



LaGuardia
Airport

Fly Quiet Program

Annual Report

2023





INTRODUCTION

The goal of the program is to encourage aircraft operators to adhere to noise abatement procedures, utilize preferential runway programs, and fly the quietest aircraft at these airports.



The Port Authority of New York and New Jersey (PANYNJ) established Fly Quiet Programs (FQPs) to showcase, along with partners in the airline industry and the Federal Aviation Administration (FAA), on-going efforts to be good neighbors by operating quietly and sustainably. The goal of the FQPs is to encourage aircraft operators to adhere to noise abatement procedures, utilize preferential runway programs, and fly the quietest aircraft at these airports. However, pilot and airline compliance during any given flight operation is voluntary, not mandatory.

STAKEHOLDER COLLABORATION

Fly Quiet Programs were first envisioned during the development of the 14 CFR Part 150 Programs, during which PANYNJ conducted extensive stakeholder engagement with airlines, operators, FAA, and the public. The PANYNJ also studied FQPs at other airports nationwide to determine best practices and lessons learned. Technical Focus Group meetings were held throughout FQP design and development including FAA representatives and airlines from John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), and Newark Liberty International Airport (EWR). Airline input and feedback was a key point in the development of the program measures, scoring criteria, and ratings system ultimately devised for the program. The PANYNJ continued to engage and communicate with airlines throughout the past year to refine and improve the program.

The overarching message received through airline coordination was to make community engagement, communication, and pilot training the focus of the scoring system. Also, it was recognized that many factors are not typically in an airline or pilot's control (for example, runway selection and flight procedure selection). The PANYNJ wanted to recognize achievements while giving the airlines the ability to show progress and improvement over time, on noise and sustainability performance. The FQPs include airline scoring criteria equally weighted between fleet noise quality (50 points) and engagement (50 points) for a total of 100 points.

UNIQUE OPERATING ENVIRONMENT

The New York/New Jersey airports and airspace are a unique operating environment. This is due to the close proximity of three major airports (JFK, LGA, and EWR), constraints on flight schedules due to slot controls, and the nation's busiest airspace. Accordingly, the Fly Quiet Programs are designed uniquely to fit the requirements of the New York/New Jersey aviation environment.

AIRLINE SCORING

Points are evenly split between aircraft noise ratings and engagement scores.



OVERVIEW

Airline scores are calculated annually based on two categories, and the maximum possible score is 100 points.

- Fleet noise quality – maximum 50 points
- Engagement points – maximum 50 points

FLEET NOISE QUALITY

Noise performance metrics are computed quarterly for each airline and operator at LGA, based on operations reported by the PANYNJ Airport Noise and Operations Monitoring System (ANOMS).

Aircraft “Noise Stages” are defined by the FAA for every model of aircraft when they are first manufactured and entered into service. The FAA classifies aircraft as follows:

- Stage 3 – these are the loudest aircraft currently allowed to operate in the U.S.
- Stage 4 – these aircraft are at least 10 decibels quieter than Stage 3 aircraft.
- Stage 5 – these aircraft are at least 7 decibels quieter than Stage 4 aircraft.
- Stage 5 Plus – this is not a formal noise rating, however the FQP gives extra points to the newest aircraft that are 5 or 10 decibels quieter than Stage 5.







The noise quality score is computed for each airline based on its annual number of operations, the type of aircraft used for each flight, and each aircraft’s noise stage. A weighted average is then calculated for the year.

The minimum number of annual operations for an airline is one operation per day (365 operations per year). Airlines with fewer operations are not included in the FQP.

ENGAGEMENT POINTS

Engagement points are earned by an airline when it demonstrates the following categories are met during the calendar year. Attendance records and other documentation from the airlines are collected by the PANYNJ throughout the year.

