

# NY/NJ/PHL Metropolitan Area Airspace Redesign Implementation Update

Presented to: Congressional Staffers

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Federal Aviation  
Administration



# Brief NY/NJ/PHL Metropolitan Area Airspace Redesign History

- **The purpose of the New York/New Jersey/Philadelphia Metropolitan Area Airspace Project is to implement the redesign by increasing the efficiency and reliability of the airspace structure and ATC system and reduce delays while maintaining or increasing the safety of the National Airspace System.**
- **For over nine years, we conducted studies and evaluations that cover an area of approximately 31,000 miles, which included 5 states and 21 airports.**
- **This selection offers the most significant operational benefits and anticipates full integration of the airspace by 2012.**

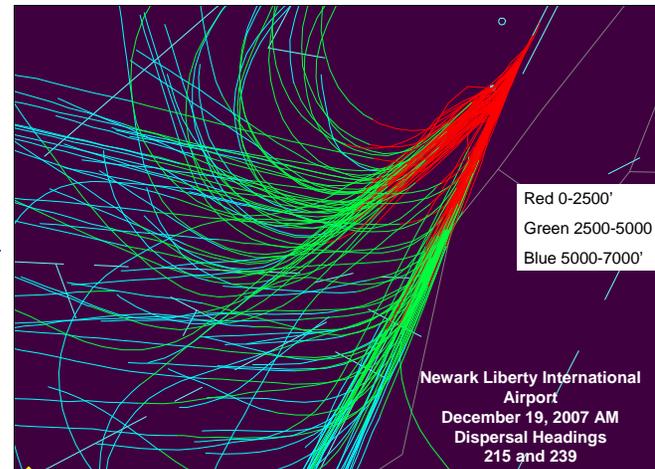
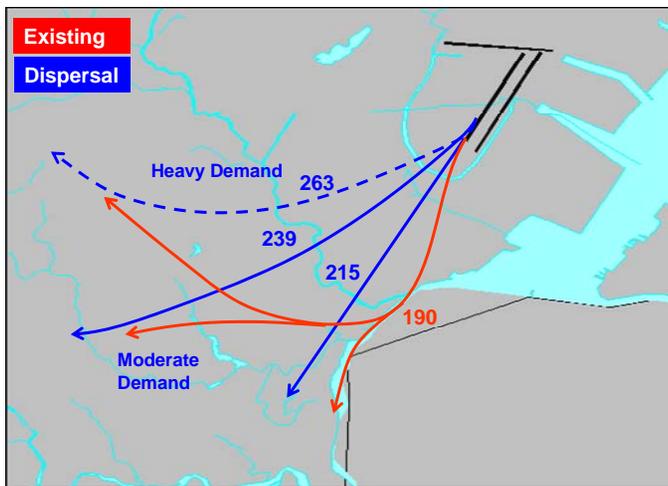


# NY/NJ/PHL Metropolitan Area Airspace Redesign

**Stage 1:  
Limited  
dispersal  
headings**

**Stage 1: Procedural  
changes within  
core facilities**

Oct 07    Apr 08    Oct 08    Apr 09    Oct 09    Apr 10    Oct 10    Apr 11    Oct 11    Sep 12



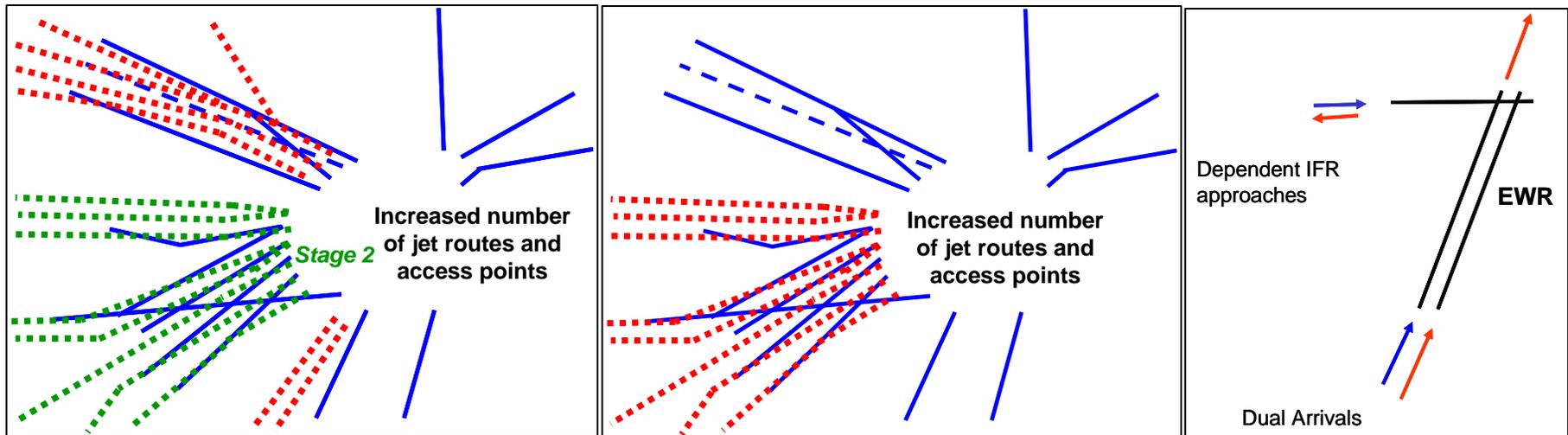
# NY/NJ/PHL Metropolitan Area Airspace Redesign

Stage 2A: Integration within core facilities, westgate enhancements  
 Stage 2B: underway

