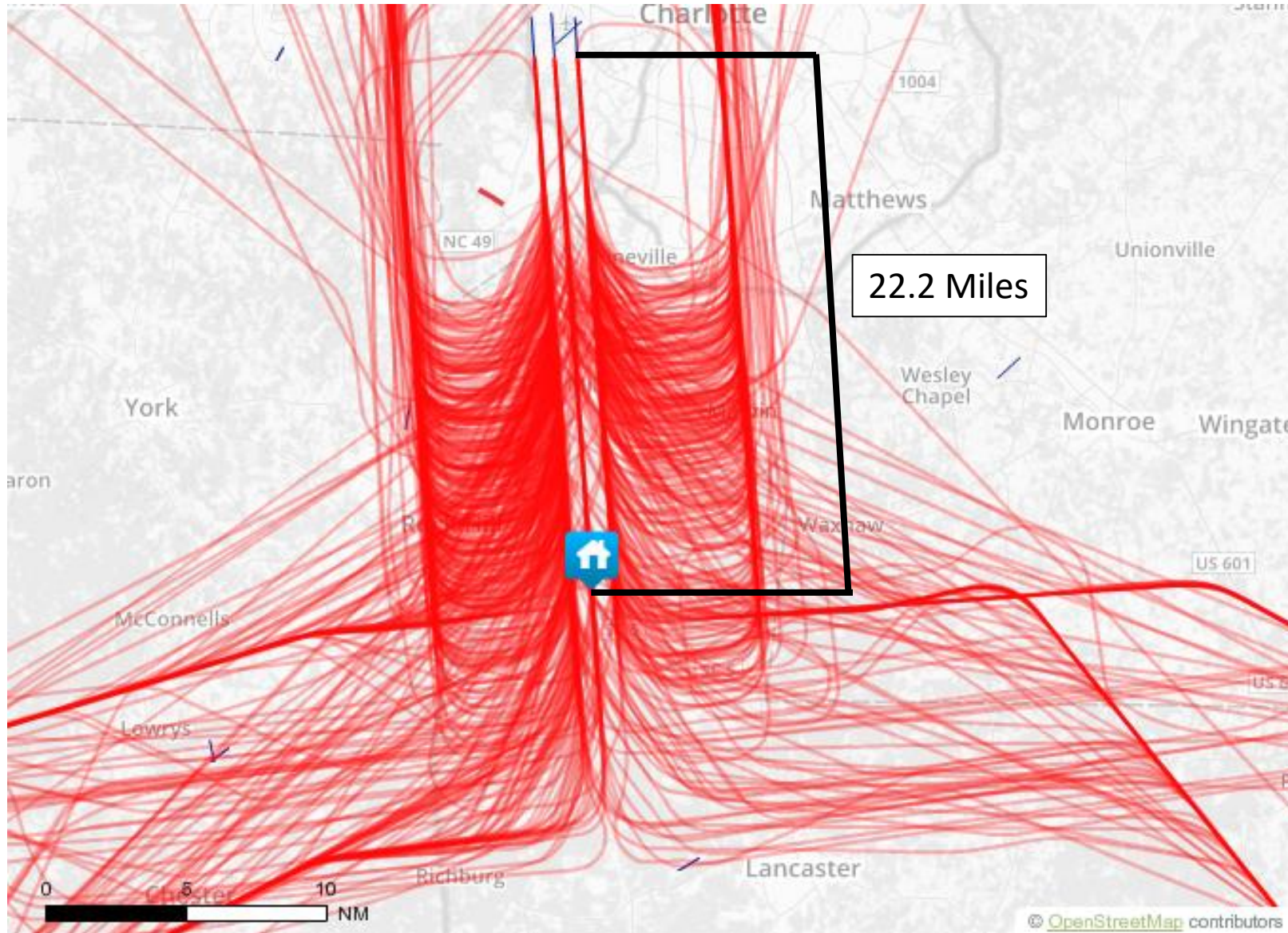
