

LGA COMMITTEE/NYCAR
AGENDA – June 28, 2023

- **WELCOME** - Maria Becce
 - Announcement: New LGA Committee Citizen Member:
 - Elaine Miller-Plane Sense 4 LI
 - LGA Ground Stop: Smoke and Haze – June 7, 2023
 - Aviation Technology Update

- **PORT AUTHORITY UPDATES:**
 - Announcement: Port Authority Board of Commissioners approves \$30 million for planning and preliminary design to improve mass transit access to LaGuardia Airport

 - Fly Quiet Program: Clint Murrow-BridgeNet

 - Runway Utilization and Noise Complaints

 - LGA Part 150 Noise Abatement Measures Review: (Proposals 5 through 8) – Discussion of last four of eight proposals as follows:
 - Reduce Runway 13 Departures at Night
 - Implement Noise Abatement Departure Profiles on a Voluntary Basis for Runways 4 and 13
 - Implement Nighttime Optimized profile Descent Procedures
 - Continue Existing Mandatory Departure Noise Limit

- **GPS XRay** approach at JFK and departure procedures at LGA – Ralph Tamburro (Port Authority)

- **LEGISLATIVE UPDATE: Congresswoman Grace Meng – Quiet Communities Act 2023** - Elaine Miller

- **UPDATE: The New York Times – Does Noise Affect Your Life?** - Dr. Arline Bronzaft

- **FAA UPDATES:**
 - Noise Policy Review: Public Comments – <https://www.faa.gov/noisepolicyreview>
FAA Docket: <https://www.regulations.gov/commenton/FAA-2023-0855-0001>
 - Maria Becce
 - Preliminary Report: Advanced Air Mobility – FAA Press Release and Video
 - Lei Zhao

- **PUBLIC COMMENT**

- **ADJOURNMENT** – Next Meeting Date: September 27, 2023

REMINDER TO ALL LGA COMMITTEE/NYCAR MEMBERS

Recognizing the profound impact that the increase in airplane noise had on the quality of life for Queens residents, Governor Andrew Cuomo formed The New York Community Aviation Roundtable (NYCAR). It is comprised of two Airport Committees-- **JFK and LaGuardia** who meet separately to address concerns at each airport. The Roundtable is a working group comprised of stakeholders affected by area airport operations. The primary goal of NYCAR is to work collaboratively with the Port Authority airport management, Federal Aviation Administration (FAA), and other relevant agencies and government entities in an effort to protect the environmental health, safety and quality of life of the residents of local communities while ensuring the continued efficient and safe operation of the airport. NYCAR members include representatives from the surrounding communities--elected and appointed officials, community boards, relevant federal/state/city agencies, relevant airlines, etc.

NYCAR members bring all airport stakeholders together to focus on negatively impacted residential communities – it is an opportunity to interact directly with the Port Authority and FAA. The overall goal is to reduce the negative effects of airport operations over and in proximity to residential communities. NYCAR wants to improve the quality of life of people on the ground. Relief has been slow, but progress has been made. Please plan ahead to attend each NYCAR and Airport Committee meeting or designate a representative. **Your participation is VITAL – a quorum is required. The Committee needs your recommendations, ideas and support of actions taken by NYCAR and its Airport Committees.**

Port Authority of New York and New Jersey

Fly Quiet Programs
Update Briefing for the
LGA Committee of NYCAR

June 2023



Agenda

- Background
- Status and Updates
- Q&A



Background



Background on PANYNJ Fly Quiet Programs

- Recommended program management measure in the Part 150s for all four PANYNJ airports
- Establishing new programs at LGA, JFK, and EWR Airports
- Enhance and update the existing TEB Quiet Flying Program

What is a Fly Quiet Program?

- A **voluntary collaboration** of Port Authority, Airlines, aircraft operators and FAA air traffic controllers that **encourages** them to use suggested quieter aircraft, noise abatement flight procedures, and preferential runways



**Awareness
Campaign**

**Data
Reporting**

**Benefits
beyond the
65 DNL
contour**

Examples of longstanding FQPs

Seattle



Fleet Noise Quality - 1st Quarter 2022

January 1 to March 31, 2022

Airline	Nationwide Fleet Noise Quality Rating	San Francisco		Fleet Noise Quality Rating
		Average Daily Jet Operations	Score	
Avianca TAI	6.00	2	10.00	
Jazz JZA	8.90	2	9.92	
FRONTIER AIRLINES FFT	5.10	4	9.66	
Copa Airlines CMP	5.50	1	9.48	
AIR NEW ZEALAND ANZ	7.90	1	9.07	
中国南方航空 CSN	7.20	0	9.07	
virgin atlantic VIR	5.70	1	9.07	
TAP AIR PORTUGAL TAP	4.20	0	8.88	
Horizon Air QXE	8.40	3	8.79	
JAPAN AIRLINES JAL	7.90	1	8.74	
		1	8.68	
		05	8.67	

San Francisco

San Diego



Benchmarking process for LGA

- Benchmarking conducted in 2022
 - Surveys and interviews of other airports with FQPs nationwide
 - Review of LGA Part 150 comments, suggestions, and recommendations in the NCP Appendices
- Technical Focus Groups 2022-2023
 - Involving airlines, operators, airports and the FAA
 - Working together to develop the FQPs

Airports interviewed:

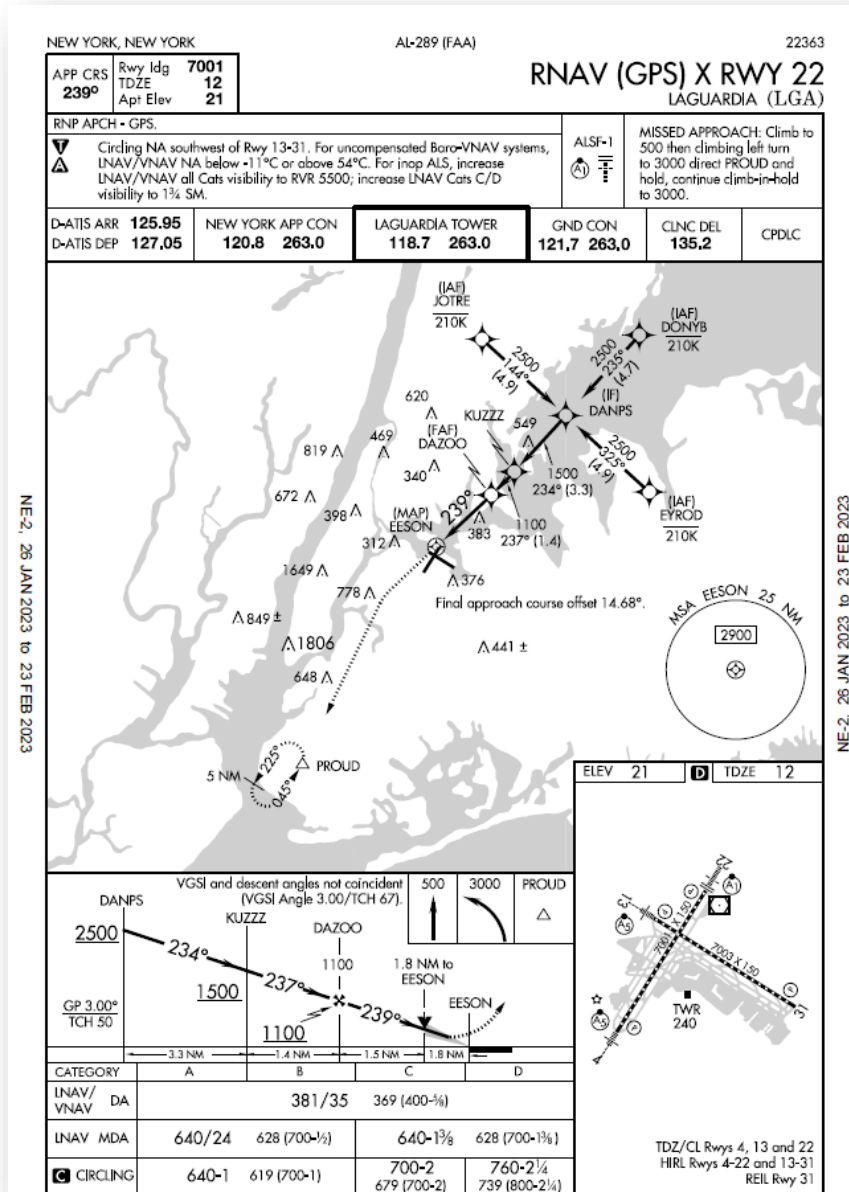
San Francisco Intl.
San Diego Intl.
Seattle-Tacoma Intl.
Aspen/Pitkin County
Teterboro Airport

Potential measures for LGA

- Begin with the “low-hanging fruit”
 - Evaluating airline fleets using tiered fleet noise quality ratings and scorecards
- FQP will include Preferential Runway Use
 - Considered in Part 150 and especially useful during nighttime
 - [Noise Abatement Measure 5: Reduce Runway 13 Departures at Night](#)
- FQP will not propose any new flight procedures
 - Potential to track and encourage greater use of existing procedures
 - [Runway 22 offset approach](#)
 - [Modify NTHNS and GLDMN Runway 13 RNAV SIDs](#)
 - [Reduce Runway 4 departure noise over Clason Point](#)

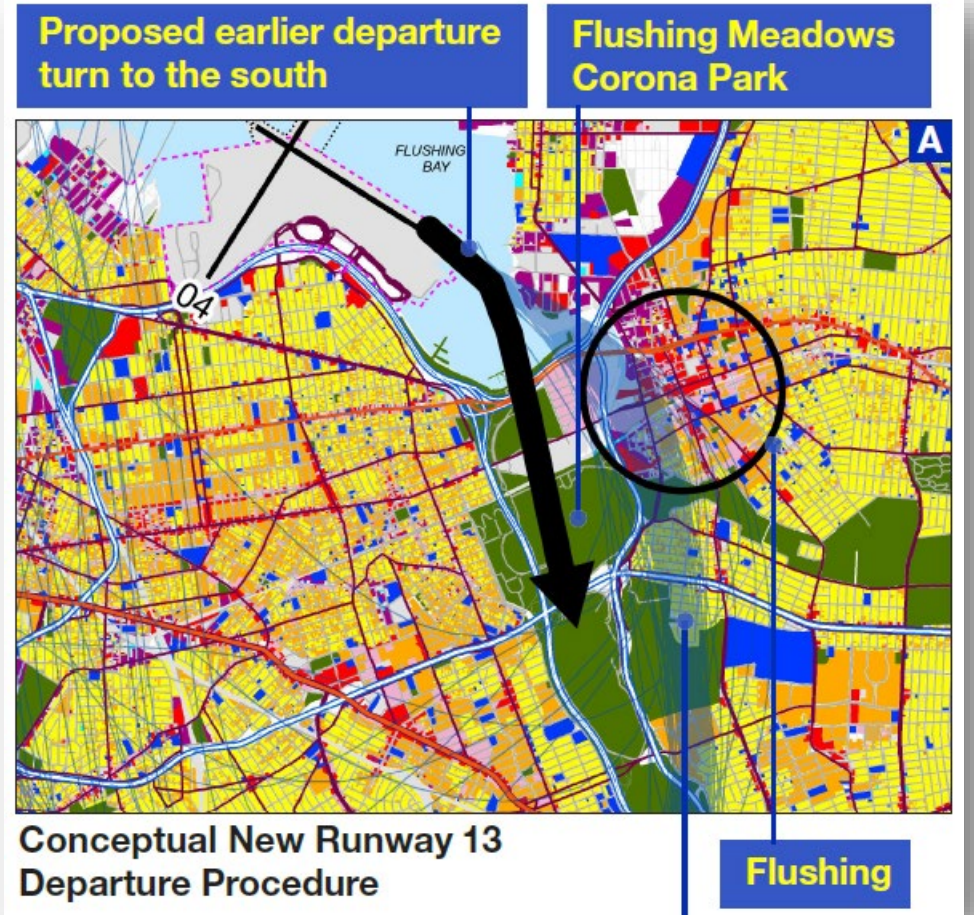
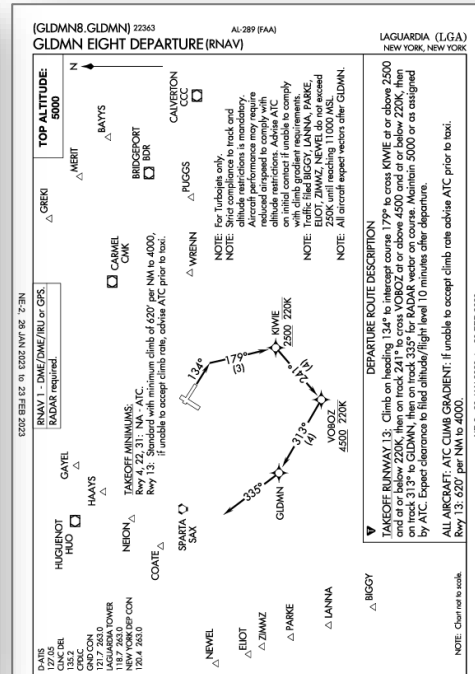
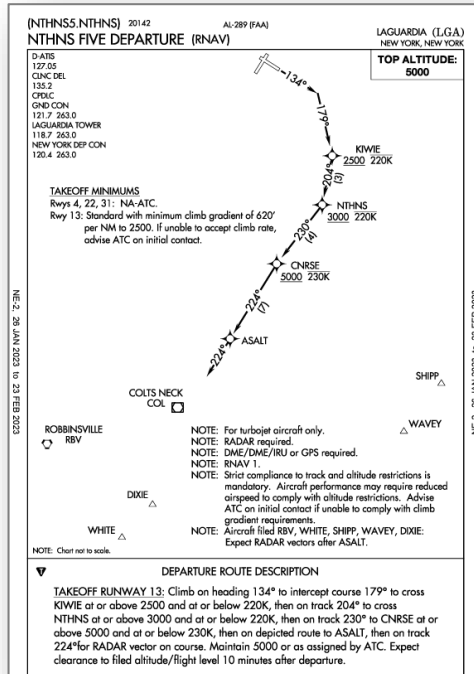
Runway 22 Offset Approach

