

# Collaborative Modifications To Reno Air Traffic Procedures

Presented to: Reno -Tahoe International Airport  
Public Outreach Meetings

By: Federal Aviation Administration

Date: July 21-22, 2011



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

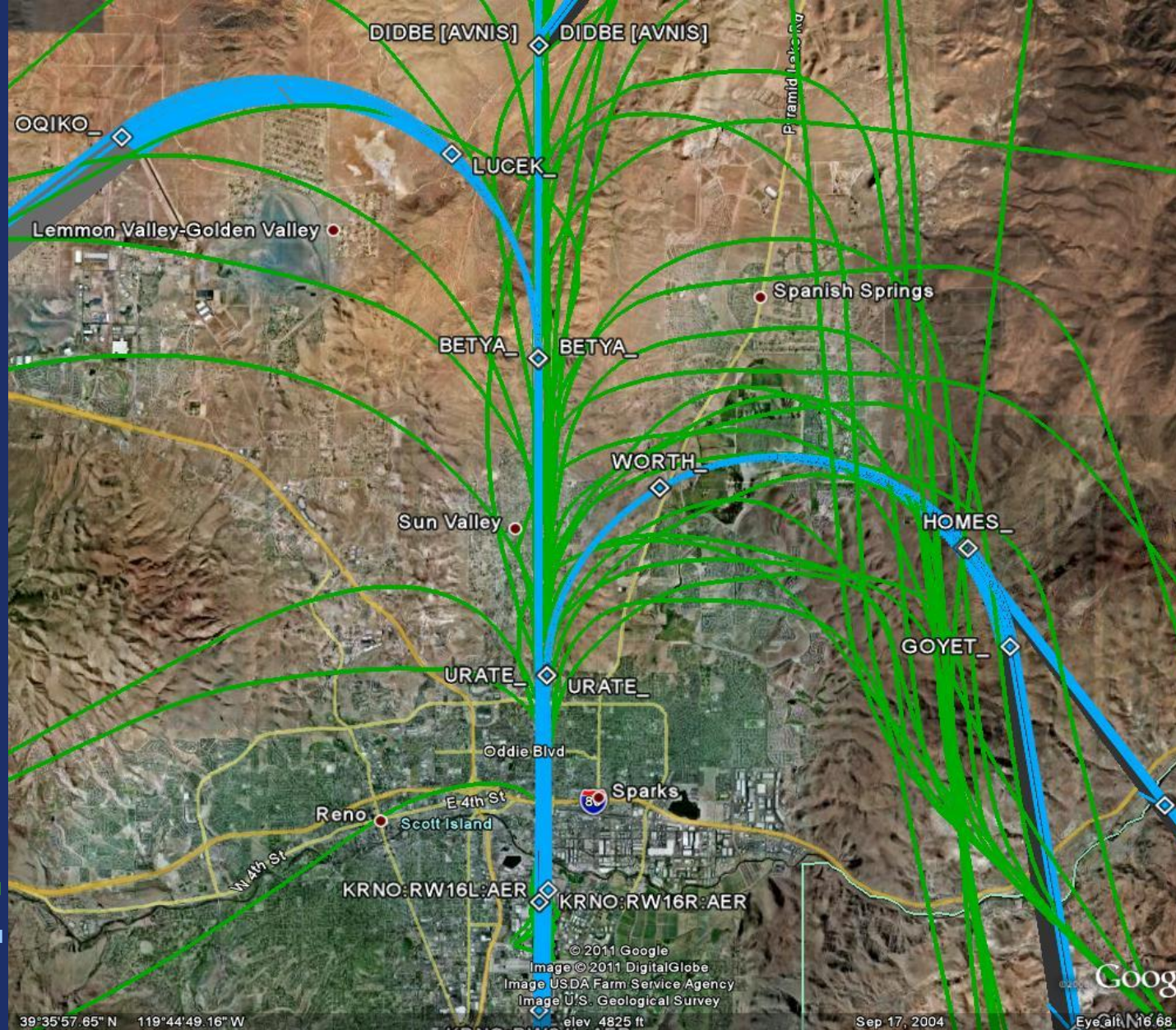


# Reno RNAV Procedures

- **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**

