

LGA NCP Record of Approval (ROA)

January 25, 2023

Noise Compatibility Program (NCP) Timeline

- Final NCP was submitted to FAA 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>)
- Email notification sent to LGA Airport Committee members on December 21, 2022
- Email notification sent to LGA TAC members on December 22, 2022
- Briefings to be scheduled for LGA Airport Committee and Elected Officials – Q1/Q2 2023

Record of Approval (ROA) Summary

- 20 measures were approved (5 noise abatement, 3 land use, 12 programmatic)
- Approved noise abatement measures:
 - NA 1: Modify NTHNS and GLDMN Runway 13 RNAV SIDs to Direct Aircraft Away from Flushing, New York – *Already in Place*
 - 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
 - NA 5: Reduce Runway 13 Departures at Night
 - NA 8: Continue Existing Mandatory Departure Noise Limit – *Existing*
- These noise abatement measures were approved because they showed noise benefits inside the 65 DNL contour

Noise Abatement (NA) Measures Not Approved by FAA

- 3 noise abatement measures were not approved by FAA for inclusion in the LGA NCP
 - NA 2: Create New Runway 13 Departure Procedure with an Immediate Left Turn over Compatible Land Uses
 - NA 6: Implement Noise Abatement Departure Profiles on a Voluntary Basis for Runways 4 and 13
 - NA 7: Implement Nighttime Optimized Profile Descent Procedures
- Measure NA 2 was not approved due to operational conflicts for other aircraft on arrival to LGA Runway 22, creating potential unsafe operating environments and loss of required separation.
- Measures NA 6 and NA 7 were not approved for the purposes of the Part 150 because the measures did not show noise benefits within the 65 DNL contour.
- Disapproved NA measures can be pursued by the Port Authority for implementation outside of Part 150.

Approved Land Use (LU) Measures

- 3 land use measures were approved
 - LU 1: Sound-Insulate Eligible Dwelling Units
 - LU 2: Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures
 - LU 3: Include Aircraft Noise in Real Estate Disclosures

Approved Programmatic Measures (PM)

- 12 programmatic measures were approved (6 existing, 6 new)
- Approved **existing** programmatic measures:
 - PM 1: Maintain Noise Office
 - PM 2: Maintain Noise and Operations Management System
 - PM 3: Maintain Public Flight Tracking Portal
 - PM 4: Maintain Noise Complaint Management System
 - PM 5: Maintain Noise Office Website
 - PM 6: Continue Community Outreach Activities
- Approved **new** programmatic measures:
 - PM 7: Establish and Manage a Fly Quiet Program
 - PM 8: Make Aircraft Noise Contours Available in a Geographic Information System (GIS)
 - PM 9: Update the Noise Exposure Map
 - PM 10: Update the Noise Compatibility Program
 - PM 11: Post Monthly Color-Coded DNL Values on Port Authority Website
 - PM 12: The Port Authority to Coordinate with the FAA on Development and Implementation of NextGen Procedures

NCP Implementation Schedule

(Appendix H of the LGA NCP)

Measures already in Place	
Noise abatement	NA 1: Modify NTHNS and GLDMN Runway 13 RNAV SIDs to Direct Aircraft Away from Flushing, New York
Noise abatement	NA 3: Implement Offset Approach to Runway 22 to Reduce Noise Exposure Over Clason Point
Noise abatement	NA 8: Noise Abatement Measure 8: Continue Existing Mandatory Departure Noise Limit
Programmatic	PM 1: Maintain Noise Office
Programmatic	PM 2: Maintain Noise and Operations Management System
Programmatic	PM 3: Maintain Public Flight Tracking Portal
Programmatic	PM 4: Maintain Noise Complaint Management System
Programmatic	PM 5: Maintain Noise Office Website
Programmatic	PM 6: Continue Community Outreach Activities
Programmatic	PM 11: Post Monthly Color-Coded DNL Values on Port Authority Website

NCP Implementation Schedule

(Appendix H of the LGA NCP)

