ato
AIR TRAFFIC ORGANIZATION

WESTERN SERVICE AREA
RNAV/RNP Procedure Meeting

Meeting Notes

Date / Time: September 8, 2010 / 11:00 AM PDT

Purpose / Topic: RNAV STAR Kickoff Meeting for KMHR

KMHR Meeting September 8, 2010 Attendance

Don Kirby	Manager, Northern California TRACON	NCT
Roger Trout	Director	El Dorado County
Steven Alverson	Director, ESA/Airports	Sacramento, CA
Ted Wolter	Chief of Staff	Sacramento, CA
Roberta MacGlashan	District Supervisor	Sacramento, CA
G. Hardy Acree	Airports Council Chair	Sacramento, CA
Glen Rickleton	Airport Manager, Planning & Envir	Sacramento County
Bree Taylor	Noise Officer, Planning & Environ.	Sacramento County
Carl Mosher	Airports	Sacramento County
Gina Swankie	Airports	Sacramento County
Jim Ware	DOT	El Dorado County
Rick Cote	Operations Support	NCT
David Paxton	Operations Support	AJV-W2
Steve Karnes	RNAV Operations Support	AJV-W21
Bruce Connolly	HQ Environmental / Noise	AJR-37
Reed Sladen	AMP	ZOA
John Fisher	OPS MGR	ZOA
Steve May	Special Programs	AWP-002
Patty Daniel	Traffic Management	NCT
William Rodda	OSG Mgr	NCT
Thann McLeod	Support Specialist	NCT
Terence Griffin	Flight Standards	AFS
Mia Hartvikson	ATCS Representative	ZOA
Jeff Koger	Airspace and Procedures	ZOA
Will Bachman	RNAV RNP	AJV-W2
Martin Walker	RNAV RNP	AJV-W2

TELCON

Lead Carrier, UPS - Karl Blackmun
Sam Mallos, Sales Director, Naverus GE Aviation, Contractor for Sacramento

Bruce Cline, City Attorney, Folsom, CA
Jim Arrighi, RNAV/RNP Project Supervisor, FAA HQ

Lead Carrier / Proponent: UPS

Mr. Don Kirby, Air Traffic District Manager, Northern California TRACON

- Welcomed the participants and oversaw the initial introductions of the group
- Encouraged everyone to seek a consensus for developing viable procedures that can accommodate air traffic growth and be sensitive to environmental concerns
- Briefly addressed some of the concerns surrounding air traffic operations at KMHR

Mr. Karl Blackmun, UPS Pilot

- Goal is to develop a STAR that is safer and more efficient
- provided an overview of current procedures
    - Aircraft currently level at 12000' for ten miles or more
    - Safety concerns and air traffic limitations
        - Terrain and obstructions, minimum required altitudes
        - Limited range of terminal radar
- Leveling off a descent means aircraft "dirties up" – extends flaps, spoilers, etc.
    - A "dirty" flight configuration results in a noise increase of 4 to 7db.

Mr. Martin Walker, OSG RNAV/RNP Specialist

- Provided an overview of the 18 step process required for developing and publishing a new RNAV procedure
    - The steps do not necessarily follow a pre-determined sequence
    - Some of the steps are accomplished concurrently instead of sequentially
- All procedures undergo an initial environmental review to determine the appropriate level of scrutiny for the environmental impact
    - A categorical exclusion (CATEX) is the preferred outcome for the environmental impact.
    - A CATEX sign-off generally takes six months
    - Total development time for the procedure takes at least nine months, barring unforeseen circumstances
- Other issues may compel the FAA to do an Environmental Assessment (EA) or an environmental Impact Statement (EIS)
    - Flights over National, state or local parks and/or recreation areas.
    - Overflight of historical/cultural areas
- The final environmental determination (CATEX, EA or EIS) determines the required level of public outreach by the FAA for the procedure

Mr. Bruce Connolly, TARGETS Specialist

- Explained and demonstrated the Integrated Noise Modeling tool in TARGETS
- Collected four weeks of flight tracks for KMHR for the database
- Only noise footprints of 45db or greater are considered significant
- About 10% of the total arrival traffic into KMHR would be candidates for flying the RNAV STAR

Mr. John Fisher, Support Manager ZOA

- Oakland ARTCC (ZOA) has overall responsibility for development of the STAR
  - Proposed name for the procedure is AMRVR1 (American River)
  - Three inbound transitions meeting at AMRVR waypoint
  - Planned crossing altitude at AMRVR is at and maintain 13000
- The majority of fleet use for the STAR will consist of B757s and A306s
- UPS prefers the STAR end at Hangtown VOR (HNW)
  - Allows for greater flexibility and dispersion options
  - Can transition to ILS or do a visual approach as traffic and weather permit

Mr. Glen Rickelton, Sacramento County Airports

- The county wishes to see an Optimized Profile Descent procedure implemented into KMHR
- Is an opportunity to develop a STAR that will lessen the overall noise footprint of what currently is being done
  - Will be beneficial to long term economic growth of the region
  - Believes the Folsom and El Dorado Hills communities would realize environmental benefits

Open Discussions -

- Much of the general discussion centered around what additional public outreach would be accomplished and who would be responsible for over-seeing it
- Mr. Steve Karnes of the FAA explained there is no requirement for the FAA to pursue any outreach other than what is stipulated in the environmental review process
  - A question was asked about the opportunity to provide for public comment
  - Again, the outcome of the environmental review determines if the Agency must seek public comment and input
  - May be prudent and/or advantageous for the FAA to pursue public education opportunities if there s a compelling need
- Ms. Patty Daniels of the FAA explained how the 18 step process requires appropriate stakeholder involvement (i.e. the delegates in attendance) and they represent the interests of their respective communities
- Steve May of the FAA explained how the development of air traffic procedures is governed by a variety of public laws and Agency orders, of which the National Environmental Policy Act (NEPA) is one component
  - FAA Order 1050.1B is the environmental order mandated by NEPA and it governs how a procedure is assessed for impacts
  - The FAA seeks to develop procedures that enhance safety and are efficient and cost-effective for both the Agency (development) and the users (application)
- The FAA is not adverse to participating in additional public outreach beyond what is mandated, however the onus for determining the need and organizing any events rests with the representatives of the communities
- Several of the community representatives indicated that their constituents are quite vocal on the matter of air traffic and its potential impact on their environment
  - The participants at the kickoff want to be able to explain to their communities that the STAR is in the long term best interests of the public
    - It was mentioned that the STAR will likely result in lower carbon emissions
    - This benefit is not readily apparent to the public, nor as quick to be noticed as a perceived increase in noise

Mission Statement

- The final portion of the meeting was devoted to creating a mission statement for the AMRVR RNAV STAR
- There was substantial discussion centered on whether or not the statement should include some mention about noise reduction
- The tentative statement reads as follows: To develop RNAV procedures and profiles into Mather that efficiently transition aircraft from the high altitude enroute flight segments to the initial approach fix into Mather airport. A STAR should reduce ATC and pilot workload, reduce fuel consumption, and reduce emissions.

Next meeting will be a telcon. September 23, 2010. 12:00 PM PDT. Call in number is: 425-227-1570, Passcode is: 4568#