

# NextGen NextGen Performance Snapshots

The FAA is redesigning airspace and addressing inefficiencies, introducing new Performance Based Navigation (PBN) procedures, and making use of Time Based Flow Management (TBFM) to make the Denver Metroplex airspace more efficient and improve access to its airports. The effort focuses on a number of airports, including Centennial (APA), Rocky Mountain Metropolitan (BJC), and Denver International (DEN). The information below may also include data from nearby airports outside of the Denver Metroplex (please see the [Reference Guide](#) for additional information).

The FAA has adopted a structured process for executing Metroplex projects. The process includes multiple opportunities for public involvement as the agency proceeds through the design, required environmental analysis, and implementation of procedures. Some public involvement meetings will be informational. Others will be public workshops where interested members of the community will be invited to talk with FAA airspace designers to learn about what the agency is doing, ask questions, and find out how the airspace changes might affect their community. The FAA has a structured, publicized method to advertise the workshops, as well as collect public comments. Please see the [Community Involvement](#) page for more information.

All results are reported by Fiscal Year (FY), October 1 — September 30.

## Projected Annual Benefits

Source: FAA — Denver Metroplex Study Team

### **\$1.8 Million**

Value of Fuel Savings

### **0.6 Million Gallons**

Fuel Savings

### **5.4 Thousand Metric Tons**

Carbon Savings

These are annual benefits expected to accrue upon completion of the NextGen near-term procedural improvements implemented by the FAA's Metroplex program. They are based on the FAA's preliminary assessment of proposed airspace improvements compared to operations in a year before any improvements were made. The value of the projected fuel savings is based on a \$2.85-per-gallon rate. The data estimates are current as of July 2015.

## Denver Average Daily Metroplex Traffic (FY09–FY17)

Source: Operational Network (OPSNET)

### Average Daily Metroplex Traffic (FY09–FY17)

<b>FY</b>	<b>Commercial Air Carrier</b>	<b>General Aviation</b>	<b>Military</b>	<b>Total Operations</b>
2009	1,771	968	16	2,755
2010	1,803	969	28	2,800
2011	1,856	1,014	25	2,895
2012	1,791	1,014	24	2,829
2013	1,711	1,007	17	2,736
2014	1,684	1,046	28	2,757
2015	1,586	1,075	27	2,688
2016	1,620	1,191	29	2,840
2017	1,677	1,202	25	2,904

### Average Daily Scheduled Flights (FY09–FY17)

Source: Bureau of Transportation Statistics (BTS)/Air Carrier Statistics Database

#### Average Daily Scheduled Flights (FY09–FY17)

<b>FY</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Scheduled Flights	1,614	1,668	1,700	1,629	1,439	1,530	1,438	1,474	1,503

### Denver Metroplex Airports

APA

Centennial Airport

BJC

Rocky Mountain Metropolitan Airport

DEN

Denver International Airport

For a more detailed list of airports considered in this project, please see the following site:

<http://metroplexenvironmental.com/oapm.html>