

# Change is in the Air

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May 3, 2023

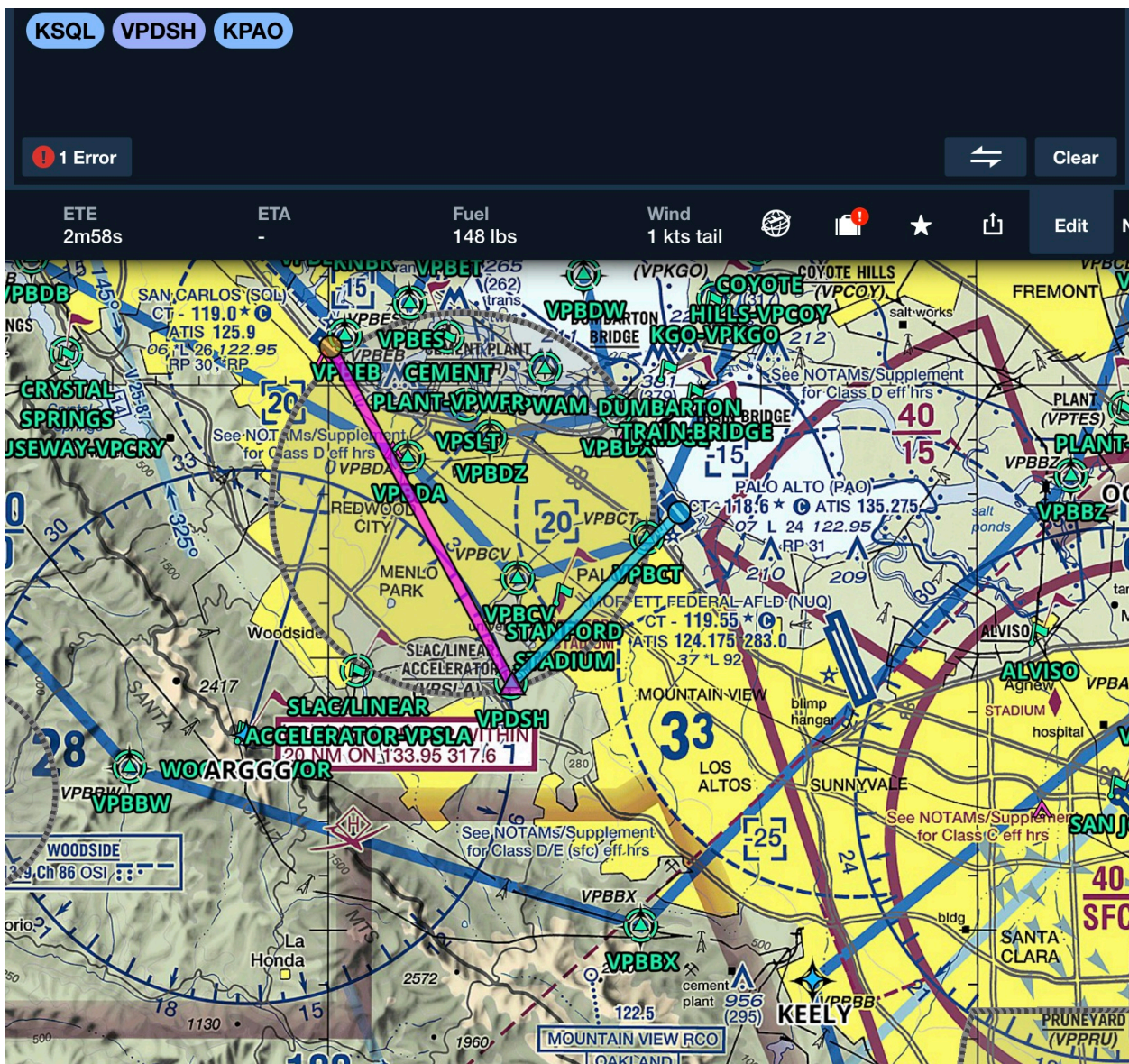
Fellow Pilots: As part of an airspace enhancement effort that also incorporates recent safety initiatives to prevent Wrong Surface Operations and facilitates navigation around/under Class B and C airspace, the following document has been prepared for VFR pilot utilization. The maps used are for reference only and not for navigation - use of current charts is advised.

