Tighten SKORR Procedure

Presented to: NYCAR roundtable

By: Federal Aviation Administration, Eastern Region

Date: January 28, 2026

Federal Aviation Administration

Background

- “SKORR” is the name of a navigational waypoint located near the Brooklyn neighborhood of Bergen Beach.

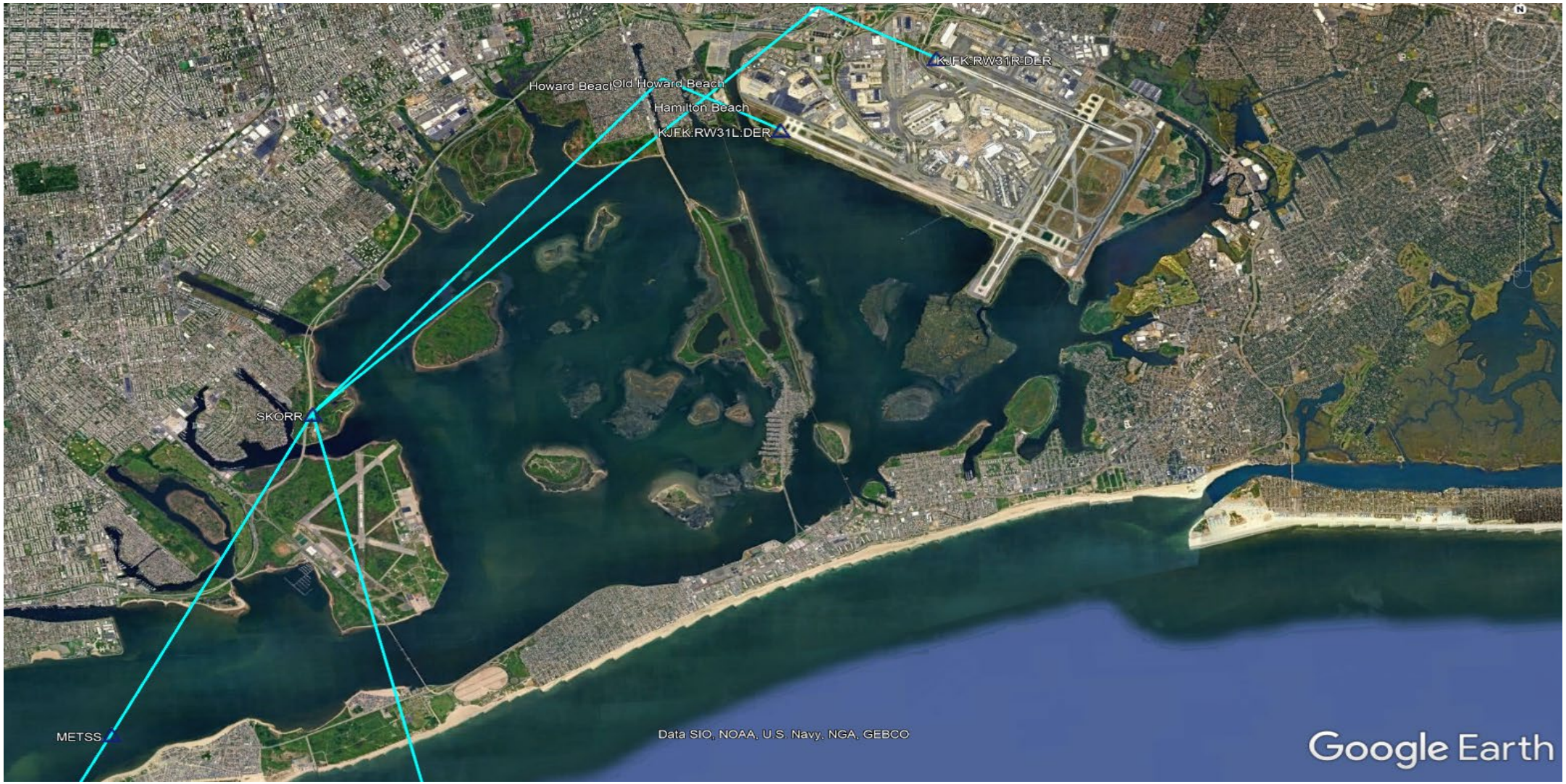
- This procedure addresses Port Authority of New York & New Jersey (PANYNJ) Part 150 JFK Measure 4 - Intended to reduce noise over Howard Beach, Old Howard Beach, and Hamilton Beach (Queens) by moving the SKORR waypoint from its current location to Jamaica Bay.

