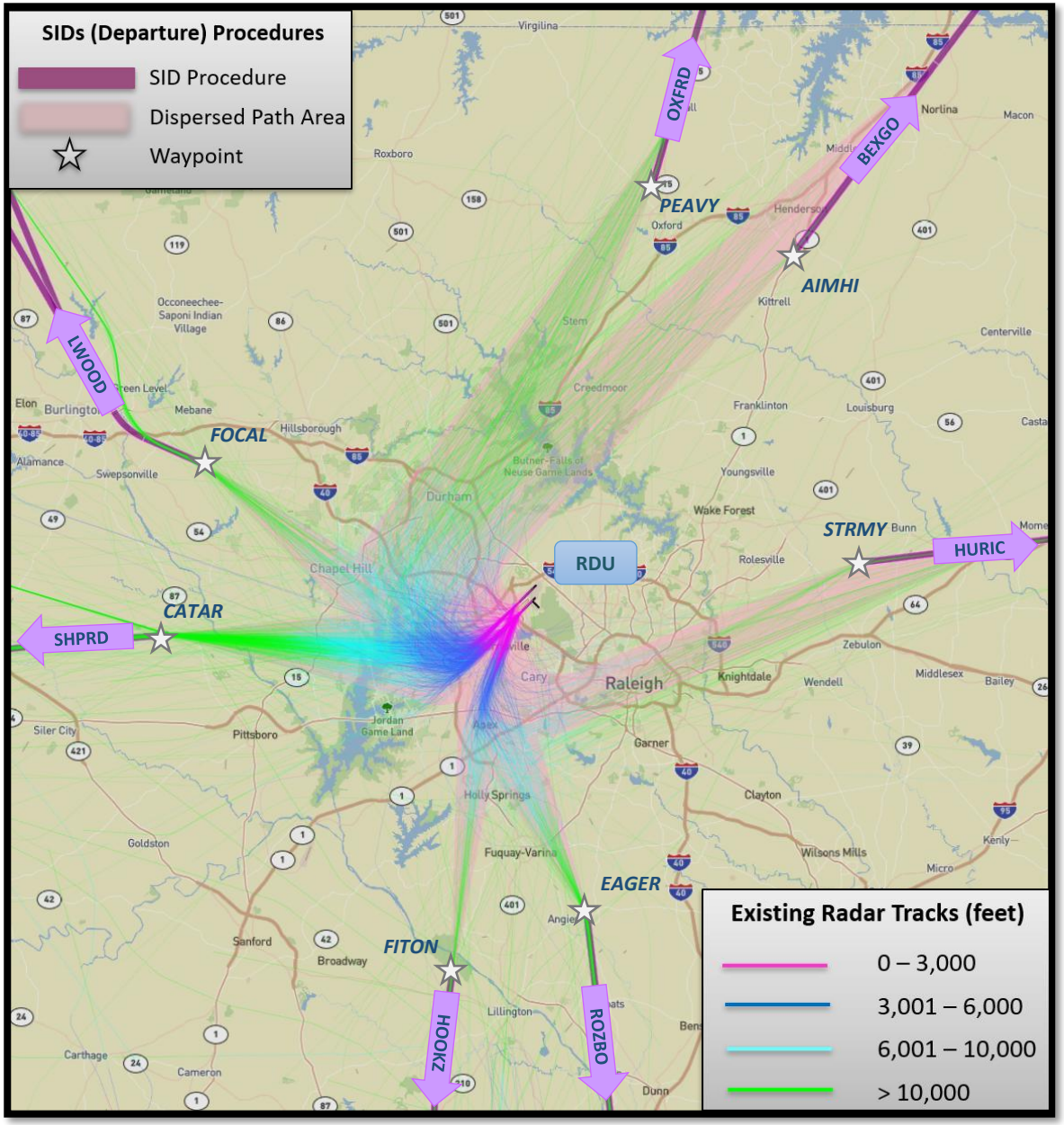
Poster Board Overview



OXFRD

Procedure – All procedures use a five-letter designation. This procedure is named “Oxford”.

