PORT AUTHORITY NY NJ

LGA NCP Record of Approval (ROA)

January 25, 2023

AIR LAND RAIL SEA

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

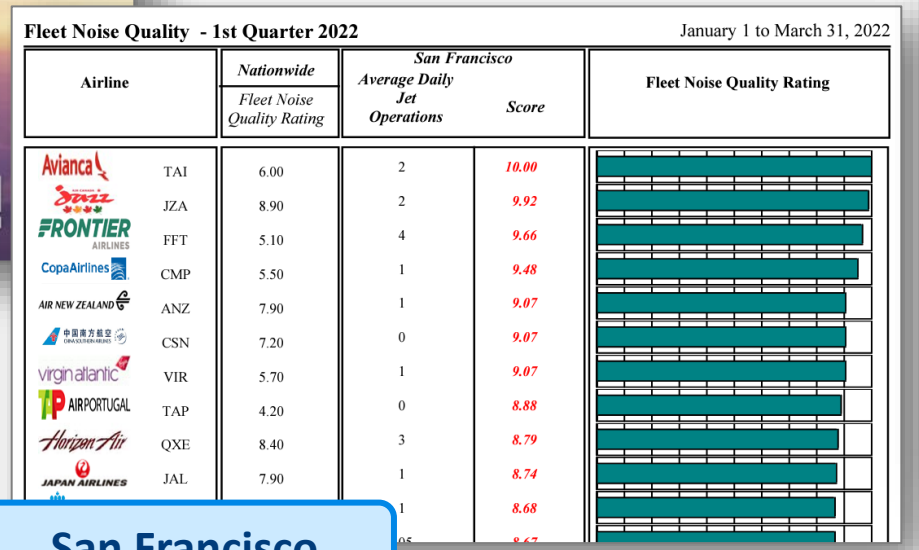
What is a Fly Quiet Program?

- 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

Examples of longstanding FQPs

Seattle

San Francisco



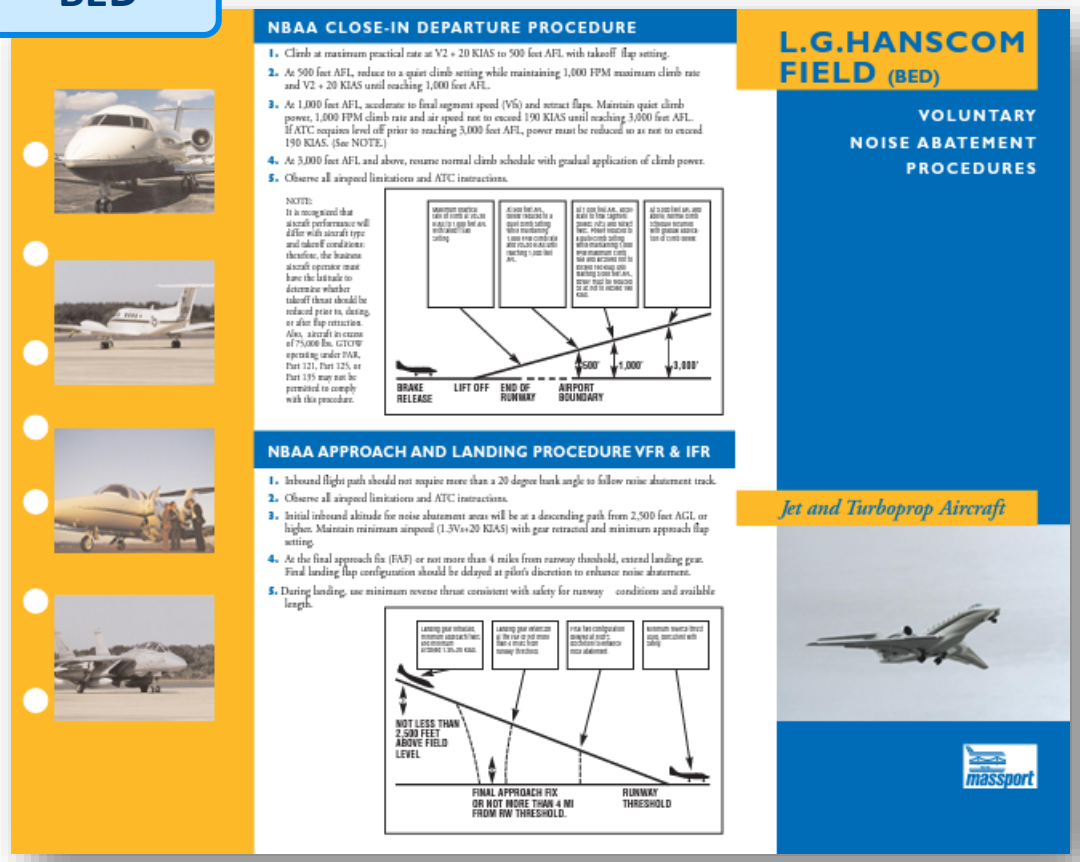
Fleet Noise Quality - 1st Quarter 2022 — January 1 to March 31, 2022

Airline		Nationwide Fleet Noise Quality Rating	San Francisco Average Daily Jet Operations	San Francisco Score	Fleet Noise Quality Rating
Avianca	TAI	6.00	2	10.00	
Sprit	JZA	8.90	2	9.92	
FRONTIER AIRLINES	FFT	5.10	4	9.66	
CopaAirlines	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 AIRPORTUGAL	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	

