

# Status Update on Airspace Redesign Project

LAX Community Noise Roundtable  
November 10, 2010



# Airspace Redesign Overview

- **Purpose**
- **FAA Prioritization Method – Metroplex**
- **Noise Implications**
- **Environmental Considerations**
- **Discussion**



# Airspace Redesign - Purpose

- Reduce airspace congestion
- Increase system capacity
- Reduce delays at airports
- Improve safety and efficiency

**Airspace redesign and NextGen are interrelated**



# Vision for NextGen/Airspace

- **Improvements to the air transportation system will be achieved by:**
  - **Space-based navigation and integrated surveillance**
  - **Digital communications**
  - **Layered adaptive security**
  - **Weather integrated decision-making**
  - **Advanced automation of Air Traffic Management**
  - **Net-centric information access for operations**

# NextGen Prioritization - Metroplex



# Prioritization Criteria

- **Operational Need**
  - “Opportunities to optimize throughput, improve flexibility, enable fuel-efficient climb and descent profiles, and increase capacity at the most congested metroplex areas”
  - “high-benefit RNAV operations”
- **Site-readiness:**
  - “Locations that have embraced Performance-Based Navigation (PBN), or are willing to adopt it”
- **Environmental considerations:**
  - “Opportunities to reduce emissions and aircraft noise impacts should be leveraged”

# Prioritization Criteria Metrics

<b>Operational Need</b>	<ul style="list-style-type: none"><li>•Average scheduled gate arrival delay</li><li>•Average scheduled airport departure delay</li><li>•Average ASPM gate arrival and airport departure delays</li><li>•Average daily OPSNET operations</li><li>•OPSNET delays as % of Operations</li></ul>
<b>Site Readiness</b>	<ul style="list-style-type: none"><li>•% of RNAV equipped aircraft</li></ul>
<b>Environmental Consideration</b>	<ul style="list-style-type: none"><li>•Highest potential for OPD benefit</li><li>•Complexity of OPD implementation</li></ul>

