Northeast Corridor (NEC) Initiative

Presented to: NY Community
Aviation Roundtable - LGA

Date: May 31, 2018

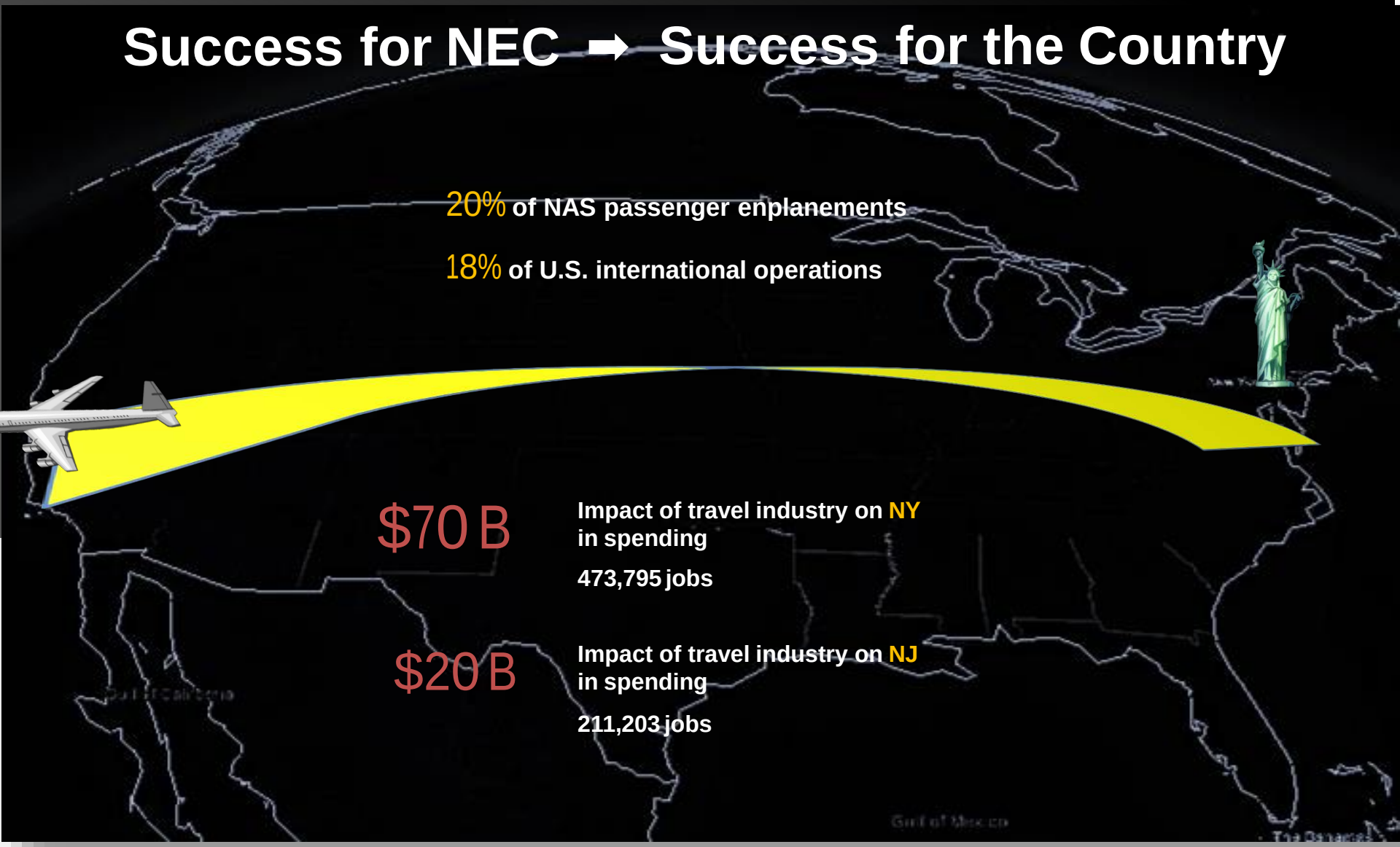
Northeast Corridor (NEC) Initiative

- The NEC Initiative was generated by the NextGen Advisory Committee (NAC)
- The NAC is a federal advisory committee of stakeholders, advising the FAA on NextGen
- The NAC identified the importance of modernizing air transportation in the Northeast Corridor

<u>Focus on New York</u> ~50% of the delays emanate across the system from this area.

