

NY/NJ/PHL Metropolitan Area Airspace Redesign

DEIS Update

Presentation to: Congressional Staffers

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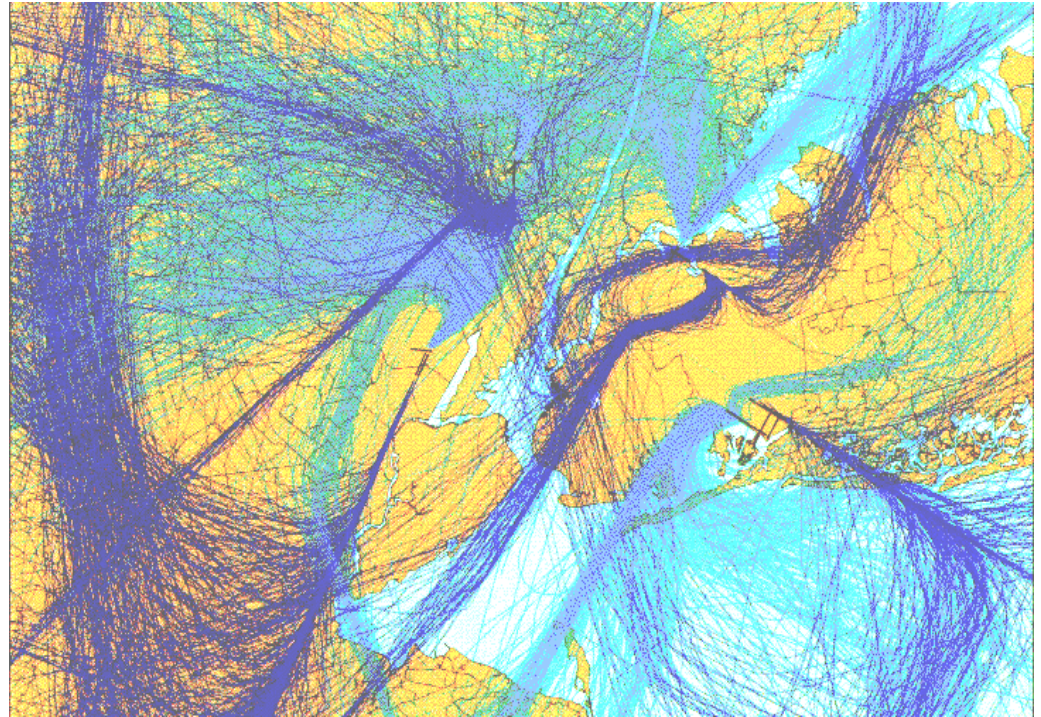


Federal Aviation
Administration



Why We Need to Redesign Airspace

- Routinely, the New York and Philadelphia metropolitan areas airports are among the top 10 delayed
- Lack of alternate routes closes off airspace in cases of severe weather
- Multiple facilities fragment arrival and departure corridors



Objectives of NY/NJ/PHL Metropolitan Area Airspace Redesign

- Purpose
 - Increase efficiency and reliability of the air traffic system through the adjustment of traffic flows in the New York/New Jersey and Philadelphia areas to accommodate new technologies and reduce delays
- Need
 - Maintain Safety
 - Respond to Increasing Aviation Growth
 - Mitigate Mounting Delays
- Eight "Purpose and Need" elements:
 - Reduce Delay
 - Improve User Access
 - Maintain Airport Throughput
 - Expedite Arrivals and Departures
 - Flexibility in Routing
 - Reduce Complexity
 - Balance Controller Workload
 - Reduce Voice Communications



Commitment to Community

- As part of our commitment to neighboring communities, the following techniques to reduce aircraft noise and other potential environmental impacts are being considered:
 - Increase Altitudes
 - Disperse or Concentrate Tracks, where appropriate
 - Use Advanced Navigation
 - Reduce Flying Time
 - Overfly Less Noise-Sensitive Areas, where feasible



Funds Expended to Date

- FY99 \$3.0M
 - FY00 \$6.6M
 - FY01 \$8.5M
 - FY02 \$12.5M
 - FY03 \$8.5M
 - FY04 \$6.5M
 - FY05 \$4.0M
 - FY06 \$2.0M
- } Portion of funds used for enabling projects in neighboring regions. From FY01 forward, Congressional language has fenced funds for NY/NJ/PHL Redesign only.
- Approximately 30% of all funds used to pay for environmental contracts



Progress to Date: Planned Elements

- Project charter and requirements determination Complete
- Design process Complete
- Scoping with communities Complete
- Operational analysis Complete
- Environmental analysis Complete
- Preparation of DEIS Complete
- Publication of DEIS Complete
- Public meetings Complete
 - Comment period open through June 1, 2006
- Preparation and publication of FEIS Late 2006
 - Determine preferred alternative
 - Identify and analyze mitigation strategies
 - Additional meetings for FEIS mitigation strategies
- Record of Decision ~2 months after FEIS
- Implementation Following ROD