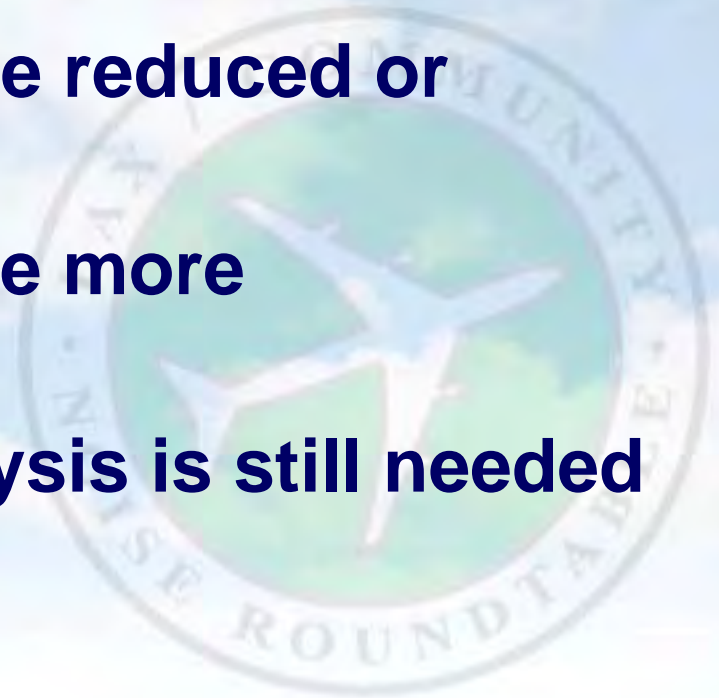
# Schedule

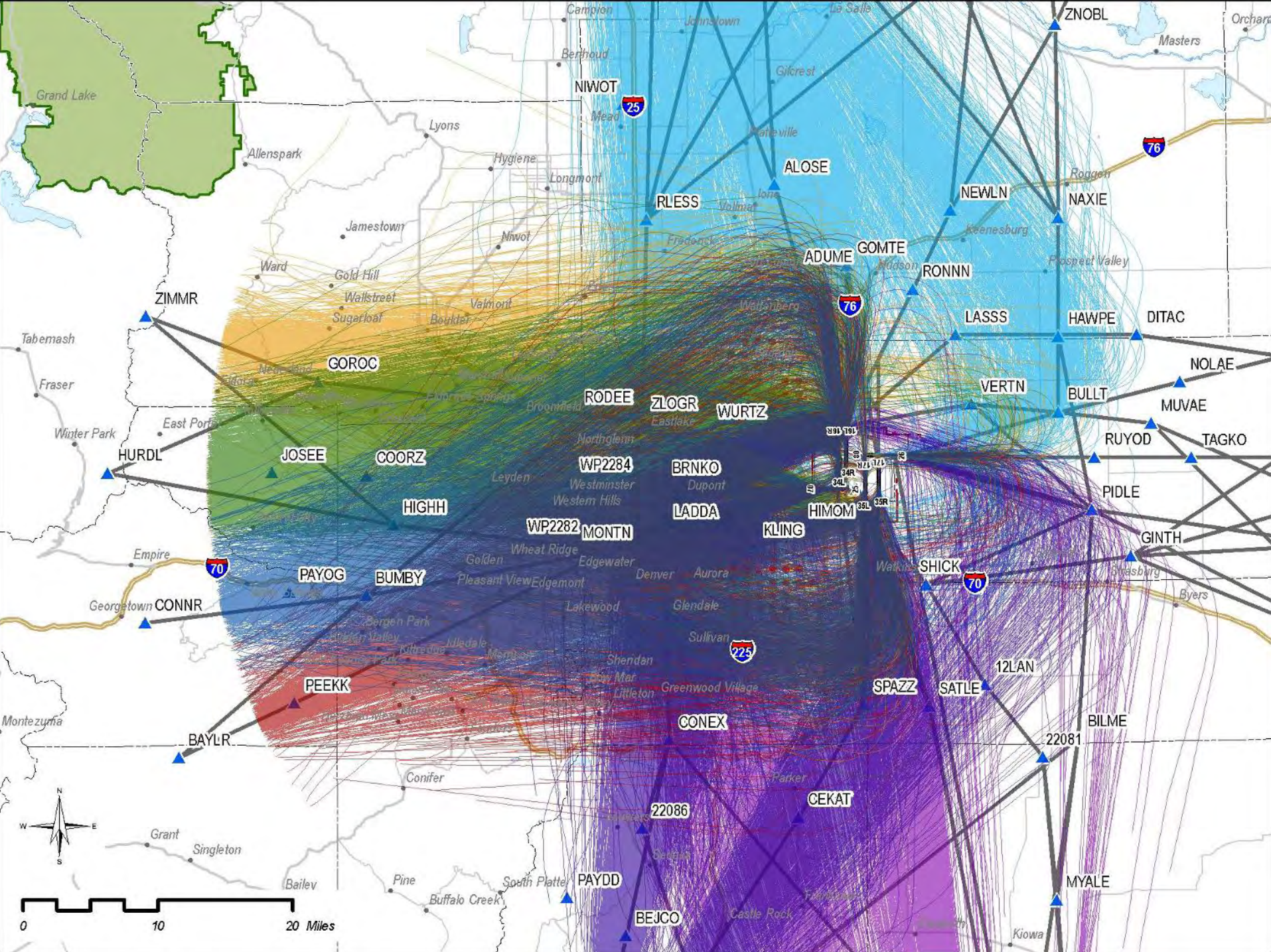
<b>Phase</b>	<b>Purpose/Metroplex</b>	<b>Schedule</b>
<b>Phase 1: Mock Study Team</b>	<b>Explore Study Team Concept, Denver Airport</b>	<b>April 2010-May 2010</b>
<b>Phase 2: Prototype Study Team</b>	<b>Develop Study Team, while working on projects in Dallas and Washington DC</b>	<b>Beginning September 2010</b>
<b>Phase 3: Mature Study Teams</b>	<b>Full team concept, multiple team execution</b>	<b>Beginning FY11 (October 2010)</b>