AIRLINE SCORING

CATEGORY	MAX POINTS
 Participate in FQP Focus Group annual virtual briefing(s) – includes 2022 and 2023	10
 Participate in Roundtable Meetings (for JFK and LGA only) <ul style="list-style-type: none"> Up to four meetings per year, 2.5 points per meeting, 10 points maximum 	10
 Access and review the FQP Dashboard Reporting site once per quarter <ul style="list-style-type: none"> Tracked four times per year, 2.5 points per login, 10 points maximum 	10
 Provide copies of pilot training/educational materials on noise abatement and Fly Quiet along with the date(s) training was conducted	10
 Provide information/documentation on airline fleet noise reductions (vortex generators, etc. installed on the aircraft; pilot operating techniques; NADP; etc.)	5
 Provide information/documentation on any annual airline sustainability practices/offsets/etc.	5
TOTAL	50

AWARDS

Awards are presented in four operator categories: domestic major air carriers; North American regional air carriers; International air carriers; and, cargo carriers (for JFK and EWR only). Each airline is scored on a scale of 0 to 100 points and the awards are presented based on two tiers:

- Gold tier greater than 85 points – award recognition in the FQP Annual Report
- Silver tier 70 to 85 points – award recognition in the FQP Annual Report

Airlines earning less than 70 points are not recognized in the FQP Annual Report.

CONGRATULATIONS TO THE WINNERS OF THE LGA FLY QUIET AWARDS

2023

GOLD TIER



SILVER TIER



DOMESTIC MAJOR AIR CARRIER

GOLD TIER WAS NOT
AVAILABLE FOR THE YEAR 2023.



INTERNATIONAL AIR CARRIER

GOLD TIER WAS NOT
AVAILABLE FOR THE YEAR 2023.

NONE

REGIONAL AIR CARRIER

GOLD TIER WAS NOT
AVAILABLE FOR THE YEAR 2023.

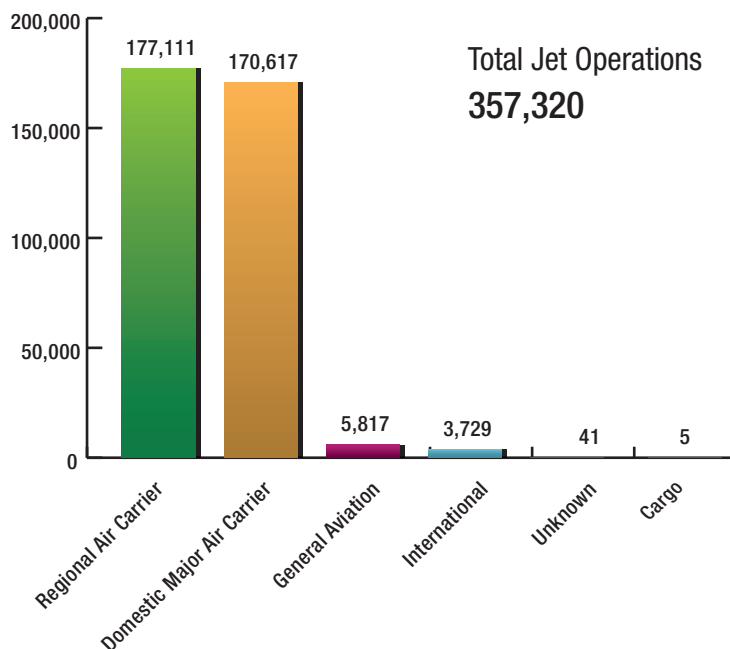
NONE

**Gold Tier was not available because some aspects of the program were still under development and not all of the engagement points categories from the previous page were available to be earned (i.e., roundtable meeting participation and dashboard reports).*

AIRPORT STATISTICS 2023

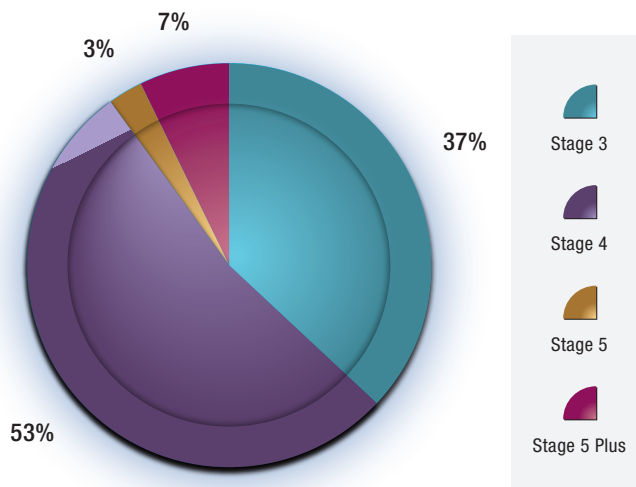
ANNUAL METRICS

The FQP Annual Reports provide statistics on airport operations, runway selection, and flight procedure utilization. The data is provided quarterly to airline and FAA stakeholders for technical review and progress tracking. The total annual jet operations at the airport are shown below. Included are the annual operations by category of aircraft. These statistics are not a part of an airline's FQP score. By comparison, the total jet operations in 2022 was 350,535. This represents a growth of nearly two percent from 2022 to 2023 in jet operations.