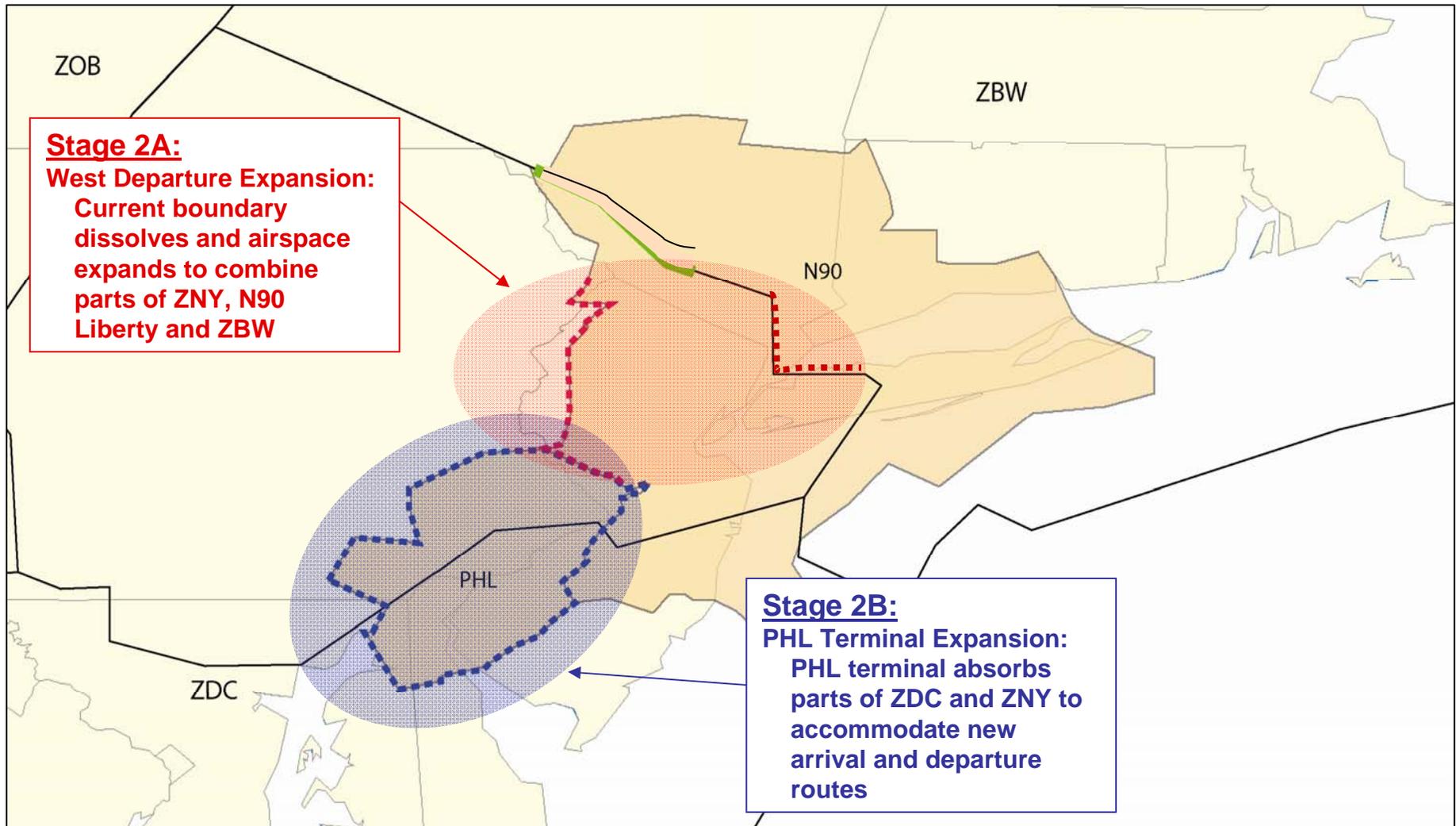
Stage 3: Boundary changes northgate enhancements

Stage 4: Transfer of sectors, southgate enhancements

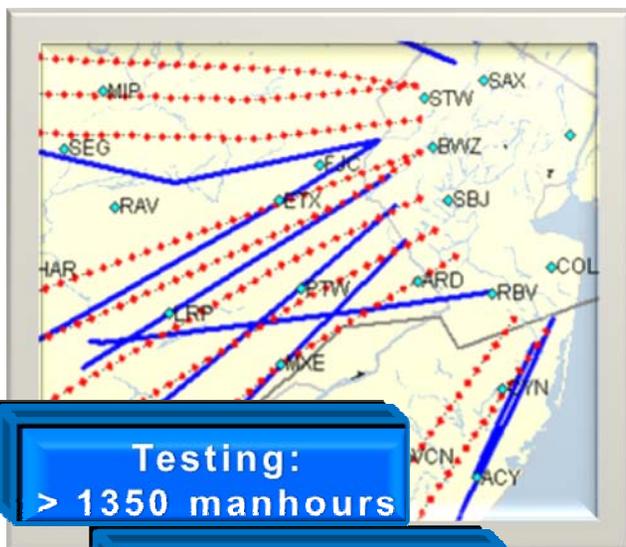
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# Stage 2: Minor Airspace Realignment