Measures to be Initiated within one year	
Noise abatement	NA 4: Reduce Runway 4 Departure Noise Over Clason Point
Noise abatement	NA 5: Reduce Runway 13 Departures at Night

Measures to be Initiated within two years	
Programmatic	PM 7: Establish and Manage a Fly Quiet Program
Programmatic	PM 8: Make Aircraft Noise Contours Available in a Geographic Information System (GIS)

NCP Implementation Schedule

(Appendix H of the LGA NCP)

Measures for which a schedule has not yet been determined	
Land use	LU 1: Sound-Insulate Eligible Dwelling Units
Land use	LU 2: Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures
Land use	LU 3: Include Aircraft Noise in Real Estate Disclosures
Programmatic	PM 9: Update the Noise Exposure Map
Programmatic	PM 10: Update the Noise Compatibility Program

Implemented on an ongoing basis	
Programmatic	PM 12: The Port Authority to Coordinate with FAA on Development and Implementation of NextGen Procedures

Port Authority of New York and New Jersey

Fly Quiet Programs
NYCAR Update

January 2023



Agenda

- Background
- Examples
- Program Status
- Q&A



Background on PANYNJ Fly Quiet Programs

- Recommended program management measure in the Part 150s for all four airports
- Establish a new program at each of: JFK, LGA, and EWR
- 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	6.00	2	10.00	
JZA	8.90	2	9.92	
FRONTIER AIRLINES	5.10	4	9.66	
Copa Airlines	5.50	1	9.48	
AIR NEW ZEALAND	7.90	1	9.07	
中国南方航空	7.20	0	9.07	
virgin atlantic	5.70	1	9.07	
TAP AIR PORTUGAL	4.20	0	8.88	
Horizon Air	8.40	3	8.79	
JAPAN AIRLINES	7.90	1	8.74	
		1	8.68	
		05	8.67	

San Francisco

San Diego



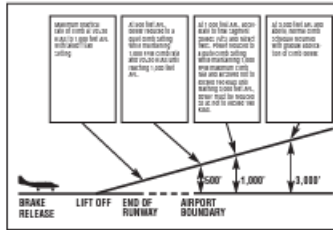
FQPs at airports in the Northeast

BED

NBAA CLOSE-IN DEPARTURE PROCEDURE

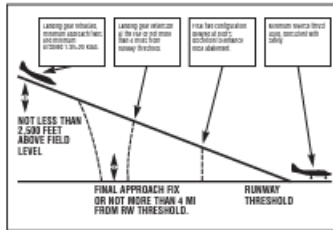
1. Climb at maximum practical rate at $V_2 + 20$ KIAS to 500 feet AFL with takeoff flap setting.
2. At 500 feet AFL, reduce to a quiet climb setting while maintaining 1,000 FPM maximum climb rate and $V_2 + 20$ KIAS until reaching 1,000 feet AFL.
3. At 1,000 feet AFL, accelerate to final segment speed (V_{fin}) and retract flaps. Maintain quiet climb power, 1,000 FPM climb rate and air speed not to exceed 150 KIAS until reaching 3,000 feet AFL. If ATC requires level off prior to reaching 3,000 feet AFL, power must be reduced so as not to exceed 150 KIAS. (See NOTE.)
4. At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.
5. Observe all airport limitations and ATC instructions.

NOTE:
It is recognized that aircraft performance will differ with aircraft type and load conditions; therefore, the business aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during or after flap retraction. Also, aircraft in excess of 75,000 lbs. GVW may require a higher flap setting. Part 121, Part 125, or Part 135 may not be permitted to comply with this procedure.



NBAA APPROACH AND LANDING PROCEDURE VFR & IFR

1. Inbound flight path should not require more than a 20 degree bank angle to follow noise abatement track.
2. Observe all airport limitations and ATC instructions.
3. Initial inbound altitude for noise abatement areas will be at a descending path from 2,500 feet AGL or higher. Maintain minimum airspeed (1.3V_{ref}+20 KIAS) with gear retracted and minimum approach flap setting.
4. At the final approach fix (FAF) or not more than 4 miles from runway threshold, extend landing gear. Final landing flap configuration should be delayed at pilot's discretion to enhance noise abatement.
5. During landing, use minimum reverse thrust consistent with safety for runway conditions and available length.