Year	Total Jets
2022	350,535
2023	357,320

The Noise Stage is a measurement of how loud an aircraft is, with Stage 3 being the loudest and Stage 5 Plus being the quietest. The chart below shows the percentage of operations for the year 2023 flown by each Noise Stage aircraft. In 2023, the overall fleet mix changed as compared to 2022. The percentage of Stage 3 jets increased by three percent in 2023, offset by a decline in Stage 4 jets of three percent. The combined percentage of Stage 5 and Stage 5 Plus jet operations did not change.



Year	Stage 3	Stage 4	Stage 5	Stage 5+
2022	34%	57%	2%	8%
2023	37%	53%	3%	7%

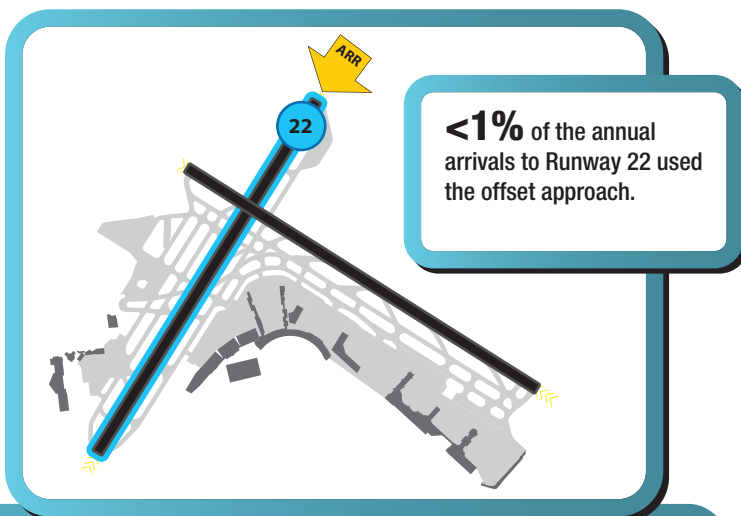
PROCEDURE USE

Flight procedure use is not a part of an airline's FQP score. Instead, the data is provided in the FQP Annual Report to inform the public and airport stakeholders. Flight procedure use captures the annual utilization of the arrival and departure procedures described below. However, the selection of a flight procedure for use by arriving and departing aircraft at the airport is determined by several factors: FAA air traffic control's assignment of a procedure to an aircraft; which runways are in use at the time; operations at nearby airports; wind and weather patterns; efficiency and safety; and, noise abatement when operationally feasible.

The flight procedures tracked at LGA airport are listed below. See the graphics on this page for detailed information on each procedure.