STRMY

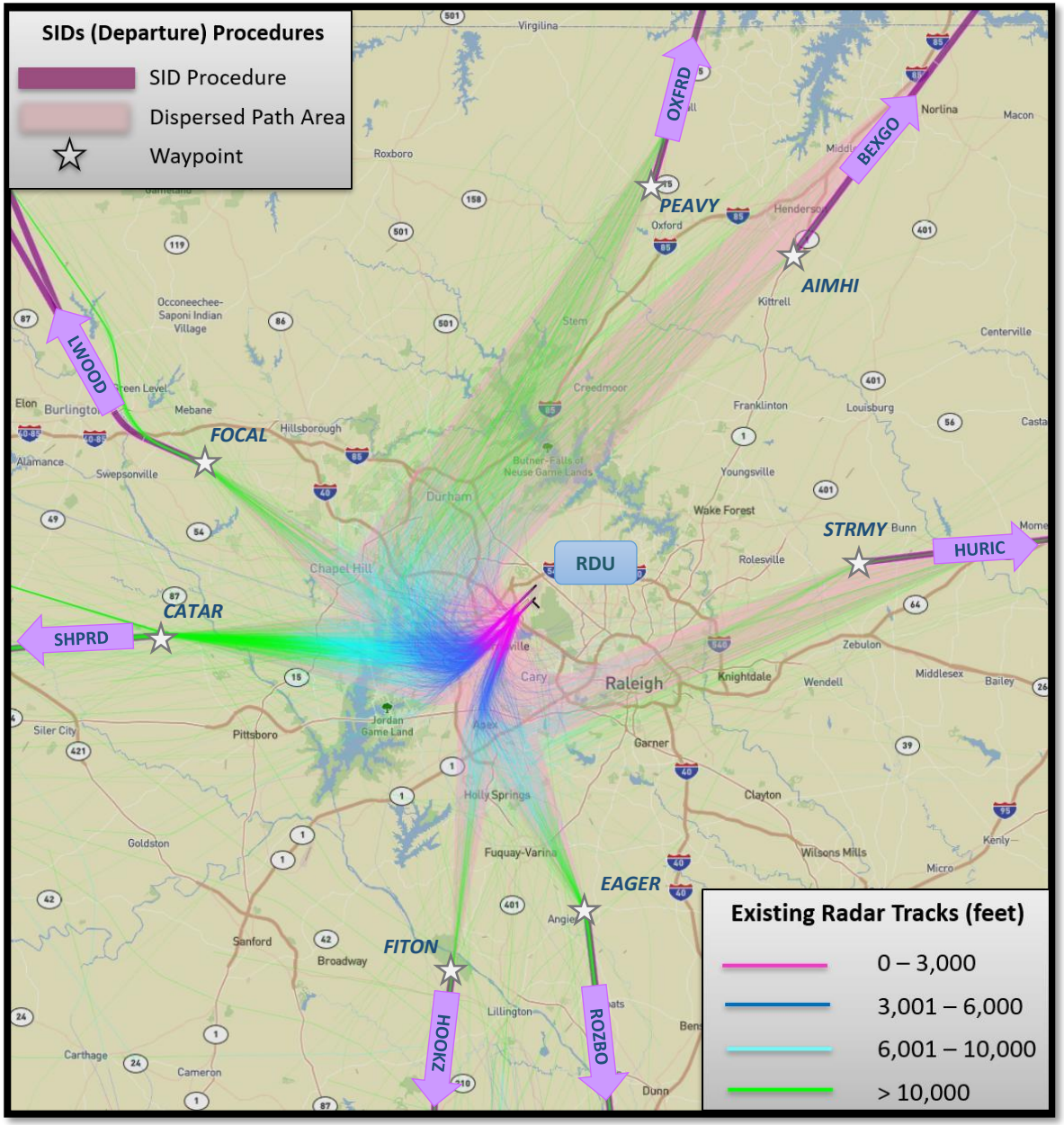
Waypoint – Represents a latitude/longitude point aircraft fly to while on a procedure. Waypoints also use five-letter designations. This waypoint is pronounced “Stormy”.

PBN Procedure – Represents procedures that use satellite navigation.

Dispersed Path Area – Represents the area that aircraft will fly in the future when Air Traffic Controllers give pilots headings to follow.

SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
RNAV	Area Navigation
ATC	Air Traffic Control
PBN	Performance Based Navigation

Southwest Flow Departure Procedures



- This board shows seven Area Navigation (RNAV) Standard Instrument Departures (SIDs) to the southwest
- Aircraft will fly similar paths and altitudes as they do today
- ATC will direct aircraft using a vector (a compass heading) to the first waypoint on a procedure
- ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety
- Radar data shown is a sample of jet traffic from August 2019

