

Newark International Airport Plans to Improve Operational Efficiency

Current Situation:

- Newark was the second most delayed (delays per flight) airport in the U.S. in 2000 (based on FAA OPSNET reported delays).
- Newark's scheduled traffic meets or exceeds its good-weather capacity for 3 hours per day, and exceeds adverse-weather capacity 7 ½ hours of the day.
- On good weather days, about 6 percent of the flights are delayed significantly (more than 15 minutes) and on adverse weather days 18 percent are delayed significantly.

NOTE: Delays of 15 minutes or more as reported in FAA OPSNET System.

Future Demand:

- Demand is forecast to grow by 20 percent over the next 10 years.
(Source: The FAA 2000 Terminal Area Forecast.– Demand is defined as total number of operations).

Planned Improvements:

- In the near term, there is no planned airport construction that would reduce delays on the airport surface or that would materially add to airside capacity.
- Procedure, airspace, and technology improvements are expected to improve capacity by about 10 percent in good weather and 7 percent in adverse weather over the next 10 years.
 - Improved arrival and departure procedures are expected to improve efficiency (FMS/RNAV routes, improved STARs and DPs and SOIA/PRM).

NOTE: The agency recognizes that **PRM** equipment may be utilized to support simultaneous offset instrument approaches to increase capacity. These SOIA approaches can only be utilized after specific safety analysis for proposed procedures and subsequent commitment by users to train and execute these approaches.
 - Use of LAHSO will increase capacity under some runway configurations.
 - Airspace redesign will restructure the airspace and routes into and out of the New York/New Jersey/Philadelphia area to increase terminal airspace capacity and to provide more efficient routes. (switch EWR/LGA arrival flow fixes, new sector Geauga High in ZOB and new oceanic sectors in ZNY).
 - Choke Point action items are expected to provide more efficient flows, greater access to overhead streams, and additional terminal airspace capacity.

- FFP1 and FFP2 capabilities will increase terminal airspace capacity and efficiency. (Note: URET is the only capability listed on current schedule with date to be determined).
- Avionics improvements and the associated procedures are expected to improve situational awareness thus enhancing safety and improving terminal airspace capacity (ADS-B/CDTI with LAAS).

Other Potential Considerations:

- The Port Authority of New York and New Jersey, airlines, and FAA worked together on an Airport Design Team Study/Capacity Enhancement Plan (CEP) published in 2000. This study examined the delay reduction potential of additional runway and related infrastructure improvements. The 2000 Newark International Airport's CEP recommended a number of capacity enhancements for further study.
- Eastern Region Air Traffic Capacity Enhancement Task Forces/Users meet quarterly to facilitate and coordinate the short-term "planned" air traffic capacity improvements to assure timely implementation of identified projects. Consideration should be given to expand this to longer term and airfield and procedural options.
- All airlines should examine their individual scheduling practices.