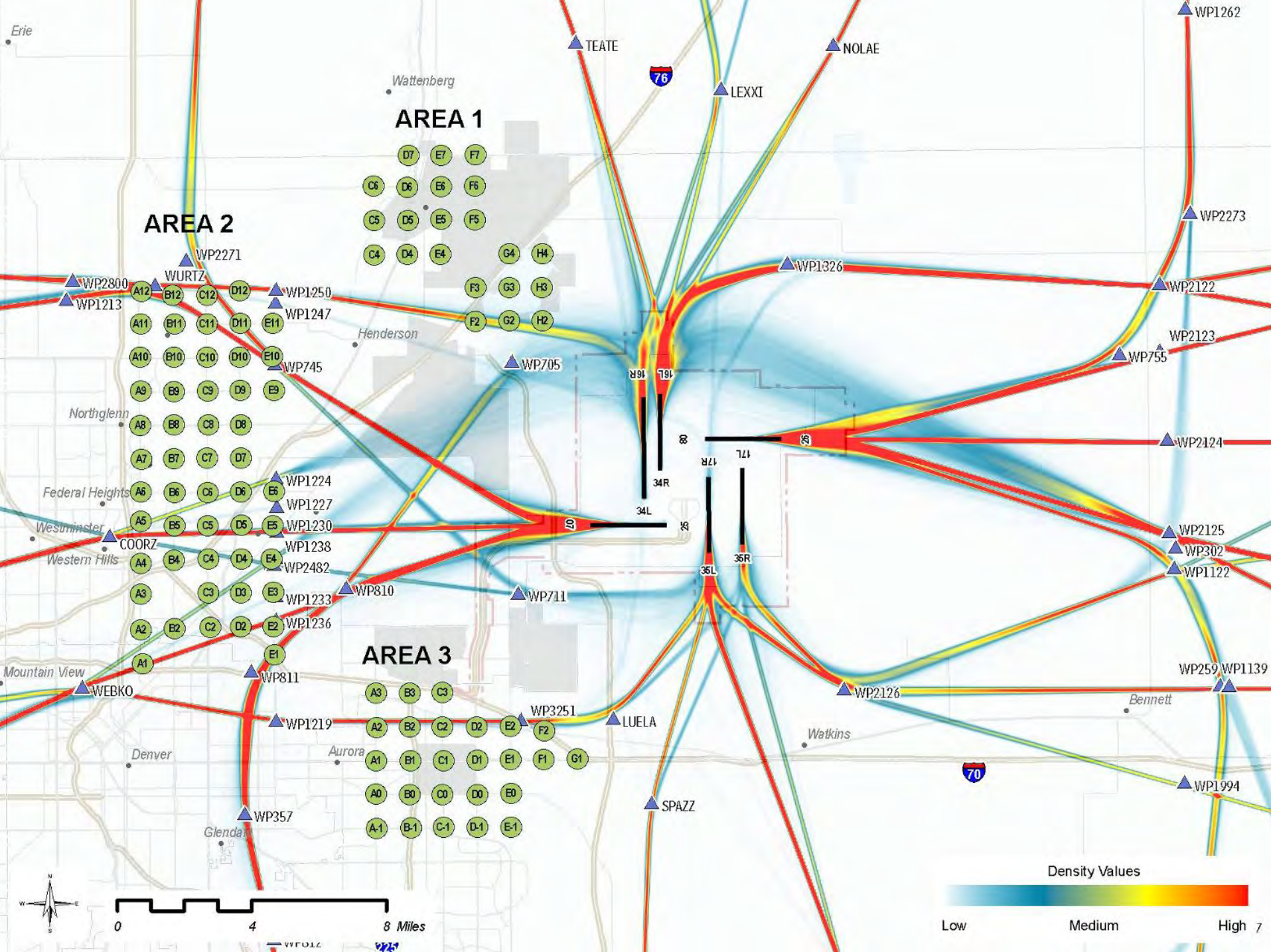


# Noise Implications

- In many areas, flights will be reduced or eliminated
- In some areas, flights will be more concentrated
- Environmental (noise) analysis is still needed to identify those areas