- Existing published procedure RNAV (GPS) X RWY 22
- Published October 2021
- Beneficial for noise
- Could be monitored and reported in the FQP



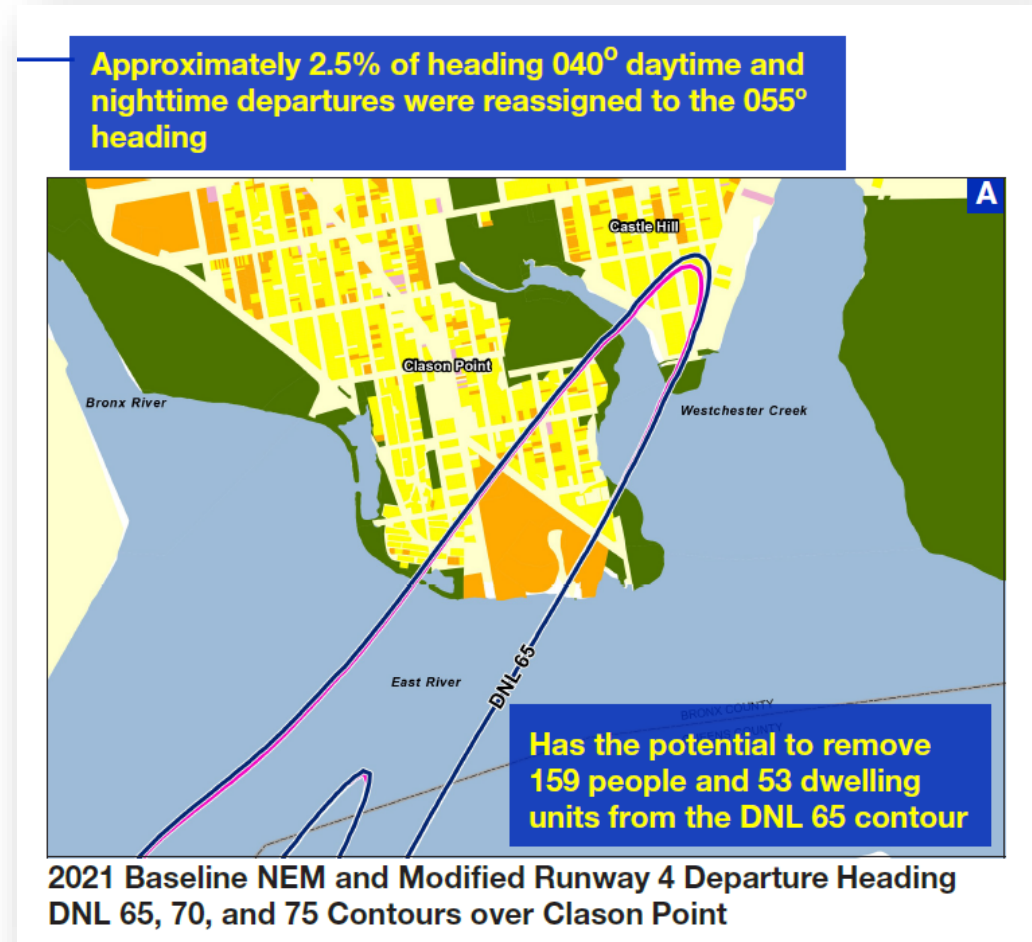
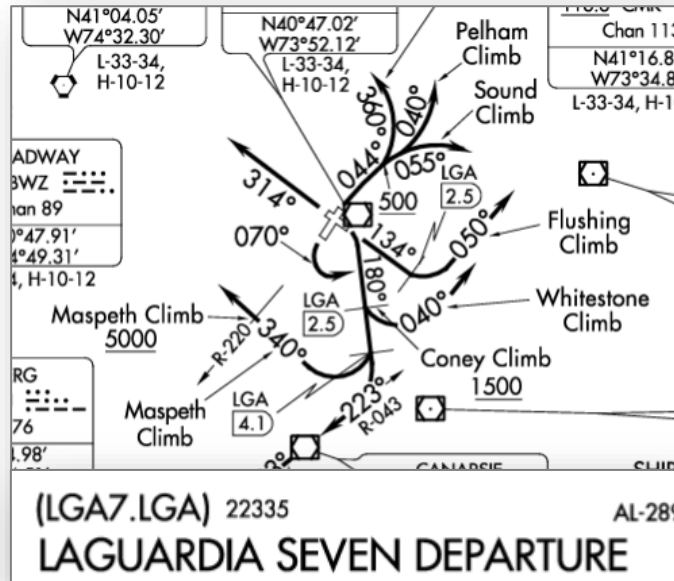
Modify NTHNS and GLDMN Runway 13 RNAV SIDs

- Implemented May 2020
- Designed for an earlier departure turn to the south
- To direct aircraft away from Flushing



Reduce Runway 4 Departure Noise – Clason Point

- Shift in use of departure headings
- Implemented in December 2020
- Move traffic from 40-degree heading to 55-degree heading
- Applies to daytime **and** nighttime hours



Status and Updates



Airline coordination and input

- Focus Group meeting was held with Airlines and FAA on May 31, 2023
- A Preliminary Fly Quiet scoring system was discussed
- Airlines provided initial feedback about the scoring, metrics, and measures to be tracked as well as the proposed awards categories
- Over the summer, the scoring system will be updated to incorporate Airline feedback received from LGA, JFK, and EWR Focus Groups
- The next Focus Group meeting will take place in September

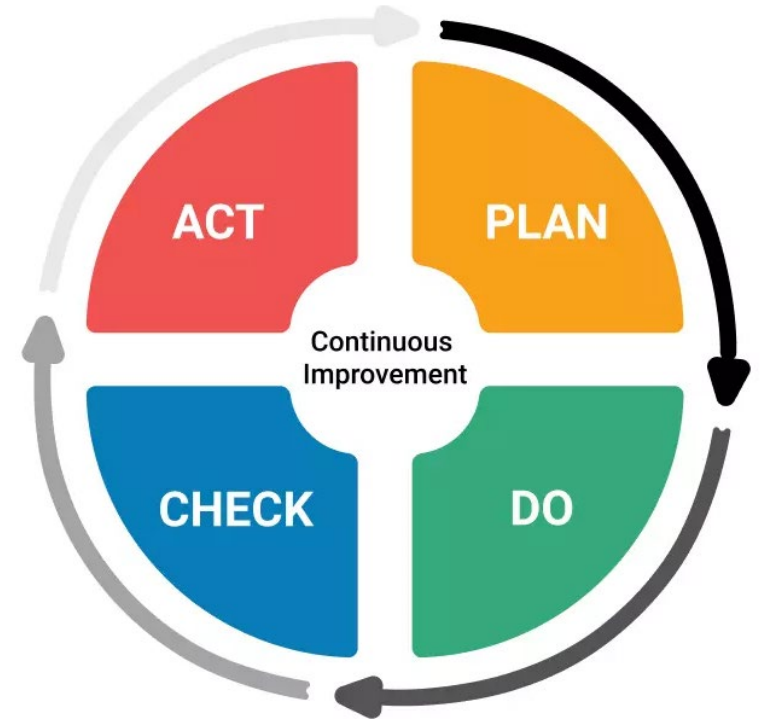
General project schedule (18 months)

- **June 2022** Project initiation
- **September/October 2022** First meetings with FAA and stakeholders at each airport
- **January/February 2023** Second round of stakeholder meetings & first presentations to roundtables
- **May 2023** Initial internal Draft FQPs for each airport (for airline review/input)
- **September 2023** Final stakeholder meetings & presentations to roundtables
 - Reviews of Final FQPs for each airport
- **November 2023** Implement, publish, and report on FQPs publicly

Followed by continuous monitoring, reporting, and program communications

Summary of Fly Quiet Program approach

- The FQP will **track and report** on the use of fleets, runway, and procedures
 - All stakeholders will gain **knowledge** into what is happening operationally
 - The goal is to **encourage** the best possible use of fleets, runways, and procedures
 - Identify opportunities for **improvements** (Is better communication needed? Is there a lack of information? Is there an operational hurdle?)

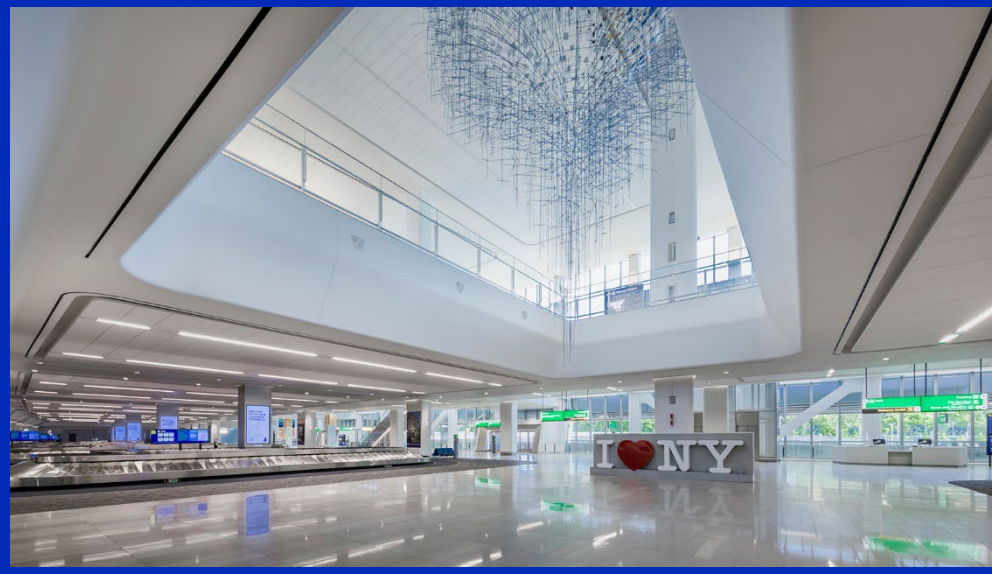


Questions?



