

Collaborative Modifications To Reno Air Traffic Procedures

Presented to: Reno -Tahoe International Airport
Public Outreach Meetings

By: Federal Aviation Administration

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Federal Aviation
Administration



NextGen

- **Collaborative Effort**
 - FAA
 - Airlines
 - Involved Airports
- **National Initiative**
- **Evolution from ground-based to satellite-based**
- **Area Navigation (RNAV) a NextGen component**
 - Aircraft equipped
 - Aircrews trained



NextGen Goals

- **Meet future demand**
- **Maintain or increase current level of safety**
- **Increase reliability**
- **Reduce environmental impact**



RNAV Benefits

- **Reduced Fuel Use**
 - **Optimized profile descents**
 - **Unrestricted climbs**
 - **Less miles flown**
 - **Aircraft configuration**
 - **Fuel cost savings**
 - **Noise reduction**



RNAV Benefits

- **Reduced Emissions**
 - Reduced flying miles
 - Reduced fuel use
 - More efficient throttle settings
- **Reduced Delays**
 - More direct routings

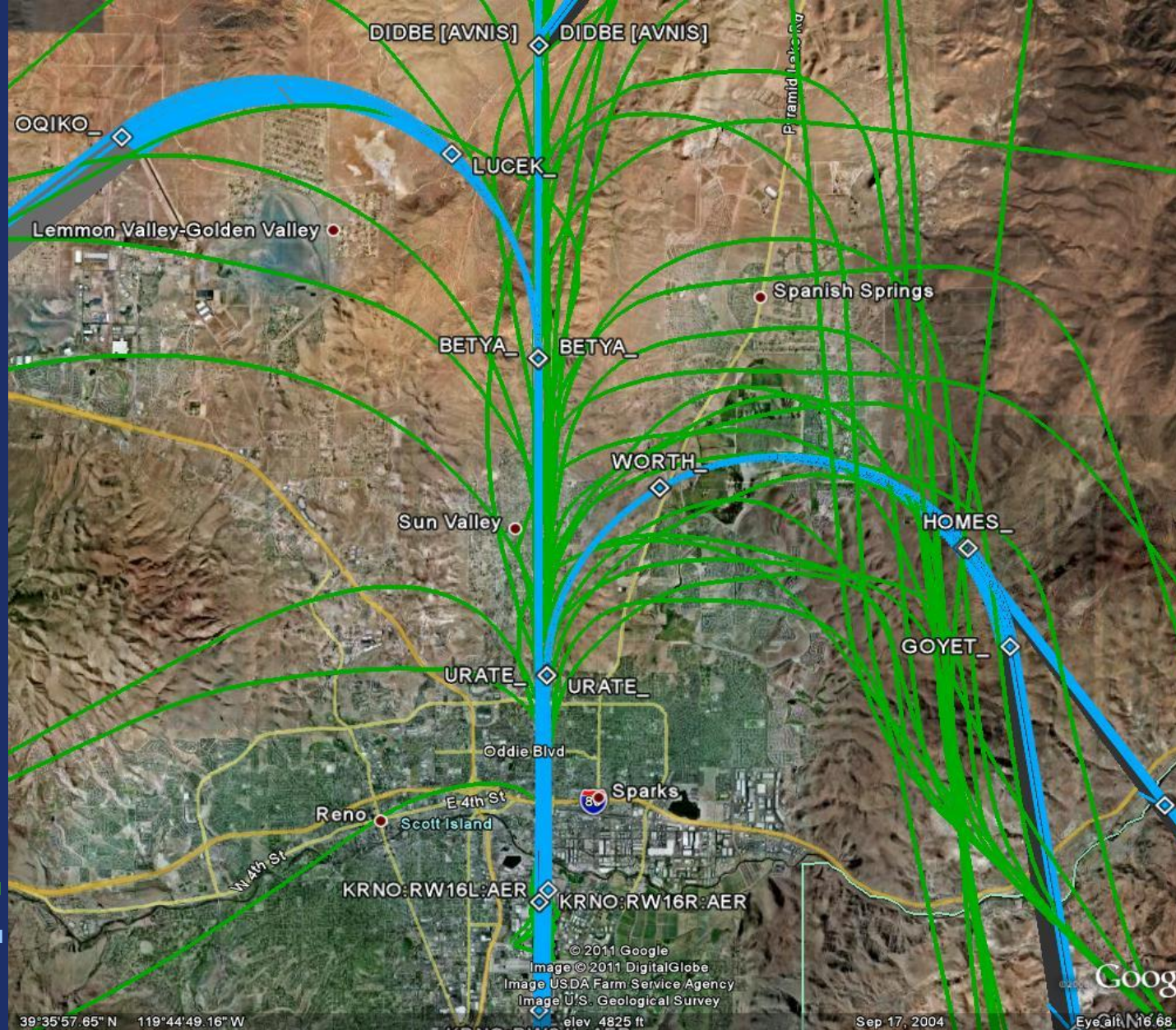


Reno RNAV Procedures

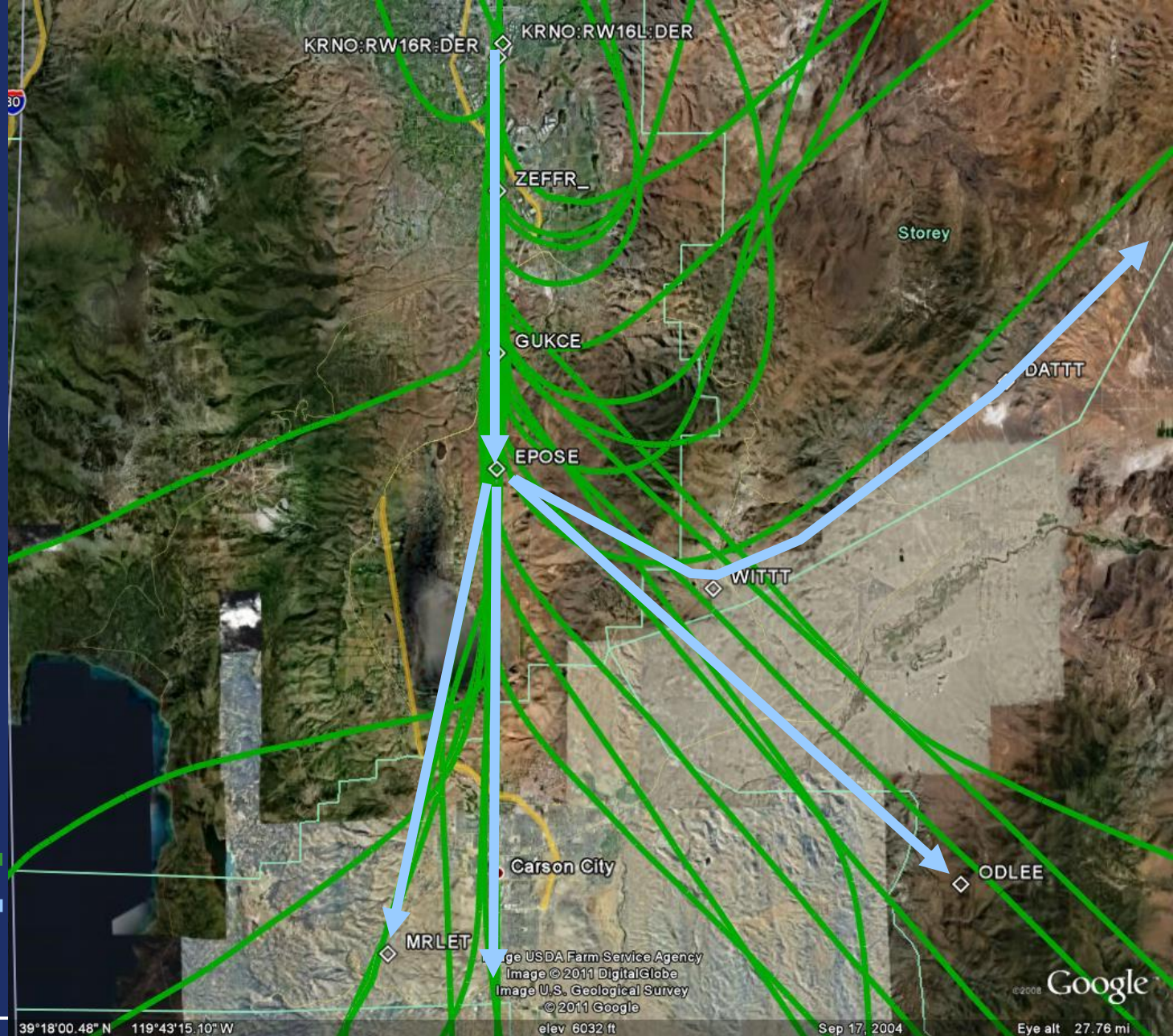
- **Approximately 75% of Reno aircraft RNAV equipped**
- **Reno airport in “South Flow” operation (Runways 16) approximately 75% of time**
- **Reno airport in “North Flow” operation (Runways 34) approximately 25% of time**
- **Flow direction determined by winds at the airport**