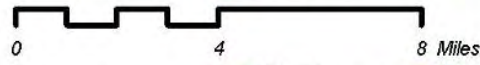


### AREA 1

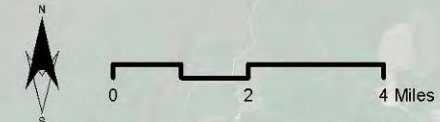
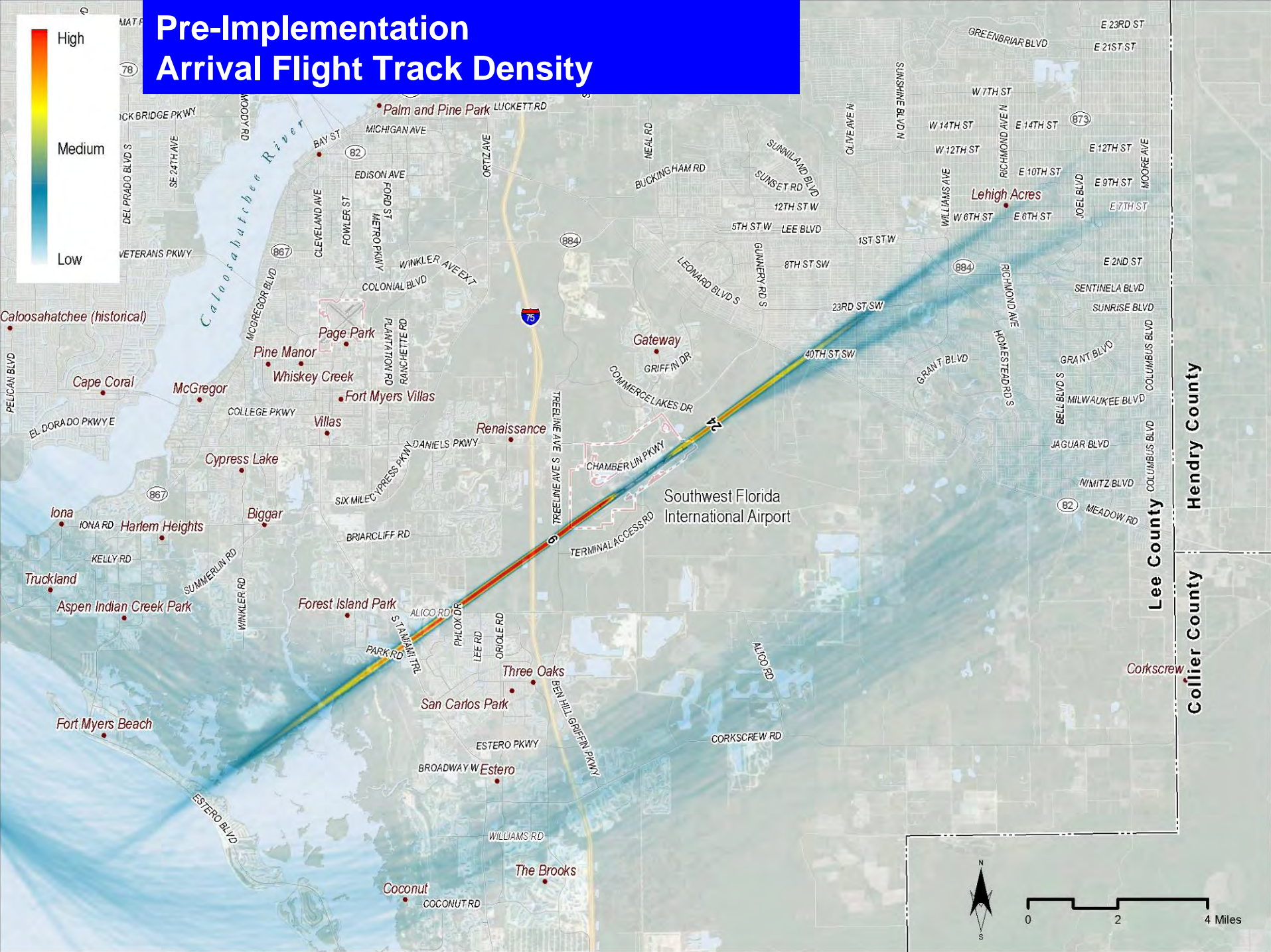
### AREA 2