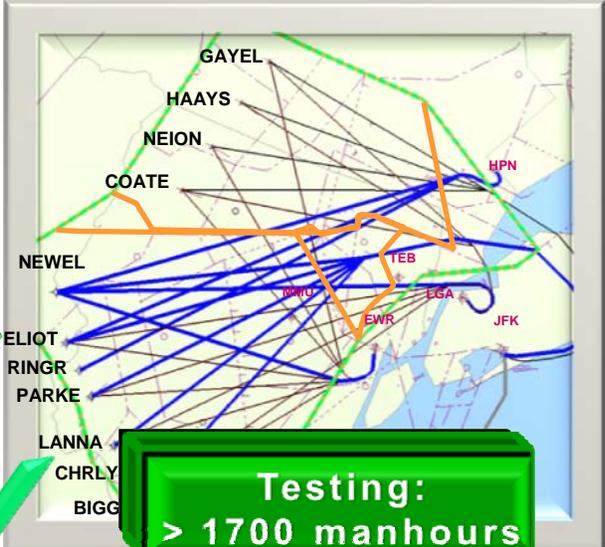
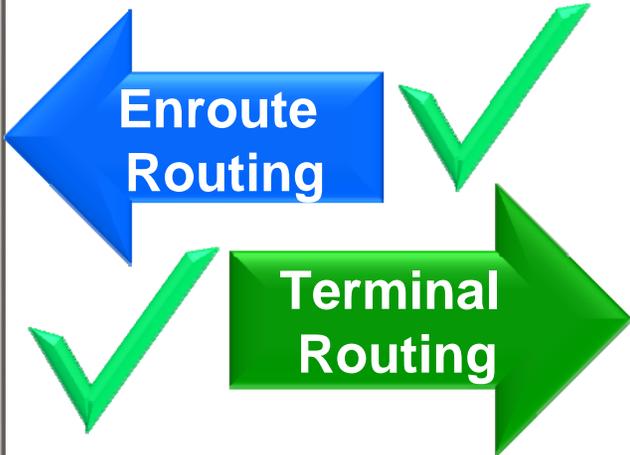
# Where Are We Now?



Testing:  
> 1350 manhours

Design/Analysis:  
> 2500 manhours

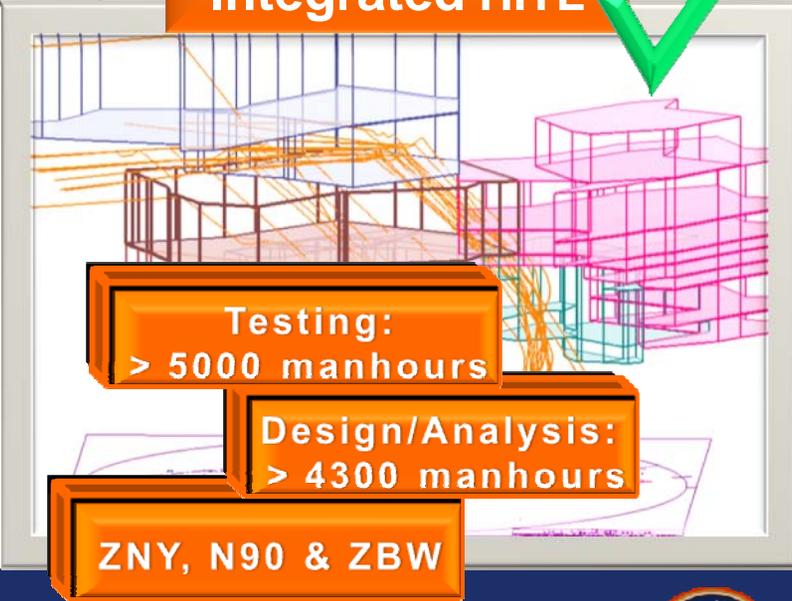
ZNY & N90



Testing:  
> 1700 manhours

Design/Analysis:  
> 2500 manhours

ZNY & N90



Testing:  
> 5000 manhours

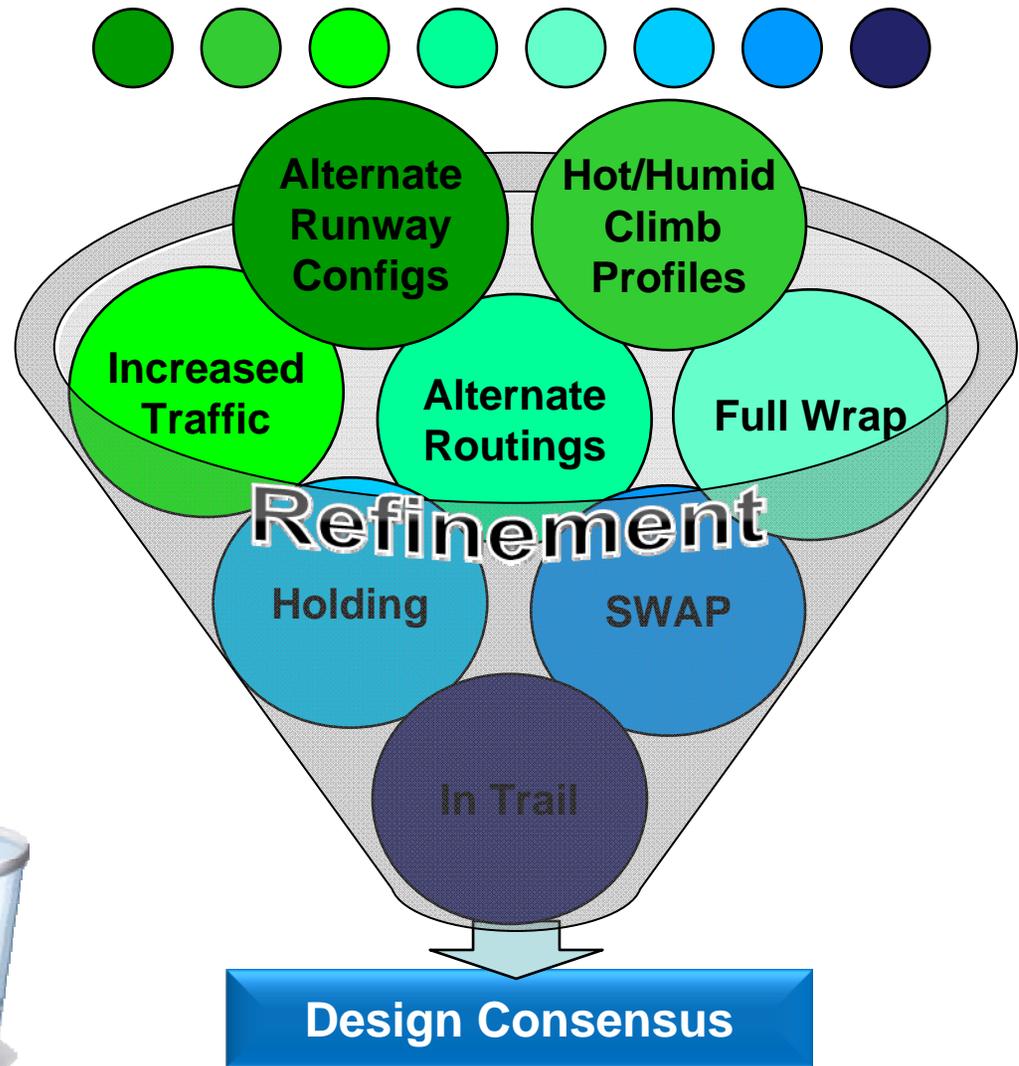
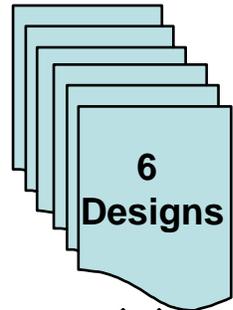
Design/Analysis:  
> 4300 manhours

