

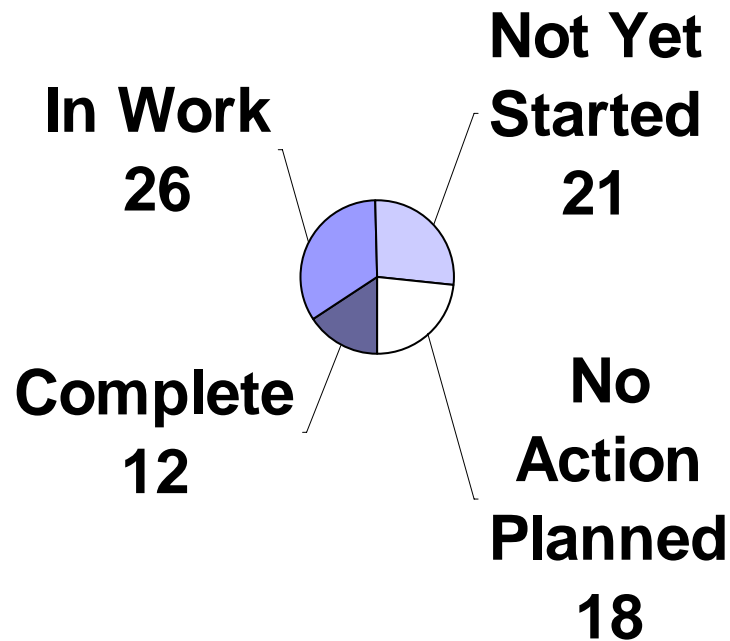
AIR TRANSPORT ASSOCIATION

New York Congestion

Press Briefing

May 13, 2008

Status of 77 NY Initiatives



Completed (12)

ARC#	Project
6	Tower Reroutes – SWAP, CDR's, J75 Offloads to fix balance
7	ZNY pit Enhancements (silent clearances)
10	Hyper-Binns resectorization
12	Accessing J134/J149 from ELIOT
16	Simultaneous Departure runways at EWR & JFK Daily
37	Simultaneous ILS Approaches on 31L and 31R at JFK
38	Increased use of alternate departure Runway at JFK by expanding fixes available
45	EWR 4R-29 Waiver – Allow reduced spacing on crossing runway operations
46	Simultaneous Visual Approaches to 4L at EWR
47	Deconflict EWR arrivals over SHAFF (12pm 6am time dependent)
48	Caribbean Tactical reroutes to Manage EWR Arrival Banks
49	Establish an RNAV visual approach procedure to EWR runway 29 to have a repeatable, stabilized approach path. From both north and south approaches

In Work (26)

ARC#	Project
1	Reduce Excessive Spacing on Final Approach- adhere to standards, continue to look at ways of improving safety and increasing throughput with final compression studies
2	Eliminate pass back restrictions to NY area Airports for Destinations 500 miles or more
3	Airspace Flow Program (AFP) Utilization in High volume/Delay triggers
4	SWAP Escape Route for NY dep, north to CAN routes (NRS waypoints, SWAP Tactical)
5	Conditional Airspace holding Patterns in N90-ARD-RBV-CAMN
8	J70 test-use J70 as westbound dept route instead of arrival route under certain conds.
9	2 nd J80 Additional Westbound Departure Route North of J80
11	Establish at ZNY new Ultra Hi sector overlying sectors 9, 10
13	Moving BOS Arrival Route to East out of ZNY Sector 56
14	Redesign ZNY sectors 27, 73,91,93
15	Shifting overflights in ZNY Sector 34
17	Stack Dept fixes to expedite depts
18	Add 3 rd Northgate w/ RNAV and segregate away from MIT routes (ORD,DTW)

In Work

19	Develop RNAV route for DCA & BWI traffic to segregate from Biggy route
20	Develop RNAV route for IAD arrivals from ZBW to segregate Parke Depts
23	Develop Controller Based Safety Program similar to Airline safety program to allow controllers to identify safety issues without fear of reprimand.
31	Develop initiative with the National Weather Service to improve convective forecasting – develop CCFP with greater granularity
33	Add RNAV fixes west and north of WANES to facilitate use of the VOR DME A approach to TEB. A complete RNAV Visual or RNAV approach with descent guidance needed.
50	Develop RNAV STAR from SHAFF/PHLBO to runway 11 at EWR
51	Develop RNAV Departure Procedure from EWR runway 22 to LANNA, PARKE and BIGGY
52	Develop a climb off EWR RWY 44 to top LGA arrivals when LGA ILS RWY 13 is in use
57	Install ground surveillance systems (ASDE-X with Data Distribution Box for Airline & FAA Access) at EWR & JFK in 2000
58	Further refine and develop RAPI (Root availability planning tool) to improve predictability capabilities
72	Uncouple Runway 4R and runway 29 at EWR
74	Deploy Airspace Traffic Control Tower simulators to EWR, JFK,LGA for reduce training time and improve safety
77	JFK add'l twy improvements (Twy B to 22L 31R, etc)

