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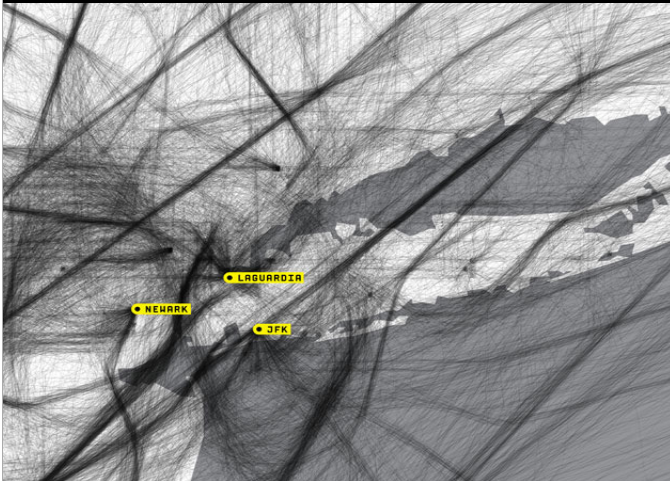
NY/NJ/PHL AIRSPACE IMPLEMENTATION PROGRAM OFFICE NEWSLETTER

PROGRAM MANAGER'S CORNER

Welcome to our second issue of our NY/NJ/PHL Airspace Implementation Program Newsletter. On February 20, 2009, we held a Congressional Open House in the Russell Senate Building in Washington D.C. Congressional Staffers from NY/NJ/PHL Metropolitan Area were presented with an overview of our project in a 4 hour time frame in various media formats, including video, presentation boards, and handouts by the Human-In-The-Loop team, the Legal team, and our Implementation Program Team. We also had special guests including Carmine Gallo, Eastern Regional Administrator, former Director of North East Tactical Operations who provided information on the short-term initiatives as well as his support of the Airspace Redesign Project. Marie Kennington-Gardiner, Director of New York Area Program Integration Office, provided the staffers as well with information on all FAA initiatives targeting delay reduction in the NY Area. A compilation DVD providing a historical video update and background information on the Project was distributed to all participants. As project implementation continues, it is imperative that we keep Elected Officials updated on the issues of concern to their constituents. Key elements are environmental and other impacts as well as labor management relationship.



KEY TO ELIMINATING U.S. FLIGHT DELAYS? REDESIGN THE SKY OVER NYC!!!



Kyle Pearson of ATO Communications wrote an article on our own Steve Kelley who was featured on Wired Magazine this past February. According to Wired Magazine the FAA has set out to coax new efficiency from old technology to handle the more than 2 million flights that pass over New York every year. As airports grew busier and airplanes started flying higher and faster, existing architecture became increasingly inefficient. The New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign aims to bring order to the air, ultimately reducing delays by an average of three minutes per flight. For a full copy of the article that was published on February 23, 2009, log onto http://www.wired.com/cars/futuretransport/magazine/17-03/ff_airspace?currentPage=all

LITIGATION UPDATE

The FAA filed its response brief defending the legality of the project in January 2009. The case is scheduled for oral argument before a 3-judge panel on May 11, 2009 in the Washington, D.C. District Court of Appeals.

GOVERNMENT ACCOUNTABILITY OFFICE (GAO) UPDATE

On March 12, 2009 the Airspace Redesign Team participated in a telecon with members of the GAO. The purpose of the telecon was to provide them with an update on the status of NY/NJ/PHL Metropolitan Area Airspace Redesign Airspace Redesign Implementation. We discussed our Stage 2 Implementation, Human-In-The-Loop (HITL) simulations activities, along with sharing information on the Congressional Workshop.

MAKING HEADLINES

An Operational Assessment of Dispersal Headings performance at both Newark Liberty International Airport (EWR) and at Philadelphia International Airport (PHL) was drafted and is in for review.

Airports Conference in Hershey, PA included a little bit of Airspace Redesign. Our compilation DVD and newsletters were provided to participants.

CATVIDEO has developed a Compilation DVD of our history at Airspace Redesign. They are also working on a video on Environmental Impact of the decisions we make today.