SID	Standard Instrument Departure
RNAV	Area Navigation
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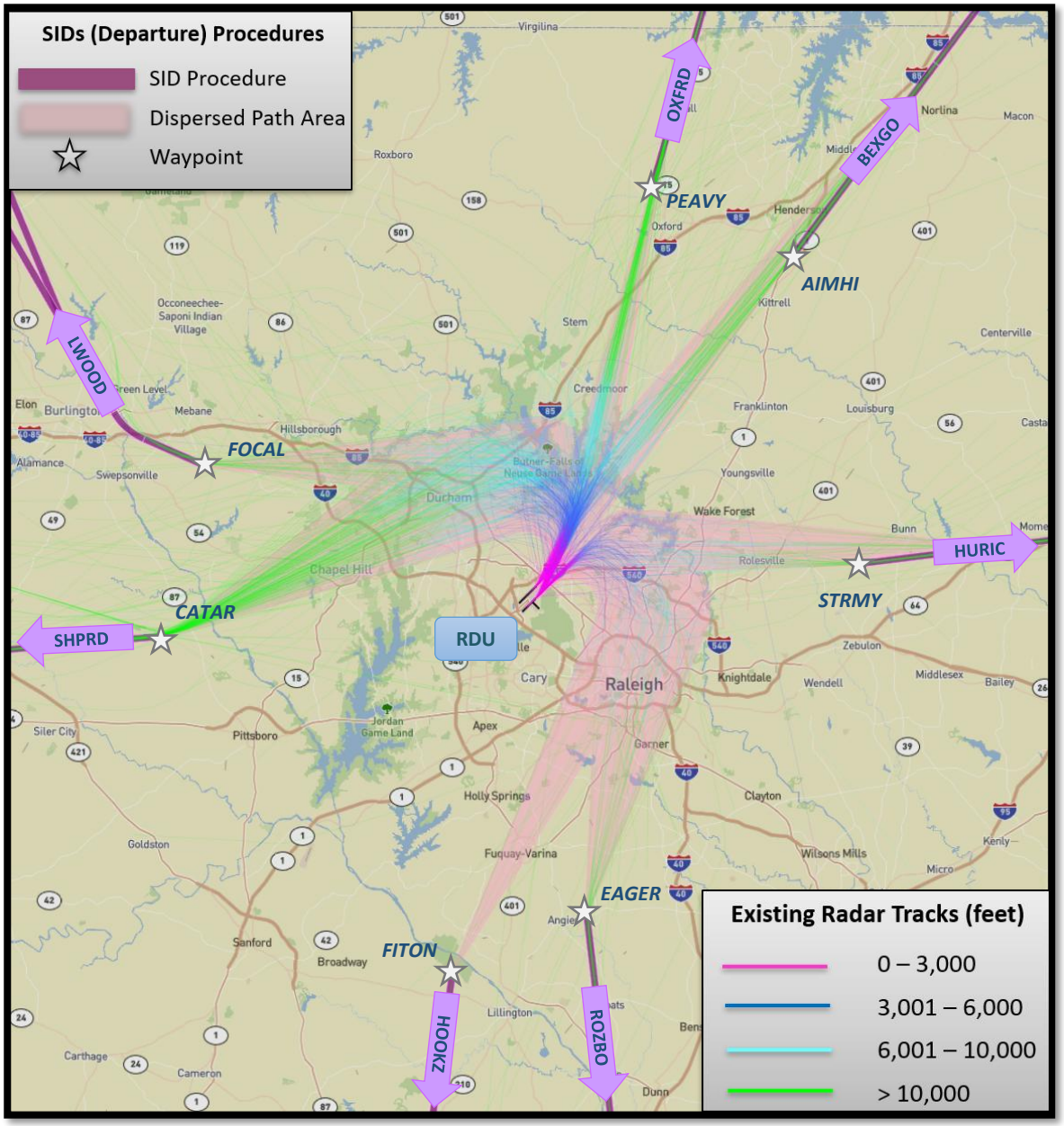
Northeast Flow Departure Procedures



