

Optimization of Airspace and Procedures in the Metroplex (OAPM)



Federal Aviation
Administration



Los Angeles World Airports Community Noise Roundtable

Presentation to: LAWA/Community Noise Roundtable

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Agenda

- Welcome / Introductions
- SoCal OAPM Project
 - Purpose
 - Scope
 - Process
- SoCal OAPM work plan and schedule
- Outreach
- D&I Team progress report and accomplishments to date
- Questions?

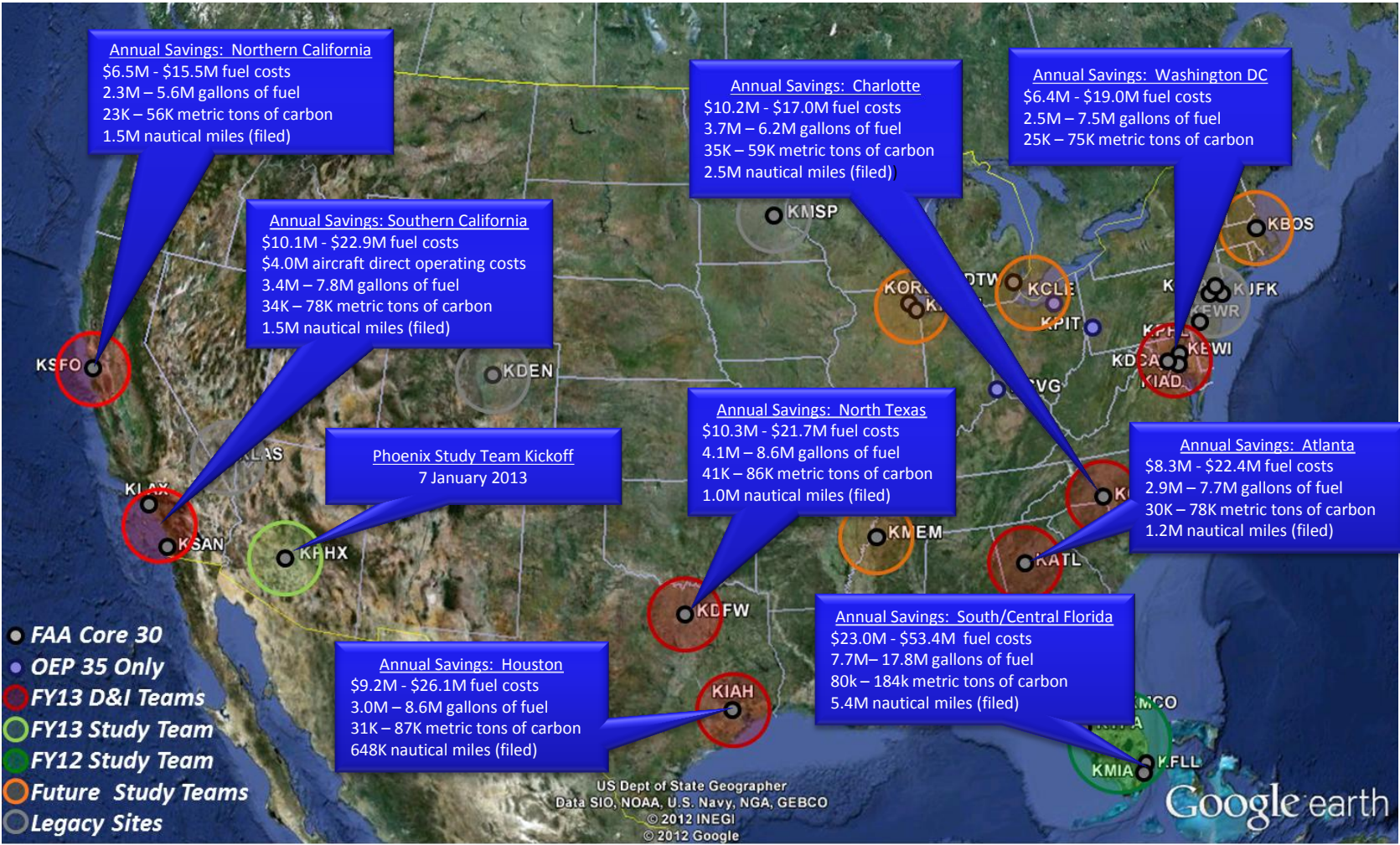


Purpose

- RTCA's Task Force 5 recommendations for NextGen implementation included:
 - Focus on major metropolitan areas
 - Optimize flight paths and climb/descent profiles
 - Institute collaborative teams to broadly proliferate existing PBN experience and expertise
 - Promote RNAV "everywhere" and RNP (Required Navigational Performance) "where beneficial"
 - Integrate airspace and procedure design
 - Decouple operations arriving and departing adjacent airports
 - Use 3 NM and terminal separation rules wherever possible
- Guiding Principles
 - Existing Standards
 - Leverage Existing Equipage
 - Limit to Environmental Assessment or less



