

FAA Community Engagement

Recovery from behind the power curve



Federal Aviation
Administration

Behind the Power Curve

- Aviation term that refers to the power you need to accelerate the airplane. The assumption is that an unforeseen obstacle is suddenly in your way and you don't have the power to maneuver around it.
- The term is often used in messaging and communication, and while it has a slightly different meaning, it often has the same unpleasant results. You are now in a precarious situation and recovery is going to be a challenge.



Unforeseen Obstacle

- High level of deployment of Performance Based Navigation (PBN) across the National Airspace System (NAS) from 2011 to 2016 timeframe.
- Adjustments in these flight paths appeared to be - and many assumed – was the sole culprit in rising community concerns.
- A limited field of vision, just to what the FAA was responsible for, became the default position in trying to respond to increasing inquires from Airports, communities and Congressional offices.



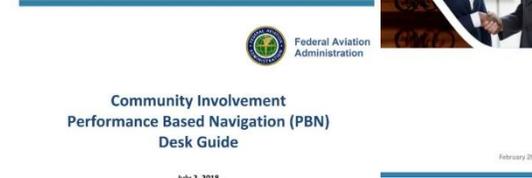
Understanding the Contributing Factors

- During this same window of time (2012-2018) the operations of the aviation industry rebounded to almost pre 9/11 record operations.
- In 2015 a number of major passenger carriers up gauged their equipment in a change from regional jets to larger longer haul aircraft.
- Changes in our climate have changed weather and wind patterns in a way that have altered the flow of airport air traffic operations.
- We needed to expand the conversation and how we were talking about airspace modernization and operations.



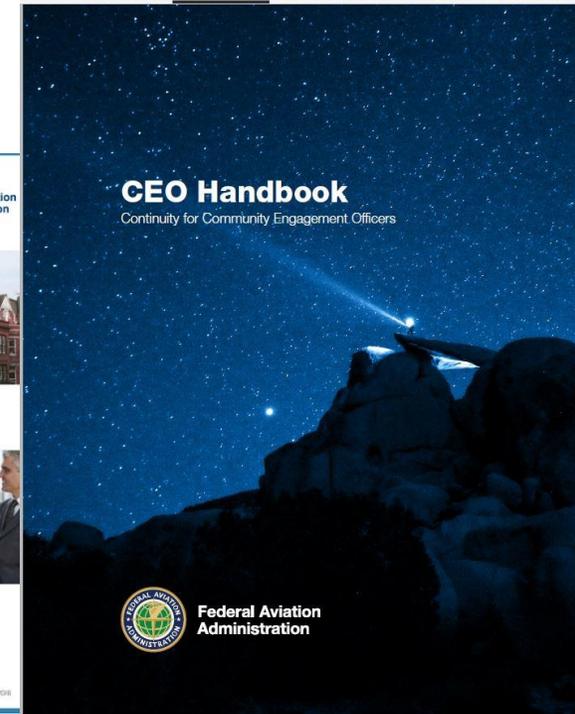
Rethinking Engagement

- 2016/2017
 - Create the Public Workshop Format. Open house format, educational stations, one on one dialogue with the community.
- 2017/2018
 - Community Involvement Manual and Desk Guide published.
 - PBN Blueprint informed Engagement Strategy
- 2018
 - Restructure RA's, clear to hire CEOs and activate Matrix Teams
 - Start the dialogue with Airports through the Western Noise Forum and participation and presentation at Airport Industry meetings (ACI, ACC, Noise Forums)
- 2019- 2020
 - All CEOs on board and training completed
 - Launched Virtual Meetings for South/Central Metroplex, Boston, and Raleigh Durham



July 2, 2018
Version 2.0

The CPDG is a living document that will be reviewed and updated on a periodic basis. If you have feedback or questions at any time please send it via email for feedback.airportcommunity@faa.gov.



Federal Aviation Administration is in Tampa, Florida.
June 3, 2020 · 🌐

Tampa! The FAA will host public workshops about the South-Central Florida Metroplex Draft Environmental Assessment for the area on June 4 and 5. Learn about the project, submit your comments and register for the meeting at <http://bit.ly/FLMetroplex>.