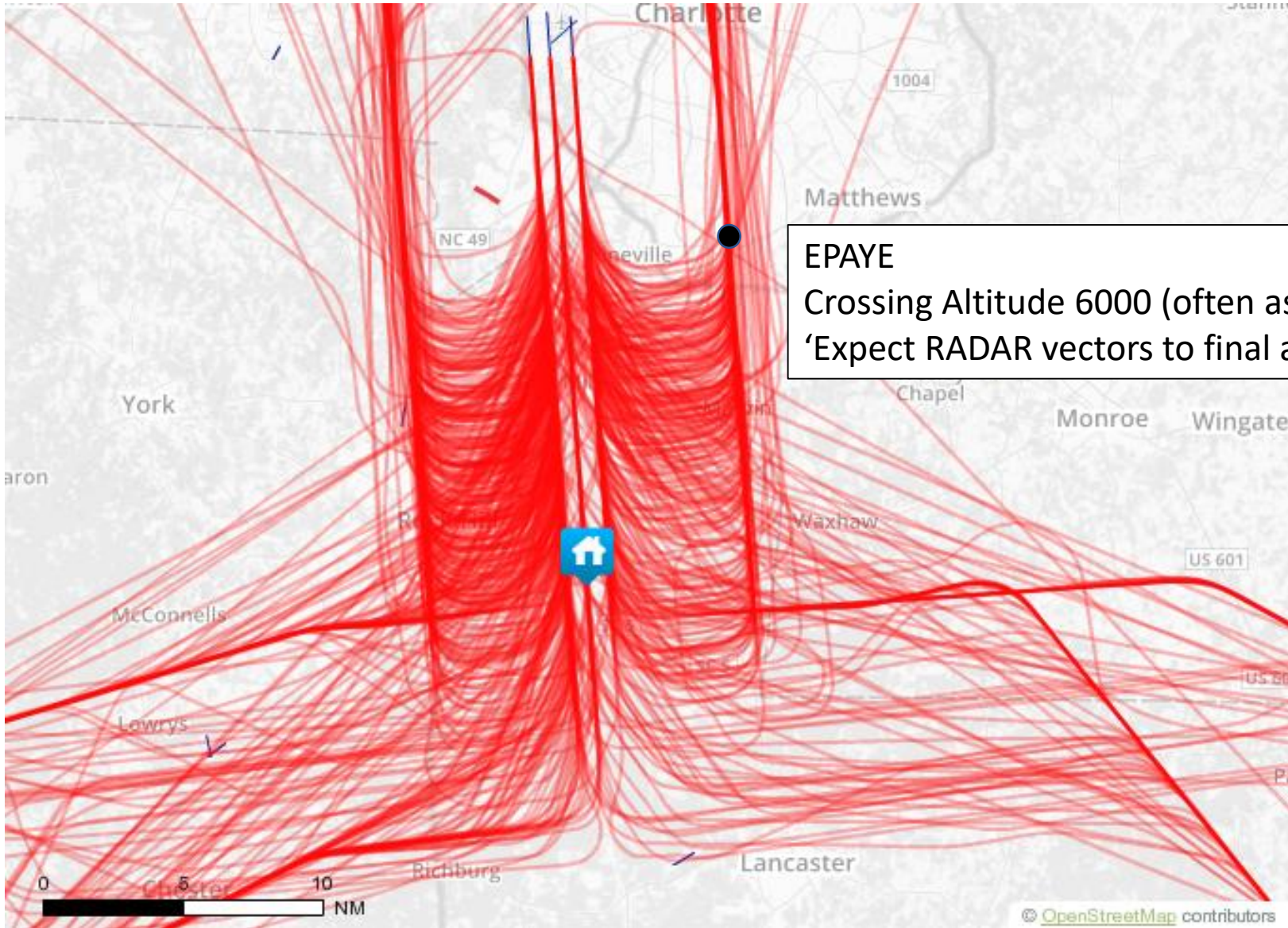