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SID	Standard Instrument Departure
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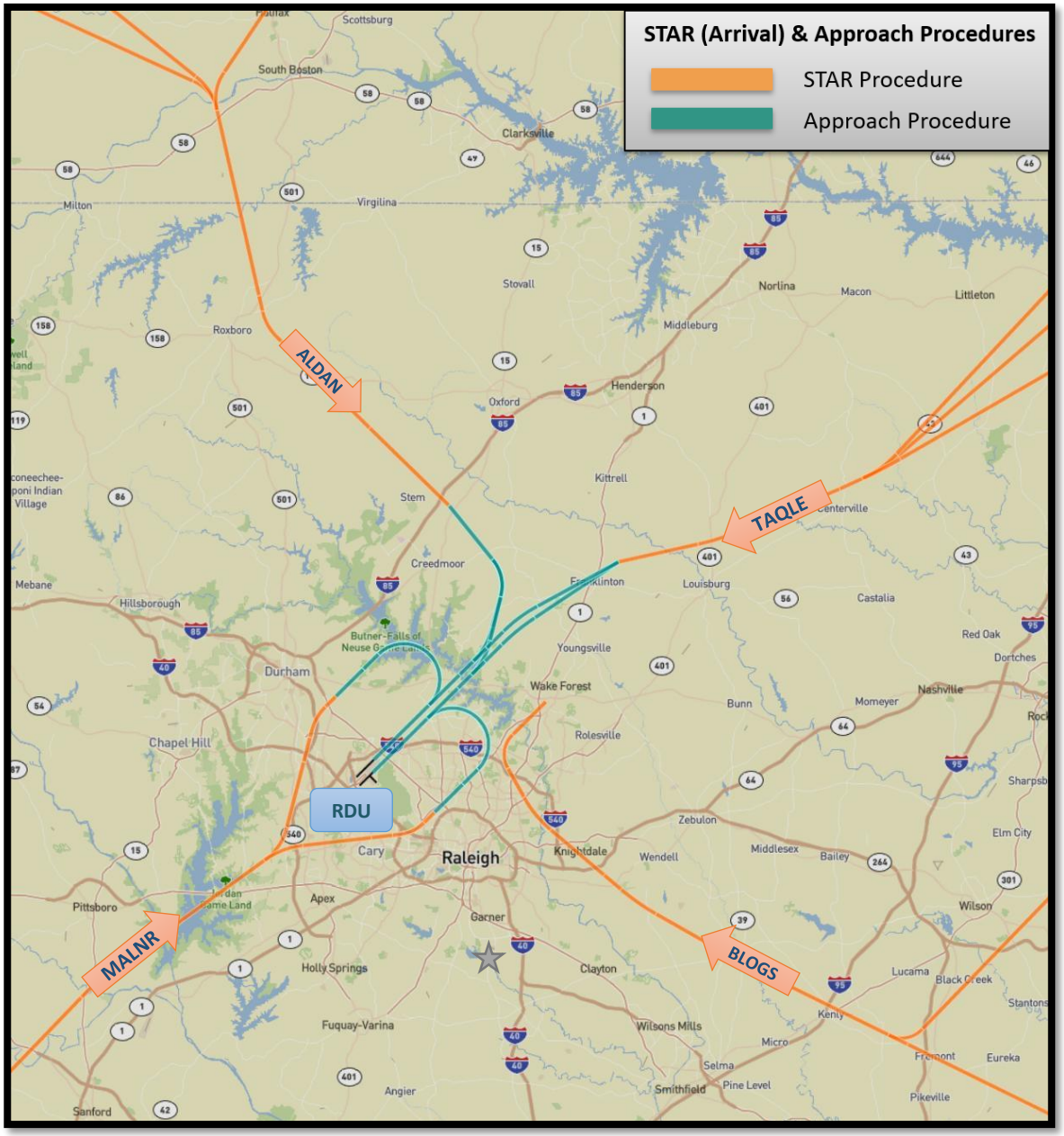
Southwest Flow Arrival and Approach Procedures



- This board shows four Area Navigation (RNAV) Standard Terminal Arrival Routes (STARs) for jet aircraft landing in the southwest flow
- The STAR transitions to the approach at approximately 6,000 feet
- The BLOGS STAR does not have a connected approach procedure; aircraft will be radar vectored by ATC to the runway
- Aircraft will fly similar paths and altitudes as they do today

