

Title 14 CFR Part 161

Notice and Approval of Airport Noise and Access Restrictions

Presented to: LGA Subcommittee of NYCAR

By: Andrew Brooks, Regional

Environmental Program Manager

Date: January 9, 2020



Federal Aviation
Administration



Agenda

- What is Part 161?
- History
- Study Requirements
- Studies to Date



What is Part 161?

Grant Assurance 22a:

[Airport Sponsors] will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport

Part 161 establishes a process for Airport Sponsors proposing Access Restrictions. Only Airport Sponsors can initiate the process and the process is voluntary.



What is Part 161?

- 14 CFR Part 161 – Airport Noise and Access Restrictions
 - Part 161 applies to restriction proposals that impact:
 - Stage 2 helicopters
 - Any type of Stage 3 aircraft



History

- **Noise Control Act of 1972**
 - Stage 1 Turbojet Phase Out by January 1, 1985
- **Aviation Safety and Noise Abatement Act of 1979 (ASNA)**
 - Established Part 150 Process
 - Introduced consideration of access restrictions
- **Airport Noise and Capacity Act of 1990 (ANCA)**



History- ANCA

- **Established requirements for FAA to:**
 - Phase out Stage 2 Aircraft >75,000 lbs by January 1, 2000
 - Develop a process to evaluate proposed airport noise and access restrictions for Stage 2 and Stage 3 aircraft
- **Full Stage 2 phase out completed December 31, 2015 under FAA Modernization and Reform Act of 2012**



Study Requirements- Restrictions

- When airport operators propose restrictions that affect Stage 3 aircraft, they must meet six conditions as established by ANCA for approval by the FAA
 - Be reasonable, not arbitrary, not discriminatory
 - Not create an undue burden on interstate or foreign commerce
 - Maintain safe and efficient use of the navigable airspace
 - Not conflict with any existing Federal statute or regulation
 - Provide adequate opportunity for public comment
 - Not create an undue burden on the national aviation system
- **For a proposed restriction to be approved, all six conditions must be met**



Study Requirements- Contents

The information required to demonstrate each condition is met is established by 14 CFR 161.305. This includes:

- Complete Text of Proposed Rule
- Anticipated Sanctions
- Noise Maps developed in accordance with 14 CFR Part 150
- Adequate environmental review under NEPA
- Depiction of all measures taken to achieve land use compatibility
- Evidence that other remedies are infeasible or would be less cost-effective, including why other measures were rejected
- Cost-Benefit Analysis demonstrating that the potential benefits have a reasonable chance to exceed the potential costs
- Effect of proposed restriction on operations, including the number of operations effected for each air carrier