- Relocating the SKORR waypoint could reduce noise exposure from departures on JFK Runways 31R and 31L by shifting the flight paths southward over water.

Overview

- Runways 31L/31R - Current SKORR5 procedure for departures turns approximately 1 nautical mile (nm) over the Howard Beach community.
- The SKORR6 procedure will have aircraft turning approximately .5 nm before the initial 1 nm turn (SKORR5).
- The SKORR6 departure procedure has been amended with a higher climb gradient which will allow earlier turns to a fix located over Floyd Bennett Field. The SKORR waypoint will move over Floyd Bennett Field and the outbound track will take aircraft over Riis Park parking lot to a waypoint to be named later.
- The procedure is expected to publish on March 19, 2026.

Existing Flight Path



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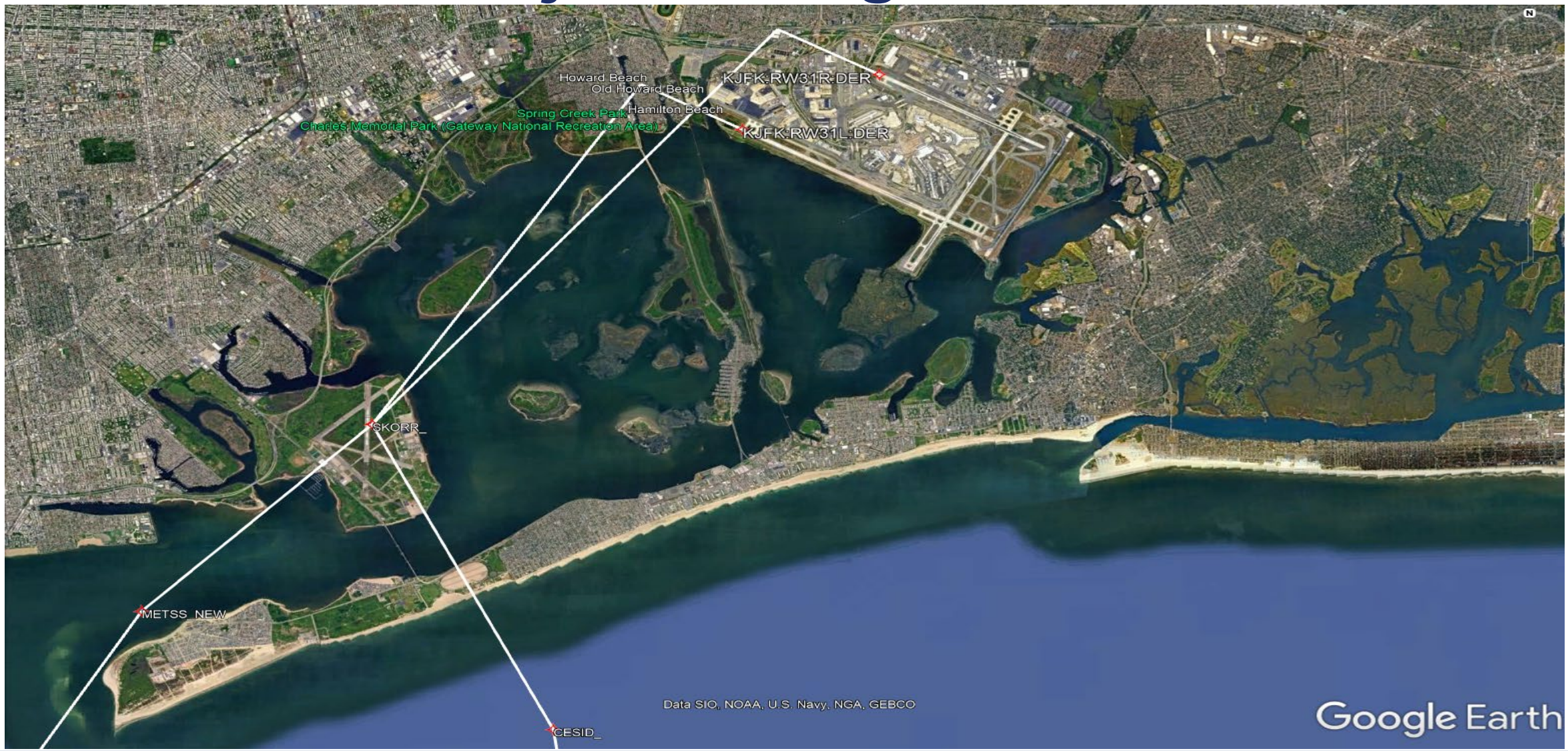
Adjusted Flight Path