If we don't have a *Northeast regional focus*, we are not addressing the challenges in the National Airspace

Success for NEC ➡ Success for the Country



20% of NAS passenger enplanements

18% of U.S. international operations

$70 B

Impact of travel industry on NY in spending

473,795 jobs

$20 B

Impact of travel industry on NJ in spending

211,203 jobs

NAC Recommended Goals for NEC

Near-term goals:

- Improve execution of today's operation
  - Complete all scheduled operations
  - Operate on time
  - Operate with predictability
- Critical to improve operations during adverse weather

Timeframe: October 2017 – December 2021

NEC Scope – What is included?

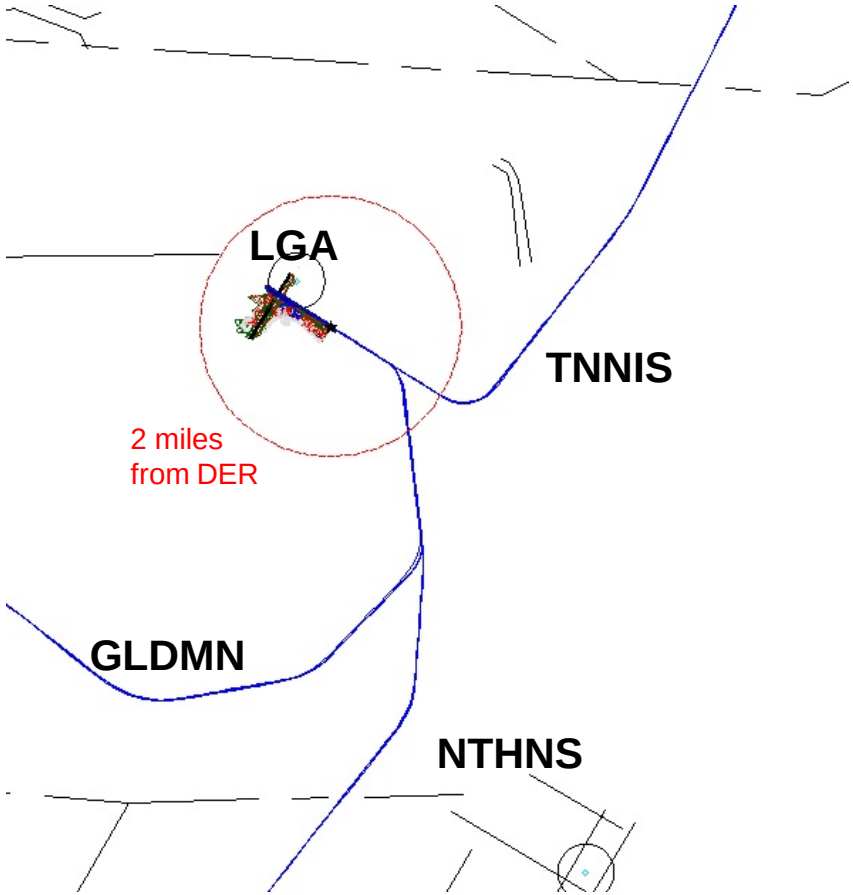
- **Airports**: build airport infrastructure on the airport surface, airport terminal buildings and air traffic towers that enable improved surface operations and airport throughput
- **Airspace and Procedures**: design and evaluate operational procedures that improve the efficiency of today's airspace/airport operation while considering community noise sensitivities; and explore opportunities to deconflict traffic between close-in airports
- **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
- **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

NEC Initiative: LGA13 Departure Dispersion Using TNNIS, GLDMN, & NTHNS

Use of this initiative is limited to certain operational configurations

Benefits considerations

- **Supports dispersion of Runway 13 departures**
- **Uses already published procedures**
- **Reduces average departure delay, reducing emissions and providing benefit to the traveling public**