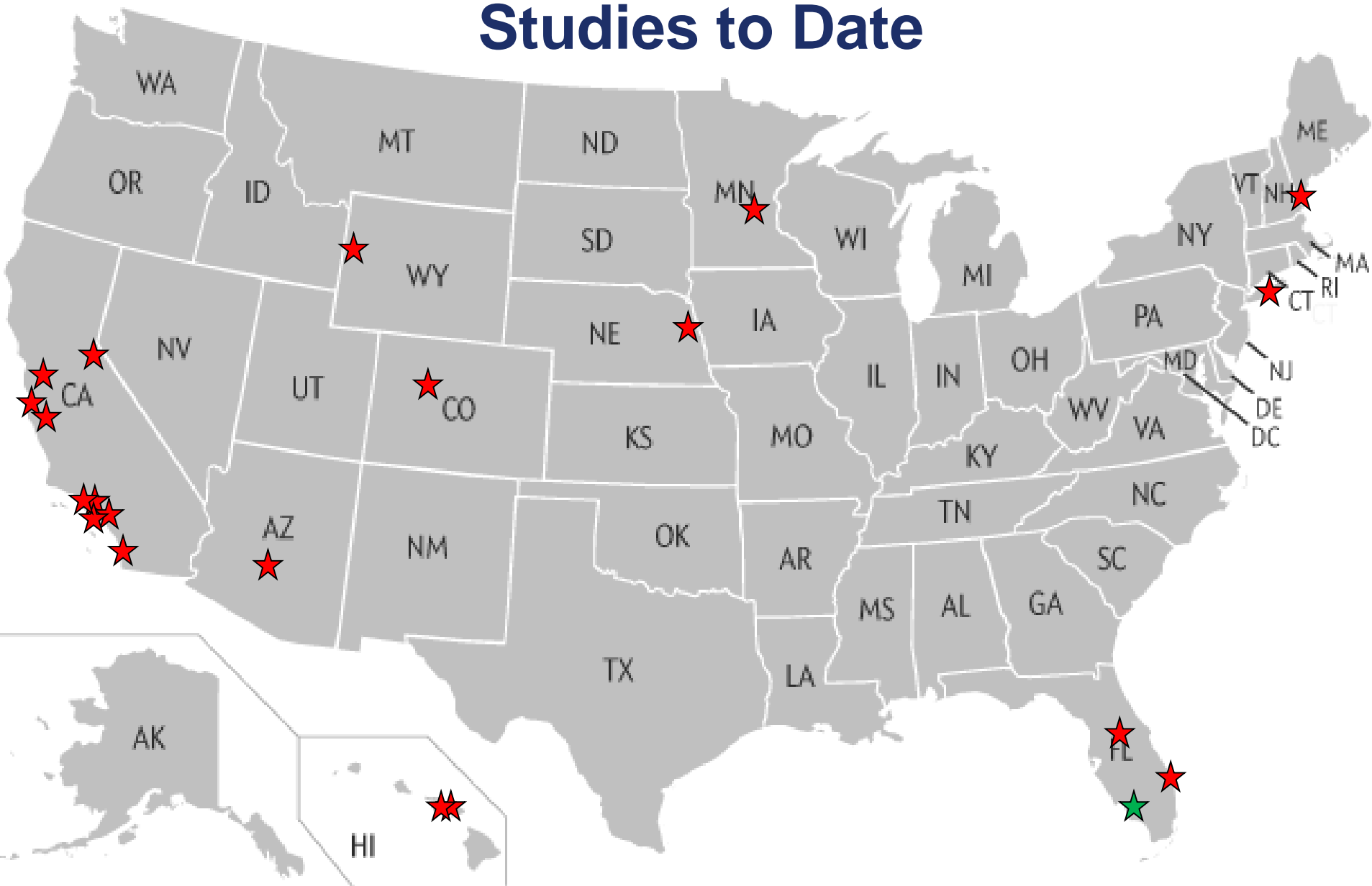
Study Requirements- Contents (continued)

The information required to demonstrate each condition is met is established by 14 CFR 161.305. This includes:

- Additional operation costs associated with the restriction, including potential discontinuation of service and lost operating revenue
- Estimation of benefits from reduced sound insulation program construction, number of people removed from noise contours, and improved productivity (either workforce or educational)
- Analysis of effects of restriction on airspace surrounding airport
- Demonstration of consistency with Grant Assurances (Anti-monopolistic practices)
- Adequate opportunity for public comment on proposal
- Demonstration of no adverse effect on airport system capacity
- Additional requirements as specified in the regulation



Studies to Date



Studies to Date

- Twenty-four Part 161 Studies under ANCA have been developed at 21 airports
- Only one successfully achieved an Access Restriction after a legal challenge:
 - Naples, FL restricted Stage 2 Aircraft < 75,000 lbs
 - Since then, FAA Modernization Act of 2012 implemented a nationwide phase out of Stage 2 (as of December 31, 2015)
- Part 161 Determinations can be found at:
https://www.faa.gov/airports/environmental/airport_noise/part_161



LaGuardia Roundtable

Procedures Update

Date: January 9, 2020



**Federal Aviation
Administration**



**Federal Aviation
Administration**

LaGuardia (LGA) Runway (RWY)13 River Visual Description and Benefits

Procedure was available for use during construction since 9/12/19.

- Added Area Navigation (RNAV) waypoints to maintain airspace boundaries with aircraft landing RWY 22L/R at EWR.
- Aircraft to remain over the Hudson River until starting the turn to final approach.

Operational Benefits

- This procedure de-conflicts arrivals into Teterboro (TEB) & departures from LaGuardia (LGA).
- Allows for a fair weather approach to LGA RWY 13 without impacting TEB arrivals.
- Provides a predictable track to the runway.

Status

- Planned as a permanent procedure for LGA because of the operational benefits.
- Environmental Review ongoing.

LGA River Visual – N90 Boundaries



LGA River Visual RWY 13 Approach



Federal Aviation Administration

Update on THROGS Route Change

STATUS

- Second 6-month test concluded October 10, 2019.
- No negative comments received during the test.
- Air Traffic Letter of Agreement (LOA) updated.