OAPM Teams

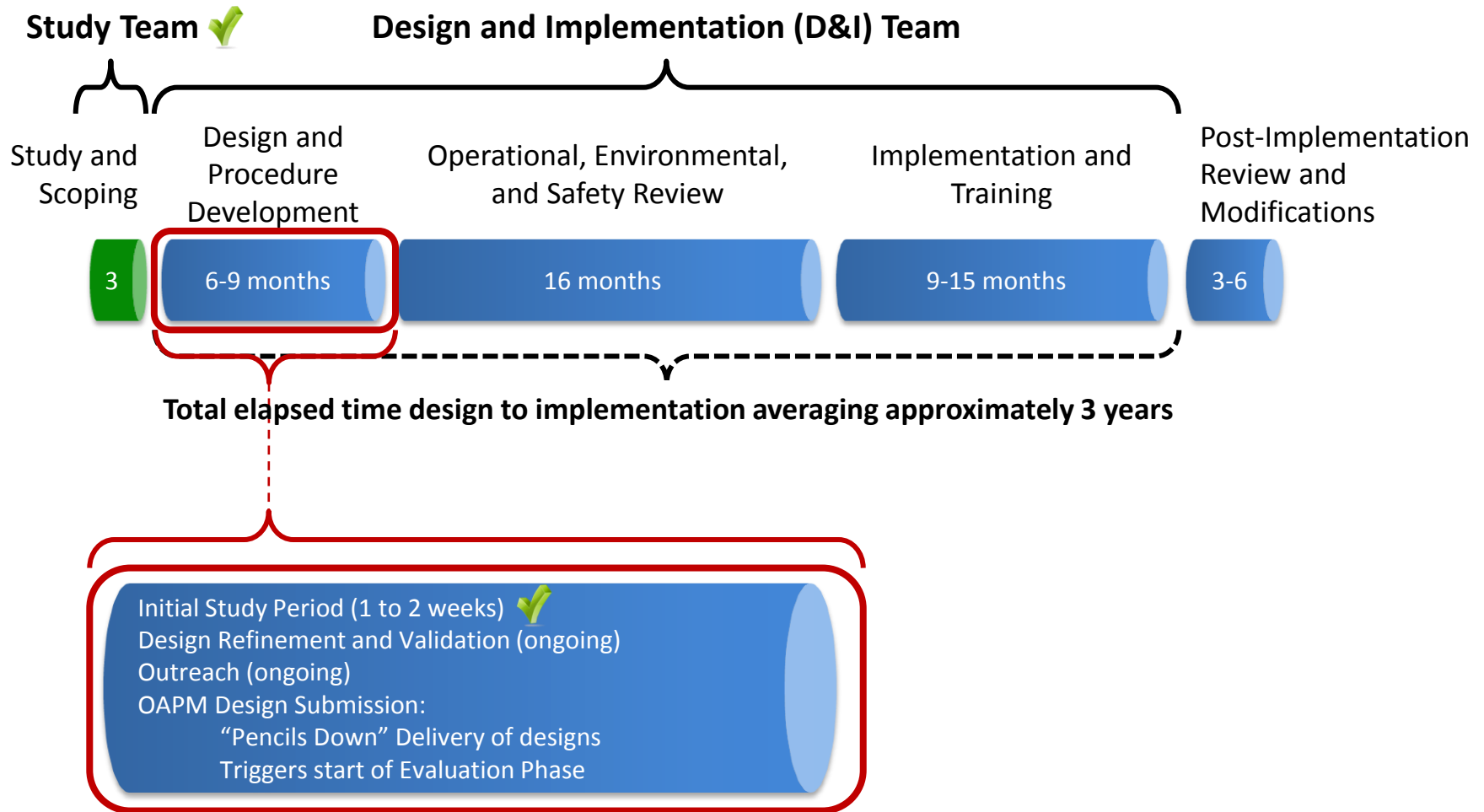


Scope

- Over 170 issues identified by Study Team (Facilities/Stakeholders)
En route: 43 Terminal: 83 Stakeholder: 44
- Similar concerns identified by multiple stakeholders
- Consolidated as appropriate
- Some issues require evaluation
- Some issues considered out of scope of OAPM process
 - RNAV visual approaches
 - Palm Springs (PSP) operations revert to LA Center (ZLA) overnight
 - Lack of radar coverage
 - Extended service volume for Ontario (ONT) ILS
 - Reverse flows over Gorman VOR (GMN)
 - Class B, Class C, TRSA changes
 - Restructuring T-Routes throughout Southern Cal TRACON (SCT)
 - Point Magoo NAS (NTD) airspace transfer



Process



Note: Environmental involvement required at all stages of the process



SoCal OAPM Work Plan and Schedule

- General work schedule alternates between ZLA (Palmdale, CA) and SCT (near Miramar NAS)
 - Many procedures are being refined and modified on a weekly, if not daily basis
 - Administrative tasks or planning/scheduling changes
- Scheduled procedure designs to be complete end of March 2013
 - Minor changes will be made to procedures after March
 - Bulk of the work should be done by the “100% design complete” milestone
- April and May 2013 will focus on airspace changes that accommodate the new procedures
- Process being tracked and monitored by White House and Office of Management and Budget (OMB)



SoCal OAPM Work Plan and Schedule