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Existing vs. New Flight Paths

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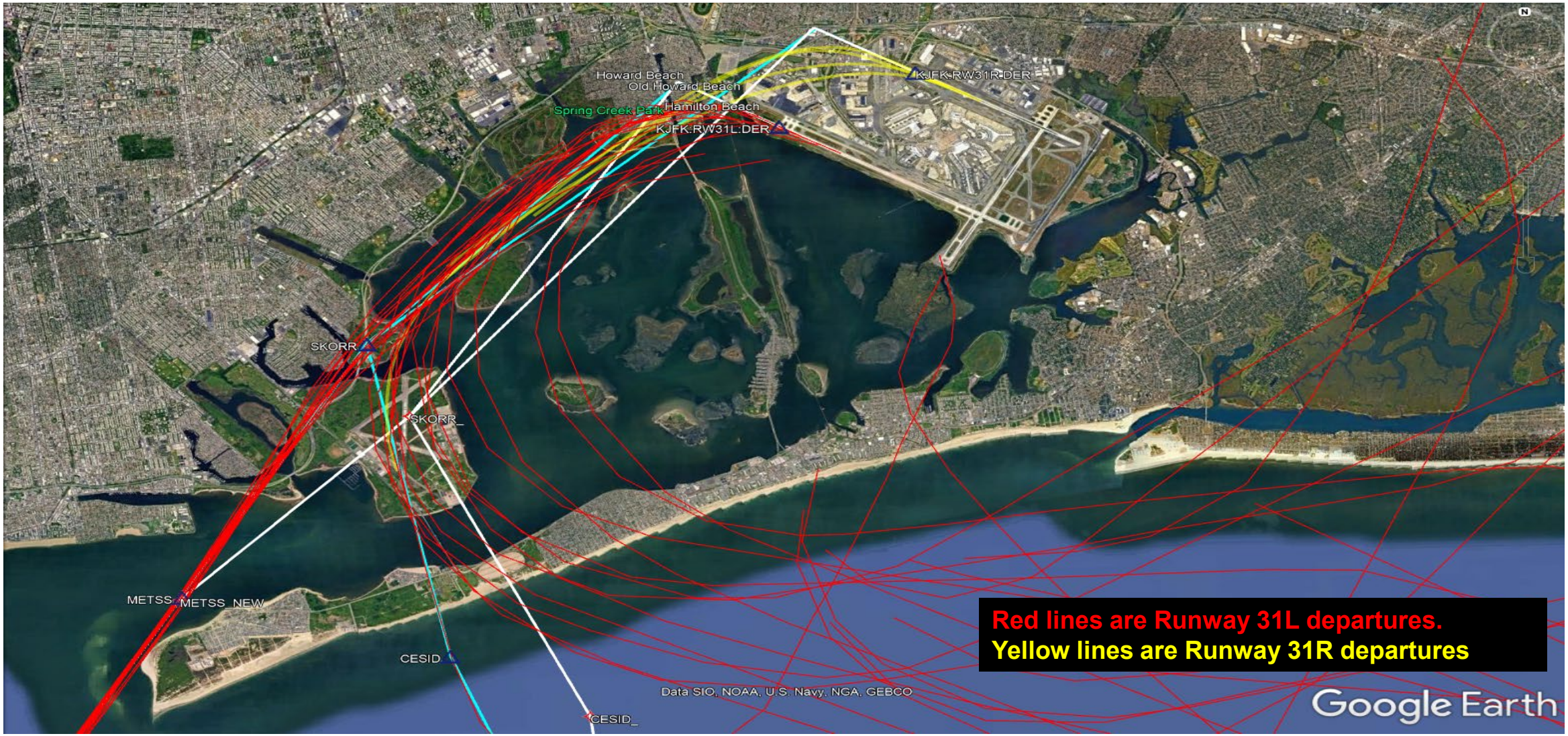
Current SKORR5 Flight Tracks for Runways 31L and 31R



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Background on Flight Paths

- FAA's TARGETS flight procedure development software uses straight lines but aircraft actually fly curved departure paths.
- The precise location of the aircraft depends on weather, aircraft weight (fuel and number of passengers), and aircraft types.
- Widebody aircraft need more airspace to make a turn after departing than regional aircraft.
- Even with the use of the SKORR6 procedure, there will still be some aircraft (due to aircraft performance, weather, weight of the aircraft) that fly over the previous neighborhoods.
- Use of the procedure is performance driven—there could be seasonal variations depending on weather (aircraft take longer to climb in high temperatures).

