

NYCAR - LGA Meeting – January 26, 2021 @7:00 PM – 9:15 PM

AGENDA:

- Roll call
- Introductions
- Updates
- *FAA process for Evaluating Aviation Obstructions* Steve Phillips – FAA Obstruction Evaluation Group (AJV-5)
- *(Northeast Corridor (NEC) Update:* Wendy O'Connor – FAA Air Traffic Services, Phil Hargarten - National Air Traffic Controllers Association
- *Flight path change at JFK and its impact on the use of TNNIS at LGA*
- *FAA Neighborhood Environmental Survey* – Review and Discussion
- Public Comment

Northeast Corridor (NEC)

Overview Briefing & LGA Initiatives

- Presented to: LGA NYCAR
- Date: January 26, 2021



- Federal Aviation
- Administration



Review Northeast Corridor Background

- On February 22, 2017, the NextGen Advisory Committee (NAC) voted to make the Northeast Corridor (NEC) a priority region in the FAA's ongoing implementation of NextGen
- NAC members recognized that continuous improvements to the system in the NEC operationally benefits the entire US aviation system
≈50% of the delays emanate across the system from this area
- The FAA formally tasked the NAC in April 2017 to develop recommendations for the collective set of FAA, airport, operator and community initiatives that focus on implementing NextGen in the NEC
- The NEC is defined as the region between Washington, D.C. and Boston, including Philadelphia and the New York metropolitan area



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NEC Operational Needs and Milestones

- **To meet NEC goals & objectives, 10 operational need areas were identified and grouped into three categories:**
 - Deconfliction of airports
 - Enhancement of airport and airspace throughput
 - Improving the balancing of demand and capacity in NEC traffic flow
- **NAC has approved recommendations that were jointly derived by Industry representatives in close collaboration with FAA**
- **Joint commitments to complete over 100 milestones by December 2021**



NEC Scope – What is included?

- **Airspace and Procedures**: design and evaluate operational procedures that improve efficiency of today's airspace/airport operation; and explore opportunities to deconflict traffic between close-in airports
- **Tools / Technology**: deploy new automation capabilities, decision support tools, and processes that enhance controller information and decision making such that operational performance is improved in all operating conditions
- **Tactical Initiatives**: maximize and evolve the utilization of already deployed tools, routes and processes to improve movement of air traffic into, out of and within the NEC during periods of exceptionally high demand and severe weather
- **Airports**: build airport infrastructure on the airport surface, airport terminal buildings and air traffic towers that enable improved surface operations and airport throughput