- Industry partners on the SoCal project have been generous in their donation of simulator time for the new procedures to ensure flyability and efficiency
 - Many procedures have already been sim'd at least once, additional sims necessary on updated designs
 - Due to the variety of aircraft that will be flying the new procedures, multiple sims of a route are needed
- Human-In-The-Loop Simulations (HITLs) will be conducted to ensure operational feasibility
 - Likely to occur in April and June 2013



Outreach

- Design Team meetings are scheduled for each milestone in the Design and Procedure Development phase :
 - ✔ 25% Milestone: December 11, 2012
 - 50% Milestone: February 12, 2013
 - 75% Milestone: April 9, 2013
 - 90% Milestone: June 11, 2013
 - 100% Milestone: June 25, 2013
- The schedule is dynamic with frequent refinement



Items Worked to Date

- 43 departure and arrival procedures have been analyzed
- Procedures to 15 airports have been discussed and are under development
- Airspace changes between NTD (Pt Magoo NAS) and SCT have been negotiated and tentatively approved
- Some airspace changes between ZLA sectors have been recommended and tentatively approved
- Flight sims have been conducted on several LAX and San Diego (SAN) arrival procedures
 - Flight sims on some arrival procedures indicated that descents were non-optimal
 - Changes to some arrival procedure designs into SAN have been incorporated based on these sim results



QUESTIONS?

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