



New York/New Jersey
Metropolitan Area

airspace

redesign project

The Federal Aviation Administration (FAA) is in the early stages of an airspace redesign project in the New York/New Jersey and Philadelphia metropolitan areas.

The redesign project will also include air traffic affecting parts of Connecticut, Delaware and Pennsylvania.

The area services over 8,000 flights each day and contains 4 of the 10 most delayed airports in the United States.

Why Redesign the Airspace?

The purpose of the airspace redesign project is a simple one — to increase the efficiency of air traffic flows into and out of the affected areas, while maintaining or even improving the level of safety and the air traffic services that currently exist. Although the purpose is simple, the task is not. Why? For one thing, because the region includes John F. Kennedy, La Guardia, Newark and Philadelphia airports, it is one of the busiest regions for air traffic in the country. In one year, these four airports accommodate more than 99 million passengers. The

facilities themselves were not designed to handle this volume of traffic. The current terminal area traffic flows were designed and implemented in the 1960's. Not only has the volume of traffic changed since the airports were designed but the types of aircraft that use the airports and the air traffic control system have also changed significantly over the past 30 years. All these factors contribute to delays, and they all contributed to the FAA's decision to undertake the difficult task of redesigning the airspace in one of the nation's busiest regions.



Meeting Locations and Dates

Waterbury, CT
September 22, 1999
Danbury, CT
September 23, 1999
Kingston, NY
September 28, 1999
Stamford, CT
September 29, 1999
New York, NY
September 30, 1999
Yonkers, NY
October 5, 1999
Bronx, NY
October 6, 1999
New Rochelle, NY
October 7, 1999
East Elmhurst, NY
October 12, 1999
Uniondale, NY
October 13, 1999
Staten Island, NY
October 14, 1999
Montclair, NJ
November 3, 1999
Hasbrouck Heights, NJ
November 4, 1999
Newark, NJ
November 9, 1999
Elizabeth, NJ
November 10, 1999
Carteret, NJ
November 16, 1999
Edison, NJ
November 17, 1999
Springfield, NJ
November 18, 1999
Bridgewater, NJ
December 1, 1999
Parsippany, NJ
December 2, 1999
Bordentown, NJ
December 7, 1999
Philadelphia, PA
December 8, 1999
Wilmington, DE
December 9, 1999
Hazlet, NJ
December 14, 1999
Toms River, NJ
December 15, 1999
Tinton Falls, NJ
December 16, 1999
New York, NY
January 11, 2000
White Plains, NY
January 12, 2000
Weehawken, NJ
January 13, 2000
Bronx, NY
January 19, 2000
Jamaica, NY
February 3, 2000

What's Been Done About Redesign?

Between September 1999 and February 2000 the FAA conducted 31 airspace redesign workshops in locations throughout the region. The workshops were open to the public and were announced in advance through the media as well as other sources, such as mailing lists. The workshops were intended to involve all stakeholders in the project from its early stages and to inform them about the need, scope, goals and potential benefits of the project. The workshops were designed specifically to allow informal one-on-one interaction between members of the public and FAA personnel who work in the region and who will be involved in the redesign project. The format for all 31 meetings was the same. Attendees registered when they entered the meeting. This registration provided not only a record of the number of interested individuals who participated in the meeting but also provided a means through which the FAA could

continue to communicate with the public as the project proceeds.

After registering and receiving written information, individuals entered an open forum area where they viewed a prepared audio-visual presentation lasting approximately 20 minutes, which was run continuously throughout the workshop. Next they were encouraged to visit workshop display stations set up around the room. Stations contained information about air traffic or environmental issues and were staffed by personnel who had the experience and expertise to explain the graphic displays as well as to answer questions.

The final stop for attendees was a comment area where those who wished to do so could provide the FAA comments for the administrative record. Individuals had the choice of writing remarks on comment sheets that were provided or giving oral comments to a court reporter. If

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individuals wished to comment but were not prepared to do so at the meeting, they were provided information so they could mail, fax or e-mail remarks to the FAA.

This process — from the announcement of the meeting, to the conducting of workshops, to the solicitation, receipt and review of informal comments for the interested public — is known as the “Pre-Scoping” process. The next step, mandated by law, will involve a similar “Scoping” process.



What the Public Said

A total of 1174 individuals attended the 31 Pre-Scoping Workshops and 712 individuals furnished comments. Comments covered a broad range of topics, but most of them fell into four basic categories:

- **Ocean routing**
implement ocean routing
- **Air Quality and Air Emissions**
improve air quality by reducing emissions
- **Jet/Propeller/ Helicopter Noise**
reduce noise levels on the ground
- **Aircraft/Helicopter Altitudes**
use new technologies to achieve higher altitudes longer

What's Next?

Now that the informal Pre-Scoping process is complete, the FAA will continue to review the input it received from the public and will begin the formal airspace redesign process. This will involve a design team that will develop basic concepts, conduct computer modeling of these airspace design concepts and eventually develop alternatives to evaluate. The process will be guided by the mandates of the

National Environmental Policy Act (NEPA), the federal law that requires public involvement in assessing the environmental impact of major federal actions, such as airspace redesign. The NEPA process begins with a published Notice of Intent (NOI) and continues with the Scoping process, which will include community meetings, the preparation of a Draft Environmental Impact Statement (EIS), public review, the identification of the preferred

redesign alternative, the publication of a Final EIS and the formal agency Record of Decision (ROD). An EIS of the magnitude required by a project of the complexity of the NY/NJ Metropolitan Area Airspace Redesign generally takes 3 years or more to complete. The entire process, from Pre-Scoping to beginning implementation, is approximately a 5-year endeavor. It is anticipated that Scoping will commence in early 2001. The

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 Area Airspace Redesign Project
 Federal Aviation Administration
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Scoping meeting schedule will be announced officially in the *Federal Register* and advertised in the media. The FAA will also notify interested parties by mail, including recipients of this newsletter. Individuals wanting additional information about the airspace redesign project, a copy of the Summary Report of the Pre-Scoping Process, or to be added to the mailing list, should contact Fred Proseri, Airspace Redesign Specialist at (718) 553-4530 or contact our website at : www.faa.gov/region/aea/noise/framedoc.htm.

Airspace Redesign/NEPA Process