Environmental Review

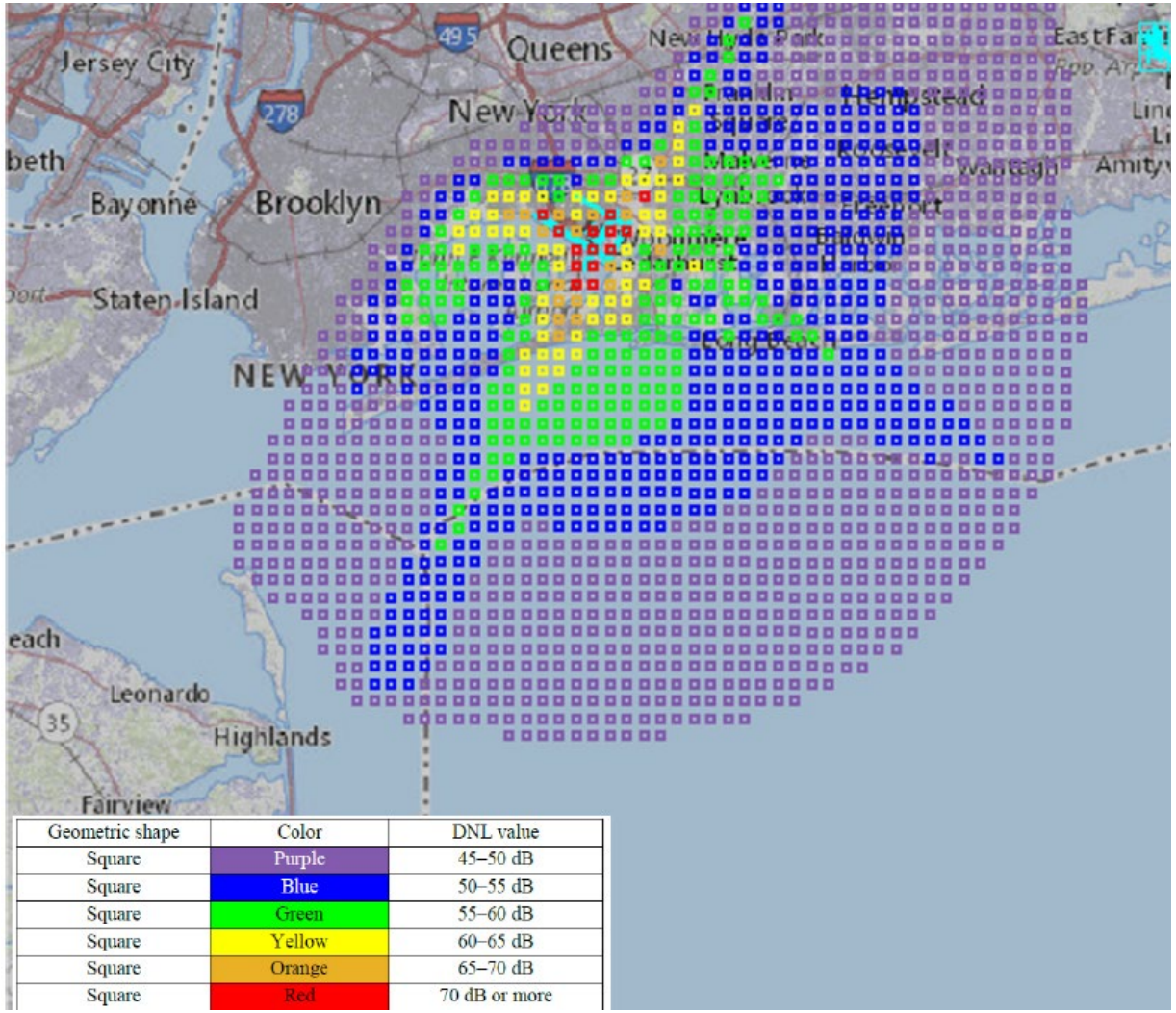
- Historical radar track data was used to create a baseline scenario. After the baseline scenario was built, aircraft operations were reassigned to the proposed procedure, which provides the alternative scenario.