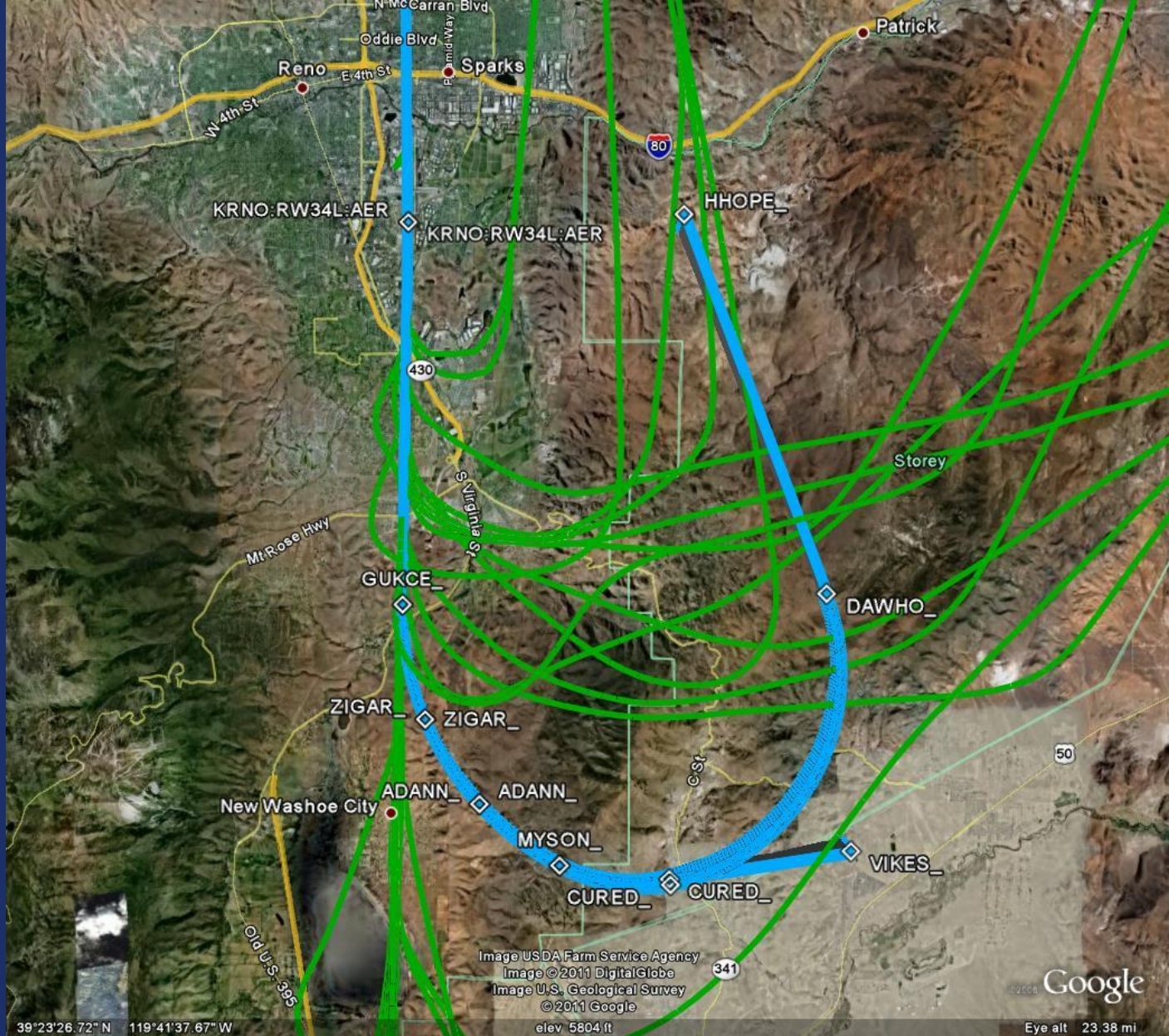
RY16 Arrivals (South Flow) 75% of Time


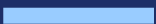


RY16 Departures (South Flow) 75% of Time



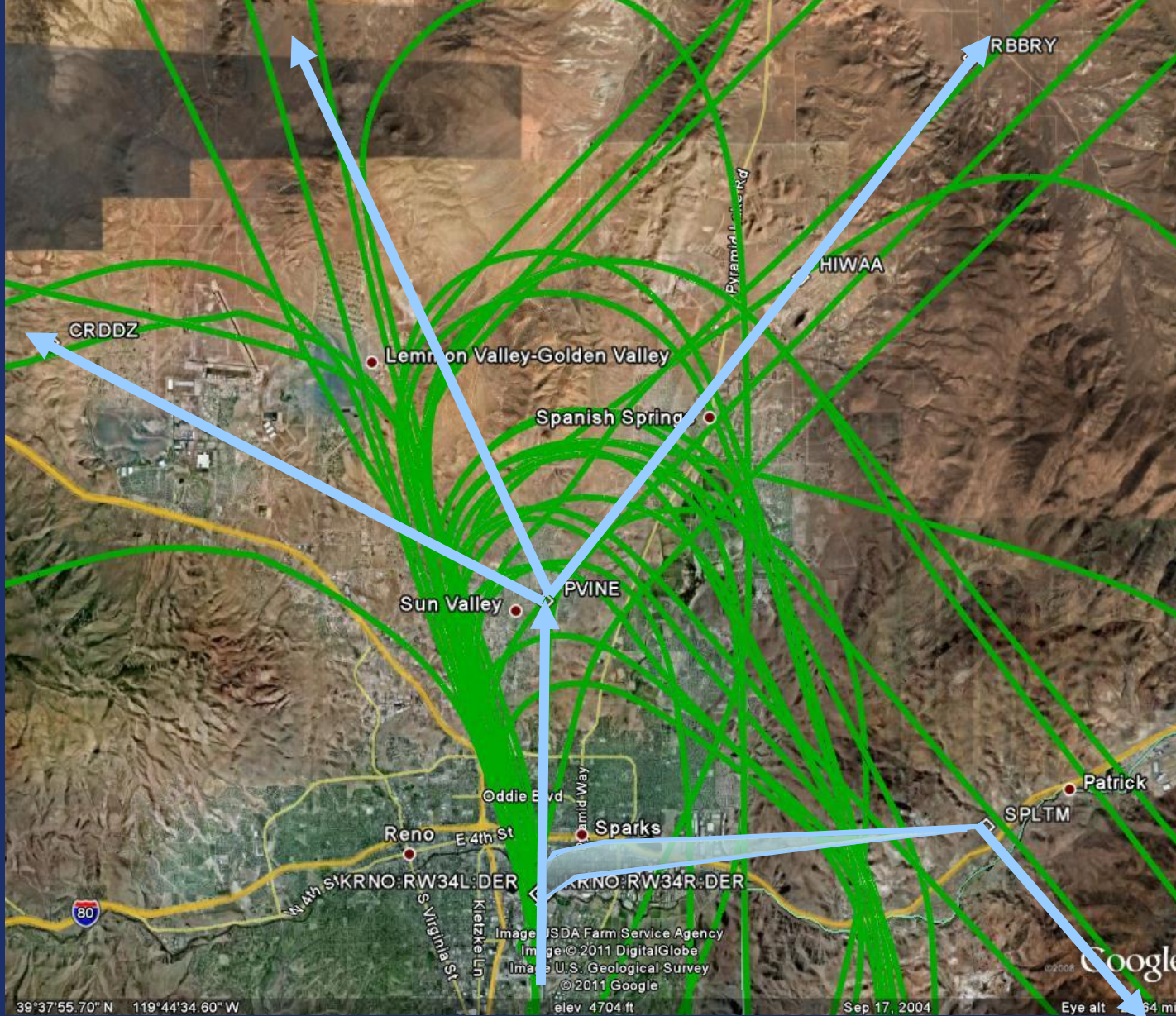
RY34 Arrivals (North Flow) 25% of Time




Historic Flight Tracks 
New Procedures 



RY34 Departures (North Flow) 25% of Time



Historic Flight Tracks 
New Procedures 

Reno RNAV Procedures

- **No areas of threshold noise change**
- **Not all Reno aircraft RNAV equipped**
- **Flight tracks will continue to be dispersed**



QUESTIONS/COMMENTS?



THANK YOU

