. Remain within 5 DME BY. Cross DIAMOND at or above 5800. Intercept PDZ R-130 to SKYES, cross SKYES at or above 12,000. Thence via transition or assigned route.

**JULIAN TRANSITION (SKYES 1 • JULI):** JULI VORTAC R-284 direct JULI.

**OCEANSIDE TRANSITION (SKYES 1 • OCN):** Via SKYES direct HIGOP intercept OCN VORTAC R-018 to OCN.

**THERMAL TRANSITION (SKYES 1 • TRM):** TRM VORTAC bearing 059° to TRM (Radar required)

**SKYES-ONE DEPARTURE (SKYES 1 • SKYES)**

RYEBRIDGE, CALIFORNIA

MARCH AFB (00RV)



# Differences Rwy 32

- Lengthened the straight portion to PDZ R-073 from PDZ R-075
- Changed turn 155 heading to direct PDZ R-130/21 DIAMD intersection (turn to fix)
- Changed climb rate to 250 FPM from 280 FPM
- Deleted 4000 ft hold down altitude
- Added ATC climb rate to SKYES 310 FPM

# Differences Rwy 14

- Lengthened straight segment from 20 miles out to 25 miles to MURRE intersection
- Replaced 162 heading, uses MZB R-357 Mission Bay Vortac (turn to fix SKYES)
- Added ATC climb rate to SKYES 340 FPM

# Why we changed

- Change to FAA criteria
- FAA 8260-3B requires positive course guidance (PCG) for all segments except initial straight segment. Rwy 32/ Rwy 14 had to be redeveloped to remove the turns of 155 degrees and 162 degrees to incorporate positive course guidance.
- PCG requires guidance from or to a NAVAID or direct to a fix

# Environmental Impact

- Environmental review by the Air Force and the FAA resulted in categorical exclusion
- Findings:
- Rwy 32 turn to fix SKYES 1 virtually mirrors the SKYES 9 departure (the 155 and turn to fix method intercepts PDZ R-130 at same location)
- Rwy 14 SKYES 1 course uses the same ground track as the SKYES 9