



**PBN**

# AIRSPACE CONCEPT WORKSHOP

CASE STUDY



Federal Aviation  
Administration





# Introduction

This module will provide data regarding a non existing TMA. It is a generic high level overview, which will provide a basis for understanding the present TMA operations.

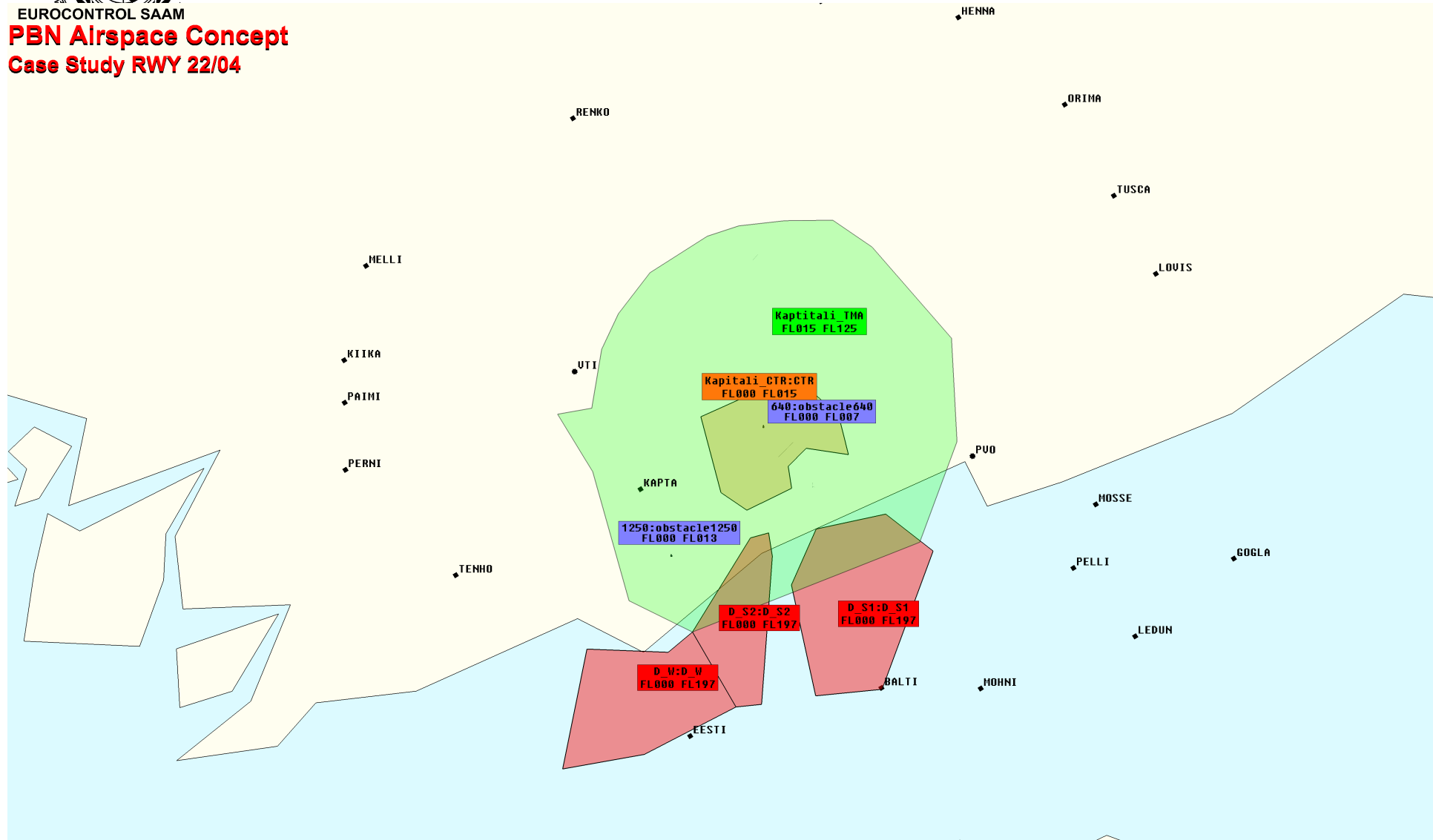




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# PBN Airspace Concept Case Study RWY 22/04