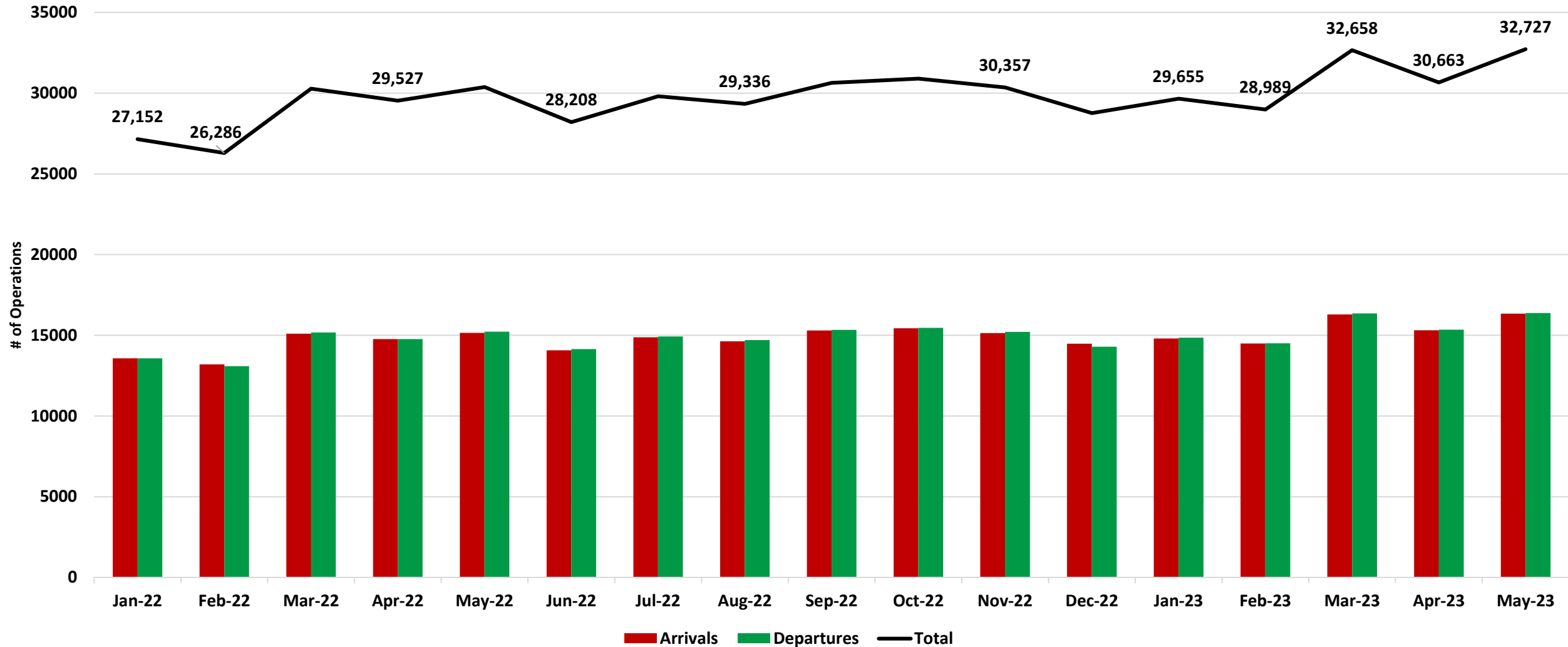
LaGuardia Airport (LGA) Operations and Noise Complaints

June 28, 2023



LGA 2022 to 2023 Operations Overview

All Arrivals and Departures: Jan 2022 to May 2023



Factors in Runway Selection

Runway Selection is determined by FAA based on the following criteria (in order of decreasing priority):

- Runway availability
- Prevailing wind and weather patterns
- Operational efficiency
- Community noise concerns

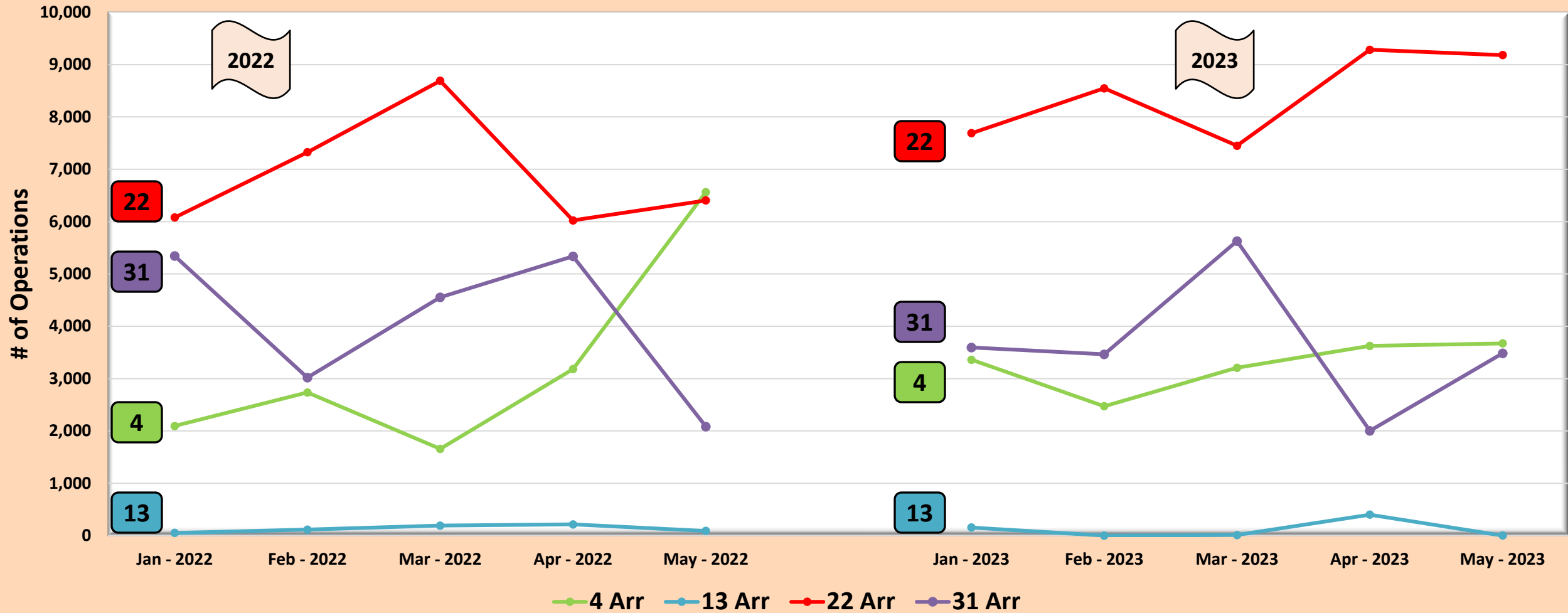
Flying into the wind provides the greatest margin of safety when landing or departing at any airport

Operations By Runway for Past 13 Months

Month	Total Operations	4 Arr	4 Dep	13 Arr	13 Dep	22 Arr	22 Dep	31 Arr	31 Dep	Unk Arr	Unk Dep
May - 2022	30,371	6,563	2,064	90	11,839	6,404	6	2,082	1,305	8	10
Jun - 2022	28,208	2,490	2,723	0	8,194	8,800	13	2,771	3,205	6	6
Jul - 2022	29,806	2,497	2,547	168	8,724	10,540	226	1,659	3,419	15	11
Aug - 2022	29,336	2,850	2,290	243	8,474	9,213	205	2,285	3,712	38	26
Sep - 2022	30,631	3,556	3,355	308	7,467	7,952	269	3,474	4,239	5	6
Oct - 2022	30,893	5,199	2,316	65	6,572	8,677	239	1,494	6,318	4	9
Nov - 2022	30,357	1,522	3,747	125	5,844	9,402	93	4,087	5,525	6	6
Dec - 2022	28,763	3,105	4,432	3	5,501	6,813	102	4,544	4,247	10	6
Jan - 2023	29,655	3,361	4,275	154	5,017	7,690	167	3,595	5,375	8	13
Feb - 2023	28,989	2,472	3,548	0	5,968	8,548	212	3,464	4,763	2	12
Mar - 2023	32,658	3,206	5,430	11	6,379	7,450	6	5,628	4,529	3	16
Apr - 2023	30,663	3,624	2,504	400	8,119	9,284	100	2,002	4,616	2	12
May - 2023	32,727	3,673	3,206	1	8,588	9,182	4	3,483	4,575	4	11

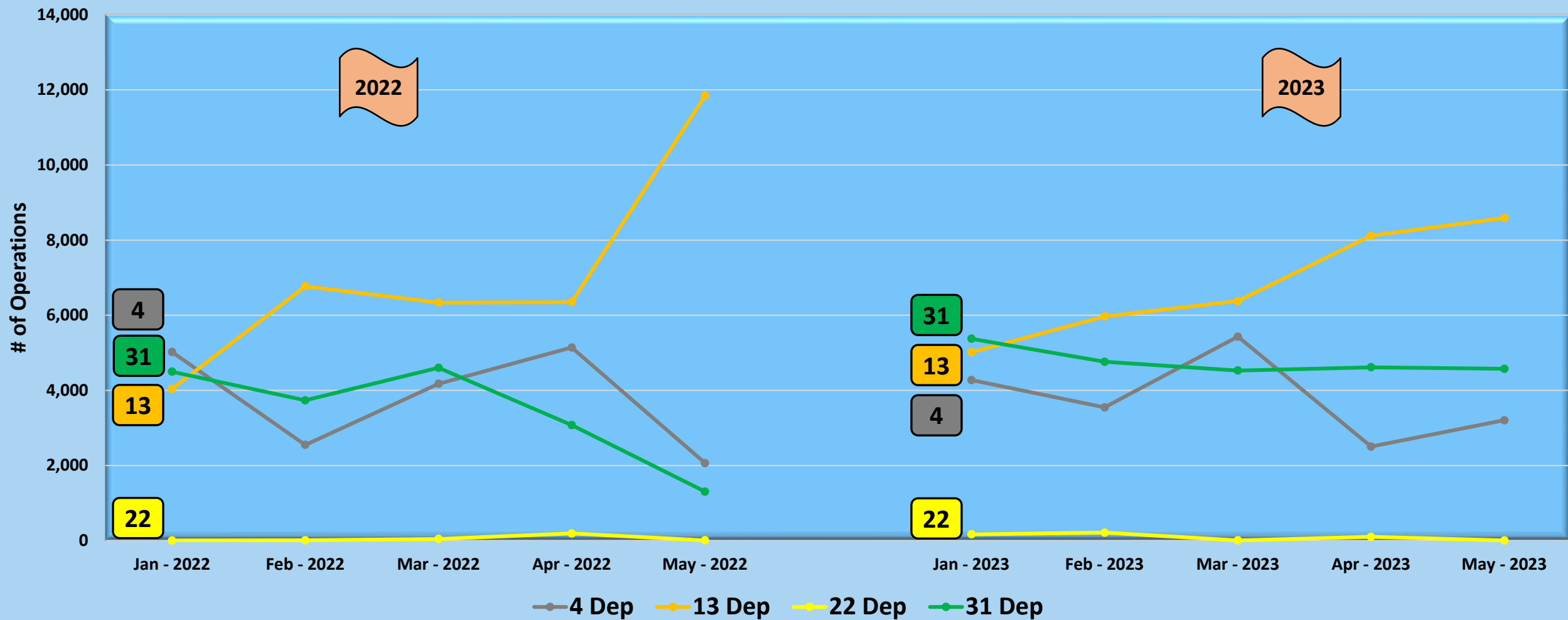
Arrivals Comparison – 2022 vs. 2023

2022 vs 2023 Arrivals Operations: LaGuardia Airport Runway Usage, January through May