L.G.HANSCOM FIELD (BED)

VOLUNTARY NOISE ABATEMENT PROCEDURES

Jet and Turboprop Aircraft



PHL

PHL PHILADELPHIA INTERNATIONAL AIRPORT Noise Compatibility Program Update

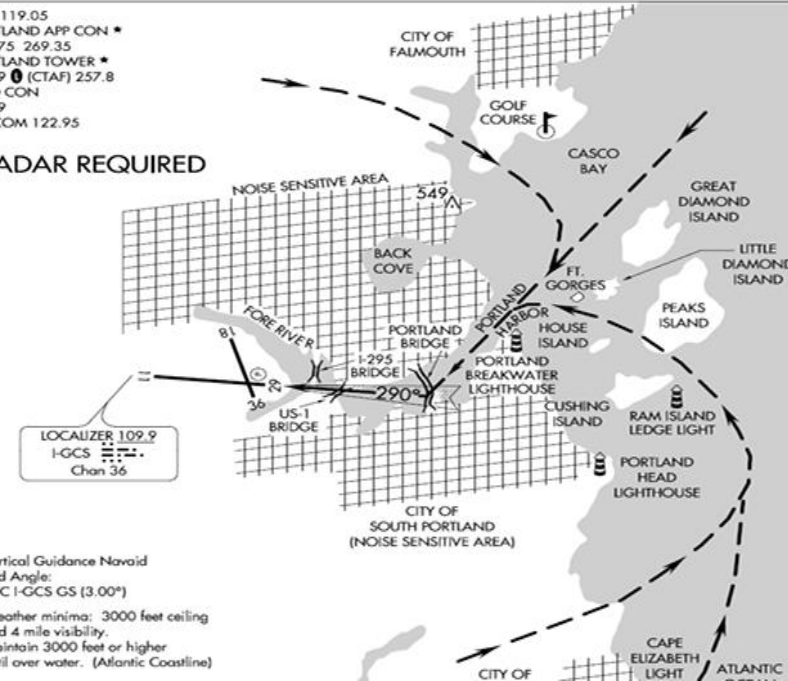
Philadelphia International Airport
Noise Compatibility Program Update

PWM

Harbor Visual

ATIS 119.05
PORTLAND APP CON * 119.75 269.35
PORTLAND TOWER * 120.9 (CTAF) 257.8
GND CON 121.9
UNCOM 122.95

RADAR REQUIRED



Vertical Guidance Navaid and Angle:
LOC 1-GCS GS (3.00°)
Weather minima: 3000 feet ceiling and 4 mile visibility. Maintain 3000 feet or higher until over water. (Atlantic Coastline)