ZNY, N90 & ZBW

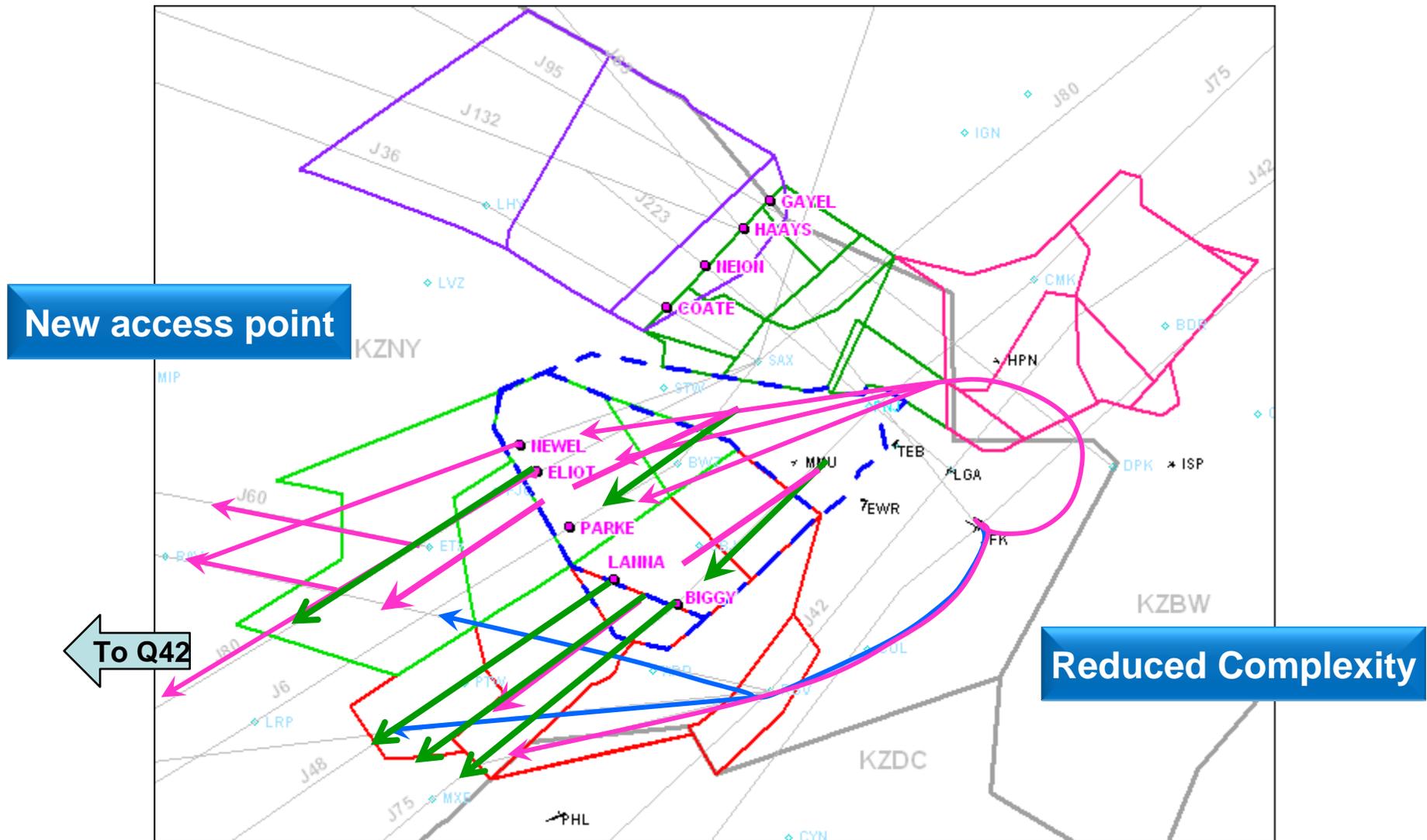


# Integrated HITL Approach