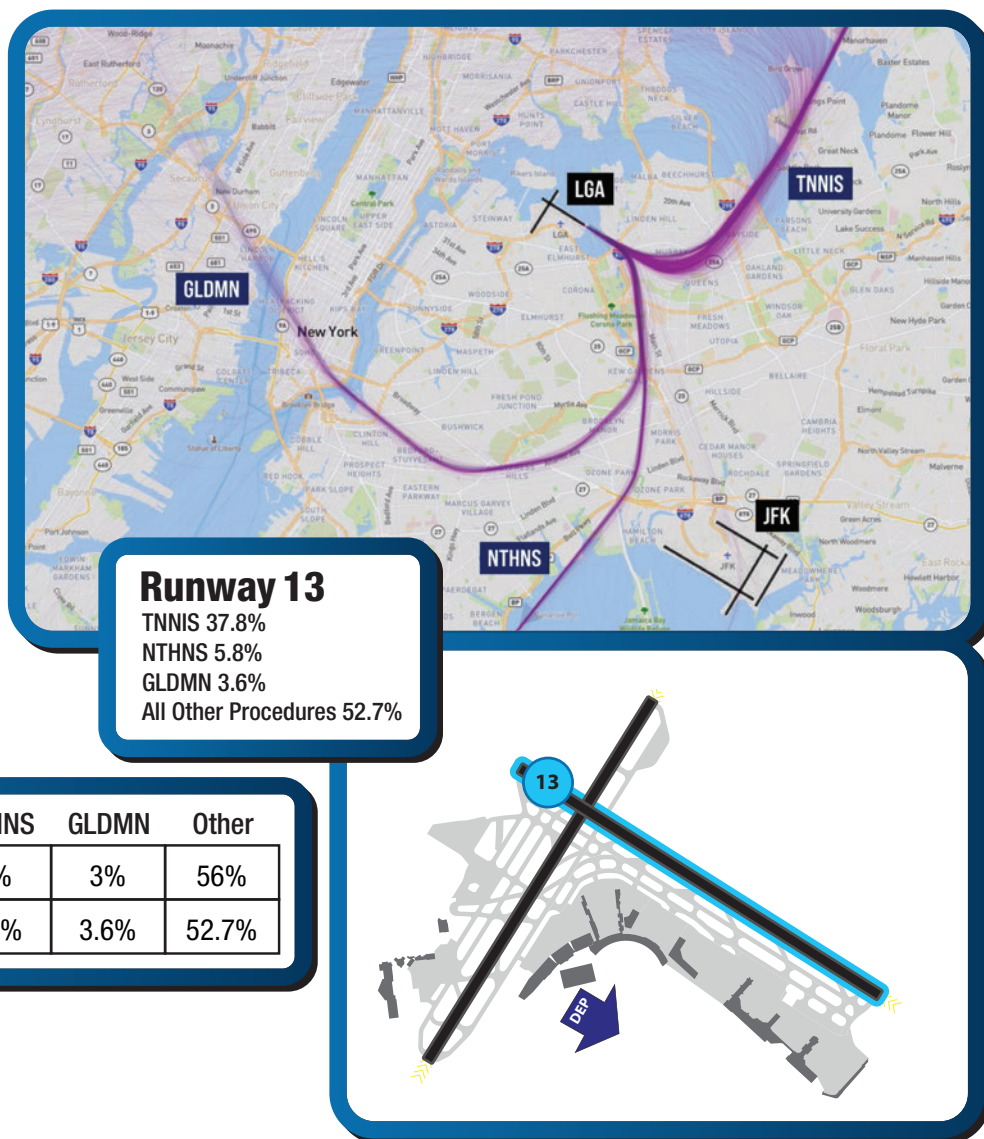
- Runway 22 RNAV "Offset" Approach – Aircraft approach the runway at an angle instead of lined up directly with the runway, shifting noise away from the straight-in flight path. This flight procedure was an approved noise abatement measure from the Part 150 Noise Compatibility Program.

Year	Percent
2022	<1%
2023	<1%



PROCEDURE USE

- Runway 13 Departures – The FQP monitors the use of each satellite-based navigation flight procedure for Runway 13: TNNIS, GLDMN, and NTHNS. The use of these flight procedures is tracked and reported on a regular basis to the community noise roundtables. "All other procedures" include the Whitestone climb and flights that are vectored by air traffic control instead of following satellite-based procedures.



