

**Twenty Seventh Meeting of the  
Informal South Pacific ATS Co-ordinating Group  
(ISPACG/27)**

**Auckland, New Zealand  
27 February – 01 March 2013**

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**Agenda Item 5.1 – Seamless Airspace Chart**

**TAILORED ARRIVALS**

**Presented by 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 has been very successful since implementation. 33 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.
- 2.2. SFO's Runway Safety Area project will require simultaneous shutdown of the Runways 28 Left - Right - Offset glideslopes from June 1 to August 21. During this time, Localizer-Only IAP's and RNAV IAPS's (with LNAV-VNAV minima) will be available. An appropriate IAP will be uplinked in the Pacific 2 TA for the phase of construction.
- 2.3. A new PIRAT 1 RNAV procedure is being developed which will mirror the Pacific 2 OTA to KSFO. The target date for the PIRAT 1 implementation is August 22, 2013. This will allow for the Pacific 2 OTA savings to be realized by aircraft without FANS-1A equipment.
- 2.4. The Catalina 1 OTA into KLAX was mirrored in a published 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.
- 2.5. The Catalina 1 OTA had been unavailable since September 2012. The issues that prevented its use have been resolved. Aircraft may now request the Catalina 1 Tailored Arrival to Los Angeles.



- 2.6. The FAA remains committed to the development of the TA program. It has become a significant part for the Next Generation Air Transportation System (NextGen) Airspace Modelling of Optimal Profile Descents.
  - 2.7. The full range of benefits from TAs 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.