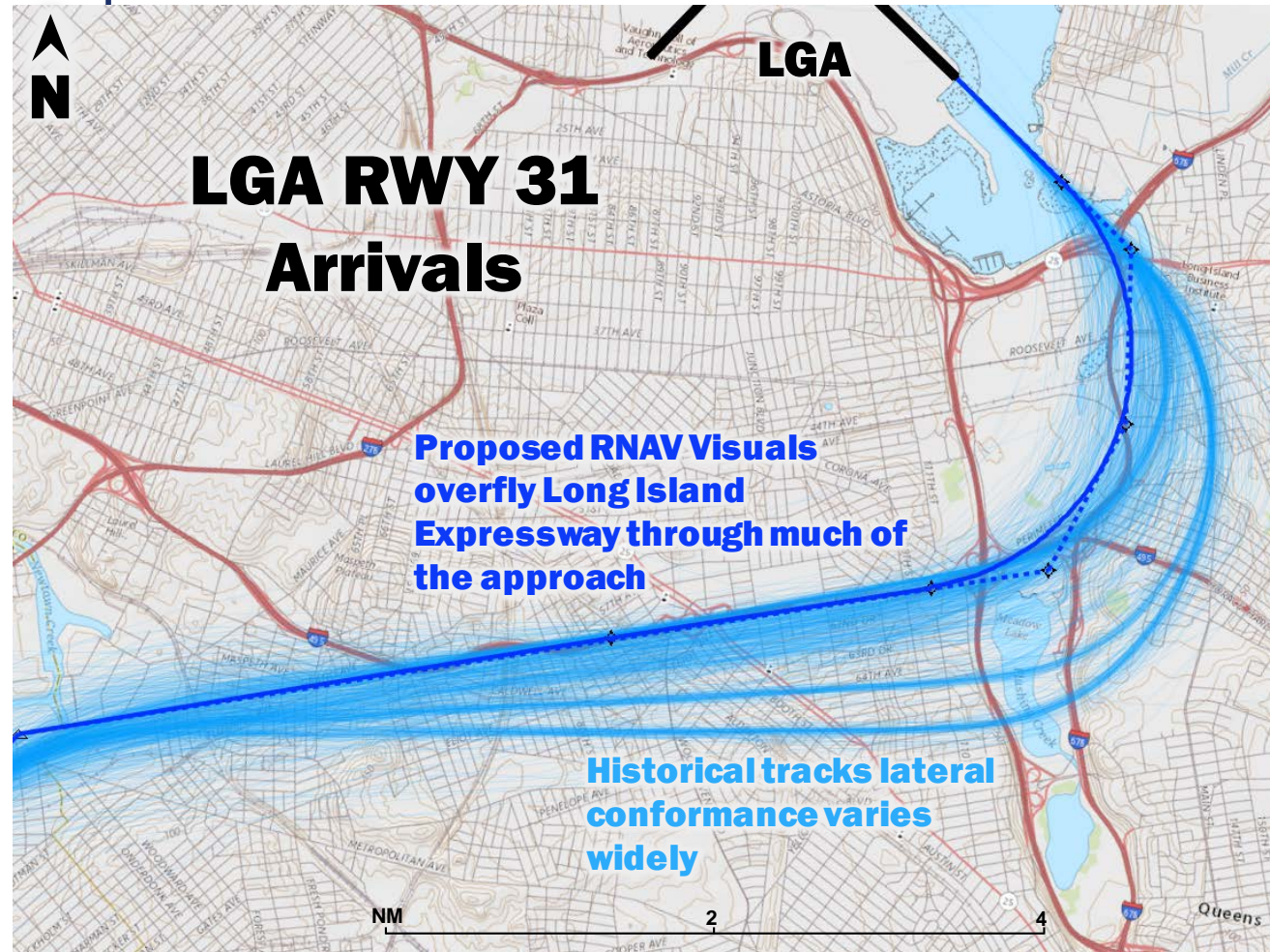
NEC Procedure Concepts in the vicinity of LGA



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NEC initiative: “Evaluate LGA31 public RNAV approach design alternatives that approximate the LGA 31 EXPWY VIS approach and is usable for most operators”

Objective is to keep flights on a predictable path over the Long Island Expressway when on a Visual Approach



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Noise and Community Outreach

- **This new procedure – Park Visual – is intended to follow the roadway. It is our intent to take this visual and build on it by designing an RNAV procedure that mimics that visual procedure there by reducing the homes that are overflowed. We are working toward this procedure design based off the feedback we have received from the Airport and Community/Roundtable leadership.**
 - The FAA is committed to meaningful conversation with communities and we believe this is a great example that – when we are able to do so – the FAA will consider proposals put forth by communities.
 - We post all of our materials – videos, graphics, meetings, etc on the FAA Community Engagement website
 - The RA is the access point for all CE activities/requests and the Community Engagement Officer (CEO) works on their team.



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Next Steps for NEC LGA Initiatives

- **LGA31 approach alternative evaluations**
 - Environmental is complete and signed January 4, 2021
 - Planned implementation for chartered Park Visual Approach is April 22, 2021. **Note: Pending any issues such as the COVID Pandemic.**
 - FAA will analyze the Park Visual for compliance from industry and use this data for a future published approach.
 - Continued work on published RNAV approach and work with industry.



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Thank you!

We will continue to keep you and your communities updated

*Please click the link below to view the latest report titled
“Priorities for Improving Operational Performance in the
Northeast Corridor (NEC) through CY2021”*

*Approved by the
NextGen Advisory Committee June 2018*

[https://www.faa.gov/about/office_org/headquarters_offices/ang/nac/media/
NEC_Report_Jun2018.pdf](https://www.faa.gov/about/office_org/headquarters_offices/ang/nac/media/NEC_Report_Jun2018.pdf)



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FAA Process for Reviewing Proposed Construction

Presented to: LGA Roundtable
By: Steve Phillips
Date: January 26, 2021



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The Obstruction Evaluation Process

- The FAA is charged by Congress to determine whether proposed structures would have an adverse effect upon Aviation, and if so, the extent of that effect.¹



¹ Title 49 U.S. Code § 44718, *Structures interfering with air commerce or national security*



Limits of FAA Authority

- Determines whether structures would be a hazard.
- Recommends marking/lighting for aviation safety.
- FAA does not permit or deny permitting of buildings. Land use is a local municipality responsibility.