“Looking to the Future for the Future of Our Nation”

PARTNERS CONFERENCE

PARTNER is the Partnership for AiR Transportation Noise and Emissions Reduction Center of Excellence. It is a leading aviation cooperative research organization sponsored by FAA, NASA, and Transport Canada. PARTNER comprises 9 universities and 53 Advisory Board members. Aerospace manufacturers, airlines, airports, national, state and local government, professional and trade associations, are among some of the members on the Board. This was the Board's fourth year semiannual meeting where they reviewed the 24 currently-funded projects and 53 other potential projects. A student poster contest where students presented their work on PARTNER projects was sponsored by the Board. NY/NJ/PHL Airspace Redesign distributed copies of the newsletter and DVD at the Meeting held February 26-27 in Palm Springs, CA.

ANNUAL AVIATION NOISE AND AIR QUALITY SYMPOSIUM

On March 1-4, 2009, representatives of the NY Airspace Redesign Office attended the annual Aviation Noise & Air Quality Symposium organized by the University of California-Davis. This symposium began over 24 years ago as a small gathering of mostly California airport operators to strategize how to handle noise issues. Participants included airport staff, engineers, consultants, politicians and community members affected by airport impacts. Tutorials were also held on various subject matter including Noise, Air Quality, Sustainability & Climate Change and Regulatory Environmental Policies. Among the various presentations included an update of the airspace redesign projects on-going in the U.S. including a status update on the NY/NJ/PHL Airspace Redesign project.

NOISE EXPOSURE TABLES

Comparison of Sound

COMMON OUTDOOR SOUND LEVELS	NOISE LEVEL dB (A)	COMMON INDOOR SOUND LEVELS
B-747-200 Takeoff*	110	Rock Band
Gas Lawn Mower at 3 ft. Diesel Truck at 150 ft. DC-9-30 Takeoff*	100	Inside Subway Train
Noisy Urban Daytime B-757 Takeoff *	90	Food Blender at 3 ft. Garbage Disposal at 3 ft. Shouting at 3 ft.
Commercial Area	80	Vacuum Cleaner at 10 ft. Normal Speech at 3 ft.
Quiet Urban Daytime	70	Large Business Office Dishwasher Next Room
Quiet Urban Nighttime	60	Small Theatre, Large Conference Room (Background)
Quiet Suburban Nighttime	50	Library Bedroom at Night Concert Hall (Background)
Quiet Rural Nighttime	40	Broadcast & Recording Studio
Threshold of Hearing	30	
	20	
	10	
	0	

* As measured along the takeoff path 2 miles from the overflight end of the runway.

As part of our Selected Project study, noise results were modeled using DNL (Day Night Average Sound Level) which is an average noise level over a 24 hour period. The study area for this project covers all of New Jersey and parts of New York, Connecticut, Pennsylvania, and Delaware and encompasses an altitude of 14,000' Mean Sea Level and below. Over 29 million people are residents within the study area.

When comparing the selected project for the NY/NJ/PHL Metropolitan Area Airspace Redesign with the "no action" alternative, **619,023 people will experience a reduction of noise**, once the project is fully implemented in the year 2012.

Here is a breakdown of the numbers - 778 people will have reduction in noise in the 65 DNL range, 30,594 people will have an increase in noise in the 60-65 DNL range, 79,813 people will have an increase in noise in the 55-60 DNL range, 180,411 people will have a reduction on noise in the 50-55 DNL range, 548,241 people will have a reduction of noise in the 45-50 DNL range, 619,023 people will have a reduction of noise. (Note: These are raw numbers. They represent any increase or decrease in noise exposure. This is different from a significant or reportable increase. To be a significant noise increase, there must be an increase of 1.5 dB DNL or more in the 65 dB DNL area. To be a reportable noise increase, there must be an increase of 3 dB DNL or more in the 60 to 65 dB DNL or an increase of 5 dB DNL or more in the 45 to 60 dB DNL.)



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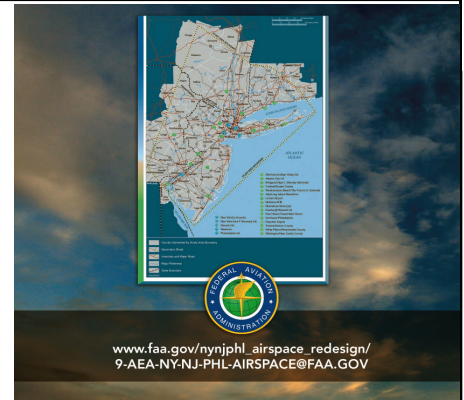
For more information Log on to: www.faa.gov/nynjphl_airspace_redesign/



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HISTORY OF AIRSPACE REDESIGN ON DVD



Established in 1997 by Catherine Downey, CATVIDEO, a company based in Atlanta, Georgia, has produced a number of videos for the FAA, including 7 videos for Airspace Redesign (ARD). CATVIDEO turns visions into motion by translating complex messages into compelling and engaging programs. The latest video produced for ARD was a compilation of ARD history. This video included six videos, a timeline of significant events, our Purpose and Need, a copy of the Record of Decision, a copy of the Executive Summary, a copy of the US Government Accountability Office Report, and a copy of the Written Re-Evaluation. All these documents and videos may be found on our website www.faa.gov/nynjphl_airspace_redesign/ as separate documents.

