



NY/NJ/PHL AIRSPACE IMPLEMENTATION PROGRAM OFFICE NEWSLETTER

PROGRAM MANAGER'S CORNER

Record of Decision (ROD) - A Starting Point

I am often asked about the ROD. What is the ROD? What does it mean in implementing the project? The ROD is the foundation for the FAA in making some very important improvements to the way air traffic is handled in the New York, New Jersey, and Philadelphia Metropolitan Areas. The ROD states the FAA's decision regarding the various alternatives that were studied. The selected project documented in the ROD is the Integrated Airspace Alternative with Integrated Control Complex. This decision is part of the environmental process. While the ROD outlines the ground tracks and routes that the traffic will follow, it does not dictate all aspects of implementation. As we move forward with the implementation of the NY/NJ/PHL Metropolitan Area Airspace Redesign Project, we will have additional opportunities for success.

Integrated Airspace - Not a New Concept

Integrating the airspace is not a new idea to the New York Air Traffic community. In 1968, the three separate terminal facilities were combined into a common Instrument Flight Rules (IFR) room that later became the New York Terminal Radar Approach Control (TRACON). In 1987, the Expanded East Coast Plan (EECP) implemented integration of Enroute and Terminal airspace. The entire Solberg sector of New York Center (ZNY) was moved into the terminal air traffic environment, creating the expanded Liberty Area of New York TRACON. While we saw benefit of this change, as traffic evolved, we saw new issues arise. It has been almost two decades since this last change and we need to address these issues.

Moving Forward – An Opportunity to Explore New Ways of Doing Business

We are now planning how to move forward with the next stage of implementation for NY/NJ/PHL Metropolitan Area Airspace Redesign Project. Stage 2A is planned for implementation in September 2010. How we align our airspace to best meet the ground tracks and routes committed to in the ROD is the task at hand. We have completed detailed Human-In-The-Loop (HITL) simulations of various airspace sectorization options. The results of these simulations indicate that integration of Liberty West and North areas in the New York TRACON with ZNY Sectors 39 and 55 and creation of a high sector working JFK arrivals and departures is operationally beneficial. This type of integration creates opportunities for areas of specialization that are functionally based versus geographically based. The establishment of this newly integrated airspace brings to reality the concept of a West Departure Area. This leads the way for additional new areas of specialization, including the potential of a South Arrival Area and a Final Vector specialty. Decisions on how we build this new integrated airspace are still to come. It will take our collective efforts to discover the best ideas and to incorporate those ideas into a new way of doing business.

I look forward to that discovery. We owe it to the flying public!

OUR PROJECT'S WEBSITE HAS A NEW LOOK

The screenshot shows the FAA website interface. At the top, there is a navigation bar with links for 'Pilots', 'Travelers', 'Mechanics', and 'All Visitors'. Below this is a search bar and an 'A-Z Index' link. The main navigation menu includes 'Aircraft', 'Airports & Air Traffic', 'Data & Research', 'Training & Testing', 'Licenses & Certificates', 'Regulations & Policies', and 'Safety'. The current page is titled 'New York/New Jersey/Philadelphia Airspace Redesign' and features a video player for 'Watch Redesign Project' and a list of links: 'Implementation', 'Background', 'Congressional Briefings', 'Videos', 'Documentation', and 'Contact'.

The FAA has changed the look of their website. We have simplified the process for locating new information on our website. Please take a look at the changes that the NY/NJ/PHL Metropolitan Airspace Redesign Project has to show. You will find the latest copy of our Compilation DVD as well as all our Congressional Briefings, Implementation status, and all other Documentation pertaining to our Project. Please log on to

www.faa.gov/nynjphl airspace redesign/.

For an update on our implementation status, please click on the implementation link on our main page. There you will find our latest Timeline, Operational Assessment Report, all Newsletters, as well as details of each stage of our Project.

HUMAN-IN-THE-LOOP (HITL) SIMULATIONS

As Airspace Redesign implementation progresses, we will be designing new sectors and test them using MITRE's Terminal and Enroute simulator. Control personnel not previously associated with Airspace Redesign are often assigned to provide their expertise during Scrub Week and a week or two of HITL runs.

Why HITL's ? The Airspace Redesign program uses adaptive management to remain up-to-date and effective, and sector designs (and some flows) are adjusted by the design team, with representatives from each affected facility. The HITL simulation provides a comprehensive test of designs with simulated aircraft and real air traffic personnel.

With some number crunching and a lot of verbal feedback, we can provide the decision makers some solid information to base changes on.