# Kapitali TMA



Federal Aviation  
Administration

Airspace Concept Workshops for PBN Implementation





# ISSUES

4

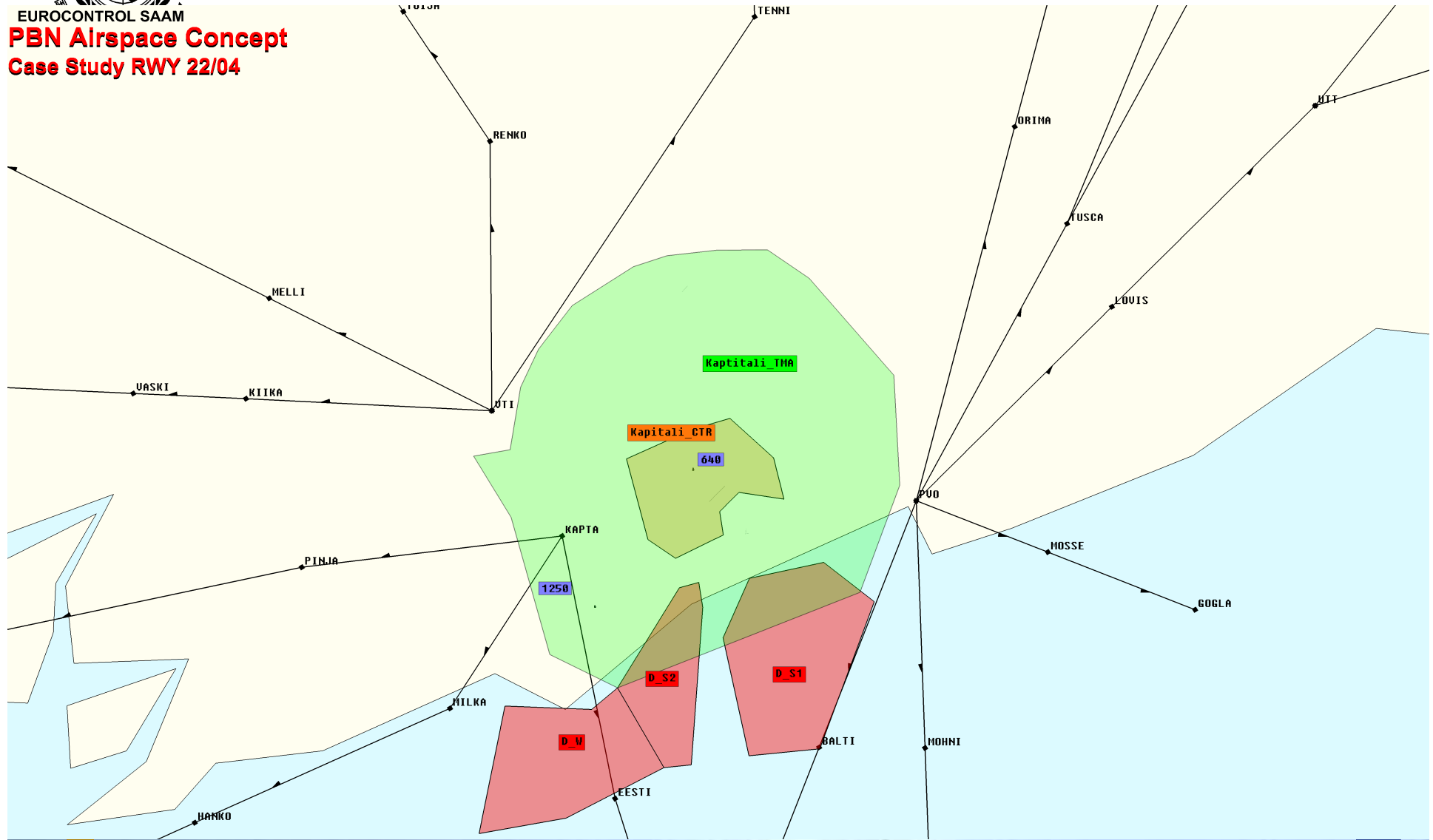
- RWY 04/22
- Mostly RV
- Environmental constraints
  - 2200
- Request for night flights
- Capacity limits
- Operator wants more efficient ATM





