



NATCA NWP

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Airport Planning

- Significant Improvements in Capacity
 - New Runways
 - To increase capacity 3X
 - New Runways MUST be built
 - New Approaches
 - Technology can help at the margins
 - Wake Turbulence is a significant limiting factor

New Approaches

- New Technology needs to model wake turbulence effects on the approaches.
- SOIA-PRM at SFO can help at the margins.
 - Wake turbulence a significant impediment to increases in arrival rate.
 - Any improvement from here needs wake turbulence mitigation in order to work.

Simulation and Airport Planning

- Stakeholders include NATCA Air Traffic Controllers.
 - Without current controllers directly involved the results will not be as safe or efficient as needed.
 - ALPA Line pilots are also critical to the understanding of how the airport will work.
- Involve all the stakeholders on day 1.

Fast Time Simulation

- Critical part of the process.
 - Assumptions should be based on real world input from both Pilots and Controllers.

Human in the Loop Simulation

- Real time simulation with real interactions between Pilots and Controllers is the only way the planners will know how this change will work.
 - Realistic simulations vs. theory.
 - How big a hole do I need to depart the airplanes.
 - In what weather?
 - With what operator?
 - With what type of equipment?

- Secondary issues need to be modeled.
 - Such as runway exits.
 - Taxiways to and from the runway
- Current Facilities
 - Tower
 - TRACON

- All Parties need to be realistic in their input to the process.
 - Other local airports
 - Costs
 - Environmental impacts

- Thank You

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