RNAV/METROPLEX PLANNING AND COMMUNITY OUTREACH UPDATE

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A couple basic facts

- NextGen is here *(finally)*
- FAA focus is on major commercial airports
- Impacts on GA airports often ignored, forgotten and underemphasized
- FAA *might be* learning from experiences
  - Phoenix, N. California, S. California, Seattle, DC
  - Coming soon: S. Florida, Denver
How do you view NextGen?
FAA ATO view
Frequent community view
Or even…
Airport sponsor view

- Community
- Public
- Local Government
- FAA / Air Traffic Control
- Industry
- Aircraft Operators

Courtesy: Jason Schwartz, PDX
Why can NextGen be a problem?

- Settled expectations
- Technical confusion
- Concentration of flight tracks
- Measurement of impacts
One approach to outreach
Another popular approach
Sponsor’s practical role

- ATO (NextGen) staff ≠ ADO, Regional Airports staff
  - ATO local vs HQ Next Gen staff
- FAA Order 1050.1E, not 5050.4B
- Little formal, continuing liaison required
- Dependent upon strong informal relationships
Lessons

- *Proactive* involvement (all levels of sponsor and FAA)
- Information does not flow between FAA lines of business
- Audit of FAA assertions concerning impacts
- Political reality check
- Distinguish – legal authority vs. prudent public policy
Questions?

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