San Diego

FQPs at airports in the Northeast

BED



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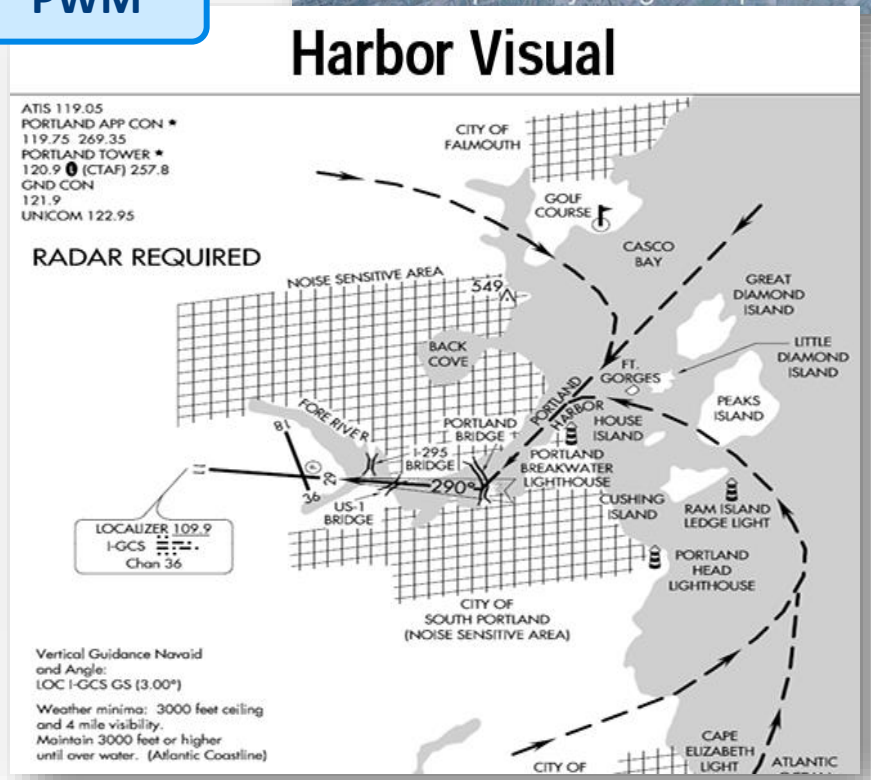


Benchmarking process

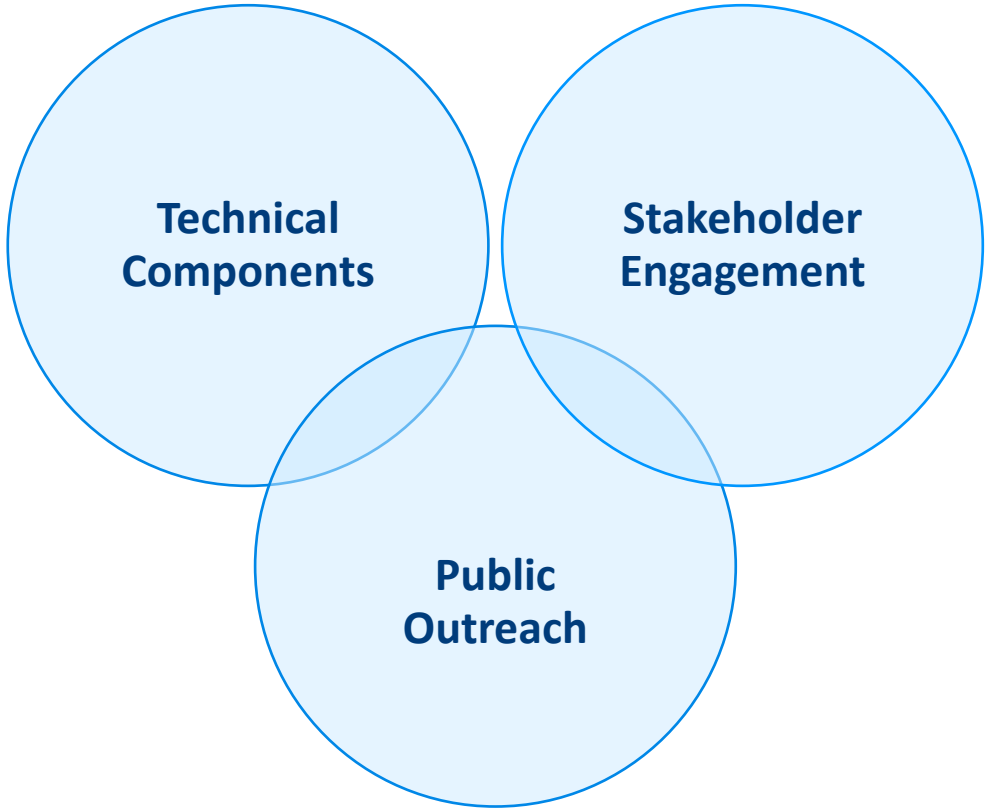
- Benchmarking conducted in 2022
  - Surveys and interviews of other airports with FQPs nationwide
  - Review of PANYNJ Part 150 comments, suggestions, and recommendations
- Technical Focus Groups 2022-2023
  - Involving airlines, operators, airports and the FAA
  - Working together to develop FQP measures

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)	Sustain ability Bonus (5 pts)	Total Fly Quiet Score	Fly Quiet Rating Expectation
Airline names are hidden in this example chart		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?