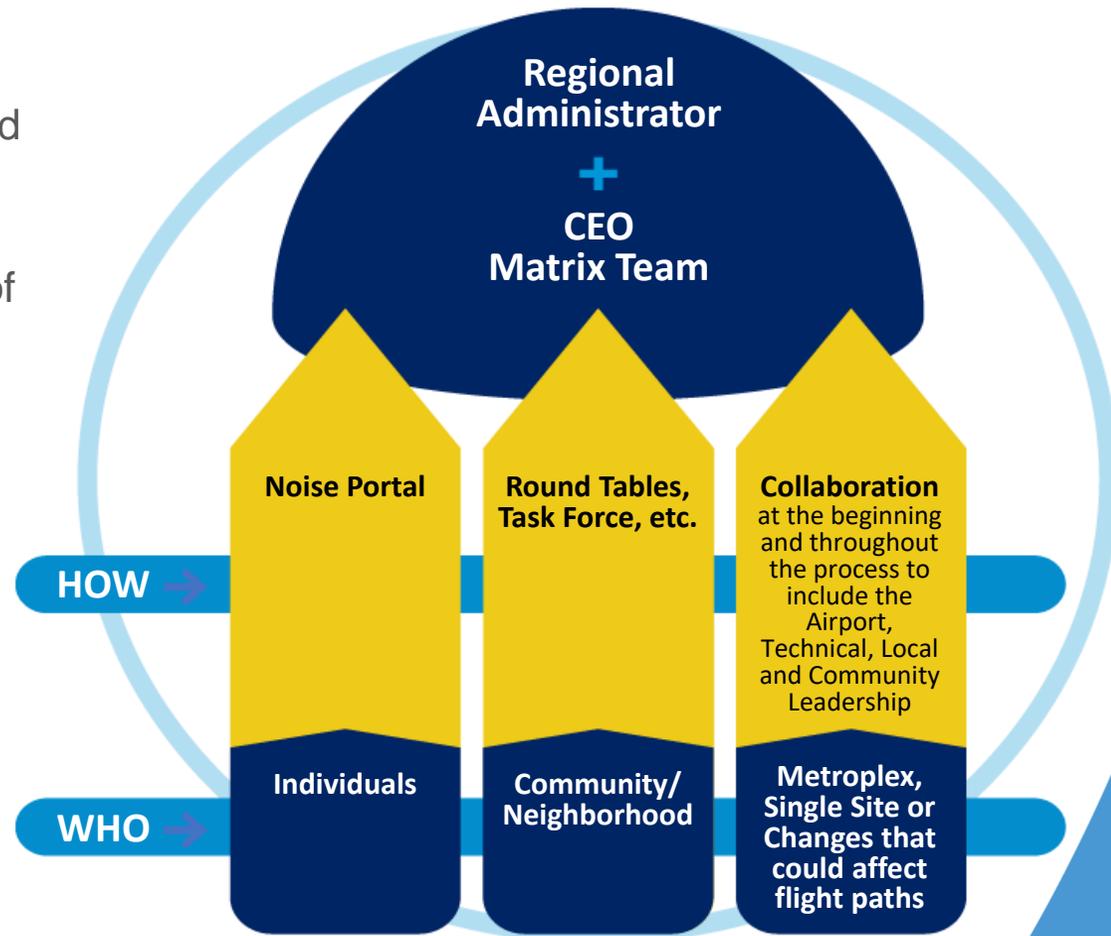


FAA Community Structure and Strategy

New structure and new positions

The FAA has developed a new strategy and structure to engage in meaningful dialogue with Airports and Communities about the airspace changes that are needed to continually manage and modernize the National Airspace System (NAS).

- ➔ Regional Administration moved under the Policy side of the Agency.
- ➔ Community Engagement Officers were hired to represent all of the Regions. They may be physically located in the Air Traffic Organization or in a Regional Office but they operate as a National team.
- ➔ Identify WHO is talking to us and HOW do we standardize that communication to ensure we are understanding the question and providing good answers.
- ➔ Our strategic goal is to identify the groups and provide an appropriate and sustainable channel of communication.



Keys to Successful Engagement

- Collaboration from the beginning
 - Making sure ALL the stakeholders are in the conversation from the beginning
 - Prior to any formal recommendation it is important that all the entities with a role or responsibility are part of the development of that recommendation.
 - There may be obvious choices but we need to continue to question if other voices need to be included?



Keys to Successful Engagement

- Set clear expectations.
- It is often a challenge to manage expectations – but assuming that an early conversation about feasibility means a quick and positive answer is mismanaging expectations and will lead to distrust in the people and the process.
- For example - Airspace projects take years – not weeks to complete. It is a complex system and any adjustment requires tremendous coordination to ensure safety.



Keys to Successful Engagement

- In discussions with stakeholders it is important to look forward not back.
- The FAA has recognized that our outreach and engagement on earlier Airspace projects was not sufficient and we have adjusted how we engage.
- Let's spend the time we have with the experts talking about what may be possible.
- The FAA has committed our most valuable asset – our people – to this process – let's make the most of those interactions.