PERFORMANCE DATE ANALYSIS AND SYSTEM (PDARS)



PDARS is a complete system that analyzes and reports operational performance data. Combined with tools to analyze and improve airspace operations, PDARS allows facilities to both identify situations that can be changed or improved and quantify the consequences of adjustments from safety and efficiency perspectives. PDARS collects radar flight track data from FAA's ARTCC and TRACON facilities, does flight synthesis and analysis, and generates over 500 Microsoft Excel reports daily.

HUMAN-IN-THE-LOOP (HITL) SIMULATIONS

The NY TRACON and the NY Center, with input from the Boston Center, have designed 4 alternative sectorizations for testing to refine the sectors that will support airspace realignment to the Northgate during Stage 3 of implementation. A preliminary spectrum analysis is being pursued for each design and MITRE is working with the affected facilities to ensure that the traffic file used for testing is representative of the complexity that is seen on a regular basis. The next step in the HITL is "The Scrub", which is a test-run of the HITL and will be begin the week of April 20th.

IMPLEMENTATION STATUS UPDATE

The implementation of our Airspace Redesign is moving along with the continuance of Stage 2, initiating the integration of the NY TRACON and NY Center airspace, which primarily focuses on departures to the west from the New York Metropolitan area airports, as well as expansion of terminal airspace in both the New York and Philadelphia Metropolitan areas. On January 15, 2009, Ruudy I Departure (RNAV) for Teterboro (TEB) runway 24 were put into effect.

RNAV UPDATE

The RNAV Group among others gathered in Phoenix the week of February 17. The purpose of their visit was to study advanced navigation procedures that could reduce airspace complexity, balance controller workload, and save users time and money at Philadelphia International Airport (PHL). Six PHL departures procedures were successfully simulated and are scheduled to be implemented in late 2010. These procedures are designed to let planes climb at a constant rate, increase precision, and help controllers at Philadelphia. Departures out of PHL currently level off after takeoff to allow arriving aircraft to pass before continuing to cruising altitude, RNAV procedures will allow for unrestricted climbs. The RNAV team has also attended several NY Area Customer Focus meetings. The meetings increased coordination with users and the NY Area facilities.

NY/NJ/PHL Airspace Redesign History:

1998	Developed plan known as National Airspace Redesign with National Air Traffic Controllers Association (NATCA) Project Manager was named and an Airspace Redesign team was formed.
1999	Defined the overall project scope and objectives. Congress set aside funds for the project.
2000	Developed preliminary design concepts. 31 public outreach (pre-scoping) meetings were held.
2001	Notice of Intent was published Environmental process began including in-depth noise modeling of design alternatives. Modeling of the operational benefits began. The formal public outreach process required by National Environmental Policy Act (NEPA), known as "scoping," began.
2002-2004	Operational and environmental modeling studies continued
2005	The Draft Environmental Impact Statement (DEIS) was published.
2006	30 public meetings were held 6 month comment period on DEIS
2007	Mitigation Report filed for comments with 7 public meetings Final Environmental Impact Statement was published A Record of Decision (ROD), was issued on September 5th, 2007 supporting the Integrated Airspace Alternative with Integrated Control Complex, with mitigation, as its Project. The U. S. Government Accountability Office (GAO), at the request of members of congress, began a review of the Project Various cities, counties, and other groups filed lawsuits to halt this project.
2008	The GAO found that the FAA complied with the NEPA and the Environmental Justice directives in conducting the Project. Completed a Written Re-evaluation of the ROD. The ROD remained applicable, accurate, and valid
2009	Congressional Open-House

UPCOMING IMPLEMENTATION MILESTONES

• Human-In-The-Loop (HITL) Simulations Design Refinement meetings	April 2009
• HITL Scrub	April 2009
• PHL Stage 2 Kick-off Meeting	April 2009
• Combined Westgate Enroute/Terminal HITL	May 2009
• Philadelphia expansion modeling	August 2009

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