# New Business: Raising Altitude throughout Arrival Pattern

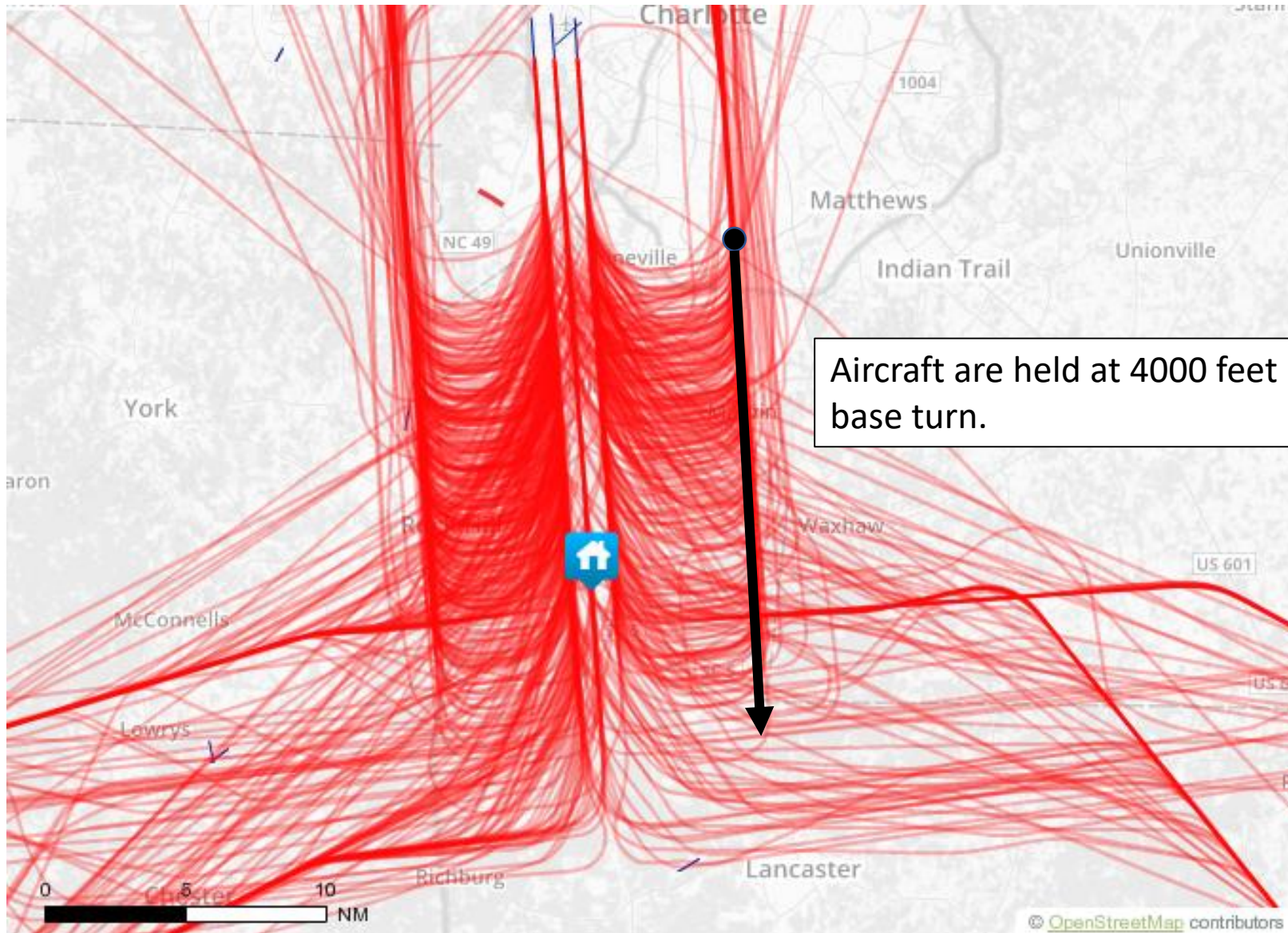
October 2019

# Background



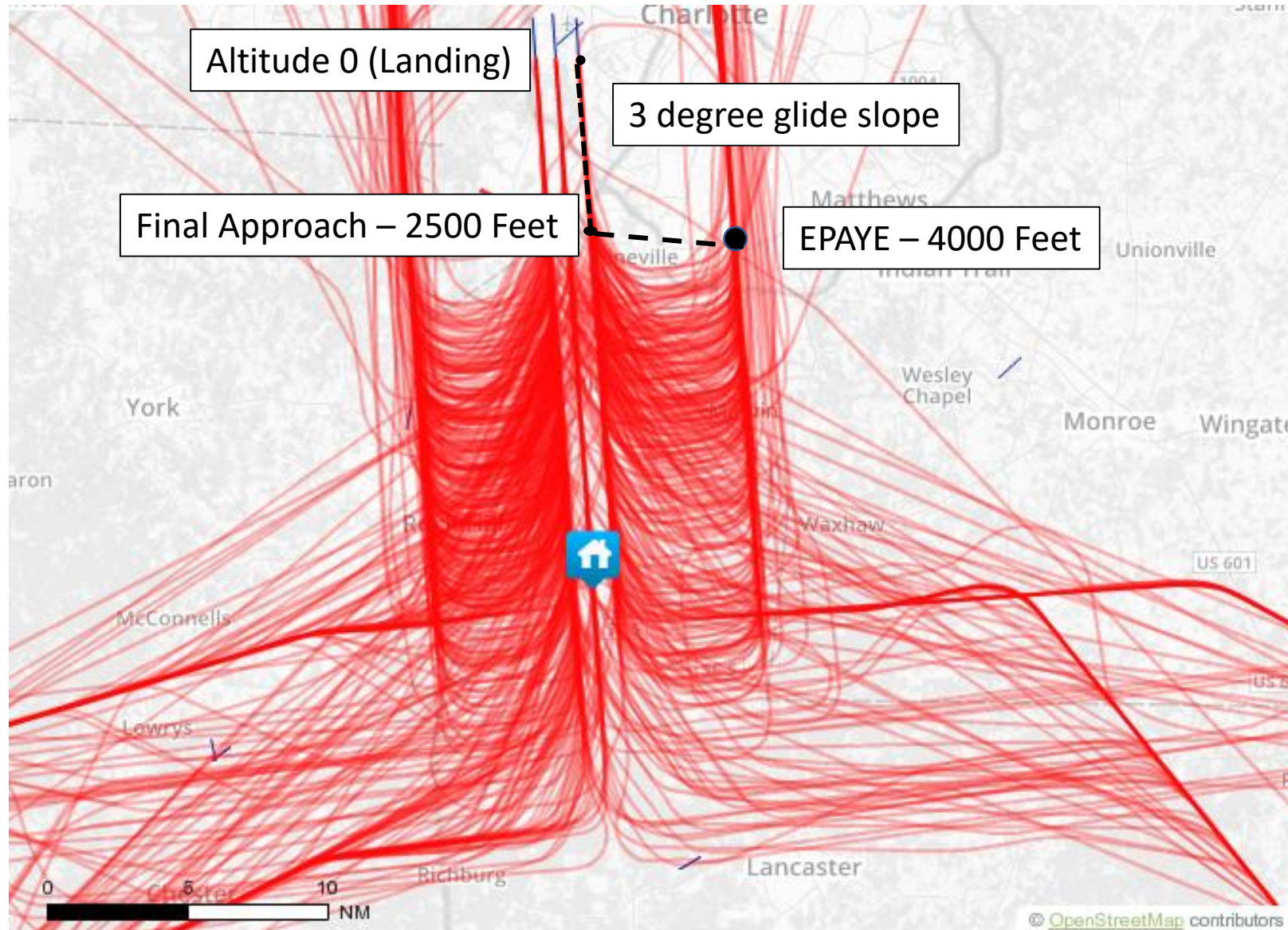