STAR	Standard Terminal Arrival Route
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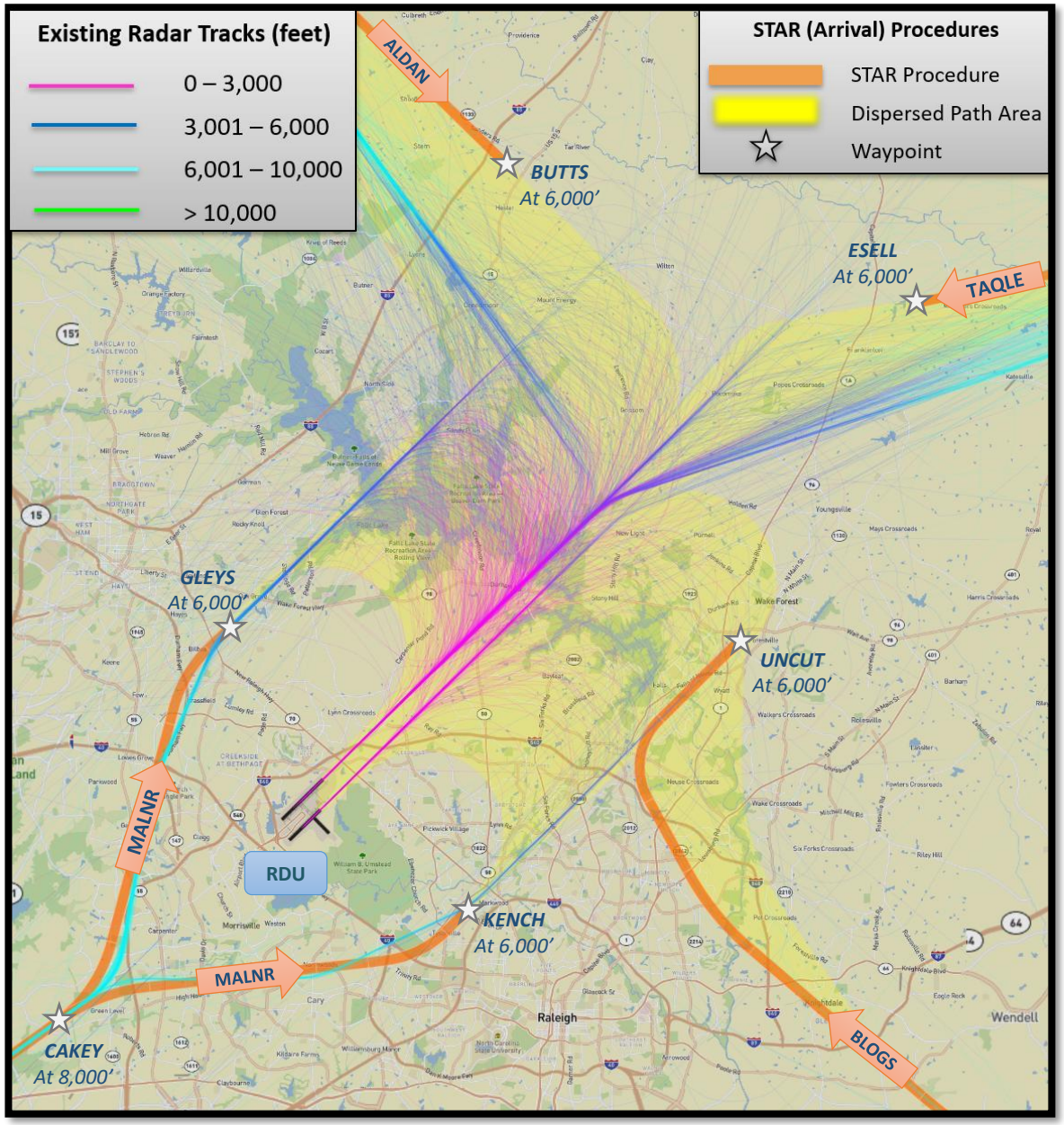
Southwest Flow Arrival Procedures



- This board shows a zoomed-in view of the transition from the STARs to the approach paths for jet aircraft in the southwest flow
- The STAR transitions to the approach at approximately 6,000 feet
- The BUTTS waypoint will be moved three miles north to improve the descent profile
- Some aircraft will be radar vectored by ATC to the runway during periods of high traffic volume
- PBN approach procedures will be used by ATC during periods of low traffic volume
- ATC may direct aircraft away from the procedure to avoid hazardous weather, for operational need, or for safety
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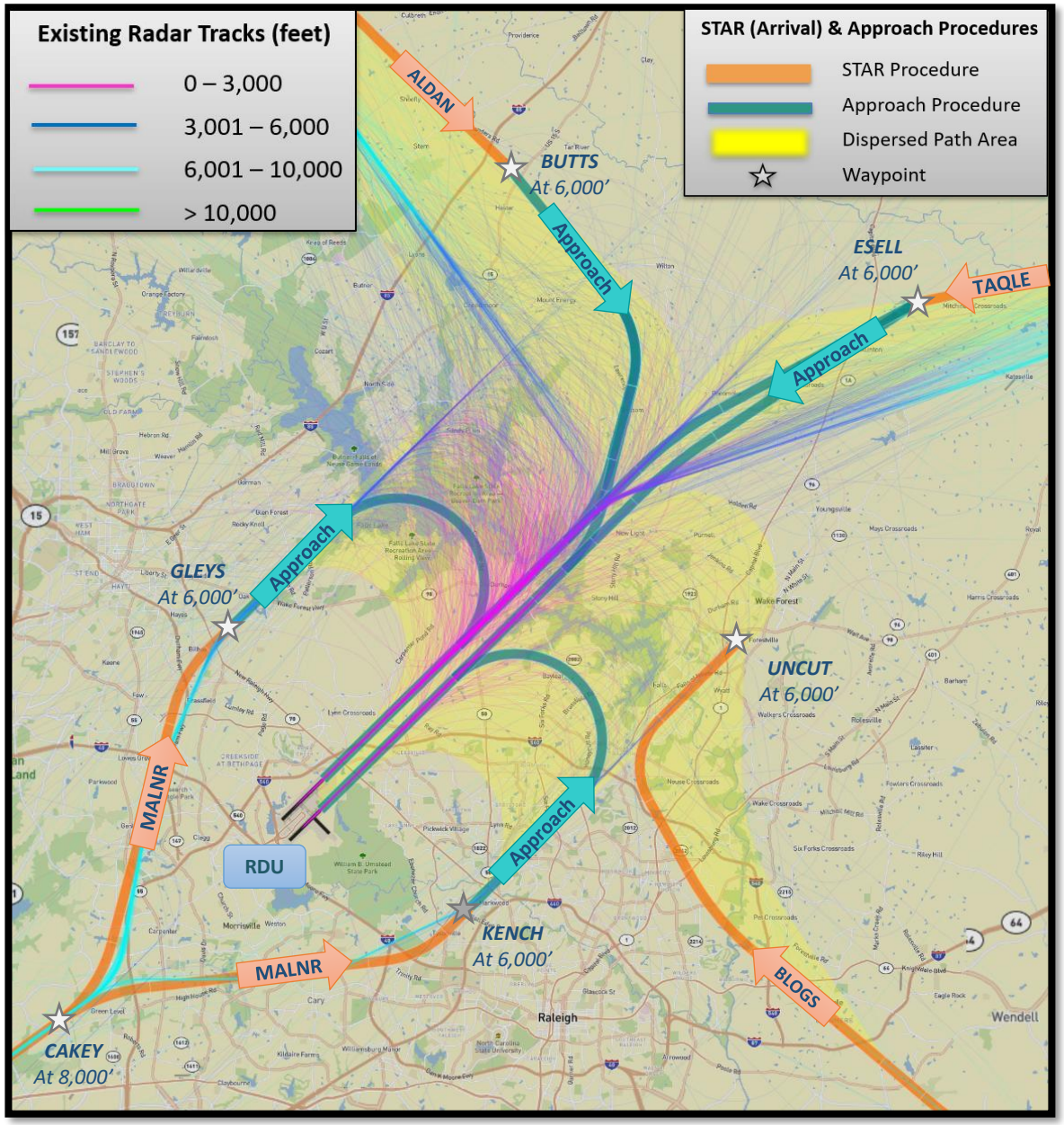
PBN	Performance Based Navigation
ATC	Air Traffic Control