Meeting Locations

			2006 Attendees	2001 Attendees
1	7-Feb	White Plains, NY	14	20
2	8-Feb	Stamford, CT	14	17
3	9-Feb	Larchmont, NY	131	1
4	15-Feb	SW Staten Island, NY	5	7
5	16-Feb	NW Staten Island, NY	6	25
6	22-Feb	Carteret, NJ	16	11
7	23-Feb	Elizabeth, NJ	44	7
8	27-Feb	Edison, NJ	8	13
9	28-Feb	N. Trenton/Princeton, NJ	18	93
10	1-Mar	Tinton Falls, NJ	38	63
11	2-Mar	Toms River, NJ	9	19
12	13-Mar	Lawrence, NY	15	90
13	14-Mar	Uniondale, NY	36	20
14	15-Mar	Elmhurst, NY (Queens)	31	33
15	21-Mar	Springfield, NJ	130	59
16	22-Mar	Jersey City, NJ	12	4
17	23-Mar	Somerville/Long Branch, NJ	33	18
18	27-Mar	Paulsboro, NJ	93	
19	28-Mar	Wilmington, DE	32	248
20	29-Mar	S. Philadelphia, PA	12	8
21	30-Mar	Ridley Park, PA	68	
22	4-Apr	Parsippany, NJ	102	105
23	5-Apr	Clifton, NJ	21	4
24	6-Apr	Hasbrouck Heights, NJ	59	53
25	10-Apr	Kingston, NY	64	33
26	11-Apr	Danbury, CT	6	7
27	25-Apr	Park Slope, NY (Brooklyn)	12	18
28	26-Apr	Bronx, NY	3	3
29	27-Apr	Manhattan, NY	30	14
30	2-May	Howard Beach, NY	104	



Summarizing Comments to Date

NY/NJ/PHL Airspace Redesign Public Comments

- Agencies-5
- Elected Officials-5
- Local/Special Interest/Airport Operators-30
- General-412

Summary of Comments received by May 8th, 2006



Agency Comments Summary

- National Marine Fisheries Service
 - No effect to any endangered species
- US NAVY Representative to the FAA
 - Possible impacts to routes through Military Area 105(a)
- CT State Historic Preservation Office (SHPO)
 - No adverse effect
- NJ SHPO
 - No adverse effect
- PA SHPO
 - No adverse effect noted, keep them in the loop.
- NASA AMES
 - Requested Full Human in the Loop testing at their facility



Philadelphia Area (1)

- Letter signed by Governor Minner, Senators Biden & Carper, Congressman Castle and 7 other state officials recommended:
 - Use RNAV procedures to fan approaches into PHL
 - Install PAPI lights to Rwy 9R to increase the use of the River Visual on low volume, VMC days
 - Keep aircraft above 3000ft over Delaware on approaches to Rwy 9R/L
 - Reduce flights over Delaware between 10:00pm-0700am.
 - Remove 6000-10000ft ceiling for Dual Modena departures
 - Implement CDA procedures into PHL
 - Increase glide slope on Rwy 9R ILS to 3.25 or 3.5 degrees



Philadelphia Area (2)

- Letter signed by 22 business leaders favoring the Integrated Plan.
 - Requested FAA expedite remainder of EIS process to avoid delays
- Philadelphia Chamber of Commerce letter concurred with need to improve efficiency of airspace.
 - Requested noise mitigation be implemented as part of the final design



Philadelphia Area (3)

- **Public Input/Concerns**

- Volume of air traffic into and out of PHL
- Value of public comments to FAA
- Aircraft noise continues to be the biggest concern
- Concerns with aircraft altitudes being too low
- Analysis Issues
 - No air pollution modeling analysis
 - Request additional noise metrics besides DNL
- Increase use of satellite airports (Atlantic City, Trenton Mercer)
- Expedite the remainder of the EIS process



Newark Area (1)

- City of Elizabeth councilman
 - Air pollution, health effects, funding for noise insulation.
- Mayor of Elizabeth City
 - Lack of noise mitigation in DEIS; effects on low income/minority populations.
 - Release noise and EJ mitigation strategies prior to Final EIS
 - Opposes any plans that would increase noise over Elizabeth City
- Greater Elizabeth Chamber of Commerce
 - Ocean routing is not advised. Status quo regarding noise is preferred.