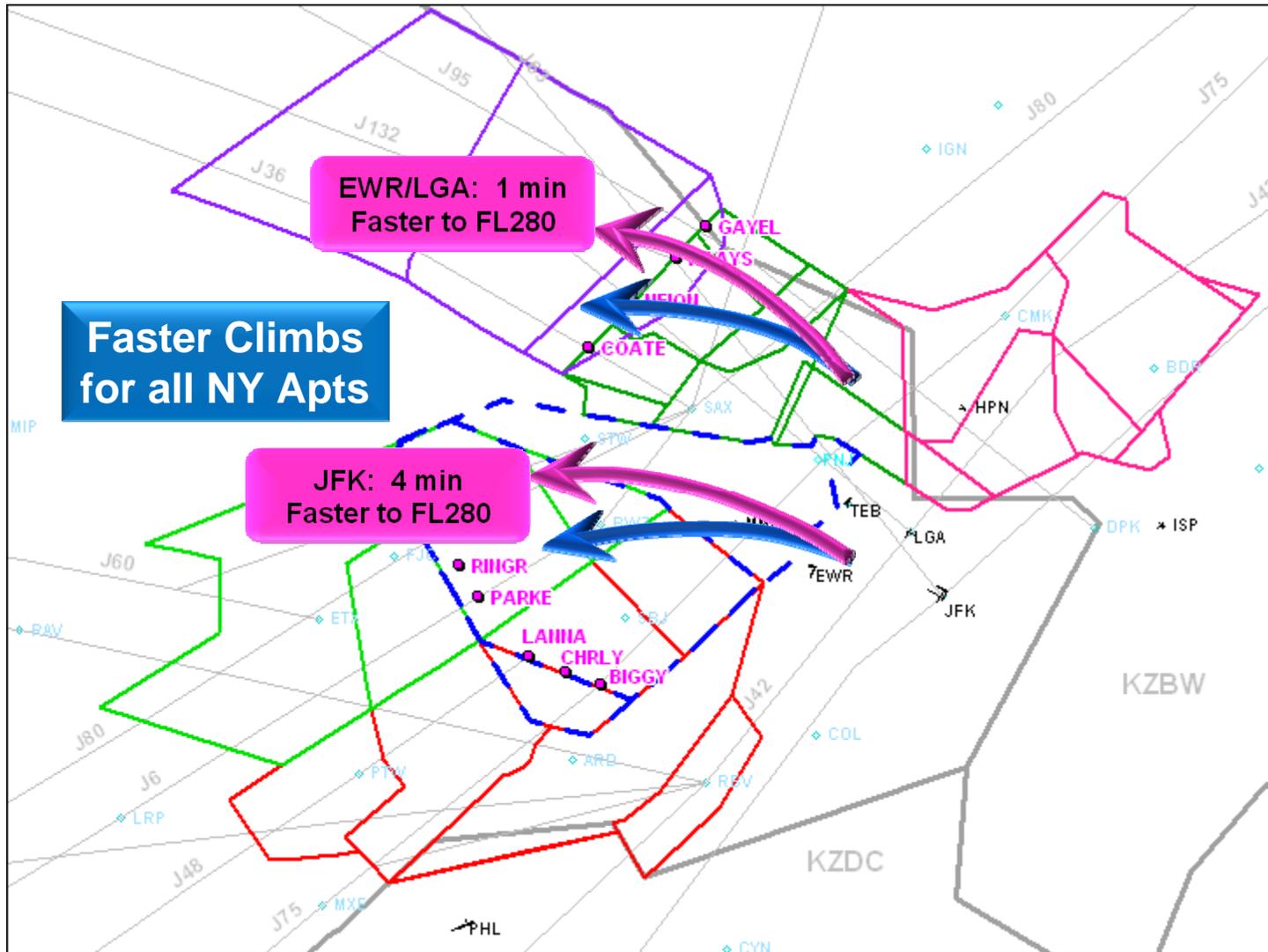
- N90, ZNY, & ZBW ATC for 2 weeks
- Tested 12 positions concurrently
- 30 runs