Southwest Flow Arrival Procedures



- This board shows a zoomed-in view of the approaches for jet aircraft landing in southwest flow
- Each approach begins at a waypoint where the STAR transitions to the approach
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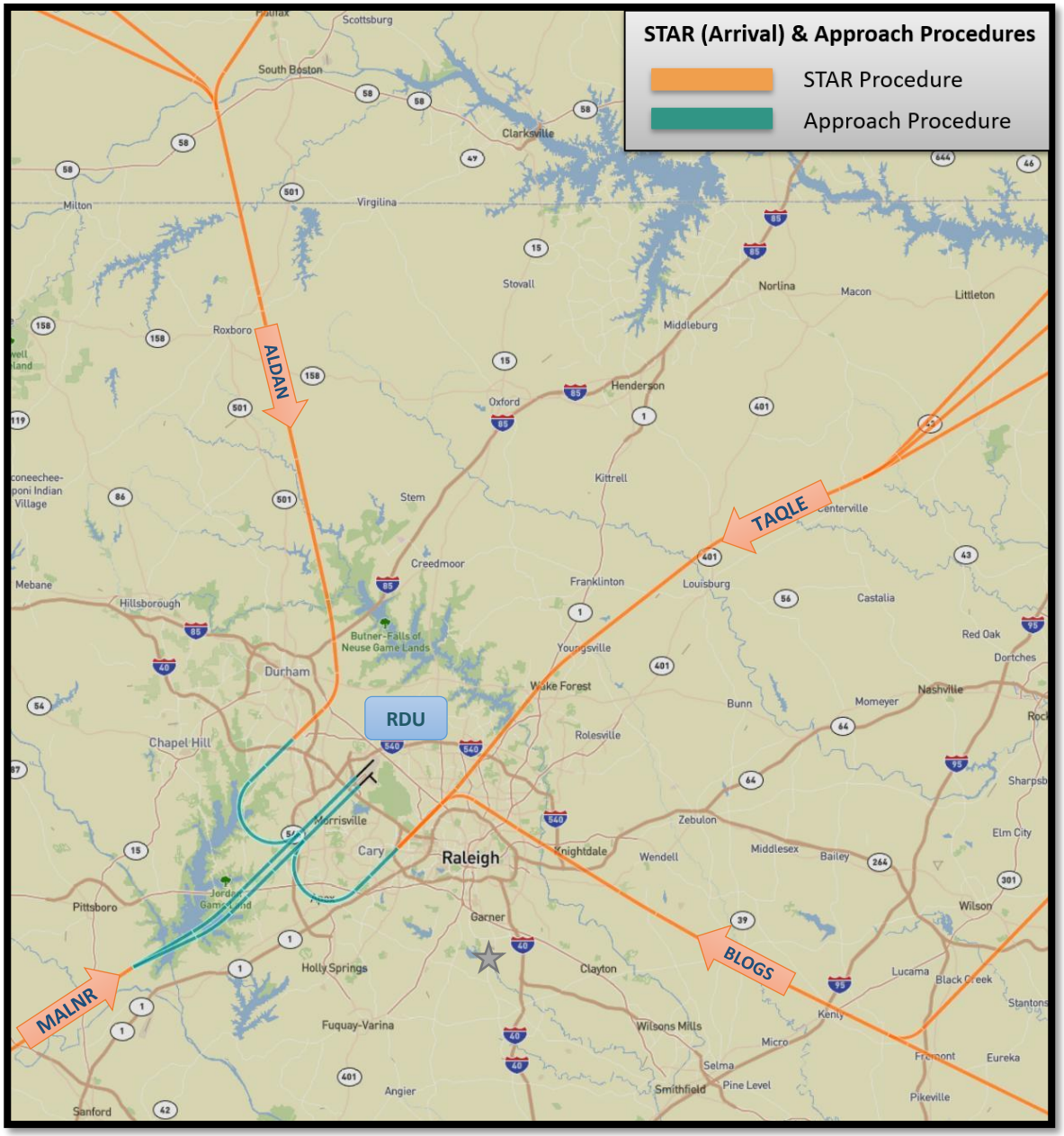
Northeast Flow Arrival and Approach Procedures