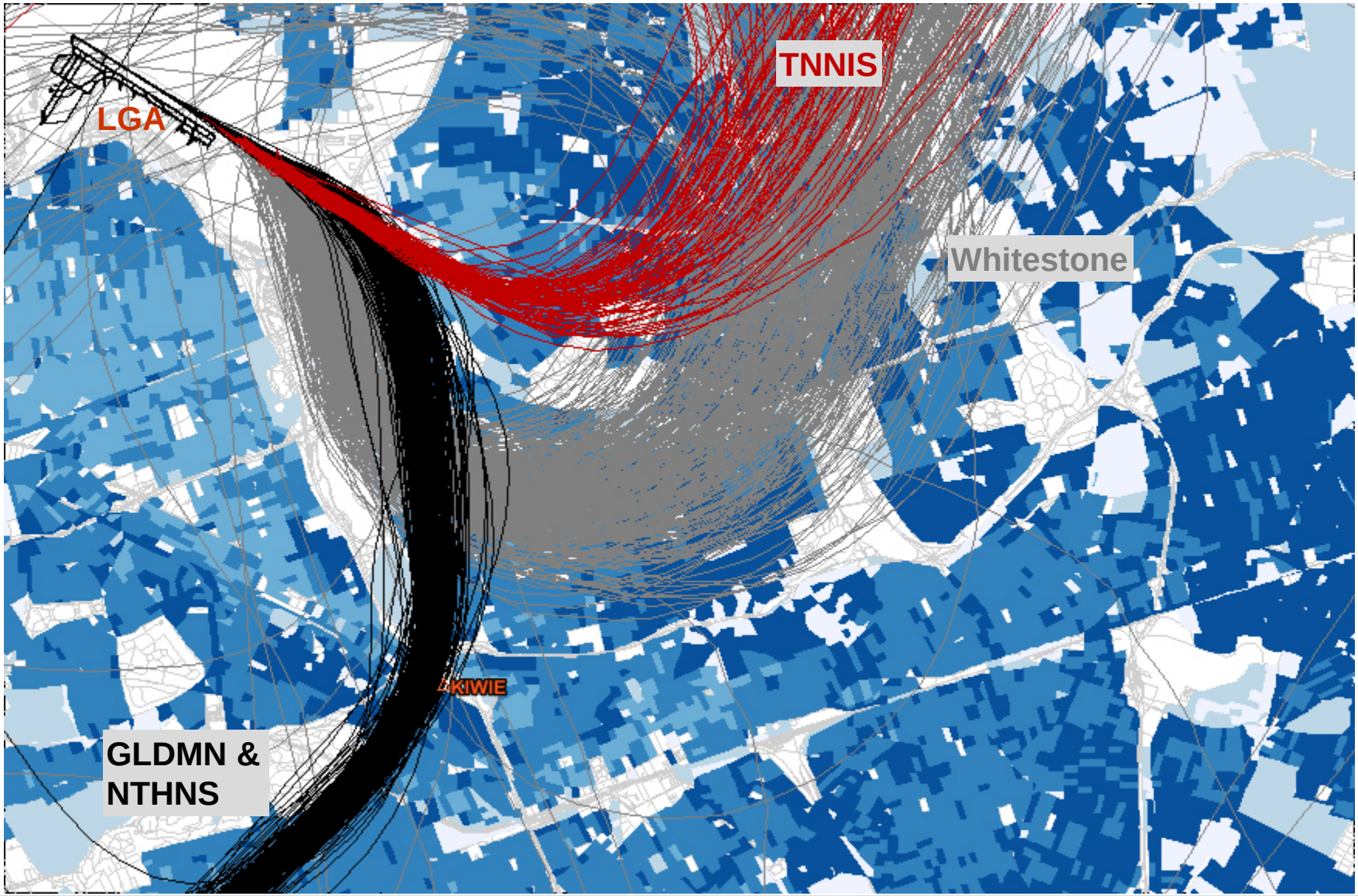


LGA Runway 13 Departures

- **Landing Runway 22 and departing Runway 13 is one of LGA's more efficient configurations**

- **Four ways to climb off Runway 13**
  - Whitestone: Preferred for noise, good for efficiency, but uses airspace needed for JFK operations
  - TNNIS (RNAV): Best for deconfliction from JFK, but path is located more directly over residential areas.
  - GLDMN (RNAV): Efficient path for West departures, matches NTHNS for first few miles
  - NTHNS (RNAV): Efficient path for South departures

Whitestone and RNAV Climbs



Expected Change

- **More consistent use of a recent NextGen separation rule that enables departures to be dispersed among the current RNAV procedures when**
  - RNAV departures are in use
  - Wind conditions favor landing Runway 22 and departing Runway 13
  - Arrival demand is low
  - JFK is not departing Runways 31L/R or landing Runways 13L/R
- **Future results dependent on traffic volume, weather and runway construction.**
- **Expect fewer TNNIS departures during eligible hours**
- **2-4 more departures per hour from Runway 13 during eligible hours**

Modify LGA22 Missed Approach to Deconflict with EWR29 RNAV GPS Approach

Milestone: Complete feasibility study for the modified missed approach for LGA22. Due Q4 2018

Benefit: Developing an alternate missed approach for LGA RY 22 that deconflicts with EWR RNAV GPS X RY29 approach would enable EWR to land two runways

Status: Design options thus far found to be operationally not viable

Thank you

We will continue to keep you and your communities updated