**EPAYE**  
Crossing Altitude 6000 (often as low as 4000)  
'Expect RADAR vectors to final approach'

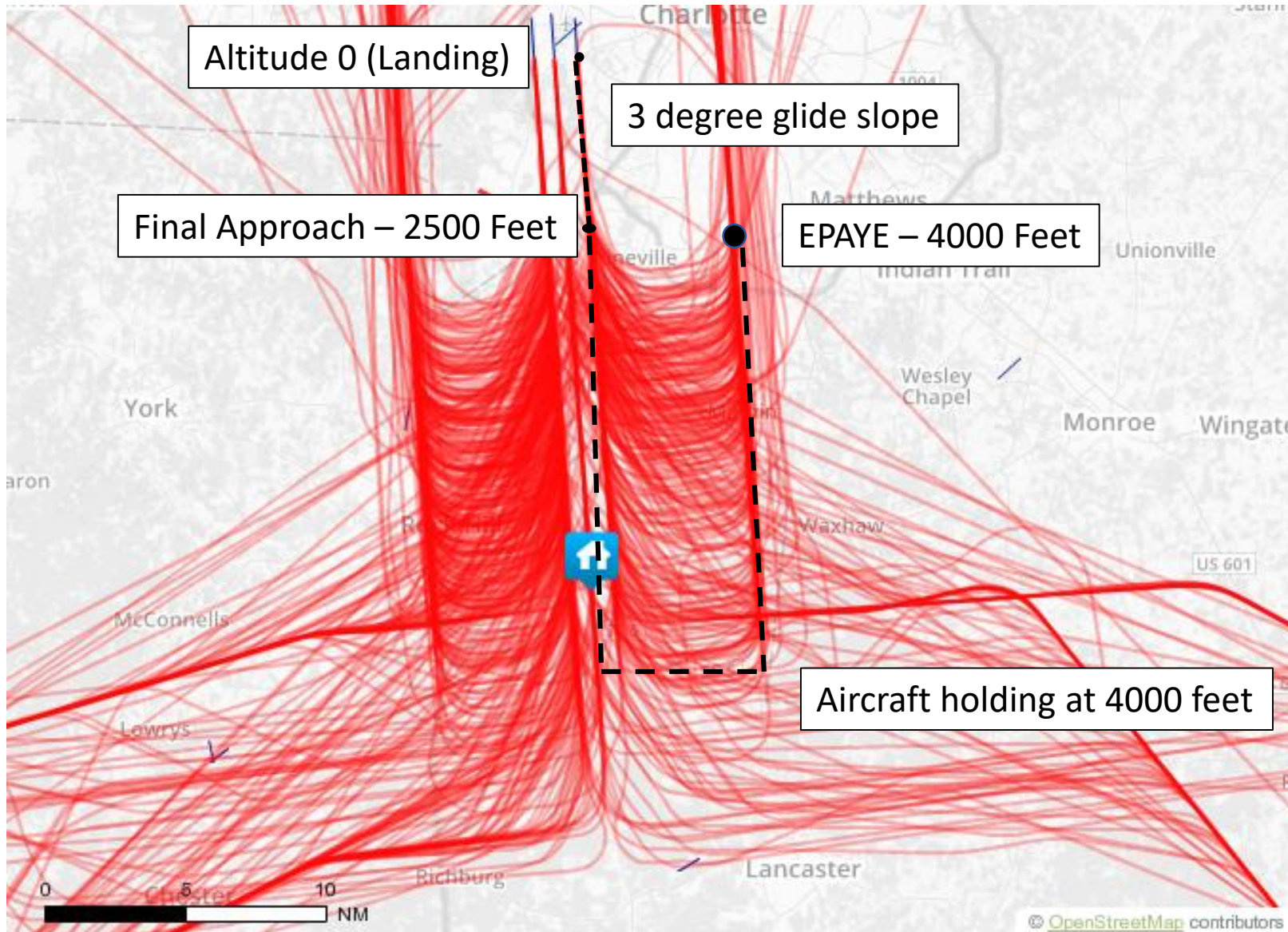


Aircraft are held at 4000 feet until cleared for base turn.

# How was this altitude determined?



But this happens too:



Aircraft drop to 4000 at EPAYE assuming best case scenario: that aircraft can turn base at EPAYE.