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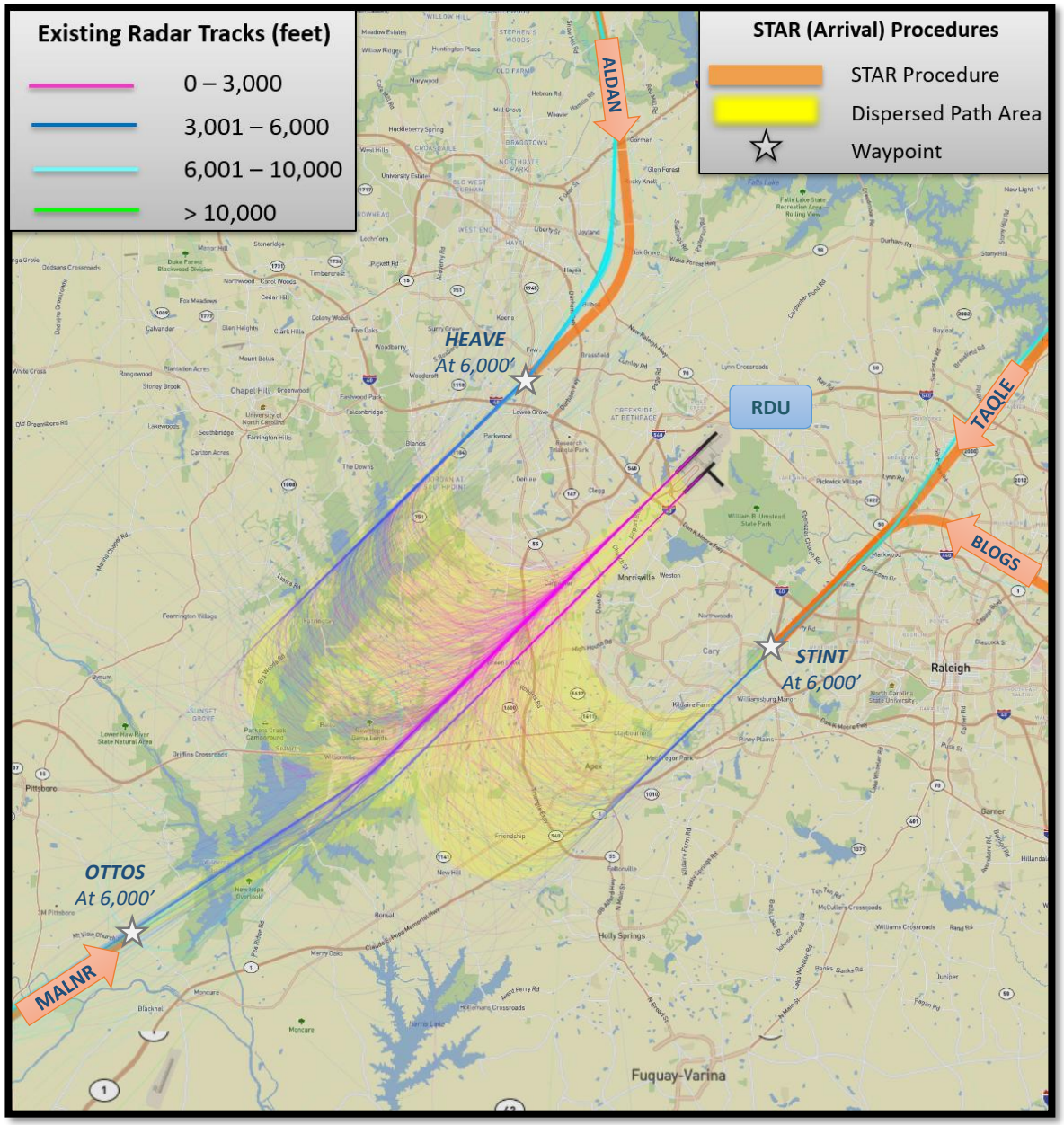
Northeast Flow Arrival Procedures