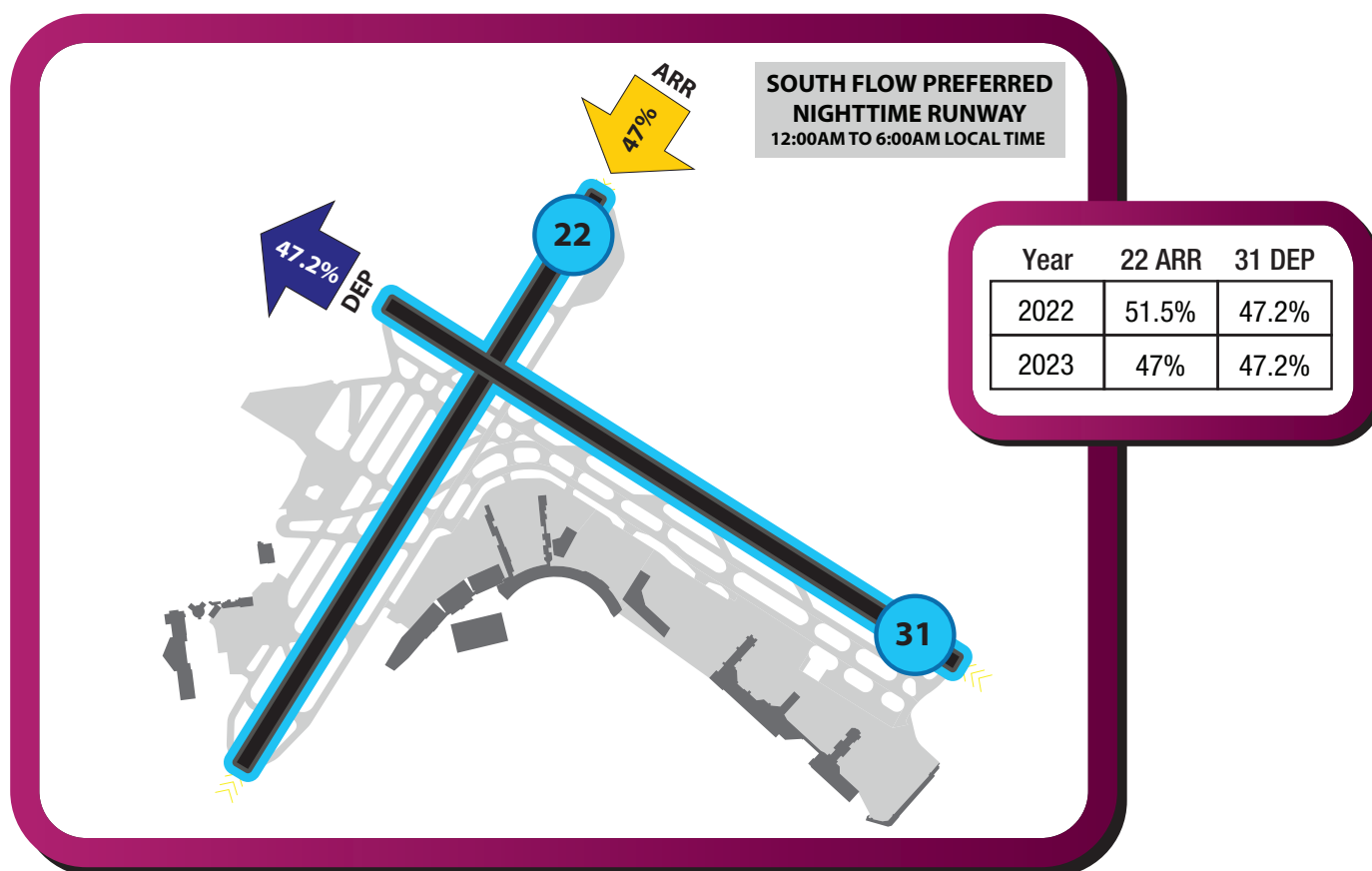
Year	TNNIS	NTHNS	GLDMN	Other
2022	34%	7%	3%	56%
2023	37.8%	5.8%	3.6%	52.7%