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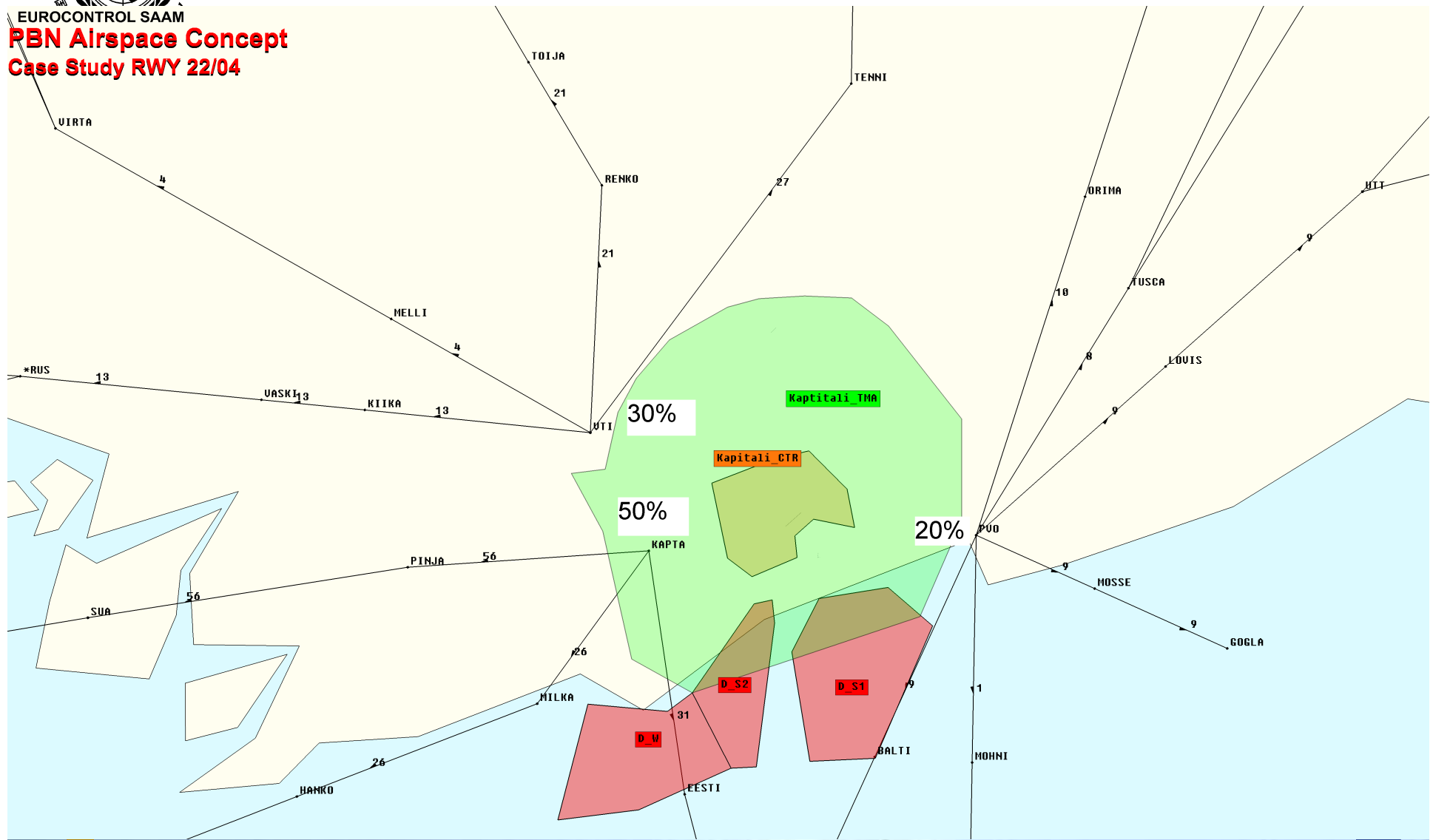
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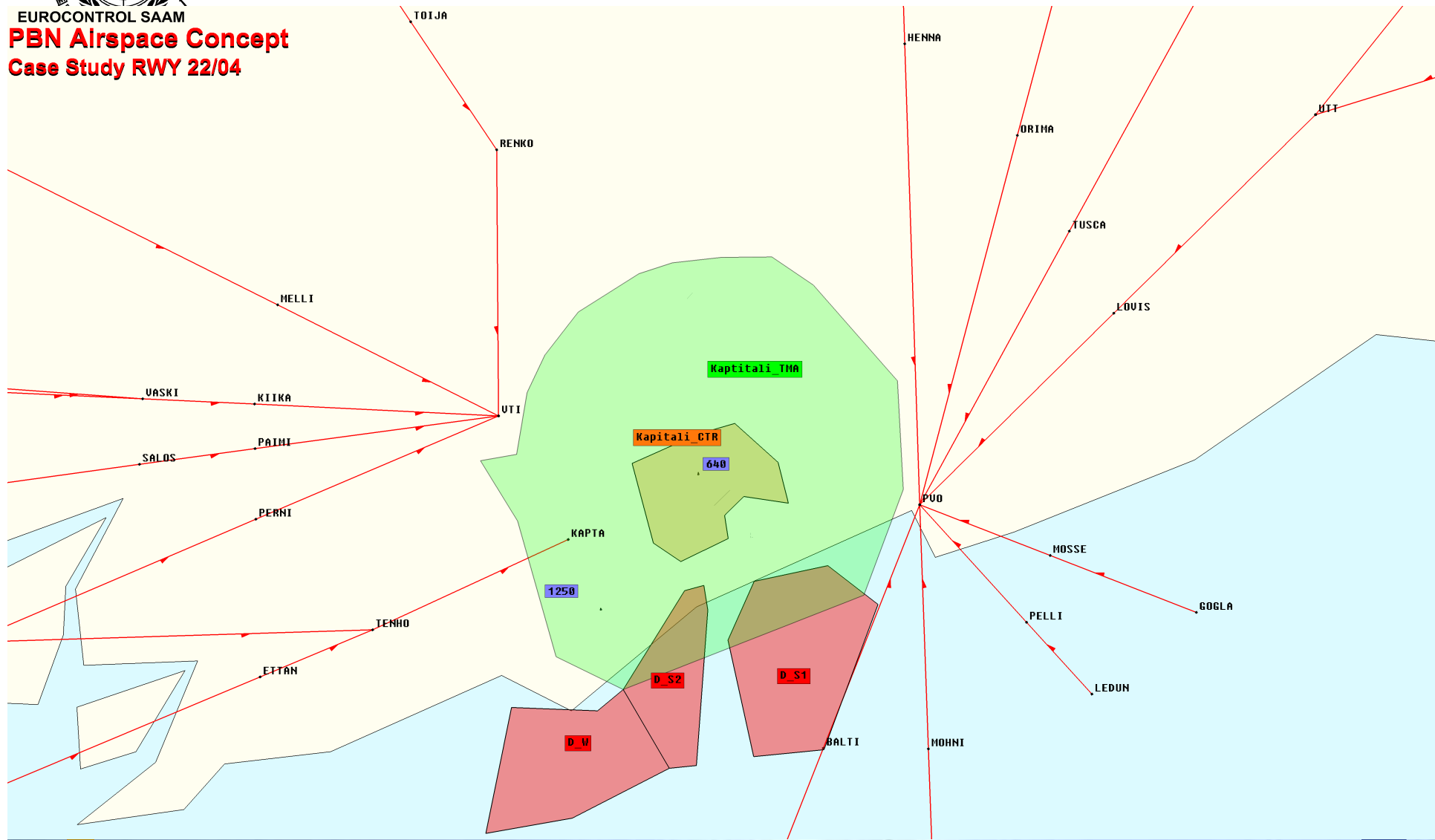
