Collaborative Modifications To Reno Air Traffic Procedures

Presented to: Reno -Tahoe International Airport
Public Outreach Meetings

By: Federal Aviation Administration

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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
RY34
Departures (North Flow)
25% of Time
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