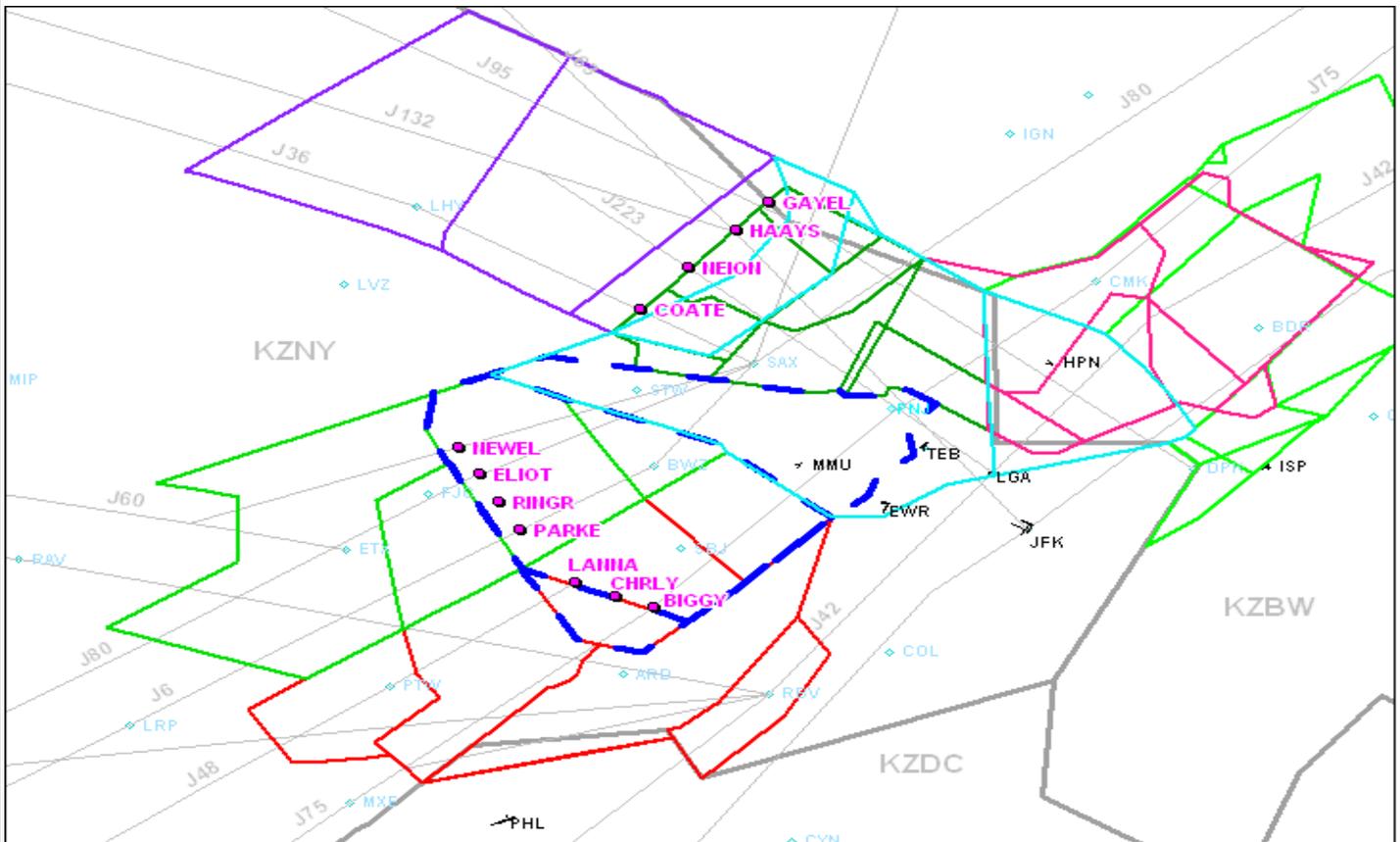
Scrub Week - happens a couple of weeks before the HITLs, where the lab and the traffic file are run and examined for errors and oversights. The lab and traffic file are assembled by MITRE folks who have varying levels of air traffic expertise, so this is our opportunity to take a close look at how the lab works and how the traffic conforms to reality, and make comments. It's important to be detail oriented this week, and let MITRE know about everything that doesn't look just right. They'll take a week or two after the scrub to fix everything, but it's harder to make changes once the real experiment starts. It's also our opportunity to learn some of the details about the lab and train our remote pilots. It's not the National Airspace System (NAS) just a very good simulation.

The Scenarios - are designed by people from each facility involved and test different aspects of possible airspace configurations. Often each one has something about it which is an improvement and some things which might not be so well worked out. The HITL's task is to find and document the good things.

