Presented to: Reno-Tahoe Airport Authority Board of Trustees
By: Karl Scribner, Reno ATCT Air Traffic Manager
Date: February 10, 2011
NextGen

• [http://www.faa.gov/tv/?mediald=213](http://www.faa.gov/tv/?mediald=213)
NextGen (RNAV and RNP) Evolution
Reno NextGen Initiatives

- New Tower
- Integrated Terminal Weather System
- Low Cost Ground Surveillance Radar
- Optimized Arrival and Departure Routes
RNAV Arrivals

- Controlled Profile Descent
- Idle Throttle
- Fuel Cost Savings
- Reduced Emissions
- Noise Reduction
- Stabilized Approaches
  - Reduced Go-Arounds
RY16
Approaches
RNAV Departure Procedures

- Auto Throttle Climbs
- Fuel Cost Savings
- Reduced Delays
- Less Impacted by Weather
- Reduced Flying Miles
- Departure Routes Join En Route Structure
RY34
Departures (Route Dispersion)
RNAV Environmental Assessment

- Analysis of the proposed air traffic action at Reno indicates no areas of threshold noise increase.
- A decrease in noise approximately 1.0 NM northeast of the airport as a result of modifications to Runway 16 arrival traffic.
- The increase in available procedures improves efficiency of aircraft performance and disperses some departure flight tracks.
Current: Arrival and Departure Tracks

Future: Increased Efficiency and Safety
Example of RNAV Departure Benefits

- Dallas-Fort Worth (DFW)
  - 45% reduction in delays during peak demand
  - $25 million in operator benefits through 2008
  - 10 additional departures per hour per runway
Questions/Comments

Karl Scribner, Reno ATCT, Air Traffic Manager