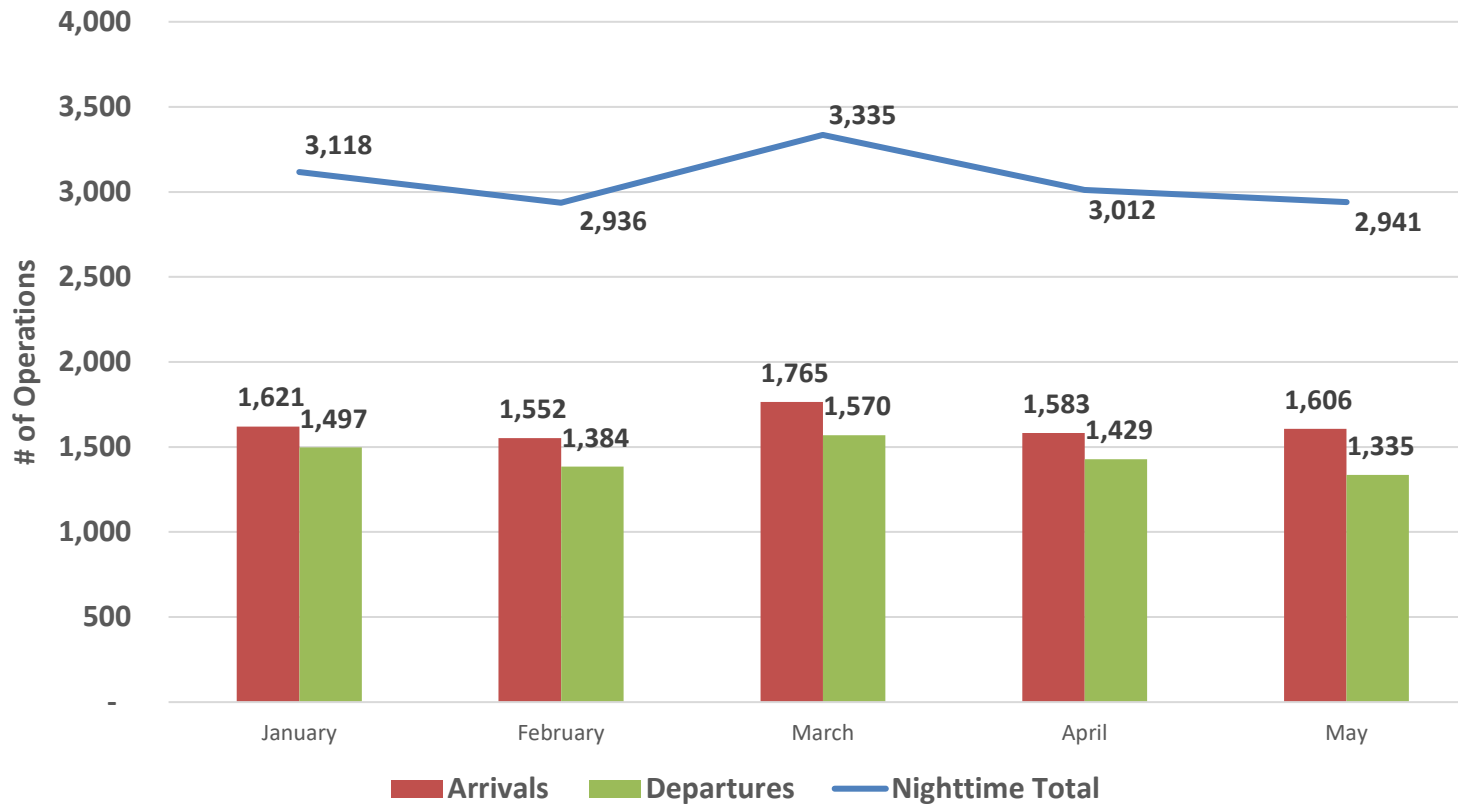
Departure Comparison – 2022 vs. 2023

2022 vs 2023 Departures Operations: LaGuardia Airport Runway Usage, January through May

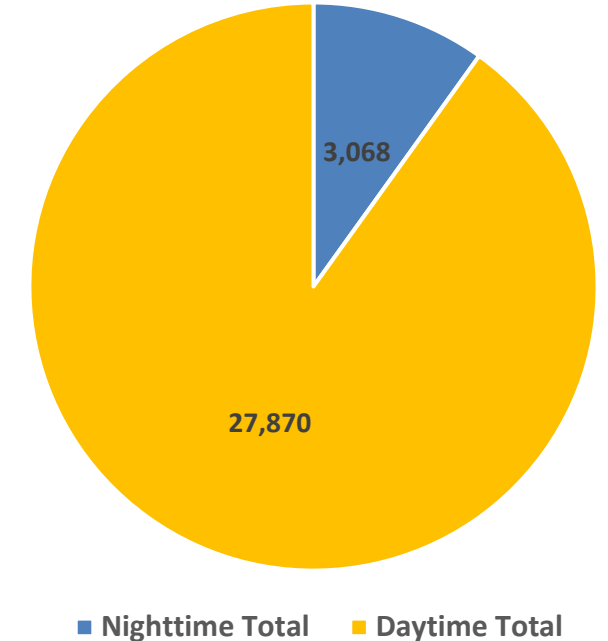


LGA 2023 Operations Overview – 10 PM to 7 AM

2023 Nighttime Operations

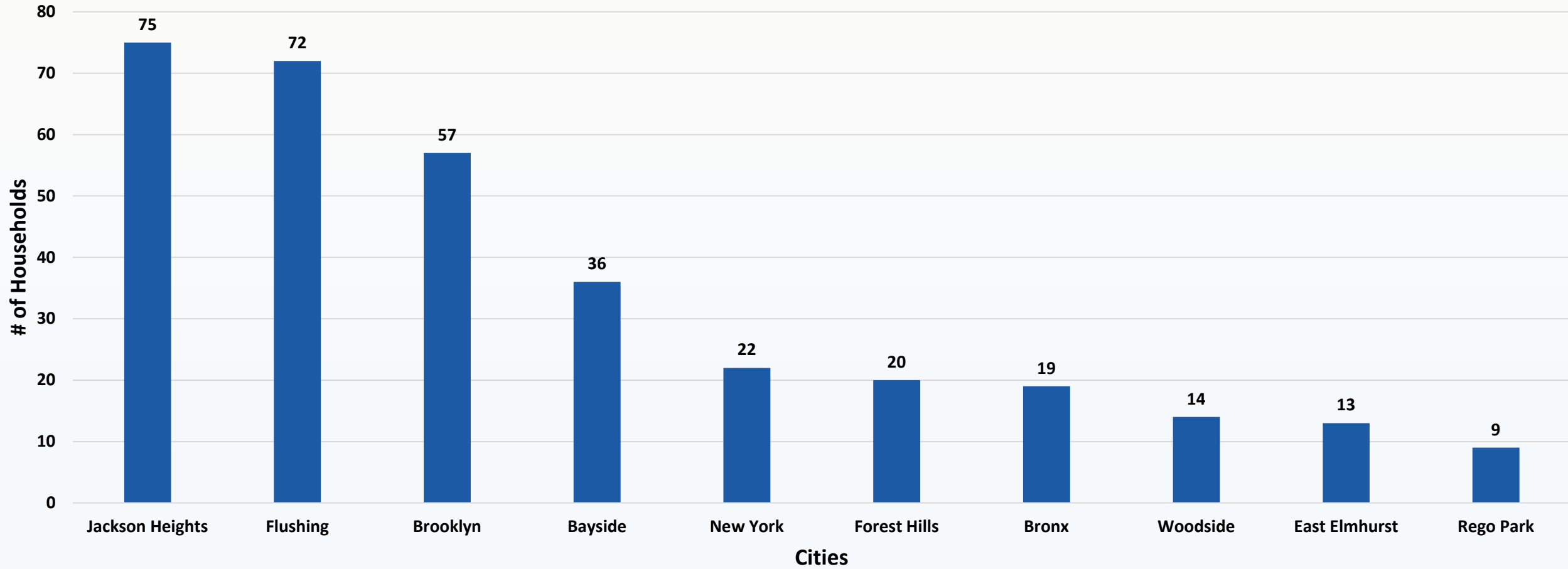


Comparison of Daytime to Nighttime Operations (monthly average – Jan to May 2023)



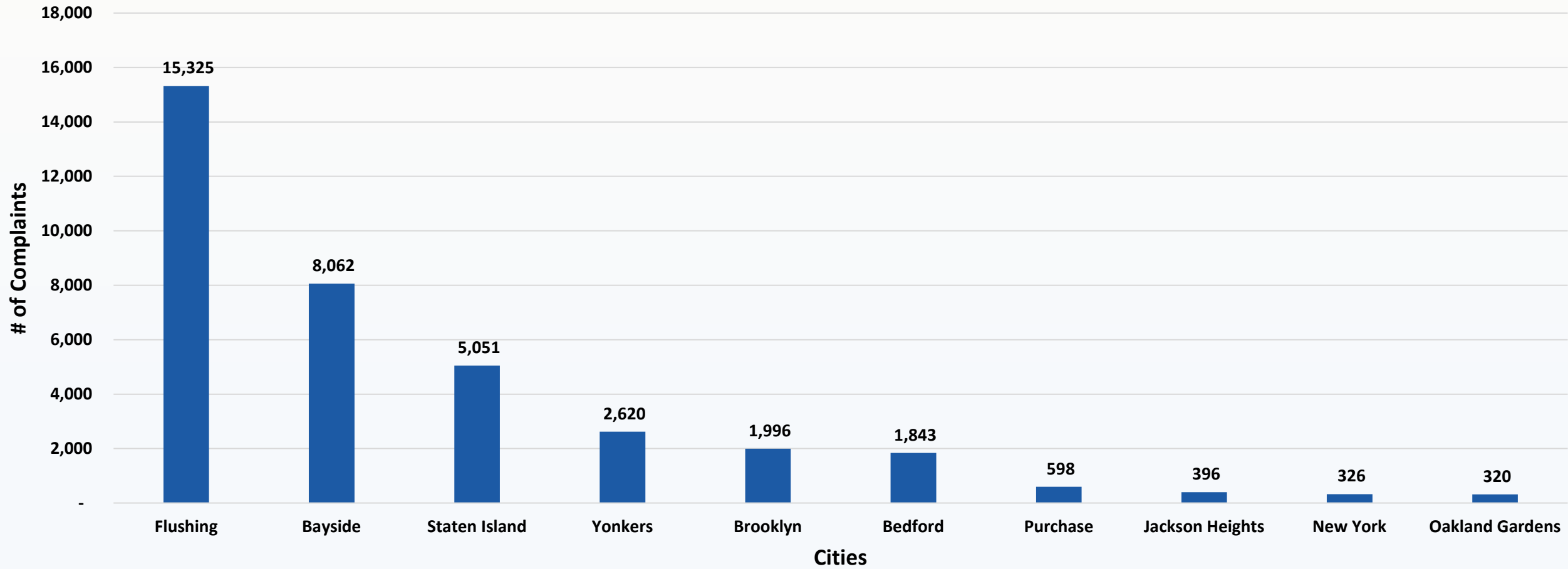
Geographical Distribution of Noise Complaints – Number of Households (Jan to May 2023)

