# Status of New York/ New Jersey/ Philadelphia Metropolitan Area Airspace Redesign

Federal Aviation Administration

Presentation to: Congressional Staffers

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# 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

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 funds used to pay for environmental contracts

# Background: Objectives of Redesign

- Increase Efficiency
  - Reduce Delays
  - Meet Projected Demands
  - Improve User Access to the System
  - Expedite Arrivals and Departures
  - Increase System Flexibility
  - Balance Workload
  - Accommodate Evolving Technologies
- Enhance Safety
  - Develop Operationally Viable Airspace
  - Reduce Complexity

# Background: Purpose and Need

- 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

# Background: 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

# Progress to Date: Planned Elements

- Project charter and requirements determination — Complete
  - Problem definition
- Design process — Complete
  - Concept development
  - Alternatives definition
- Scoping with communities — Complete
- Operational analysis — Complete
- Environmental analysis — Under Review
- Preparation of DEIS — Ongoing
- Publication of DEIS — Fall 2005

- Preparation and publication of FEIS
- Record of Decision
- Implementation

# Progress to Date: Summary

- The operational analyses for the designed alternatives are complete
- The noise modeling for all Alternatives is complete; results are under review
- Analysis of the other twenty environmental categories is under review
- Documentation and preparation of the Draft Environmental Impact Statement (DEIS) is underway
  - Pre-briefings will be scheduled prior to the publication of the DEIS
  - Target publication date for DEIS is late November 2005

# Detailed Discussion of Alternatives

| | | |
|---|---|---|
| **Baseline** | • Used to compare alternatives against current conditions | • Complete |
| **Future No Action** | • Required by NEPA | • Operational modeling is complete<br>• Validation is complete<br>• Noise modeling and additional environmental analyses are under review |
| **Modifications to Existing System** | • Based on existing airspace boundaries<br>• Minor changes to existing routes<br>• Leverages new technologies, not dependent on ground-based navigational aids | • Design is complete<br>• Operational modeling is complete<br>• Validation is complete<br>• Noise modeling and additional environmental analyses are under review |
| **Ocean Routing** | • Based on proposal from New Jersey Citizens Against Aircraft Noise (NJCAAN) utilizing existing airspace boundaries<br>• Moves Newark (EWR) southbound departures over water<br>• Little or no change to other routes | • Design is complete<br>• Operational modeling is complete<br>• Validation is complete<br>• Noise modeling and additional environmental analyses are under review |
| **Integrated Airspace** | • Based on expanded and integrated airspace<br>• Simplified arrival routes and increased departure routes<br>• Flexible and adaptable | • Design is complete<br>• Operational modeling is complete<br>• Validation is complete<br>• Noise modeling and additional environmental analyses are under review |