Not Yet Started (21)

ARC#	Project
22	Advance Random Routes East program to reduce international dept delays
24	Accelerate NY/NJ/PHL Airspace Redesign Implementation, including RTCA Near-Term Initiatives. Begin expedited planning and funding of NYICC
25	Reclassify B757 300 and other B757's with MTOW of 255,000 lbs or greater as a B757 not as a heavy jet Aircraft.
26	Develop procedures for efficient use of visual approaches
27	Eliminate in-trail restrictions when EDCT's in place
29	Develop standard throughput rates based on weather and actual Aircraft types
30	Analyze staffing towers to determine if additional staff will improve capabilities
32	Develop RNAV RNP Procedures to reduce spacing requirements – SAAAR, Sids, STARs
34	Develop procedures to consistently utilize RNAV Rwy 6 to deconflict EWR traffic
35	Develop additional RNAV procedures to deconflict TEB & MMU from EWR traffic
39	Develop procedures to utilize JFK 31L depts with LGA on Coney Climbs
40	Develop procedures to utilize JFK 31R and 22L arrivals via CRDA
41	Develop JFK 13R arrivals and 22R departures waiver

Not Yet Started

42	Develop 31L and 22L CRDA procedures
43	Develop non-conflicting RNAV approach into JRD
44	Develop RNAV transition to LOC 31 approach or overlay vector pattern for LOC 31 approach with RNAV waypoints
50	Develop RNAV/Charted Visual to Rwy 22R to eliminate use of VTR GDP
54	Develop Converging Rwy Display Aid (CRDA) procedures for use in Visual conditions for Rwy11/22 and 4/11 (w/no Land and hold short restrictions)
55	Develop procedures for Visual approaches to 22L with tower side-step to 22R in visual conditions
64	Install terminal multi-lateration capability/leverage investment in ASDE-X and related ground surface management systems to provide high update surveillance capability in advance of ADS-B mandate
65	Accelerate LAAS/CBAS(ground based augmentation system) installation for EWR/TEB

No Action Planned (18)

ARC#	Project
21	Develop procedures to use J146 for Depts instead of arrivals in SWAP
28	Segregate departures by fix (to extent practical) through remote staging and develop intersection departure procedures to facilitate SWAP operations
36	Develop RNAV “transitions” or CVFP’s to deconflict traffic flows and reduce noise impacts.
56	Develop PRM (ADS-B/Multi-Lat) SOIA or RPAT type procedures for parallel approaches to EWR 4L/R and 22 L/R for use in MVMC
59	Datalink real-time weather data and forecast to cockpit
60	Utilize ADS-B to improve traffic flows and reduce spacing
61	Digital Non-voice communications – data link
62	Develop Net-Centric Airport where ALL operational information both user, Airport, and FAA is in one source with all entities operating off the net-centric system- reroutes, gate, ready status, etc.
63	Develop 4-D flight tracks to improve traffic flows and runway sequencing – Suggest expansion of Traffic Management Advisor (TMA) to additional Airports/runways
66	Develop Closely spaced Dependent ILS Approaches (STL Procedures) 1.55nm diagonal separation behind like types or smaller at EWR. Allow procedure in certain weather conditions regardless of type- e.g. 15 kt crosswind with heavy outside

No Action Planned

67	Provide aircraft holding pad at of taxiway D&Q near JFK Rwy 13R
68	Add additional Airside pavement at JFK for de-icing and SWAP – Hanger 12 site
69	Add multiple access points to runway ends (similar to DFW) All Airports
70	Evaluate obstacles impacting EWR Runway 29 takeoff weights and initiate removal
71	Evaluate obstacles impacting LGA Runway 13 takeoff weights and develop plan for removal
73	Install ODALS or other specialized lighting system for EWR Runway 11
75	Taxiway improvements - LGA
76	LGA ALSF-2 installation – Rwy 22



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