Top 10 Cities by Households: Jan to May 2023

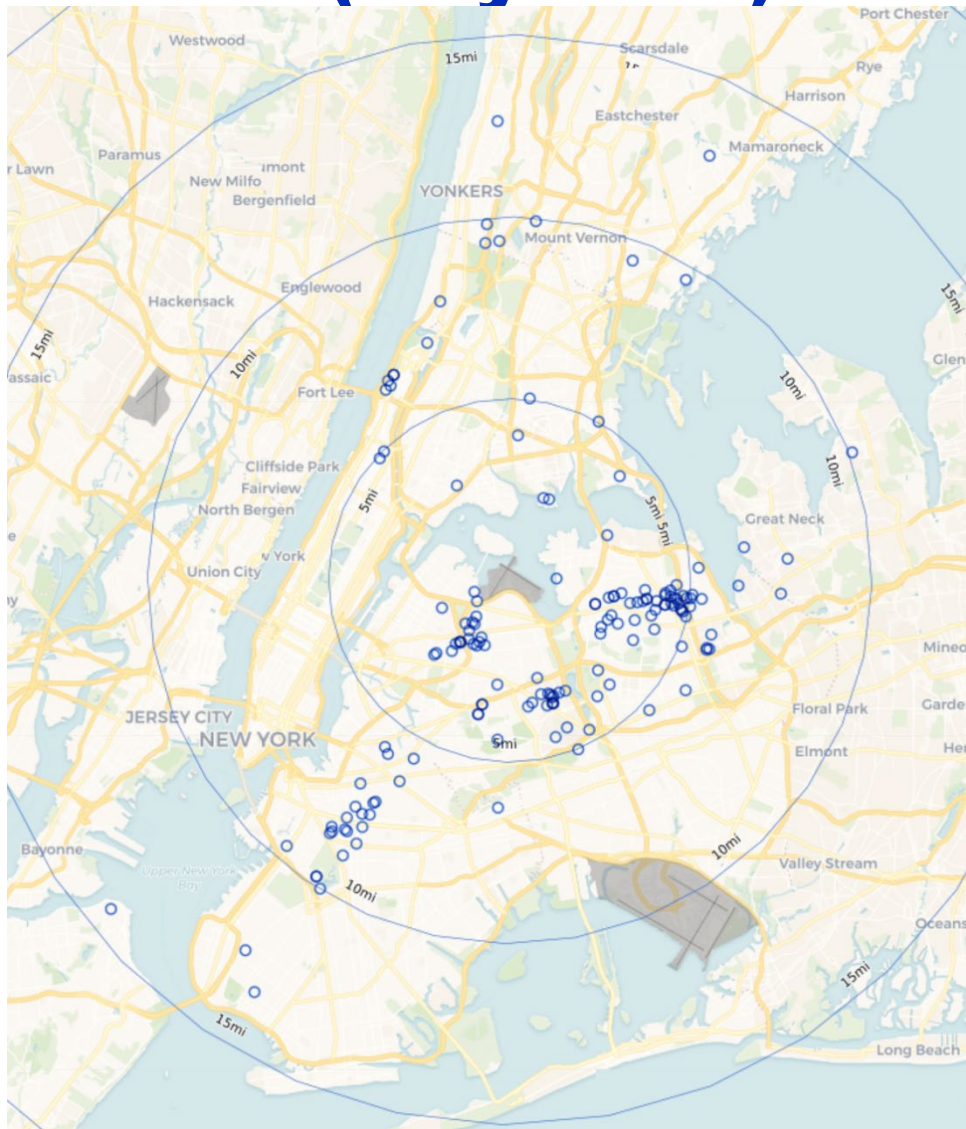


Geographical Distribution of Noise Complaints – Number of Complaints (Jan to May 2023)

Top 10 Cities by Complaints: Jan to May 2023



Geographical Distribution of Noise Complaints by Households (May 2023)



- Showing all complaints collected via Port Authority Webform, Hotline, and 3rd party app
- Total of 166 household locations

Helpful Links

- PA Aircraft Noise webpage <https://aircraftnoise.panynj.gov/>
- Webtrak <https://webtrak.emsbk.com/panynj4>
- Submit a noise complaint <https://aircraftnoise.panynj.gov/submit-a-noise-complaint/>
- Monthly Reports <https://aircraftnoise.panynj.gov/reports/>
- Noise information and FAQs <https://aircraftnoise.panynj.gov/faqs/>

Thank You

Questions?

LGA NCP Record of Approval (ROA)

June 28, 2023

Noise Compatibility Program (NCP) Timeline

- Final NCP was submitted to FAA on June 15, 2022
- NCP received FAA's Record of Approval on December 15th, 2022
(http://www.panynjpart150.com/LGA_NCP.asp)
- Federal Register Notice was published on December 21st, 2022
(<https://www.federalregister.gov/documents/2022/12/21/2022-27702/approval-of-laguardia-airport-lga-noise-compatibility-program>)

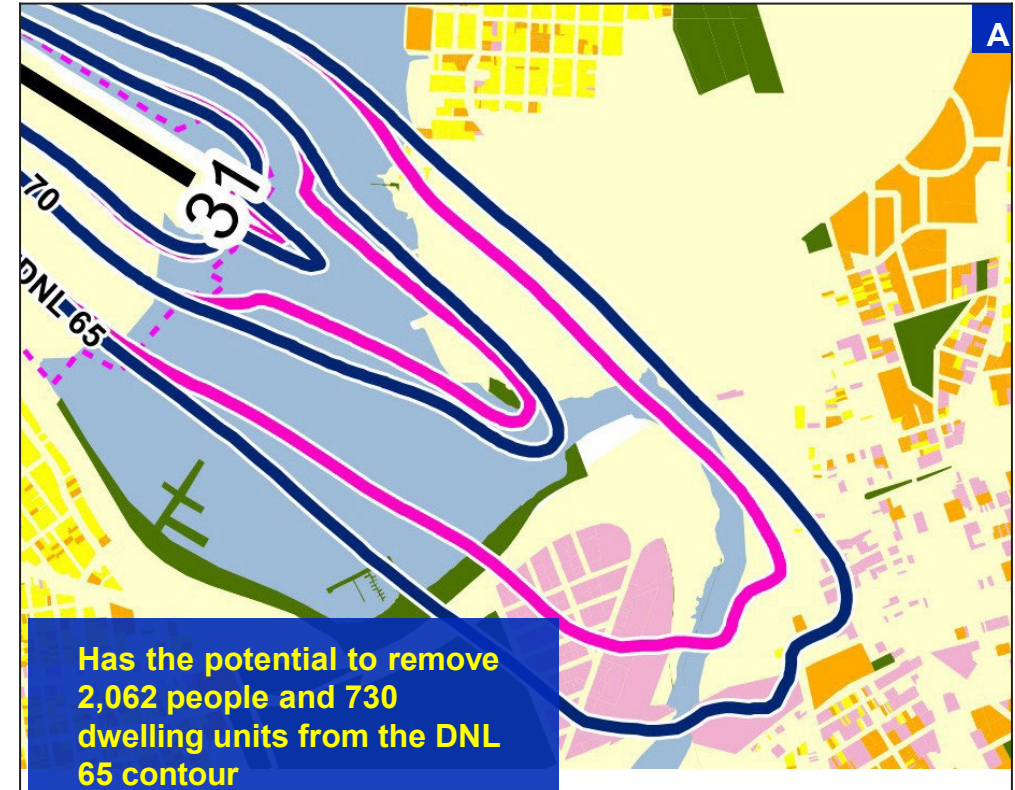
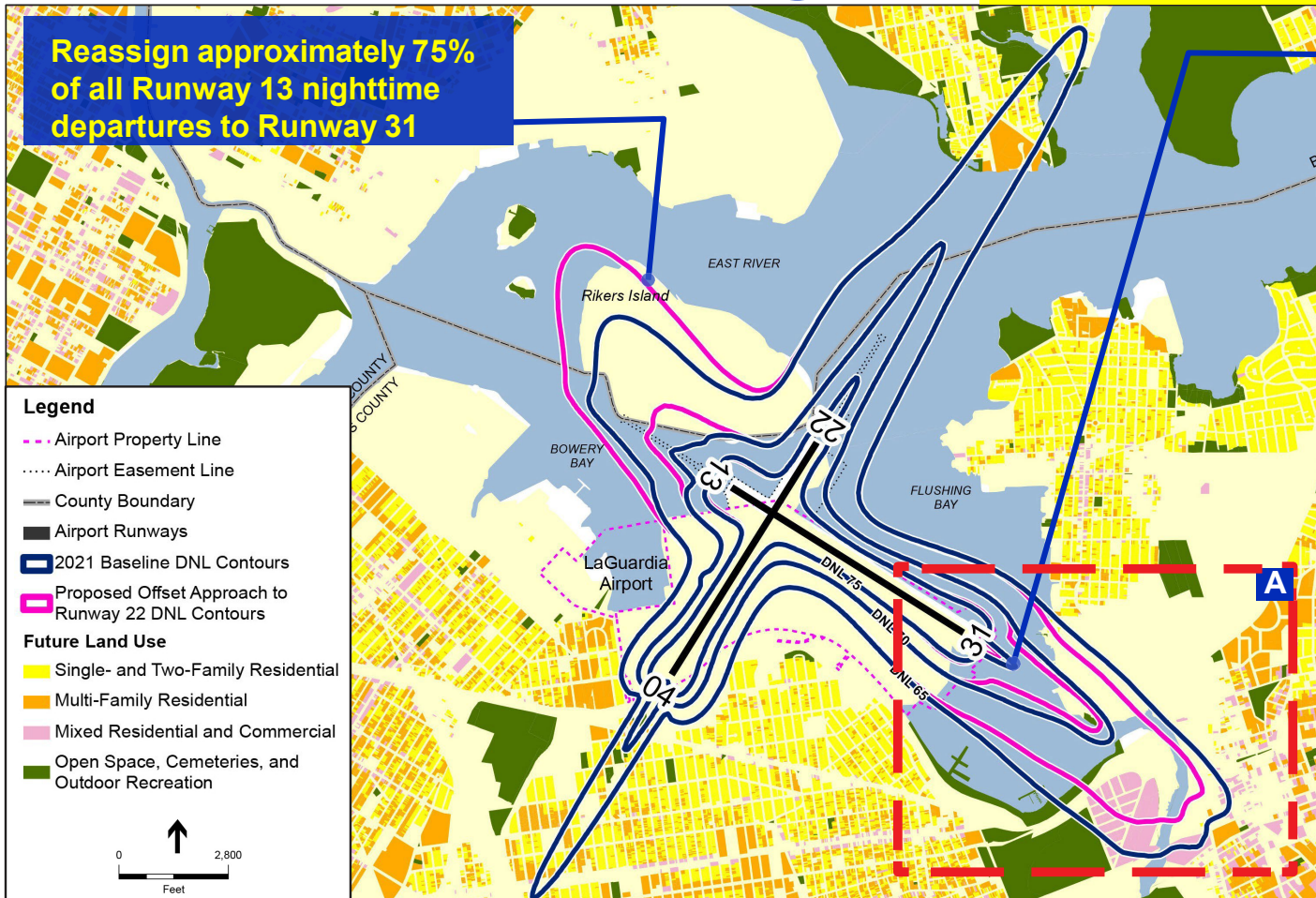
Record of Approval (ROA) Summary

- 20 measures were approved (5 noise abatement, 3 land use, 12 programmatic)
- Noise abatement measure in LGA NCP:
 - NA 1: Modify NTHNS and GLDMN Runway 13 RNAV SIDs to Direct Aircraft Away from Flushing, New York – **Already in Place**
 - NA 2: Create New Runway 13 Departure Procedure with an Immediate Left Turn over Compatible Land Uses – **Disapproved**
 - NA 3: Implement Offset Approach to Runway 22 to Reduce Noise Exposure Over Clason Point – **Already in Place**
 - NA 4: Reduce Runway 4 Departure Noise Over Clason Point – **Approved as Voluntary**
 - NA 5: Reduce Runway 13 Departures at Night – **Approved as Voluntary**
 - NA 6: Implement Noise Abatement Departure Profiles on a Voluntary Basis for Runways 4 and 13 – **Disapproved**
 - NA 7: Implement Nighttime Optimized Profile Descent Procedures – **Disapproved**
 - NA 8: Continue Existing Mandatory Departure Noise Limit – **Existing**