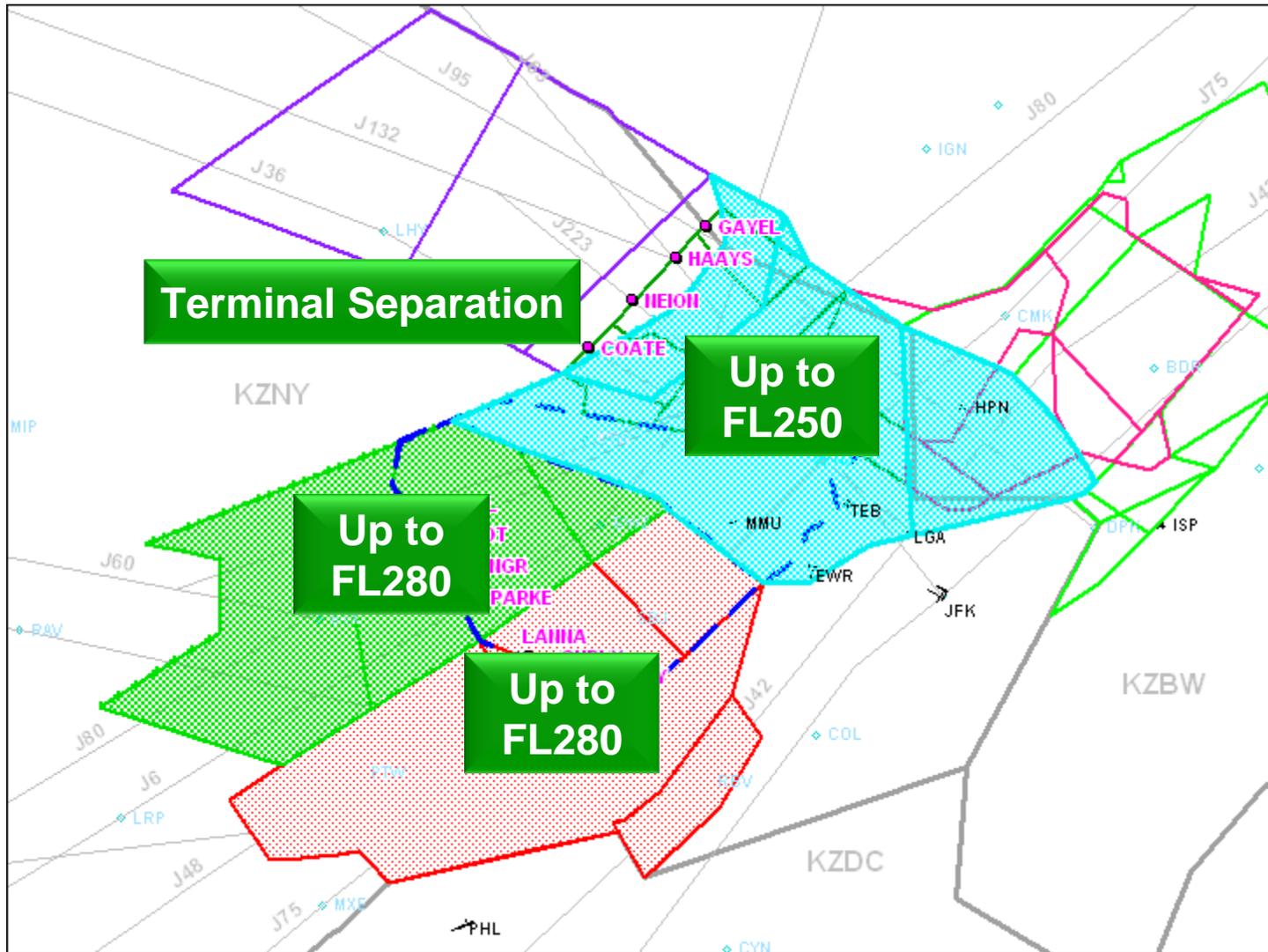
# Proposed Airspace



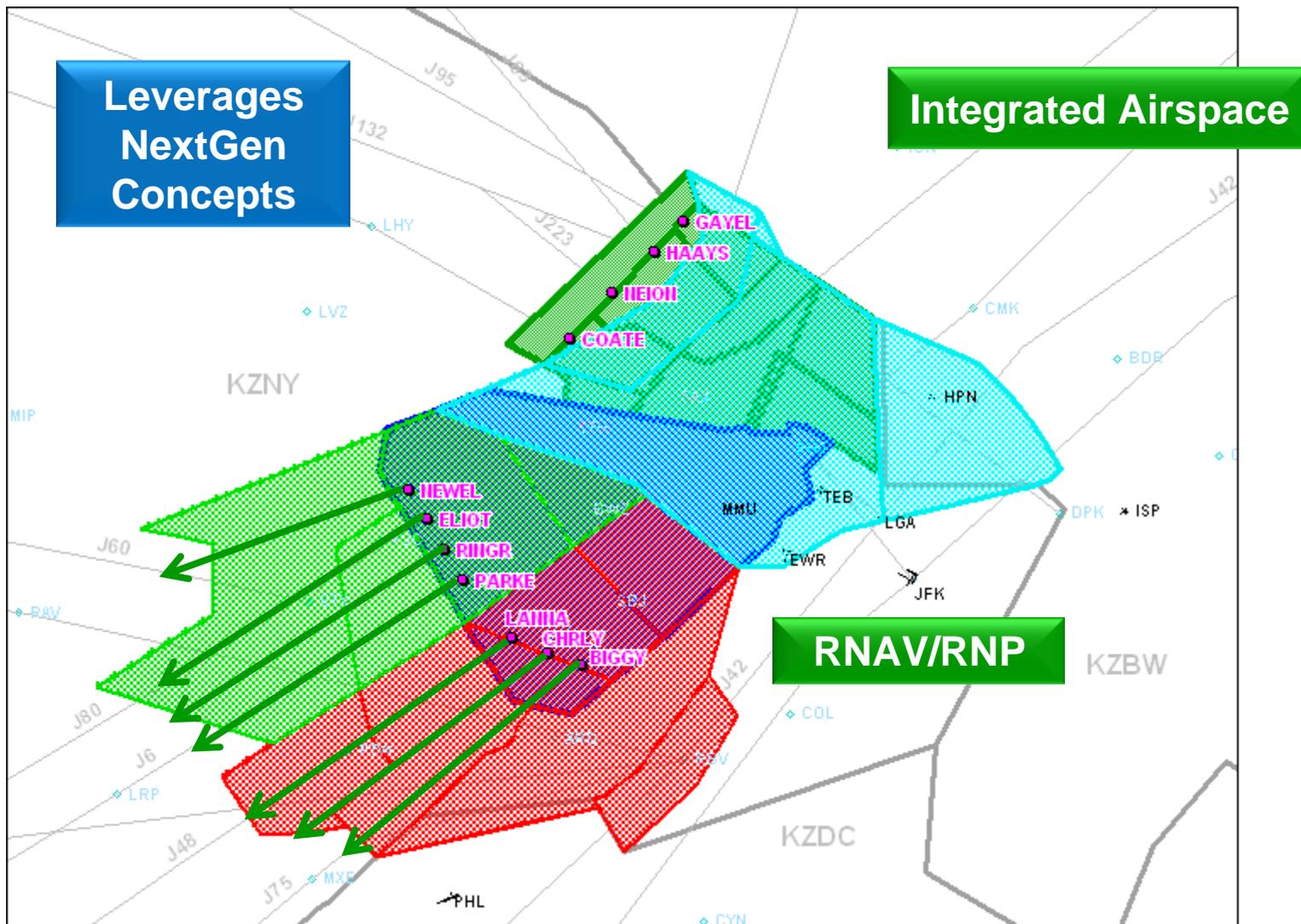
# Proposed Airspace



# Proposed Airspace



# Proposed Airspace



# Proposed Airspace

ZNY & N90 ATC Consensus

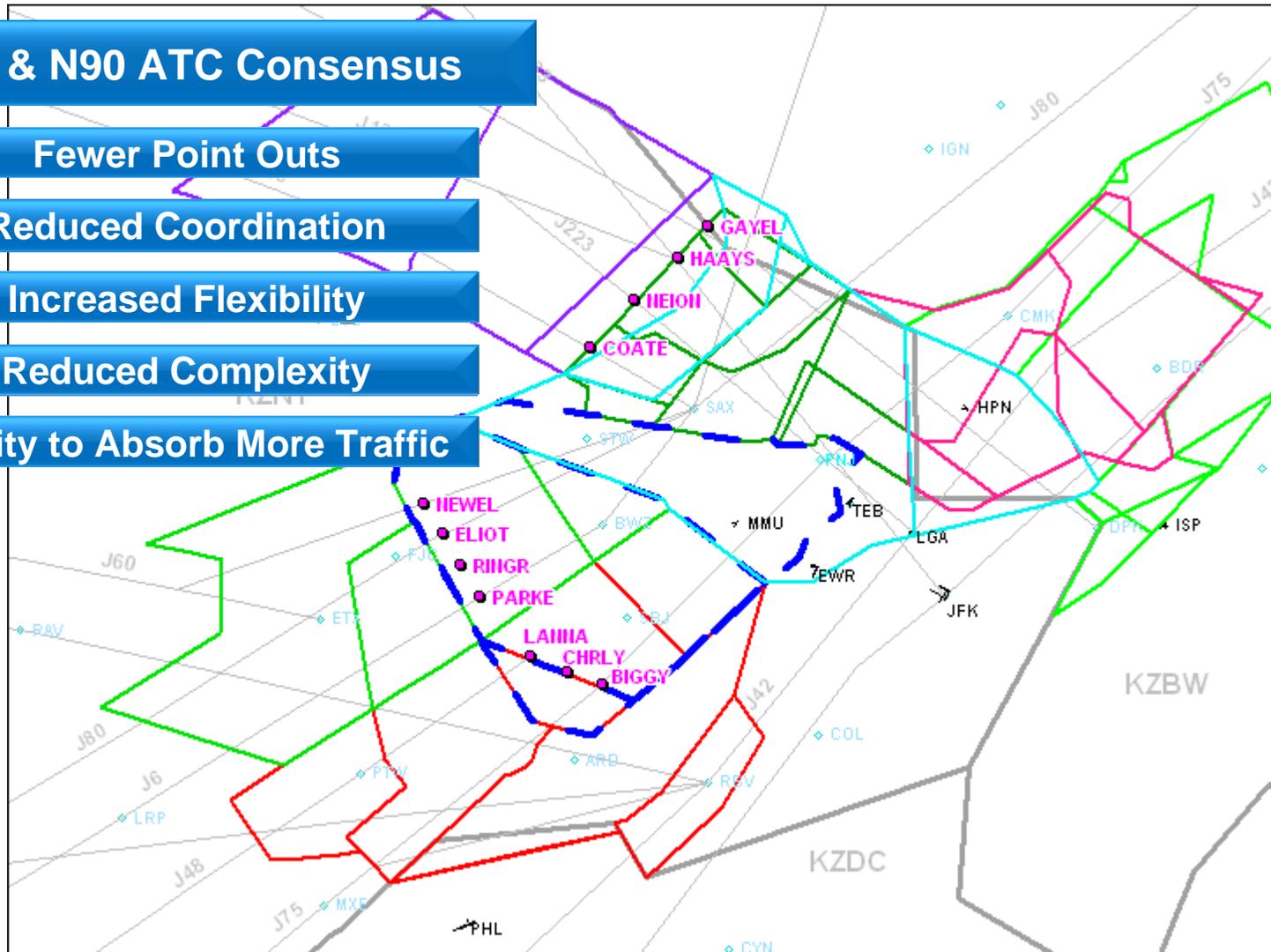
Fewer Point Outs

Reduced Coordination

Increased Flexibility

Reduced Complexity

Ability to Absorb More Traffic



# Legal Update

- On June 10, 2009, the U.S. Court of Appeals for the District of Columbia Circuit issued a favorable opinion that dismissed or otherwise disposed of all claims against the FAA's Record of Decision (ROD) for the New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign Project.
- In an 8-page Memorandum Opinion, the Court in County of Rockland, NY v. FAA, Civil No. 07-1363, found that the FAA complied with the National Environmental Policy Act (NEPA), the U.S. Department of Transportation Act Section 4(f), and the Clean Air Act (CAA).
- The Court held that the FAA's environmental impact statement (EIS) was "procedurally sound and substantively reasonable."
- Petitioners of Rockland County, New York, Connecticut Department of Environmental Protection, Friends of Rockefeller State Park Preserves' and Delaware County, Pennsylvania have requested rehearing.
- On August 19, 2009 the U.S. Court of Appeals for the D.C. Circuit denied petitions for rehearing.