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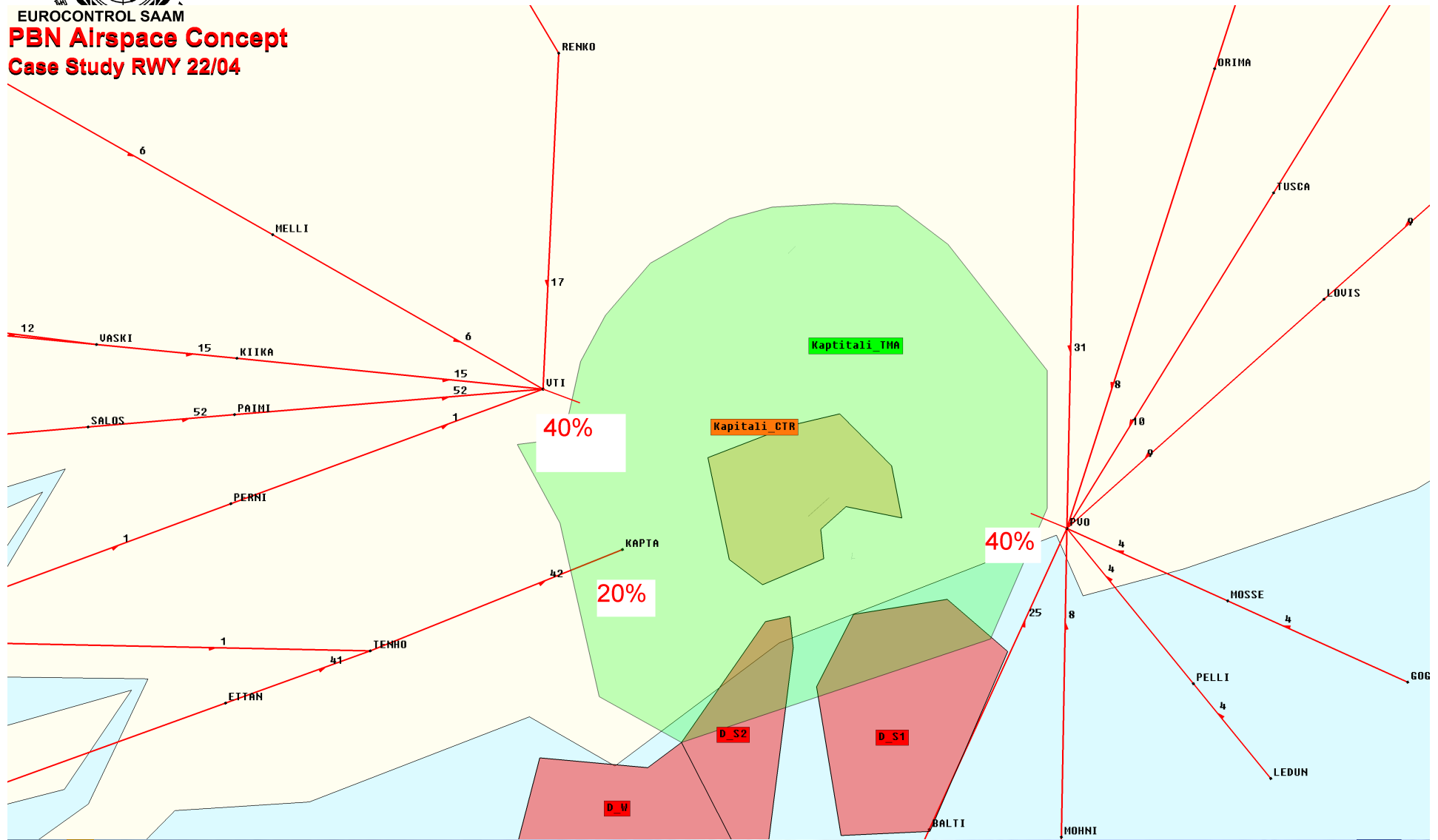
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# ATM