Noise Abatement Measure 5 – Reduce Runway 13 Departures at Night – Approved as Voluntary

Reassign approximately 75% of all Runway 13 nighttime departures to Runway 31

Not all Runway 13 nighttime departures can be eliminated due to wind/weather patterns that support aircraft safety and performance

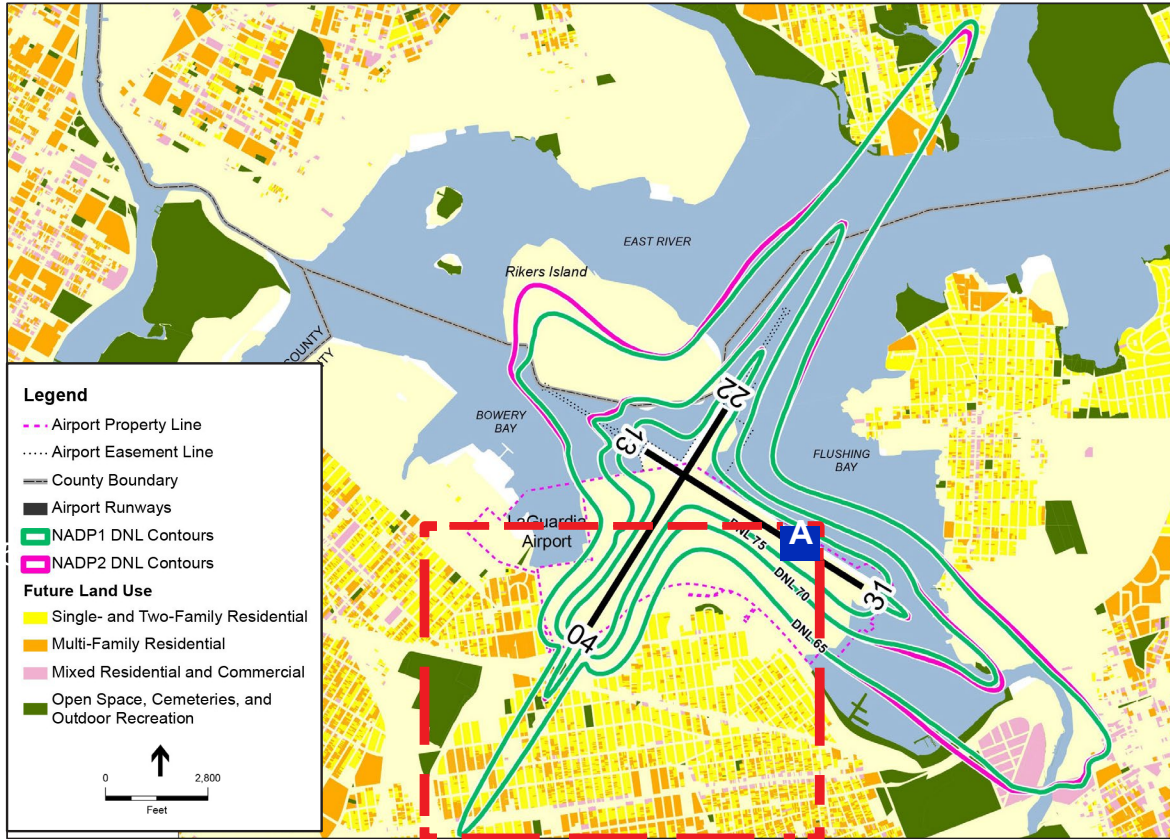


2021 Baseline NEM and Reduced Runway 13 Night Departures DNL 65, 70, and 75 Contours

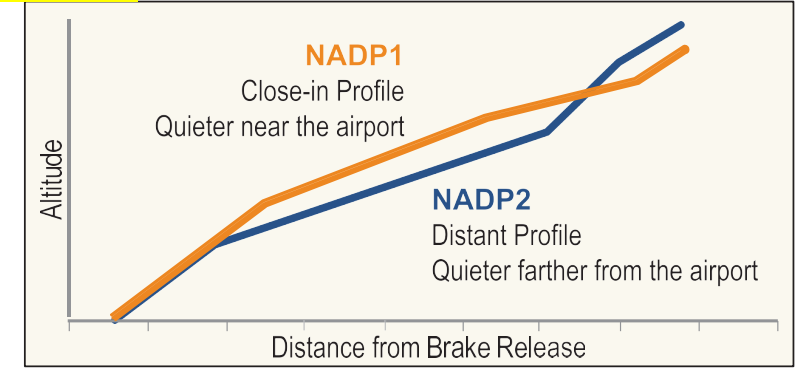
2021 Baseline NEM and Reduced Runway 13 Night Departures DNL 65, 70, and 75 Contours over Flushing

Noise Abatement Measure 6 – Implement Noise Abatement Departure Profiles (NADPs) on a Voluntary Basis for Runways 4 and 13 – Disapproved for Purposes of Part 150

NADP1 and NADP2 DNL 65, 70, and 75 Contours



DNL contours reflect the top nine aircraft types expected to operate at LGA in 2021 (approximately 90% of all Airport departures) utilizing NADP1 and NADP2 Profiles



Altitude vs. Distance Profiles for Typical NADP1 and NADP2 Departure Profiles

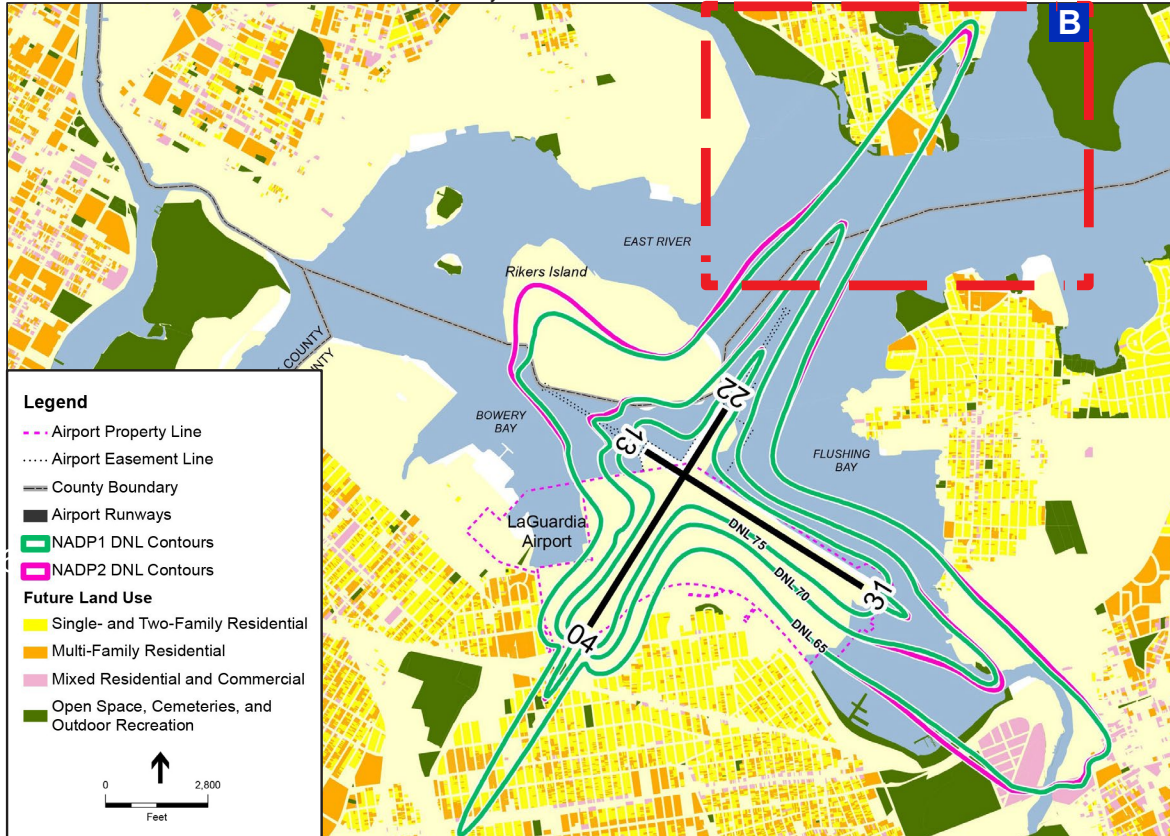
NADP2 was recommended for Runway 4
NADP1 was recommended for Runway 13



NADP1 and NADP2 DNL 65, 70, and 75 Contours over Jackson Heights and Ditmars Steinway

Noise Abatement Measure 6 – Implement Noise Abatement Departure Profiles (NADPs) on a Voluntary Basis for Runways 4 and 13 – Disapproved for Purposes of Part 150

NADP1 and NADP2 DNL 65, 70, and 75 Contours



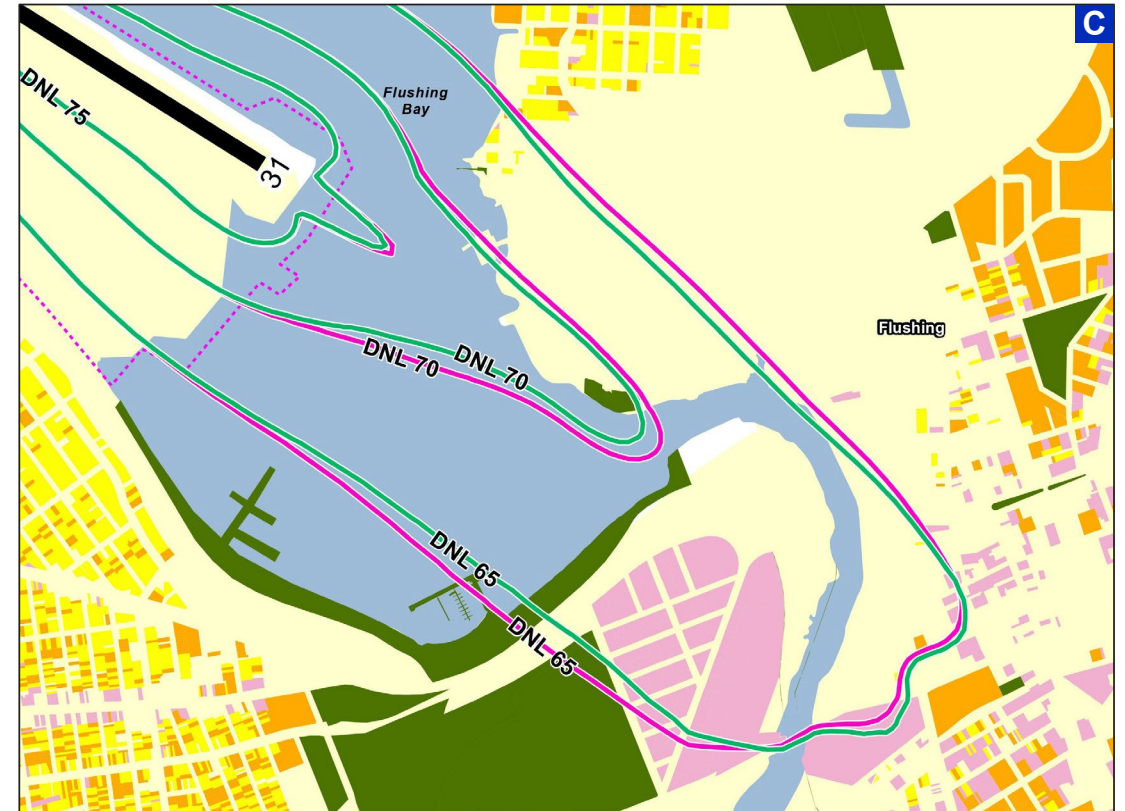
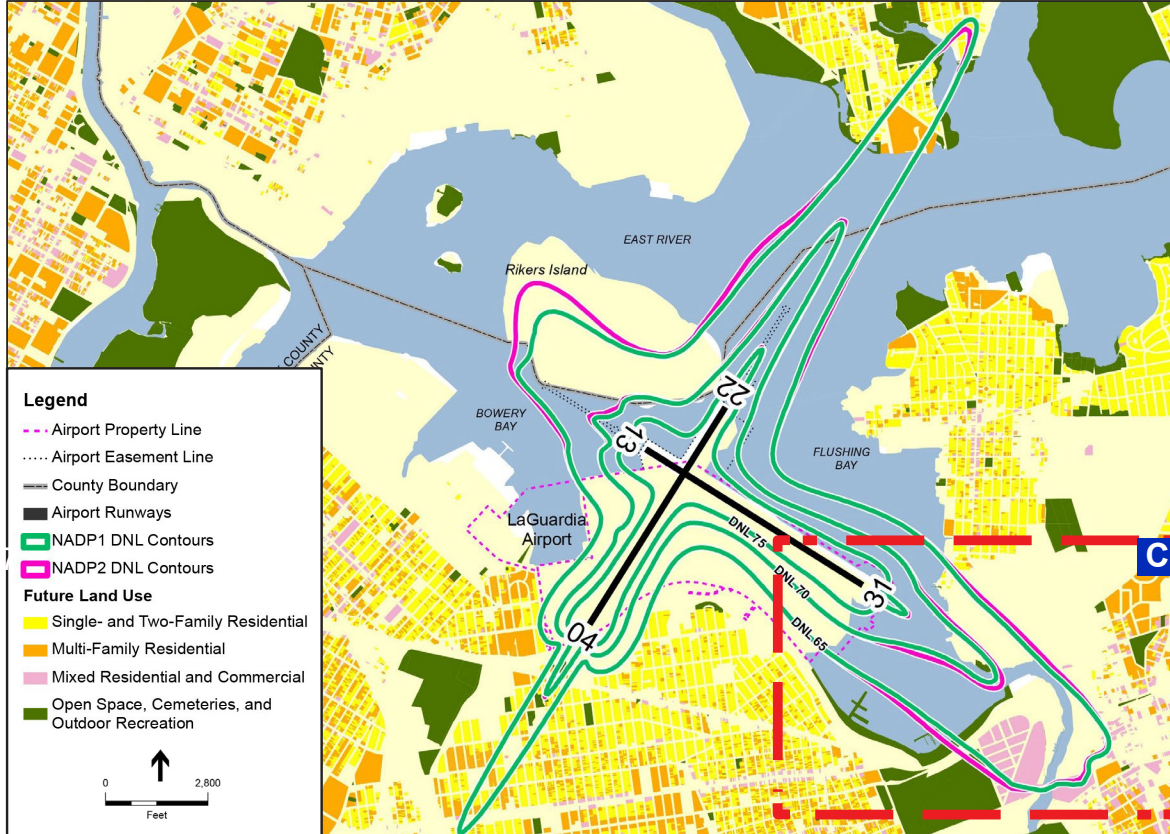
DNL contours reflect the top nine aircraft types expected to operate at LGA in 2021 (approximately 90% of all Airport departures) utilizing NADP1 and NADP2 Profiles



