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**STATEMENT OF GLOBAL GATEWAY ALLIANCE ON INVESTIGATION FINDING FAA UTILIZING NEXTGEN LANDING APPROACHES ON FEWER THAN 1% OF NEW YORK AREA FLIGHTS**

NEW YORK – The following is a statement from Global Gateway Alliance Chairman and Founder Joseph Sitt reacting to a U.S. Department of Transportation Inspector General report finding a miniscule number of eligible flights around the country are utilizing NextGen air traffic landing technology (link to report here: <http://www.oig.dot.gov/library-item/6582>):

“New York and New Jersey airports are the most delayed in the country and it will take replacing decades-old radar systems with 21<sup>st</sup> century satellite air traffic control technology to fix the problem. But at core airports where the technology is already in place, it defies common sense for the FAA to be using it less than 1% of the time in New York’s airspace.

“Though the FAA has made progress towards the implementation of NextGen with the addition of curved Required Navigation Performance (RNP) approaches, only a miniscule portion of flights at our airports are actually using the available technology.

"And the full use of these landing approaches is only the first step; the FAA must continue to push forward with NextGen implementation to make sure that chronic delays at our airports are addressed and congestion is eased.

“The agency has to take this report seriously and implement its recommendations. Every minute the FAA waits amounts to another flight delay, costing passengers and the region both time and money.”

**Background**

The FAA has implemented curved Performance-Based Navigation (PBN) NextGen approaches at 14 “Core” U.S. airports, which are designed to save fuel and ease congestion. However, a U.S. Department of Transportation Inspector General report revealed that that only two percent of eligible airline flights have used the curved approach at these core airports and even fewer at New York area airports, averaging just under one percent.

***Table 1. Percentage of Eligible Flights That Used Curved RNP Approaches at Core Airports (September 2012 to August 2013)***

<b>Core 30 Airports With Curved RNP Approaches</b>	<b>Flights Eligible for RNP</b>	<b>Flights Executed RNP</b>	<b>Percentage of Eligible Flights that Executed RNP</b>
Baltimore-Washington International	24,461	188	1%

Chicago Midway International	1,614	502	31%
Denver International	18,681	62	0%
Fort Lauderdale-Hollywood International	3,240	3	0%
Hartsfield-Jackson Atlanta International	6,510	37	1%
John F. Kennedy International	29,907	307	1%
LaGuardia	15,950	76	1%
Memphis International	9	0	0%
Minneapolis/St. Paul International	310	0	0%
Newark Liberty International	3,112	10	0%
Reagan National	8,908	1,395	16%
San Francisco International	11,212	23	0%
Seattle-Tacoma International	25,601	289	1%
Washington Dulles International	2,098	0	0%
<b>Core 30 Total</b>	<b>151,613</b>	<b>2,892</b>	<b>2%</b>
<b>NAS Wide Total</b>	<b>325,324</b>	<b>12,120</b>	<b>4%</b>

Source: OIG based on FAA data

The Office of the Inspector General has attributed this lack of progress to the following factors:

- **Outdated Policies and Procedures**—Many of the FAA’s existing rules and procedures do not accommodate the capabilities of advanced navigation equipment onboard the aircraft. Notably, FAA’s air traffic controller handbook has not been updated to provide procedures for controllers to safely manage RNAV/RNP operations in an environment using multiple types of equipment. FAA formed a Steering Committee over two years ago to complete a multi-phased approach to revise the handbook.
- **Insufficient Training**—FAA’s NextGen-related training often consists of briefings rather than comprehensive training on RNAV and RNP. Because of the lack of awareness and training, controllers are reluctant to clear pilots to use PBN procedures. According to National Air Traffic Controller Association officials, training on new RNAV and RNP procedures should include simulator training to be effective.
- **Lack of Air Traffic Automation**—FAA remains in the beginning stages of developing automated decision-making tools to help controllers manage air carriers that operate with differing capabilities and procedures and optimize the full use of the procedures. Controller automation tools can enhance and maximize the effectiveness and use of new PBN procedures, particularly when controllers are managing an aircraft with different types of equipment.

The report made three recommendations for the FAA to increase utilization of the NextGen descents:

1. **Complete an action plan** to address the findings in the Inspector General’s report and develop milestones for when solutions can be implemented.
2. **Establish firm requirements and schedules** for all NextGen descent initiatives to provide a justification for future funding requests.
3. **Establish a process to measure the benefits** of the NextGen approaches on an ongoing basis.

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## **ABOUT GGA**

Global Gateway Alliance (GGA), was established to address the major challenges facing the metropolitan region's airports and related infrastructure that, if left unaddressed, will serve as a major impediment to the long-term growth of New York City and surrounding areas. By harnessing the expertise of leaders in business, government, academia, labor and other sectors, we seek to tackle these challenges head-on and serve as the leading advocate in an effort to improve our airports and facilitate the continued growth of the region. For more information regarding the Global Gateway Alliance, please visit [www.globalgatewayalliance.org](http://www.globalgatewayalliance.org), or email [info@globalgatewayalliance.org](mailto:info@globalgatewayalliance.org). Follow GGA on Twitter @GGA\_NYNJ and 'Like' the organization on Facebook at <http://on.fb.me/UsqxGw>.

GGA's board of directors includes: **Joe Sitt** (Chairman), CEO, Thor Equities; **Stuart Appelbaum**, President of the Retail, Wholesale and Department Store Union; **Chris Giamo**, Regional President for TD Bank; **Dan Glickman** former Congressman and U.S. Agriculture Secretary; **David Hopkins**, Senior Director of Aviation at the New York City Economic Development Corporation; **Jared Kushner**, Owner of Kushner Properties and the New York Observer; **George Miranda**, Teamsters' International Vice President; **Mitchell Moss**, Henry Hart Rice Professor of Urban Policy and Planning at the Robert F. Wagner Graduate School of Public Service at New York University; **William Rudin**, CEO of Rudin Management Company, Inc. and Chairman of ABNY; **Joseph Spinnato**, President of the Hotel Association of New York City; **Alvin S. Trenk**, Chairman and CEO of Air Pegasus Corp; **Peter Ward**, President of the Hotel Trades Council on New York; **Kathryn Wylde**, President of the Partnership for New York City, and **Tim Zagat**, Co-Founder and Co-Chair of Zagat Survey.