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- Functional
- Holds reactively activated
- NO use of SID and STAR
- High workload
- VFR ops
- TSA Mil





# TRAFFIC

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- 75 % GPS/DME EQUIPPED
- 95 % DME
- ALL RNAV-5 approved
- 65% RNAV-1 approved
- 25% Retro fittable
- 10 % to old





# AIRSPACE

- Airspace classification C ( inside and out side TMA as from 1500ft below uncontrolled)
- Airspace restrictions – TSA gnd FL 200
- Holding Areas on map
- MSA is 2500 ft
- TL 50
- MRVA is published 3000 ft





# AIR TRAFFIC MANAGEMENT

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- Arrival and Departures vectored
- No transit traffic
- Military VFR to TSA outside CTR
- VFR has no impact on TMA ops
- HOLDS managed by APP but located in ACC





# INFRA and TECHNICAL

- Two radar (APP and feed from ACC) full coverage as from 2000ft update rate
- 10 per min
- Full RADAR and Flight plan data processing
- ILS both rwy ends Cat 3
- DME coverage as from 2000 ft Whole TMA
- NDB for NPA





# METEO

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- No serious impact on ATM and Low pressure has no impact as well
- Main use is RWY 22 80% of the time
- Moderate thunderstorm activity during summer, with normal disruption of traffic accommodated through flow control