For dissemination - the following advisory letter has been reviewed by local ATC and is considered accurate as of 5/3/2023. Please post the pilot reference on local bulletin boards and websites. Your feedback is welcome.

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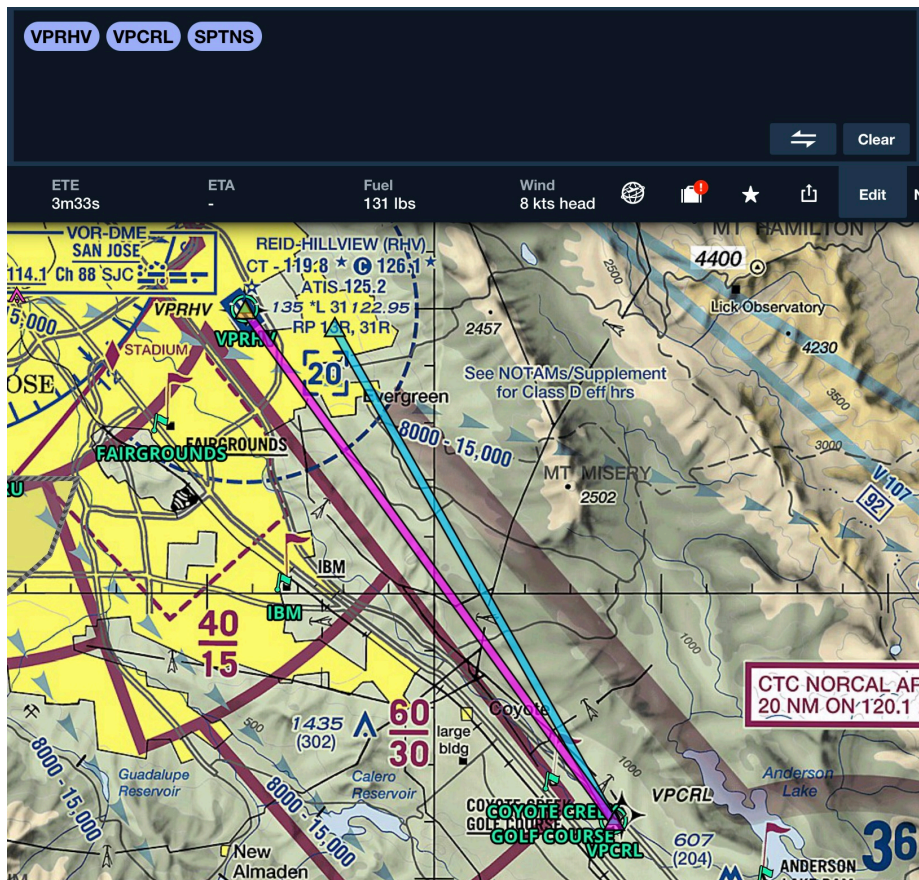
For RHV, there are a couple of new fixes and utilization of existing fixes that will assist pilots with situational awareness and allow ATC to use routings to assist separation.

Navigation from the southeast inbound/outbound can utilize VPCRL (if needed) to avoid the SJC Class C and then proceed to VPRHV/KRHV for Runways 31 and via SPTNS to the 13 downwind.

Again, for VFR arrivals from the southeast:

For Runway 31: VPCRL (or own navigation north of the fix), then VPRHV or KRHV.

For Runway 13: VPCRL (or own navigation north of the fix), the SPTNS to enter the downwind.



For traffic departing to the northwest, navigation via the newly designated fix BLURZ and then on course (no further left than VPBCB) will assist with clearance around the SJC Class C.

BLURZ will also aid situational awareness for arrivals inbound whether they are a downwind entry to Runway 31 via BLURZ then SPTNS or straight in for Runway 13. BLURZ also facilitates a downwind entry from VPCAL (Calaveras) for Runway 31 or Straight in Runway 13.

For Runway 13: VPBCB (or any fix north or own navigation) to BLURZ for a Straight in to Runway 13.

For Runway 31: VPBCB (or any fix north or own navigation) to BLURZ (or direct SPTNS as directed by ATC), then SPTNS for the downwind entry.