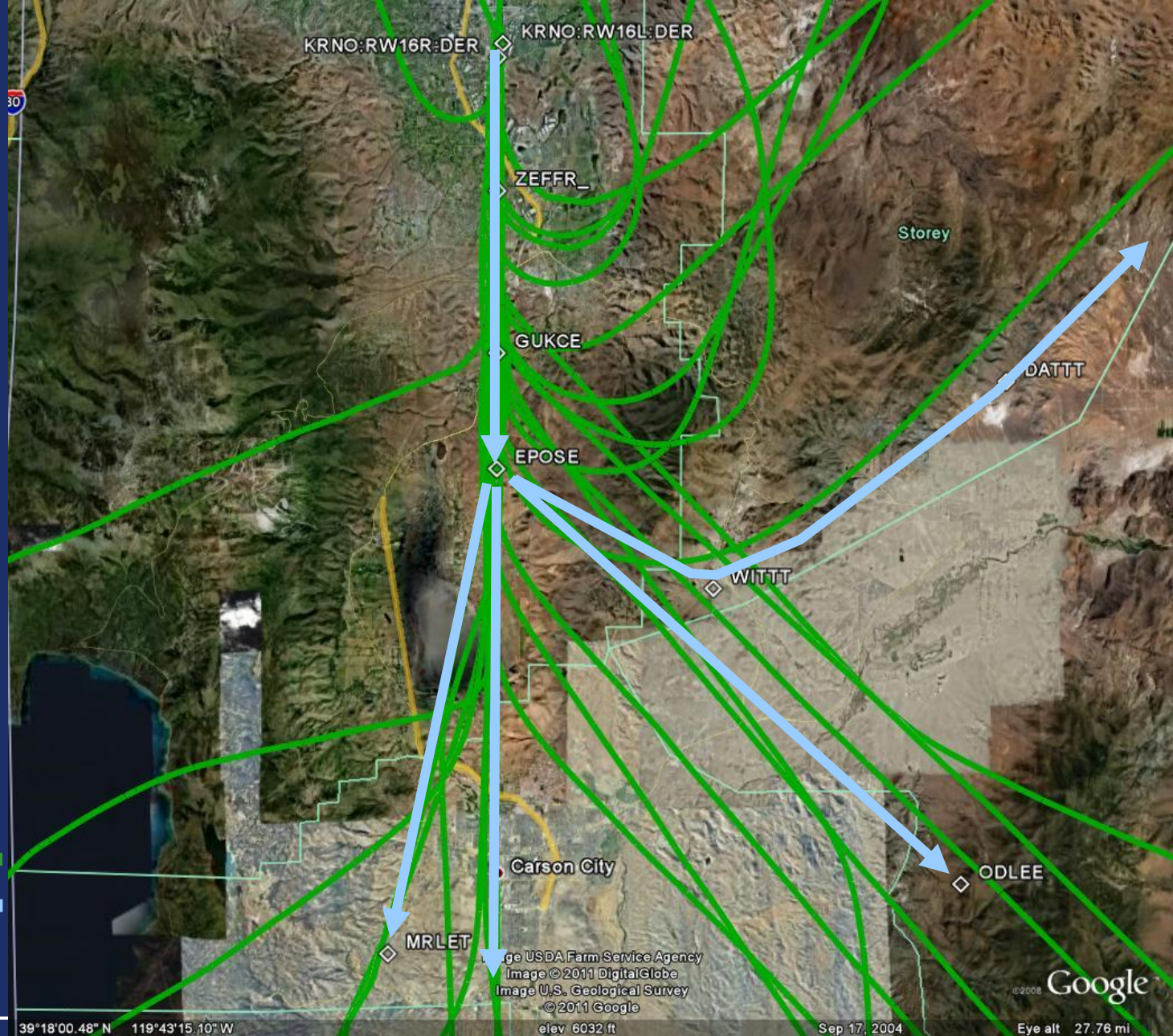


# RY16 Arrivals (South Flow) 75% of Time



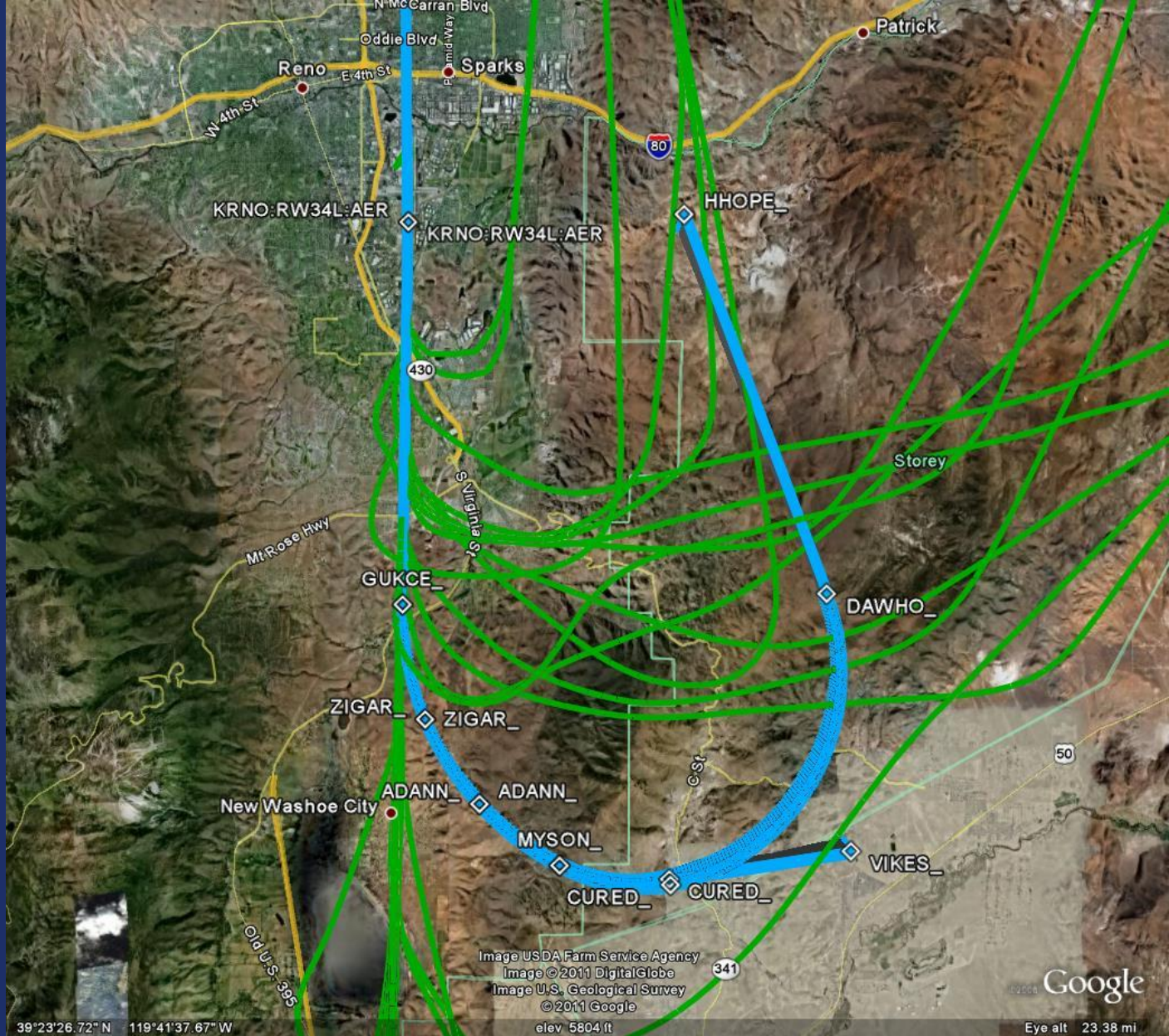
# RY16 Departures (South Flow) 75% of Time