The Experiment - starts with an In-brief and then a Baseline run, which looks a lot like today's sectors and traffic, and provides something to compare the new designs against. After each scenario there is a survey to complete and a debrief. You may be surprised at the amount of work to be done, often we run 4 hours of scenarios in a day, and when you factor in a survey and debrief for each one, there's not much time for long breaks or lunch.

At the Outbrief - we'll talk about our impressions from the HITL, what appears to be worth pursuing, and what hasn't worked so well. We'll thank the pilots, who take time out their real FAA jobs to come and help us operate the lab, and thank the MITRE folks, who assemble in the lab at the end of the day, to make changes for the next day's runs. Air traffic is lucky to have such a cadre of talented people, both in the FAA and under contract, to help us test our prospective changes to such a fine level of detail.

After the HITL, MITRE will document the results and present them, providing the best possible information to the field facilities implementing NY/NJ/PHL Metropolitan Area Airspace Redesign.



(Image above is a view of the new Sectorization that has been achieved through the testing of the HITLs)

SAFETY RISK MANAGEMENT

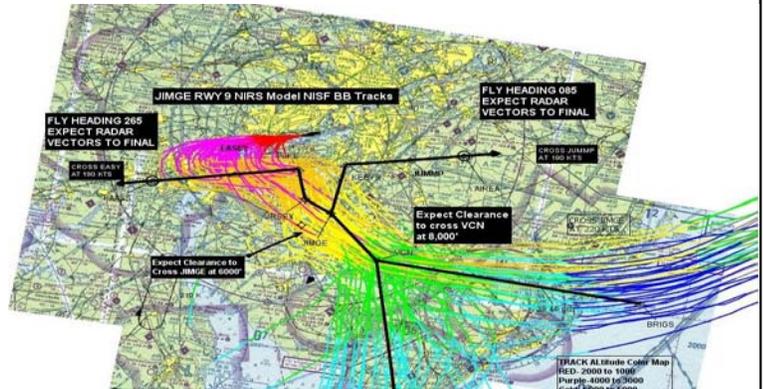
Now that the Human-In-The-Loop (HITL) modeling for a significant portion of Stage 2 of the Airspace Redesign Project is complete, preparations are underway for its accompanying safety risk assessment. The Air Traffic Organization (ATO) requires a Safety Risk Management Assessment (SRM) on all changes to the National Airspace System (NAS). A cross-sectional panel of subject matter experts in air traffic, traffic management, safety and flight standards in the New York area, nearby vicinities, and impacted areas will gather to analyze the type and level of risk that the proposed changes will have on the NAS. This team will use a methodical step-by-step approach to insure that any risks introduced will be mitigated to an acceptable level. This process insures that maximum efficiency and delay reduction will be achieved without compromising safety. This monumental effort, the largest to date for this project will look at the overall impact of the proposed change. Each subsequent airspace redesign initiative will follow the same process. The SRM process is designed to be fluid or "living" therefore if critical portions change, the "living" aspect of the process has the flexibility to document any safety risks and mitigations for those risks in future changes. The SRM panel does not make any decisions about whether or not to implement a particular change, rather the panel and accompanying documentation provide an additional data source for the decision makers to use.

ATLANTA SERVICE CENTER

The Service Center NY Delay Reduction Matrix Team has been partnering with the Air Traffic Organization (ATO) Terminal Planning and Airspace Redesign. The team assisted with the refinement of the Stage 2 Rough Order Magnitude (ROM) for the West Gate Departure Complex and is continuing to provide support in anticipation of approval and funding for this critical project.

Additionally, the team supports the New York Area Program Integration Office (NYAPIO) by having created the Integrated Master Schedule in Primavera. All relevant activity schedules will be merged and consolidated into a user-friendly vehicle to monitor ARC-77 Initiative progress as well as projects relating to the reduction in delays in the NY Metro Area. These schedules are produced from Stakeholders such as the NYNJ Port Authority and the Airspace Redesign Team. The easiest way to contact the group for information and assistance is to call or email:

- Donna.Hogan@faa.gov (404)389-8129 (Airspace PIM)
- Richard.Farrell@faa.gov (404)389-8126 (NY Lead Planner)



(Image above is the new PHL JIMGE STAR)