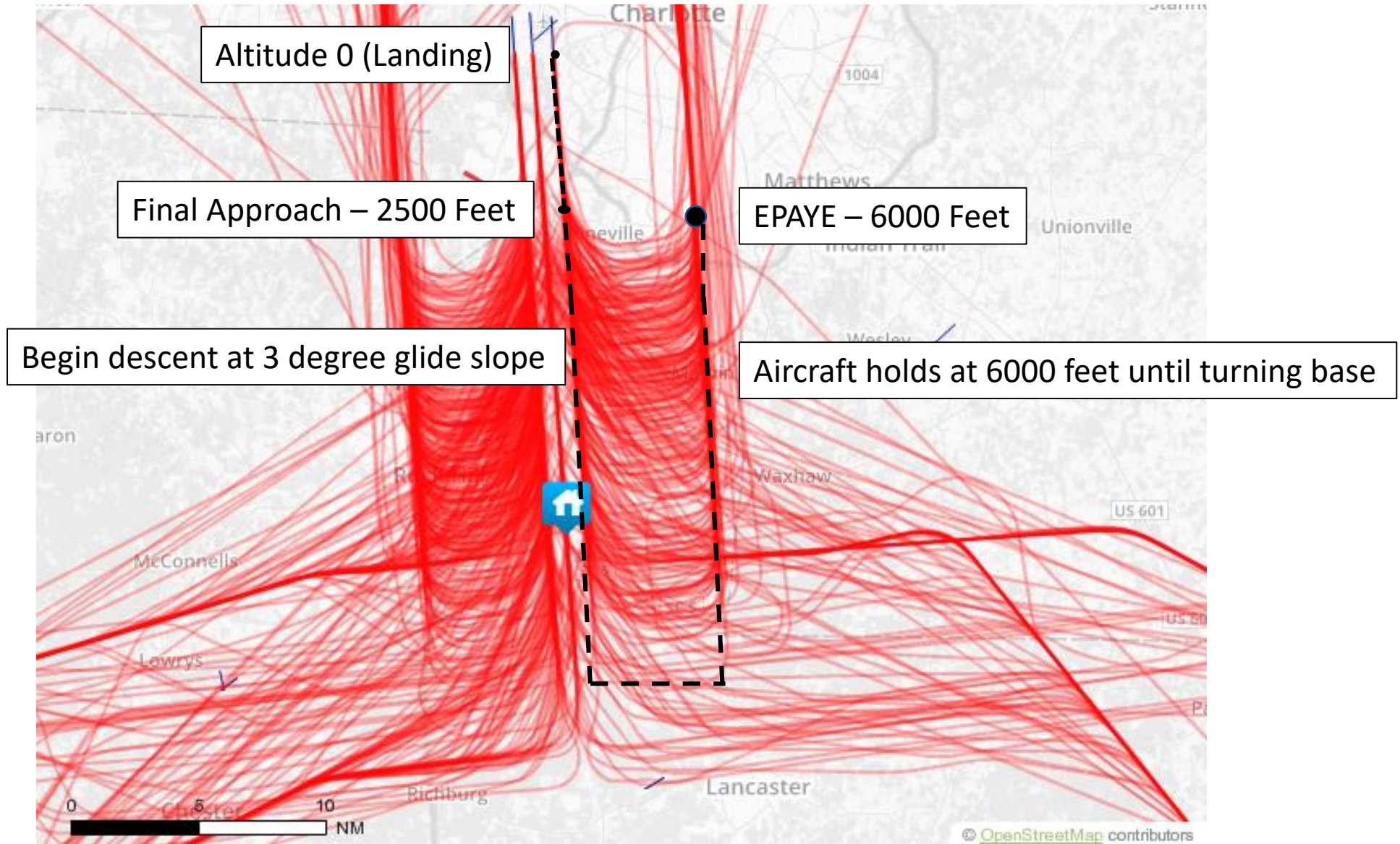
This rarely happens.

Compared to turning at EPAYE, aircraft travel approximately 50 additional miles when the downwind is full extended.

Proposal:

Require aircraft to hold at 6000 feet 'Nautical Mile High Initiative'.

# How does this work?





Currently the east downwind can be over 33 miles long.

This proposal could possibly extend the downwind further south. However, aircraft overflying these areas would be at 6000 feet and less likely to cause a disturbance.

Approximately 426,000 residents live underneath the downwind and base for 36R and are overflown by aircraft at 4000 feet.

[ACS 2017 data]