# ENVIRONMENT

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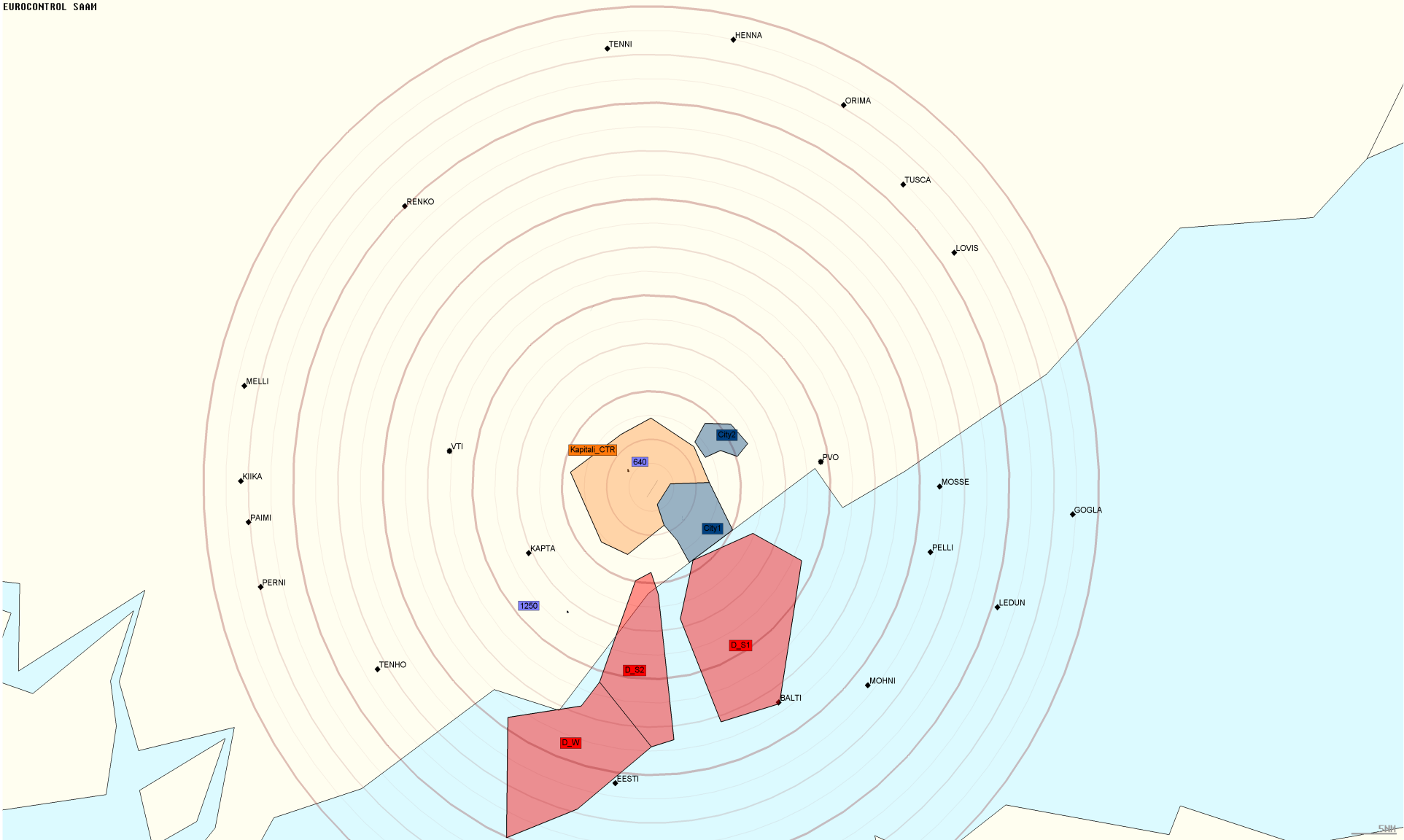
- Noise curfew after 2200
- Avoid city as much as possible
- Holding levels not below FL100
- CDAs are not implemented



# TSA

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- TSA is used for air-combat.
- Activated from 0800-2200.
- No formal agreement for the use of the TSA airspace outside actual Mil use.
- Occasional use is obtained through telephone coordination





# QUESTIONS?