NADP1 and NADP2 DNL 65, 70, and 75 Contours over Clason Point and Castle Hill

Noise Abatement Measure 6 – Implement Noise Abatement Departure Profiles (NADPs) on a Voluntary Basis for Runways 4 and 13 – Disapproved for Purposes of Part 150

NADP1 and NADP2 DNL 65, 70, and 75 Contours



NADP1 and NADP2 DNL 65, 70, and 75 Contours over Flushing

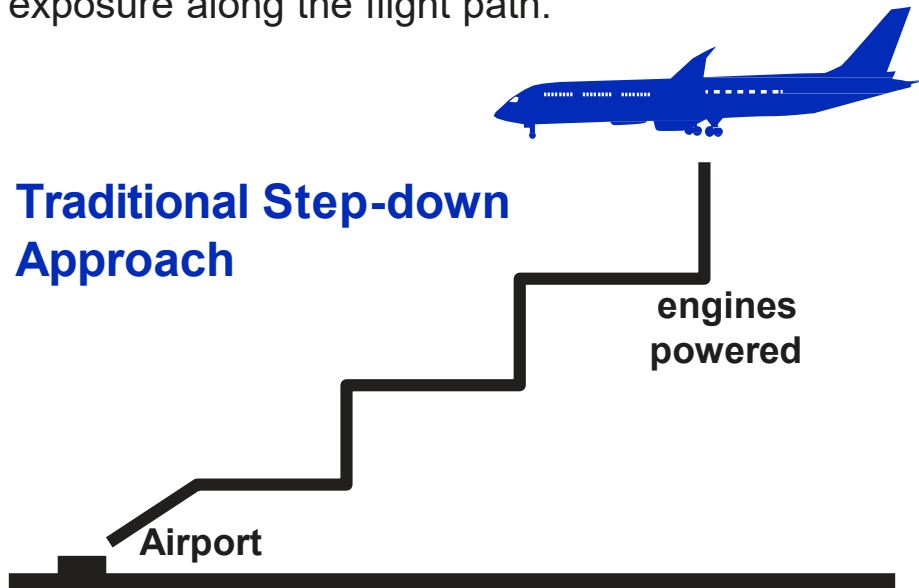
DNL contours reflect the top nine aircraft types expected to operate at LGA in 2021 (approximately 90% of all Airport departures) utilizing NADP1 and NADP2 Profiles

Noise Abatement Measure 7 –

Implement Nighttime Optimized Profile Descent Procedures – Disapproved for Purposes of Part 150

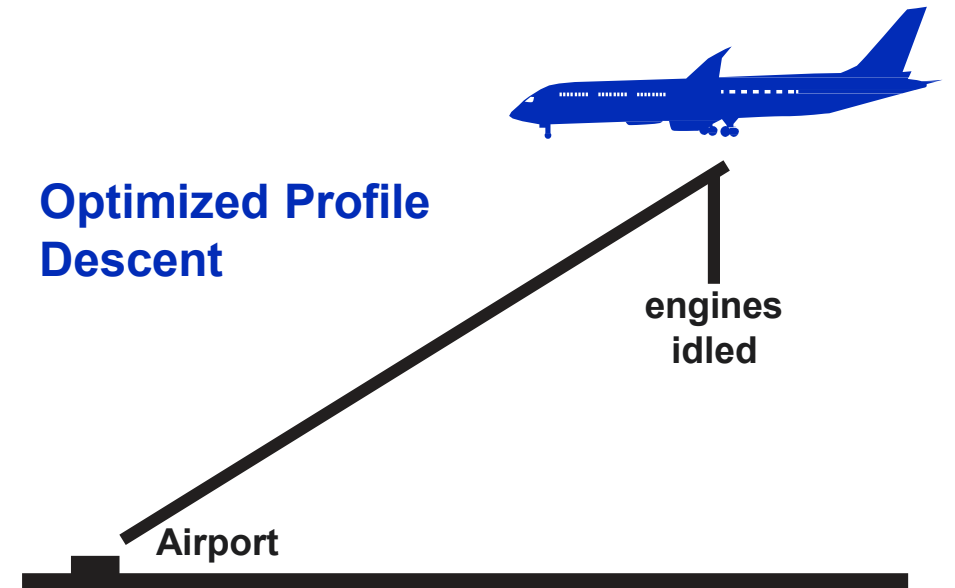
Step-Down

During approach into an airport, aircraft will often reduce speed and altitude in a continuous series of “step-downs”, which usually requires high engine thrust settings and results in increased noise exposure along the flight path.



OPD

By adopting Optimized Profile Descent (OPD) arrival profiles, aircraft can reduce noise by using minimal thrust settings along a constant descent path angle and strategically managing flaps and landing gear.



- ★ OPD procedures are best suited for nighttime, when local airspace is not as congested
- ★ OPD procedures typically only help reduce noise exposure in areas outside of the DNL 65 contour

Noise Abatement Measure 8 – Continue Existing Mandatory Departure Noise Limit



The Port Authority is recommending a continuation of the existing 112 PNdB noise limit on aircraft departing LGA. The 112 PNdB noise limit was originally established in 1959 by the Port Authority, prior to the Airport Noise and Capacity Act of 1990, and has led to the development of quieter jet engine technology, noise abatement procedures, including power cutbacks, and noise abatement flight tracks.

Thank you – Questions?



NYCAR LGA Committee

3/29/2023

**PORT
AUTHORITY
NY NJ**

AIR LAND RAIL SEA



Data request

Were there opportunities to use JFK GPS X vs ILS 22L – TNNIS vs Whitestone Climb

Could the JFK RNAV/GPS X be used to provide relief to the LGA TNNIS climb?

JFK RNAV/GPS X approach disperses noise from the communities under the ILS 22L/R and may allow LGA to switch off the TNNIS climb

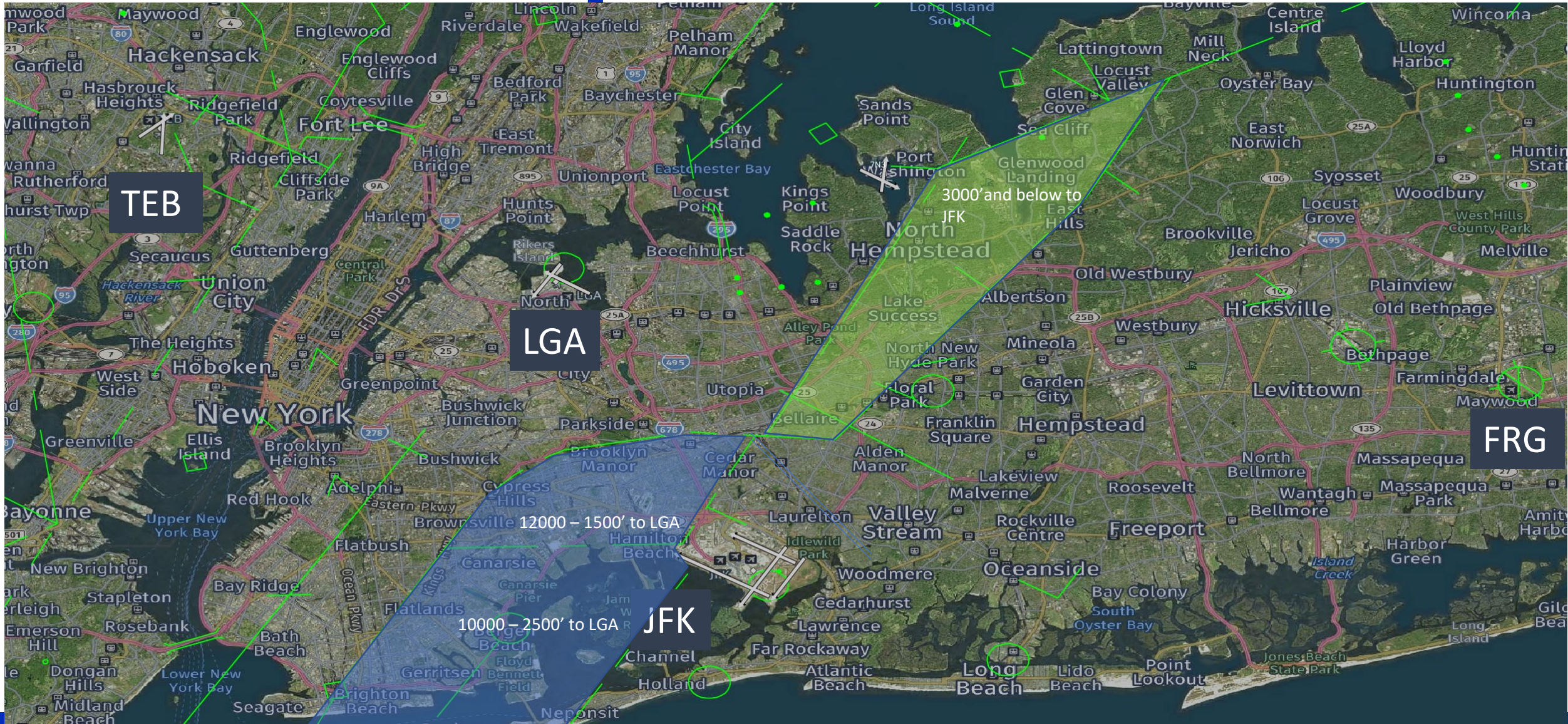
This will include a view of the airspace with general details as to why an approach or departure procedure is used over another.