BENEFITS

- Improved safety and efficiency.
- Relief of congestion along the THROGS route.
- Reduced conflicts with fixed-wing LGA aircraft aborting landing.

ENVIRONMENTAL

- Updating the Air Traffic LOA does not constitute a federal action, therefore National Environmental Policy Act (NEPA) is not applicable.

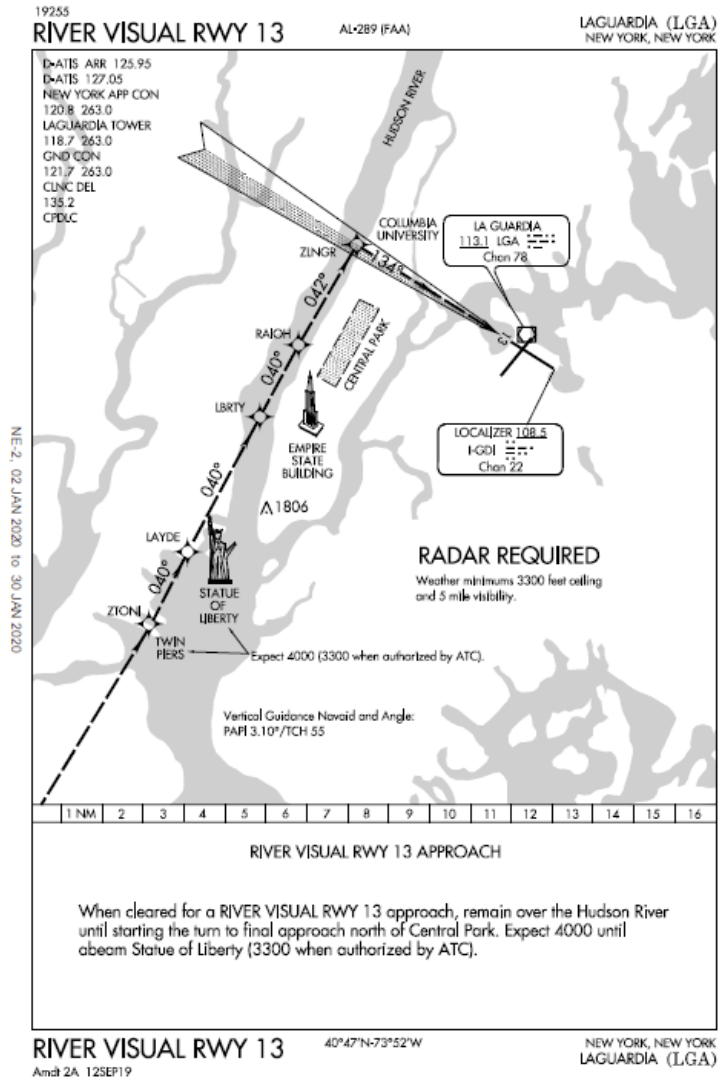


Questions?



Federal Aviation
Administration

River Visual RWY 13 Approach



Northeast Corridor (NEC)

NTHNS/GLDMN Amendments

Presented to:

LGA Roundtable

Date:

Jan 22, 2020

January, 9, 2020



Federal Aviation
Administration



NTHNS/GLDMN

- **The proposed NTHNS/GLDMN aircraft procedure amendment would enhance the safety and efficiency over the current procedure design.**
 - One standard climb gradient
- **Aircraft shift west of downtown Flushing and traverse more directly over the Van Wyck Expressway**
- **Environmental ongoing**
- **Publication date – May 21, 2020**



GLDMN/NTHNS Departures "Current vs Proposed"



LGA

Projected New
Flight Tracks

Flights shifted ~1,700
feet to the West

Proposed
GLDMN6 /
NTHNS5

GLDMN5 /
NTHNS4

MITRE



Federal Aviation
Administration

GLDMN/NTHNS Departures "Current vs Proposed"



LGA

Projected
New Flight
Tracks

NTHNS4 (Current)

GLDMN

GLDMN6 (Proposed)

KIWIE

GLDMN5 (Current)



TRISK

MASTT

WP103

WP188

NTHNS

NTHNS5 (Proposed)



CRI

1 NM

4 NM



Federal Aviation
Administration

Questions?