Newark Area (2)

- State Assemblymen Munoz & Mckeon
 - Joint resolution opposing airspace redesign project
- Township of Cranford
 - Resolution opposing FAA's Modified and Integrated Airspace proposals.
- Township of Pequannock
 - Resolution opposing FAA's Redesign proposals.
- Rockaway Township, NJ
 - Joint resolution opposing airspace redesign project



Newark Area (3)

- **Public Input/Concerns**
- Comments requesting aircraft be routed over water
- Noise comments
 - DNL metric not sufficient
 - Too much noise currently; negative impact on schools
 - Cargo aircraft in early morning disturbing
- Concerned with health effects
 - Lack of air emissions analysis
- FAA did not include any noise mitigation in the DEIS



Newark Area (4)

- Operational improvements don't justify the noise increases
- Oppose FANNED departure headings
- Perceive FAA as favoring big business
- Reduce flights at Newark
- Ensure flights run full and thus result in less flights
- Consider distributing traffic to other regional airports to reduce congestion at large airports
- Based on location of the commenters, they generally favor whichever alternative provides them the best noise circumstances



Teterboro NJ Area

- Concern regarding Newark overflights over Teterboro
- For flights from Newark departing towards the North, suggest they fly over the Meadowlands area at least until they attain 5000 ft.
- Suggest curfew in Teterboro from 2300 to 0600
- An efficient and safe air transport system is required, implement proposed changes that are found most advantageous



Kingston/Woodstock/Danbury Area

- Comments submitted by the Catskill Center, Marbletown Environmental Conservation Commission and Ulsterites Fight Overflights
 - Express concerns over aircraft noise in Catskill region
 - Suggest moving V-213 traffic over Interstate (I-87) or further west
- Concerned over flights at TALCO intersection
- Rerouting in 1980s added more noise
- Danbury airport concerned that flights might be moved over Danbury at 9000 ft and impose height restriction on Danbury airport flights



Larchmont/Mamoroneck/White Plains Area

- Concerned with aircraft flying below 3000 feet
- Want aircraft to fly over Long Island Sound instead of over land
- Recommend enforcement policy for aircraft altitudes and to keep flight paths over Long Island Sound
- Suggest using LDA approach instead of ILS approach to LaGuardia
- DNL metric not appropriate noise measure, since people are more concerned with hourly, daily or weekly noise



NY Area (NYC, Staten Island, Queens, Bronx, Brooklyn and Long Island)(1)

- Quality of life to be considered as well as noise impacts
- Concerns with air pollution from aircraft
- Noise Impacts
 - Mitigate noise from the proposed project
 - Vibration analysis should be done
 - Request sound insulation in homes
- Concern with reduced aircraft separation from 5 to 3 miles
- Recommend that FAA keep arrival traffic to both JFK and LGA higher



NY Area (NYC, Staten Island, Queens, Bronx, Brooklyn and Long Island) (2)

- South Queens residents recommended that JFK arrivals fly over the Belt Parkway or stay south of the approach strobes to Runway 13
- Fire Island Association requests:
 - Full explanation of the air traffic changes that affect Fire Island
 - Further examination of overflight changes and additional comment period before implementation
- Sane Aviation for Everyone (SAFE)
 - Emphasize the need for intermodal study (air/ground) and associated alternative for this project.



New Jersey Shore Communities

- Riverside Drive Association
 - Modeling accuracy: modeled tracks don't appear to match the document exhibits for Monmouth County
 - Concerned with reduced separation standards that are proposed
 - Concern with newly purchased park lands and noise resulting from the design
- County of Ocean (Board of Chosen Freeholders) adopted a resolution opposing Ocean Routing Alternative
- Borough of Spring Lake Heights adopted a resolution opposing Ocean Routing Alternative
- Public concerns
 - DNL metric is not sensitive enough for this analysis
 - Noise Impacts -- primarily JFK Runway 13 landings overflying Monmouth county at low altitudes



Overview of Alternatives

- Four alternatives
 - **Future No Action**
 - Required by NEPA
 - **Modifications to Existing Flows**
 - Minor routing changes
 - No airspace realignment
 - **Ocean Routing**
 - Proposed by NJCAAN
 - Does not meet Purpose & Need
 - **Integrated Airspace**
 - Includes design variations with and without an Integrated Control Complex (needed to illustrate independent utility)

Summary of Changes that Reduce Delay

- **Improved Use of Available Runways**
 - Configurations that are not workable with current airspace design (e.g., conflicts in flows)
- **Fanned Headings for Departures**
 - Allow departures to use multiple headings to reduce in-trail separation delays
 - Allows most aircraft to turn off the runway in direction of their final destination
- **Arrival Efficiencies**
 - Terminal holding procedures will reduce arrival delays
 - Improved sequencing manages arrival flows better
- **Flexibility to Manage Delays in Severe Weather**

Potential Mitigation Strategies

- Reduce number of fanned headings
- Apply over water routing to night-time routes
- Optimize vertical profiles for EWR and PHL arrivals
- River approach for PHL
- RNAV overlays to focus ground tracks



Next Steps in the Process

- Comment Period Ends June 1, 2006
- Analyze Comments and Identify Preferred Alternative
- Apply Mitigation Strategies to Preferred Alternative
- Distribute Final EIS containing proposed mitigation
- Hold Public Meetings/Collect Comments on mitigation strategies
- Record of Decision/Implementation