There are many factors that go into these decisions such as delays, arrival or departure volume, winds aloft, visibility. It is not possible to have access to all the factors that go into these decisions.

Approach selection is one of the areas being discussed in the Fly Quiet Program (FQP)

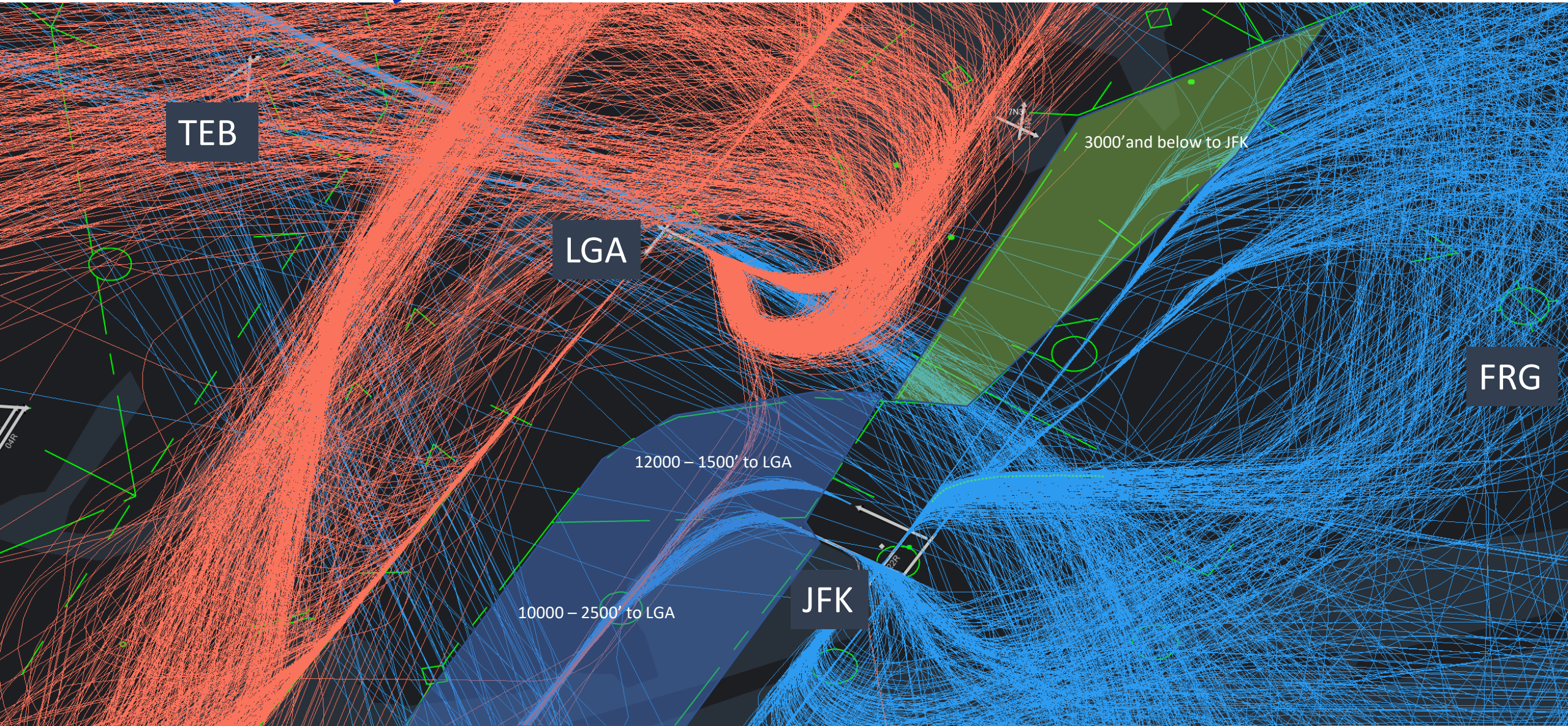
SAFETY is the number one consideration of any air traffic operation.

LGA/JFK airspace discussion



"A World Class Operator of World Class Airports"

March 1, 2023



"A World Class Operator of World Class Airports"

March 1, 2023



TEB

LGA

JFK

FRG

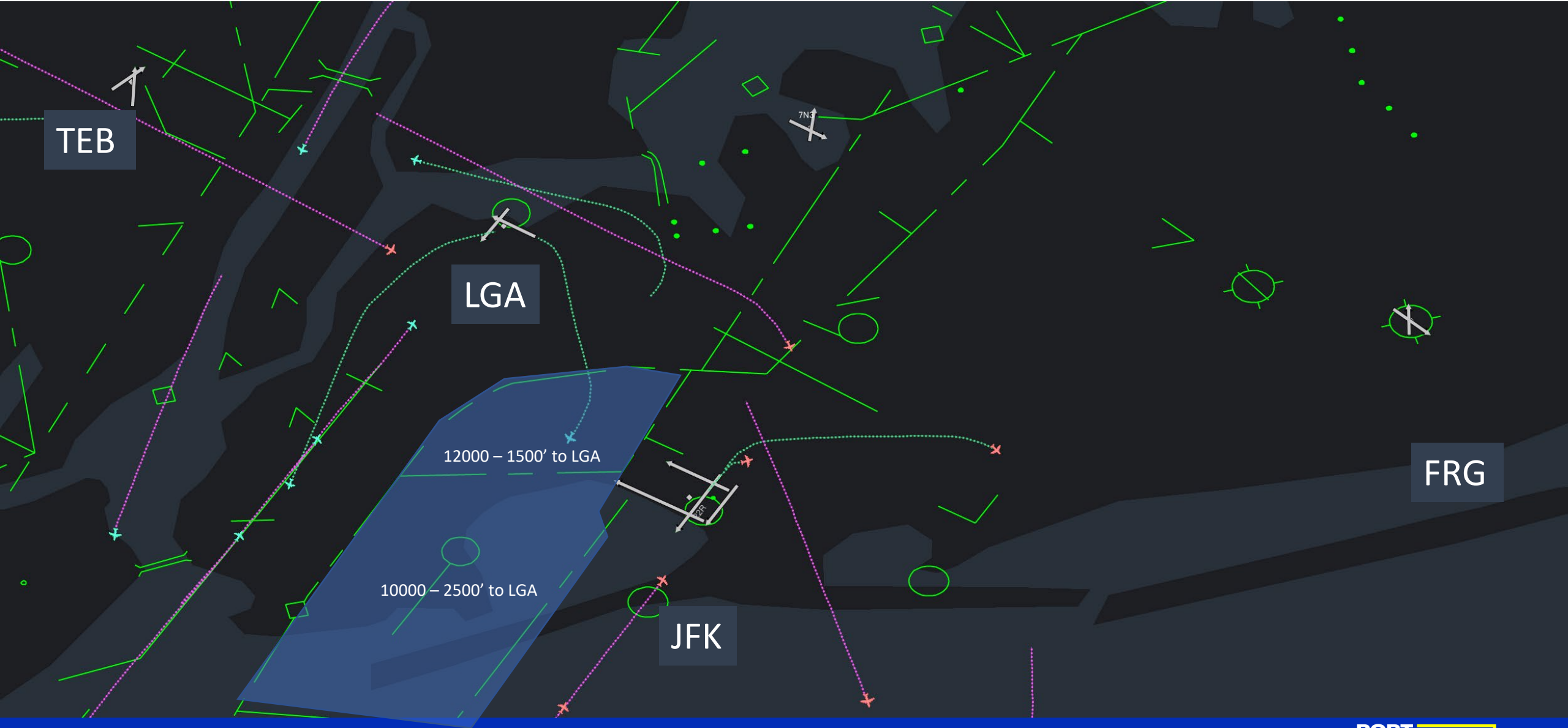
3000' and below to JFK

12000 – 1500' to LGA

10000 – 2500' to LGA

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March 1, 2023



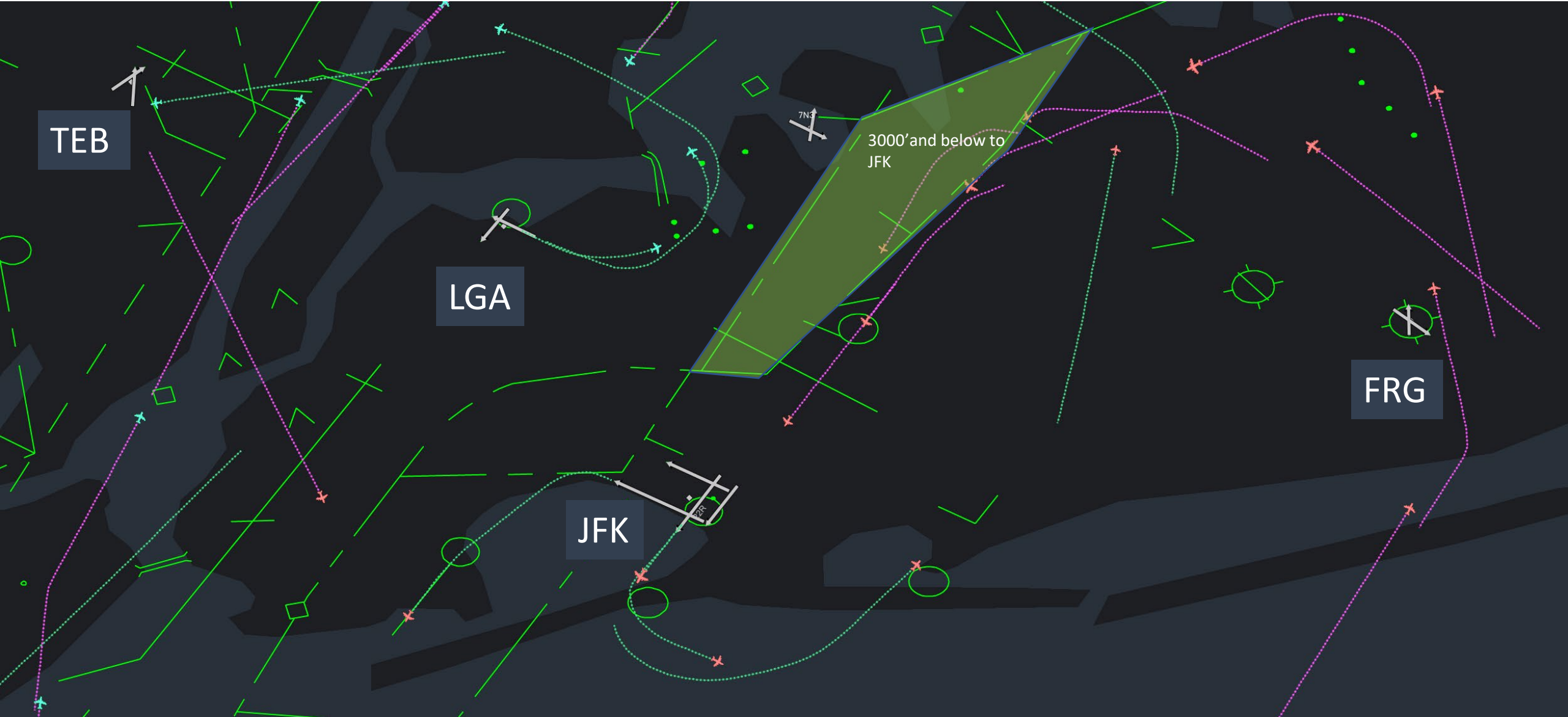
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Questions



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