- Once the baseline and alternative scenarios were built, the TARGETS Environmental Plug-in Tool was used to generate noise outputs for both scenarios using the Aviation Environmental Design Tool (AEDT).

- The scenarios were then compared to determine the potential for significant noise impacts. In the case of JFK, there were no reportable or significant impacts resulting from the proposed actions.

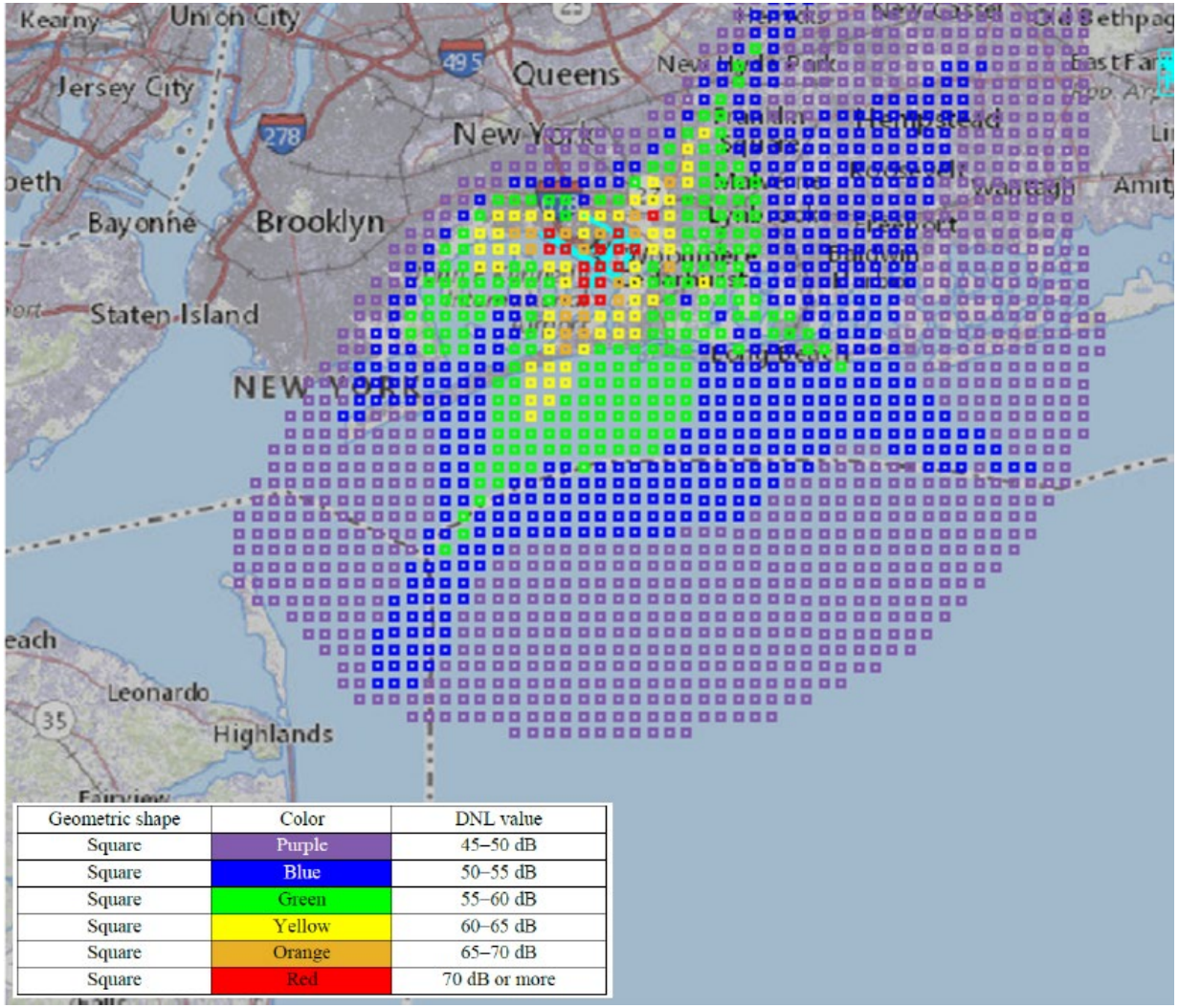
- Annual operations counts and runway usage were obtained through a runway usage report from the FAA's Instrument Flight Procedures Information Gateway (IFP), Operations, and Airspace Analytics (IOAA) Tool and were used to calculate the Average Annual Day (AAD) impacts.