Federal Aviation
Administration



GLDMN/NTHNS Departures "Current vs Proposed"

LGA

Flushing*

Flights shifted ~1,700 feet to the West

Projected New Flight Tracks

Flushing Meadows - Corona Park*

Proposed GLDMN6 / NTHNS5

GLDMN5 / NTHNS4

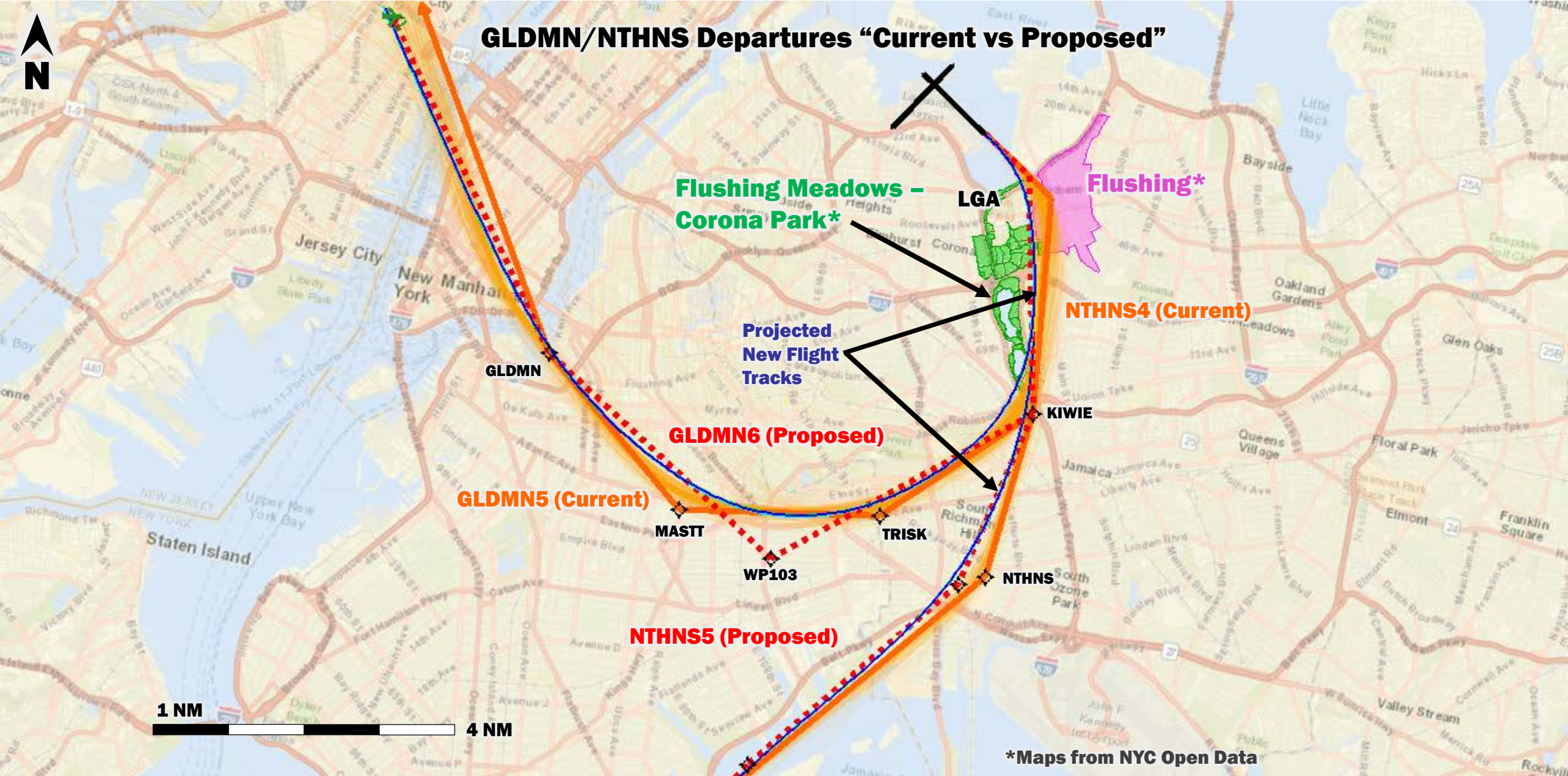


*Maps from NYC Open Data



Federal Aviation Administration

GLDMN/NTHNS Departures "Current vs Proposed"



1 NM 4 NM

*Maps from NYC Open Data



Federal Aviation Administration