Twenty Sixth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/26)

Nadi, Fiji, 1-2 March 2012

Agenda Item 4: AI 17-12 Terminal Procedures

TAILORED ARRIVALS UPDATE

Presented by the Federal Aviation Administration

SUMMARY

This information paper provides an update on the use of Tailored Arrivals in North America.

1. INTRODUCTION

1.1. The operational use of the Oceanic Tailored Arrival (OTA) began in November 2006 for oceanic arrivals into San Francisco International Airport (KSFO). Following this successful implementation, development of OTAs for Los Angeles International Airport (KLAX) and Miami International Airport (KMIA) began.

2. DISCUSSION

2.1. The Pacific 2 OTA into the San Francisco Airport has been very successful since implementation. Thirty-three percent of aircraft cleared for the Pacific 2 OTA are allowed to complete the entire procedure which results in an average fuel savings of 418 kilograms. No changes are planned for the Pacific 2 OTA.

2.2. The Catalina 1 OTA into KLAX was mirrored in a published area navigation (RNAV) arrival. The BUFIE 1 RNAV arrival into KLAX has the same route and altitude restrictions of the OTA. The BUFIE 1 can be flown by appropriately equipped aircraft and is not limited to FANS-1A aircraft.

2.3. One of the major constraints for use of the Catalina 1 OTA has been airspace limitations due to military operations in the special use airspace adjacent to the Control Extension 1177 (C1177) arrival/departure corridor. Los Angeles Air Route Traffic Control Center (ARTCC) has worked extensively with the military authorities to redesign the Warning Area airspace adjacent to C1177 in order to allow for establishment of a departure procedure which would remain laterally separated from the CATALINA1/BUFIE1 course. The new ZILLI1 RNAV departure is expected to be published on 5 April 2012. With the ZILLI1 RNAV departure in place, it is hoped that less restrictive descent profiles can be developed for the arrivals.

2.4. The FAA remains committed to the development of the OTA program. It has become a significant part for the Next Generation Air Transportation System (NextGen) Airspace Modelling of Optimal Profile Descents.

2.5. The full range of benefits from OTAs will be realized with additional system development to permit routine operations with a more congested traffic load. Projected fuel savings and emissions reduction using these procedures were confirmed by the initial trials, and continued use by the airlines is resulting in significant cost savings and emissions reduction.

3. ACTION BY THE MEETING

3.1. The meeting is invited to note the information in this paper.