### AREA 3

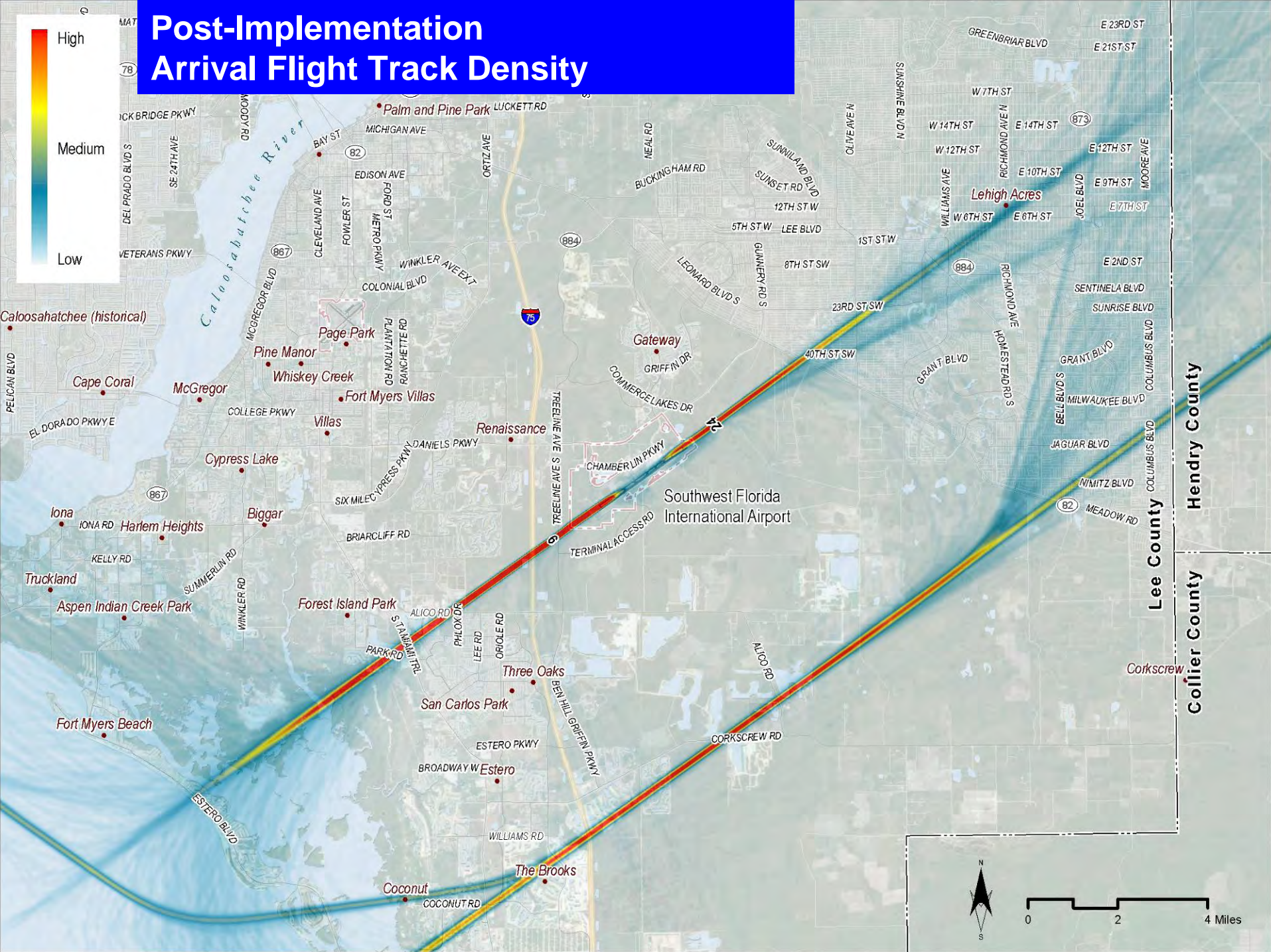
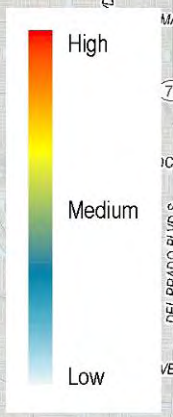
Density Values



# Pre-Implementation Arrival Flight Track Density



# Post-Implementation Arrival Flight Track Density



# Environmental Considerations

- **FAA in process of developing NEPA guidance for NextGen implementation**
- **FAA plans to have NEPA guidance available shortly**
- **FAA is adding resources to accelerate NEPA review**

# Discussion

- Better adherence to flight procedures
- Fewer people subjected to overflights
- More occurrences to those under flight paths
- Changes likely noticed miles from airports
- Changes are coming...

**Questions/Discussion**