The Obstruction Evaluation Group

- Manages the FAA Obstruction Evaluation program.
- Conducts aeronautical studies to ensure the safety of air navigation and the efficient utilization of navigable airspace by aircraft.



Who We Are

- A group of approximately 50 aviation professionals located across the US.
- FAA's interface with builders/developers during OE process, and issuing authority for determinations.
- We process ~200,000 Aeronautical Studies per year.



How Studies are Processed

- Federal law requires **notice of construction** to be filed at least **45 days** in advance of the construction start date if the proposal meets the criteria in 14 CFR §77.9.¹



- Public may file through our website at: oeaaa.faa.gov.
- Notice criteria tool is available on website.

¹ Title 14 Code of Federal Regulations, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*.



How Studies are Processed (cont.)

- OEG coordinates with up to 10 different offices to review the proposal **based on their area of expertise.**

- Technical Operations
- Frequency Management
- Office of Airports
- Flight Procedures
- Flight Standards
- Department of Homeland Security
- DOD Energy Clearinghouse
- U.S. Dept of Army
- U.S. Dept of Navy
- U.S. Dept of Air Force



How Studies are Processed (cont.)

- If there are any issues to negotiate with the proponent, we will issue a “Notice of Preliminary Findings” letter (NPF).
- This outlines our initial findings and is intended to open up discussions.



How Studies are Processed (cont.)

- The NPF often leads to adjustments being made to the proposal which result in the proposal no longer having an adverse effect upon aviation.
- The Sponsor often has an option to request “further study” to determine the full extent of the adverse effect.



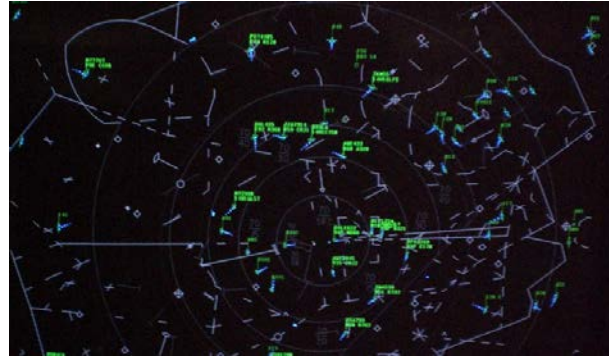
Further Study

- Further study is when **more information is needed** to determine the full extent of the proposal upon aviation.
- May include public notice to collect comments related to **possible aeronautical effects**.
- May include obtaining actual traffic data or operational effect from affected Air Traffic Control Facility.



Further Study (cont.)

- Further study may reveal the proposal, while it exceeds obstruction standards, would not be an issue because of the airspace usage or lack of usage.



Final FAA Determination

- The conclusion of the study is a Determination of Hazard or No Hazard to Air Navigation.
- Determinations of No Hazard may include **conditions the proponents must follow** to ensure aviation safety. The most common of these is a requirement to mark or light the structure.



Limits of FAA Authority

- Remember, **The FAA does not have land use authority.**
- We cannot prohibit, nor can we authorize construction.
- We encourage those with land use authority to consider our determination before authorizing the construction.



Petition Rights

- Certain persons may petition for a review of an FAA determination within 30-days of issuance:
 - The sponsor.
 - Anyone who had a substantive aeronautical comment but was not given an opportunity to state it.



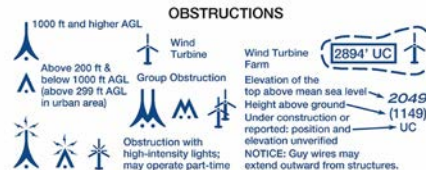
Petition Rights (cont.)

- A petition may not be submitted for a Determination of No Hazard that is issued for a temporary structure, marking and lighting recommendation, or when a proposed structure or alteration does not exceed obstruction standards.



Notice of Actual Construction

- The FAA may request additional information to include a structure in our publically available Digital Obstacle File (DOF).
- In this case the determination will include a requirement to let us know when it is built so that we can capture the new structure in our database.



Duration

- Determinations of No Hazard for proposed structures are valid for 18 months.
- One extension may be requested for an additional 18 months.
- Once construction starts the determination does not expire.



Questions?