# Class B Airspace

- **The regulatory action to expand the NY TRACON Class B airspace is NOT part of the NY/NJ/PHL Metropolitan Area Airspace Redesign Project**
  - Was not initiated in support of that activity either
- **The FAA has not taken any formal action as required in FAA Order 7400.2G Sec. 2-6-3b, in determining to alter the Class B airspace in the NY area.**
- **The FAA anticipates that it will be at least another 12-18 months before it determines whether to propose to alter the Class B airspace in the NY area.**
- **The study for a Class B regulatory action normally takes 2-4 years.**
- **Meetings are scheduled to take place late this year or early in 2010.**



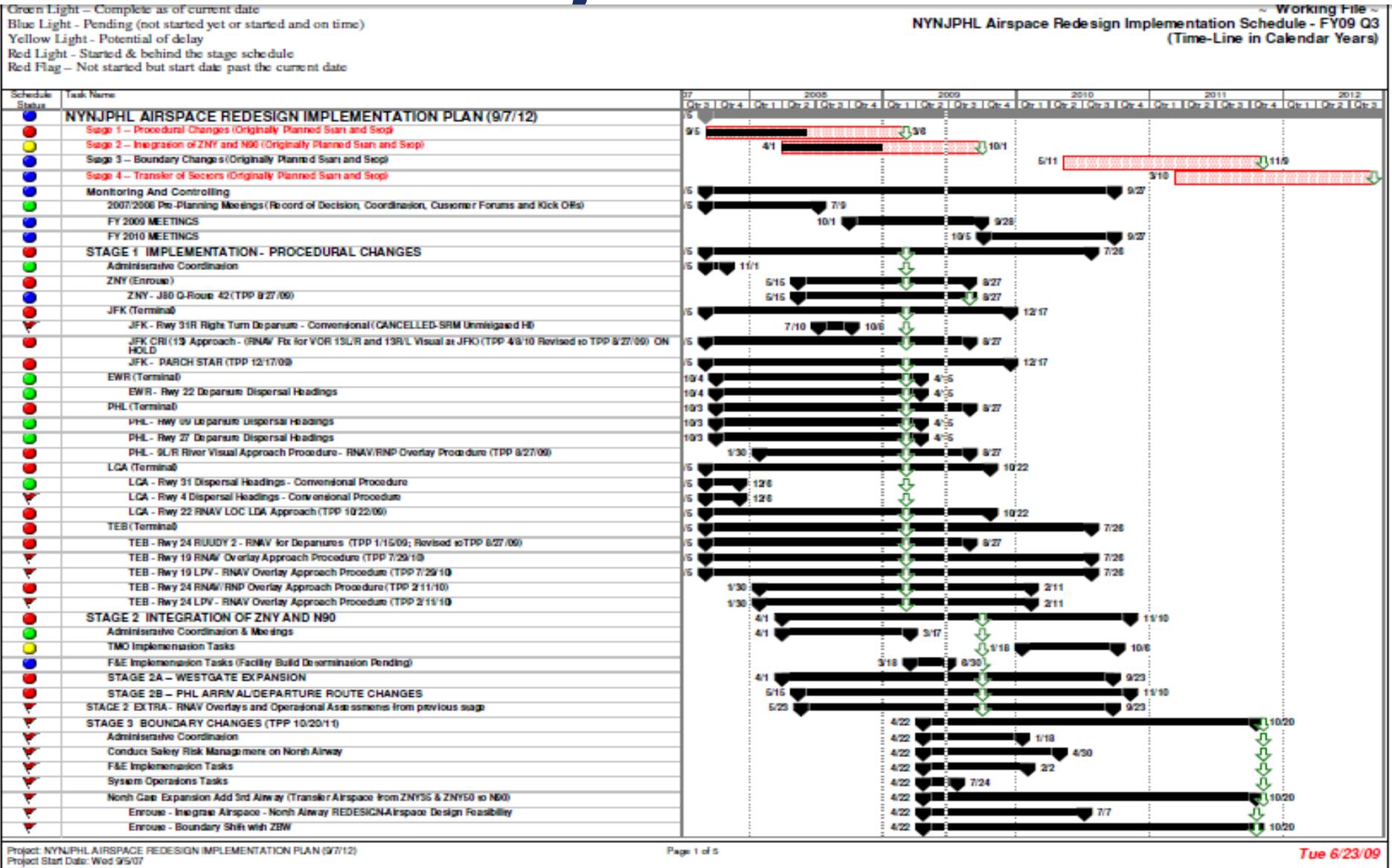
# Air Traffic Activity System (ATADS)

## Total Terminal Operations : Detail Report 2005-2008

| Airport  | 2005             | 2006             | 2007             | 2008             |
|--|------------------|------------------|------------------|------------------|
| JFK  | 400,859          | 441,212          | 493,275          | 468,157          |
| LGA  | 456,244          | 458,114          | 449,909          | 447,784          |
| EWR  | 489,485          | 491,703          | 487,224          | 490,119          |
| TEB  | 212,265          | 200,653          | 201,264          | 175,332          |
| HPN  | 194,089          | 193,117          | 200,088          | 181,004          |
| <b>Total OPS for the YR<br/>(ALL AIRPORTS)</b> | <b>1,752,942</b> | <b>1,784,799</b> | <b>1,831,760</b> | <b>1,762,396</b> |



# Project Timeline



# Next Steps

- **Schedule Stage 2A**
  - Implementation Date for West Gate is September 23, 2010
- **Complete Stage 2B Philadelphia (PHL) Airspace Implementation Design**
  - Design meetings are scheduled for June thru September
  - PHL HITL planned for January 2010
  - Implementation is scheduled for March 10, 2011
- **Continue planning for Stage 3 and 4 Implementation**



# Questions????