PROCEDURE USE

LATE-NIGHT RUNWAY USE

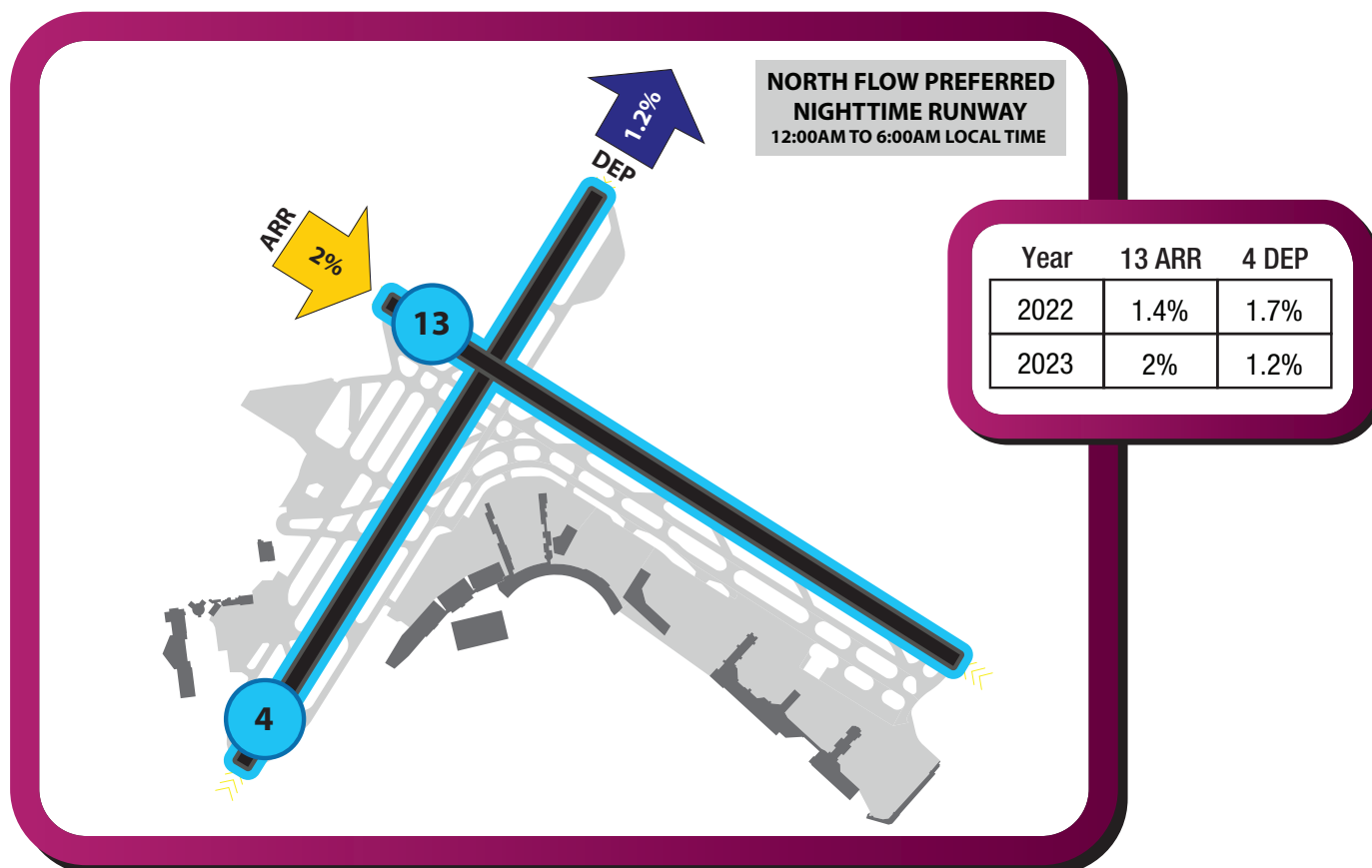
Runway selection is another factor that can influence community noise levels. It is sometimes possible to use runways that direct noise away from communities during late-night hours when there are fewer operations. “Late-night” hours are defined as 12AM-6AM local time for the FQP. Although there is a voluntary restraint on scheduled airline flights from 12AM to 6AM at LGA, there are still some flights that occur during these hours (for example, delayed flights or rescheduled flights). The assignment of a runway to an individual aircraft operation depends on several factors: which runways are available for use; wind direction; weather conditions; air traffic control operational needs; and, runway length versus the weight of the aircraft.

The figures below show the percentage of annual late-night arrivals and departures which used preferential runways. South flow and north flow are presented in separate figures.



USE OF ANY OF THE HIGHLIGHTED RUNWAYS IS ENCOURAGED FOR NOISE ABATEMENT AND THE FLY QUIET PROGRAM.

PROCEDURE USE



USE OF ANY OF THE HIGHLIGHTED RUNWAYS IS ENCOURAGED FOR NOISE ABATEMENT AND THE FLY QUIET PROGRAM.

At LGA, preferential arrival runways were used during late night hours for 53% of annual late night arrival operations. Preferential departure runways were used during late night hours for 49% of annual late night departure operations.

FUTURE PROGRAM DEVELOPMENT

The first FQP report was developed for the year 2022. In the future, the LGA FQP will evolve and grow. The FQP is designed to be flexible and adaptable. The participation of airlines, the FAA, and community groups including Roundtables is key to the success of the program.

LGA FLY QUIET **ANNUAL** **REPORT** **2023**

<https://aircraftnoise.panynj.gov>