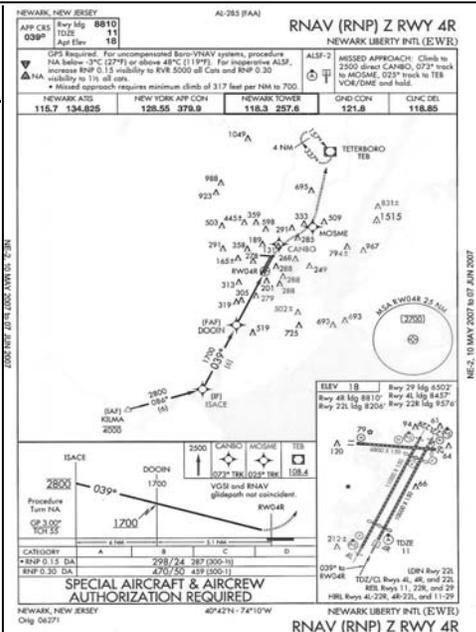
RNAV UPDATE

The RNAV Group will facilitate a follow-on meeting at the Eastern Regional Office on July 23-24, 2009 to present LaGuardia Airport (LGA) and John F. Kennedy International Airport (JFK) procedures under development for publication in December 2009 and beyond. This will provide an opportunity for all stakeholders to review the progress of these procedures. RNAV arrivals and departures for Philadelphia International Airport (PHL) are near completion and still planned for implementation in late 2009.

NY TERMINAL RADAR APPROACH CONTROL (NYTRACON — N90)

The Airspace Redesign team, which includes the RNAV Group, is assisting Philadelphia Approach Control in the 18-Step process for the development of two RNAV STARs, the JIMGE and GUNNI, and four Departure Procedures (DP), the MIFLN ONE (RWY 8, 9 L&R), STADM ONE (RWY 8, 9 L&R), GARDEN ONE (RWY 27 L&R), and TBRIG ONE (RWY 27 L&R). All six have been sent to the Flight Procedures Office (FPO) at the Eastern Service Area in Atlanta (ATL) for processing. The Airspace Redesign team is also assisting the New York TRACON Procedures Office in developing the JFK PARCH RNAV STAR. This procedure has also been sent to the FPO in ATL for processing.

(Image to the right is a EWR Airport RNAV DP for Rwy 4R)



Federal Aviation Administration

PHILADELPHIA KICK-OFF AND DESIGN MEETINGS

On April 14, 2009, Airspace Redesign held the Kick-Off meeting at Philadelphia International Airport (PHL). This meeting is part of Stage 2, which includes PHL Expansion Modeling. At this kick-off meeting, everyone in attendance was introduced to the plan for the modeling expansion and a schedule of design meetings was set. Heather Danner from MITRE also briefed all the attendees on the Record of Decision (ROD).

In McLean, VA, at the MITRE facility, members of Airspace Redesign, Philadelphia Tower, New York Center, NY TRACON, the Atlanta Service Center, Washington Center, Potomac TRACON, and FAA Headquarters met on June 16, 2009 for the first PHL Design Meeting. This meeting was held to design the different alternatives that will be tested in the Human-In-The-Loop (HITL) Simulations. The designs will include different sectorizations and flows to help further reduce delays in PHL.

OPERATIONAL ASSESSMENT REPORT

The FAA completed an Operational Assessment on the effectiveness of the use of dispersal headings at Newark Liberty International Airport (EWR) and Philadelphia International Airport (PHL) that were initiated on December 19, 2007 on a limited basis. At EWR, Runway 22L/R, over a period from 12/19/07 through 12/18/08 with the use of dispersal headings averaged a release rate of 45 aircraft per hour. From 12/19/06 thru 12/18/07 without the use of dispersal headings the average release was 42 aircraft per hour. This is an increase of 3 aircraft per hour. With the use of dispersal headings the average taxi time went from 32 minutes to 30.5, a decrease of 1.5 minutes. The efficiency rate increased by 19%. At PHL, Runway 27L/R, over a period from 12/19/07 thru 12/18/08 with the use of dispersal headings averaged a departure rate of 45 aircraft per hour. From 12/19/06 thru 12/18/08 without the use of dispersal headings the average departure rate was 44 aircraft per hour. This is an increase of 1 aircraft per hour. With the use of dispersal headings the average taxi time went down from 24 minutes to 21 minutes, a decrease of 3 minutes. The efficiency rate increased by 3%. All information used for statistics were gathered from the Airport Efficiency Daily

LITIGATION 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."

AIRSPACE REDESIGN TIMELINE/OPERATIONAL REPORT

The Airspace Redesign Implementation Program Office updates the timeline of events and is posted to our website quarterly. You may find this timeline and our Operational Assessment Report on our website under the implementation link.

www.faa.gov/nynjphl_airspace_redesign/

UPCOMING IMPLEMENTATION MILESTONES

- | | |
|--|---------------|
| • Congressional Briefing in Washington, D.C. | July 10, 2009 |
| • Philadelphia expansion modeling (Stage 2B) | October 2009 |
| • Stage 3/4 Integration decision | TBD |

AIRSPACE IMPLEMENTATION PROGRAM OFFICE

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