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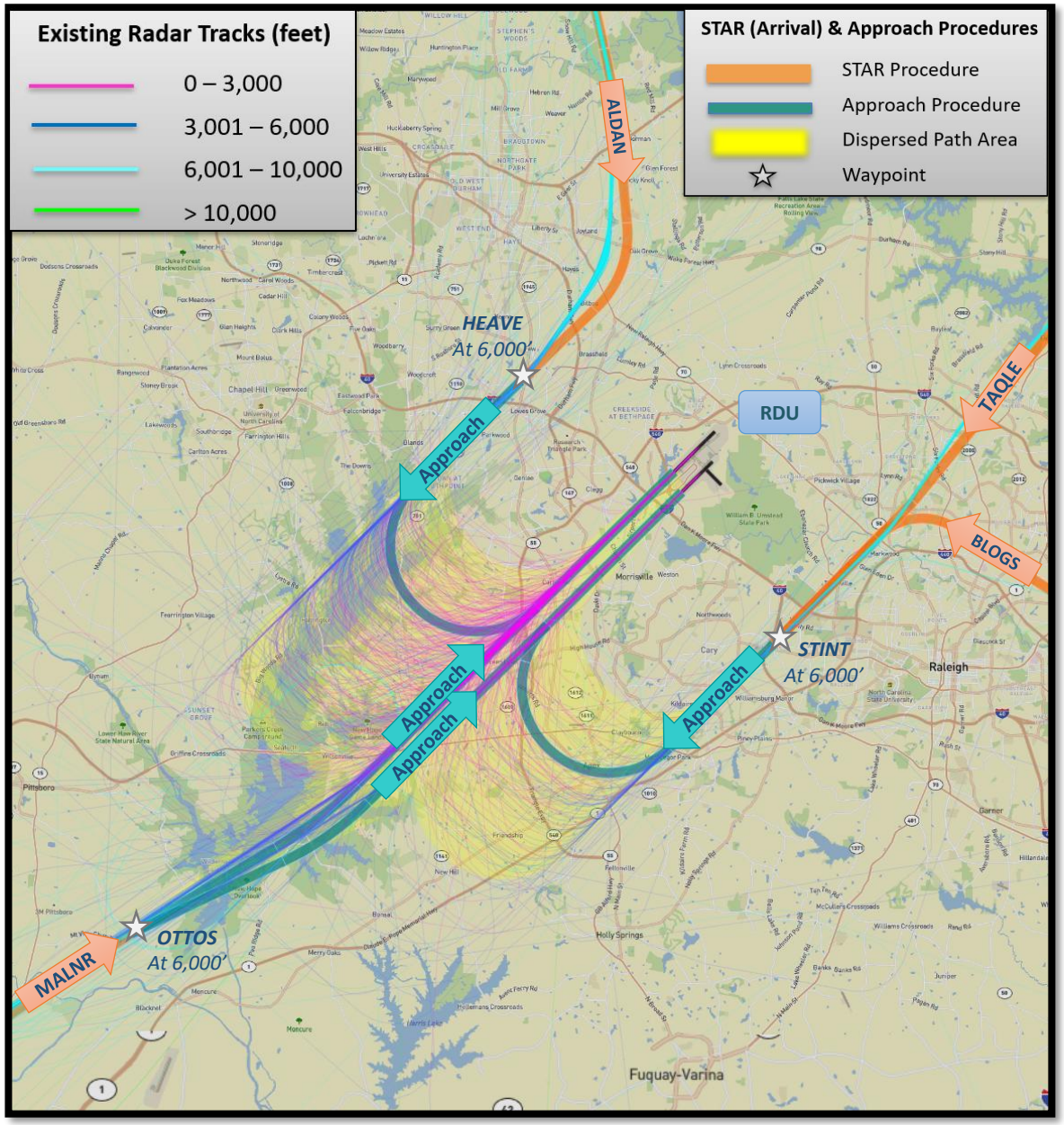

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