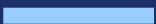
Historic Flight Tracks   
New Procedures 





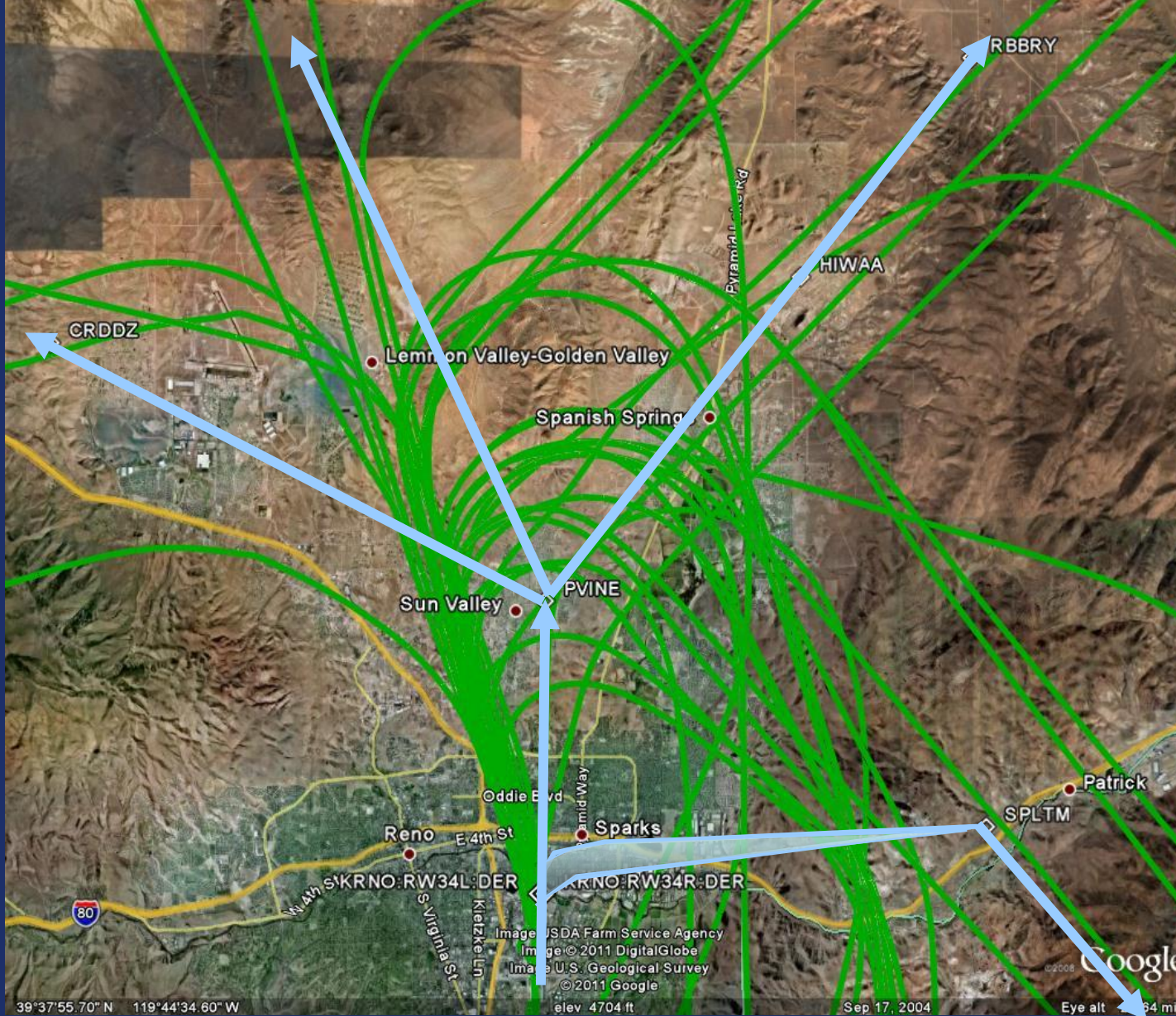
# RY34 Arrivals (North Flow) 25% of Time




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