Benchmarking process

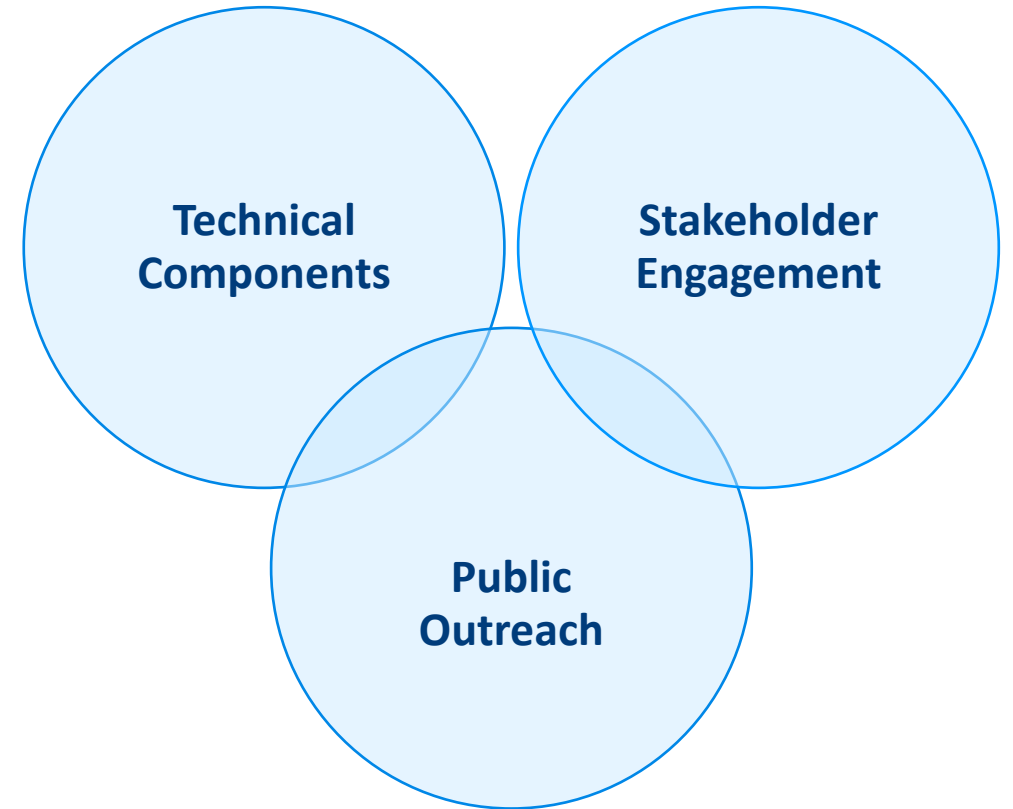
- Benchmarking conducted in 2022
 - Surveys and interviews of other airports with FQPs nationwide
 - Review of PANYNJ Part 150 comments, suggestions, and recommendations
- Technical Focus Groups 2022-2023
 - Involving airlines, operators, airports and the FAA
 - Working together to develop FQP measures

Airports interviewed:

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

Elements of the PANYNJ programs

- **Technical components**
 - Data collection
 - Software setup
 - Tracking and reporting
- **Stakeholder engagement**
 - Airlines/operators, airports, FAA
 - Buy-in and participation
- **Public outreach**
 - Effective communications



Airline scorecard example

Code	Operator	Total Ops	Primary Aircraft Type	Quiet Fleet Score (25 Points)	Follow Procedures Score (25 points)	Quieter Events Score (25 Points)	Quiet Fleet Bonus (5 pts)	Fly RNP Bonus (5 pts)	Sustainability Bonus (5 pts)	Total Fly Quiet Score	Fly Quiet Rating Expectation
<i>Airline names are hidden in this example chart</i>	73	A319	19.0	25.0	22.9	0.5	0.0	0.0	92.4	FQ Top Tier	
	122	A319	18.3	21.8	23.0	0.0	0.0	0.0	88.0	FQ Compliant	
	61	B737	17.7	25.0	13.9	0.0	0.0	0.0	81.6	FQ Compliant	
	2,495	A319	18.3	23.1	17.5	0.0	0.0	0.0	80.8	FQ Compliant	
	3,259	A319	18.0	23.9	18.6	0.0	0.0	0.0	80.5	FQ Compliant	
	2,984	A319	18.2	24.5	18.6	0.0	0.0	0.0	79.3	FQ Compliant	
	3,434	CRJ7	17.0	22.9	19.0	0.0	0.0	0.0	76.9	FQ Compliant	

Example only – not an official airport report

Potential measures for JFK and LGA

- FQPs will begin with “low-hanging fruit”
 - Example: Airline fleet noise scorecards
- FQPs will consider Preferential Runway Use
 - Considered in Part 150s and especially useful during nighttime
- FQPs will **not** propose any **new** flight procedures
 - But FQPs may be used to encourage greater use of existing ones

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
- **September 2023** Final stakeholder meetings & presentations to roundtables
 - Reviews of Final FQPs for each airport
- **November 2023** Implementation, publish, and report on FQPs publicly

... followed by continuous monitoring, reporting, and program communications ...

Questions?