Baseline Noise Exposure



Geometric shape	Color	DNL value
Square	Purple	45–50 dB
Square	Blue	50–55 dB
Square	Green	55–60 dB
Square	Yellow	60–65 dB
Square	Orange	65–70 dB
Square	Red	70 dB or more

Alternative Noise Exposure



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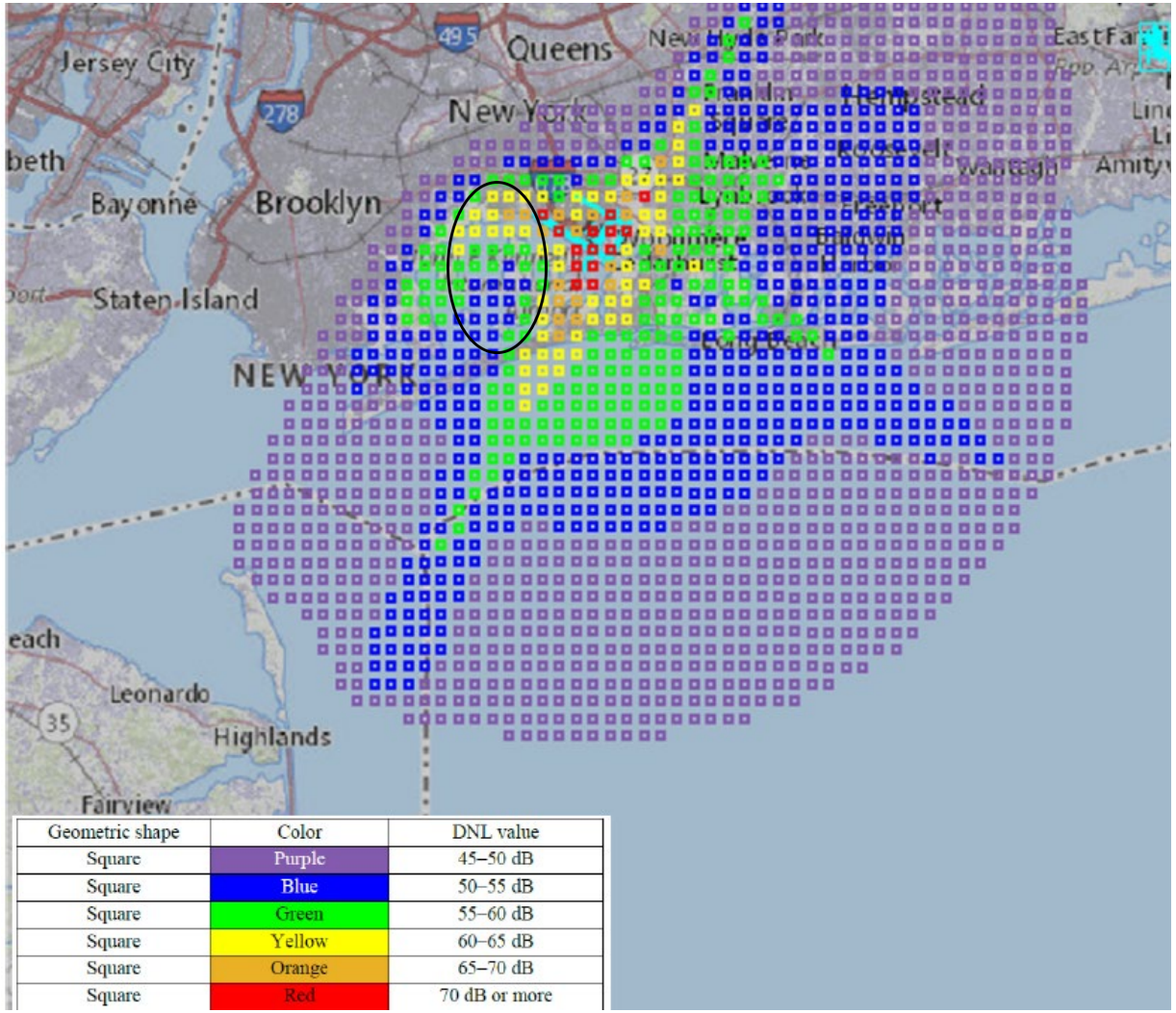

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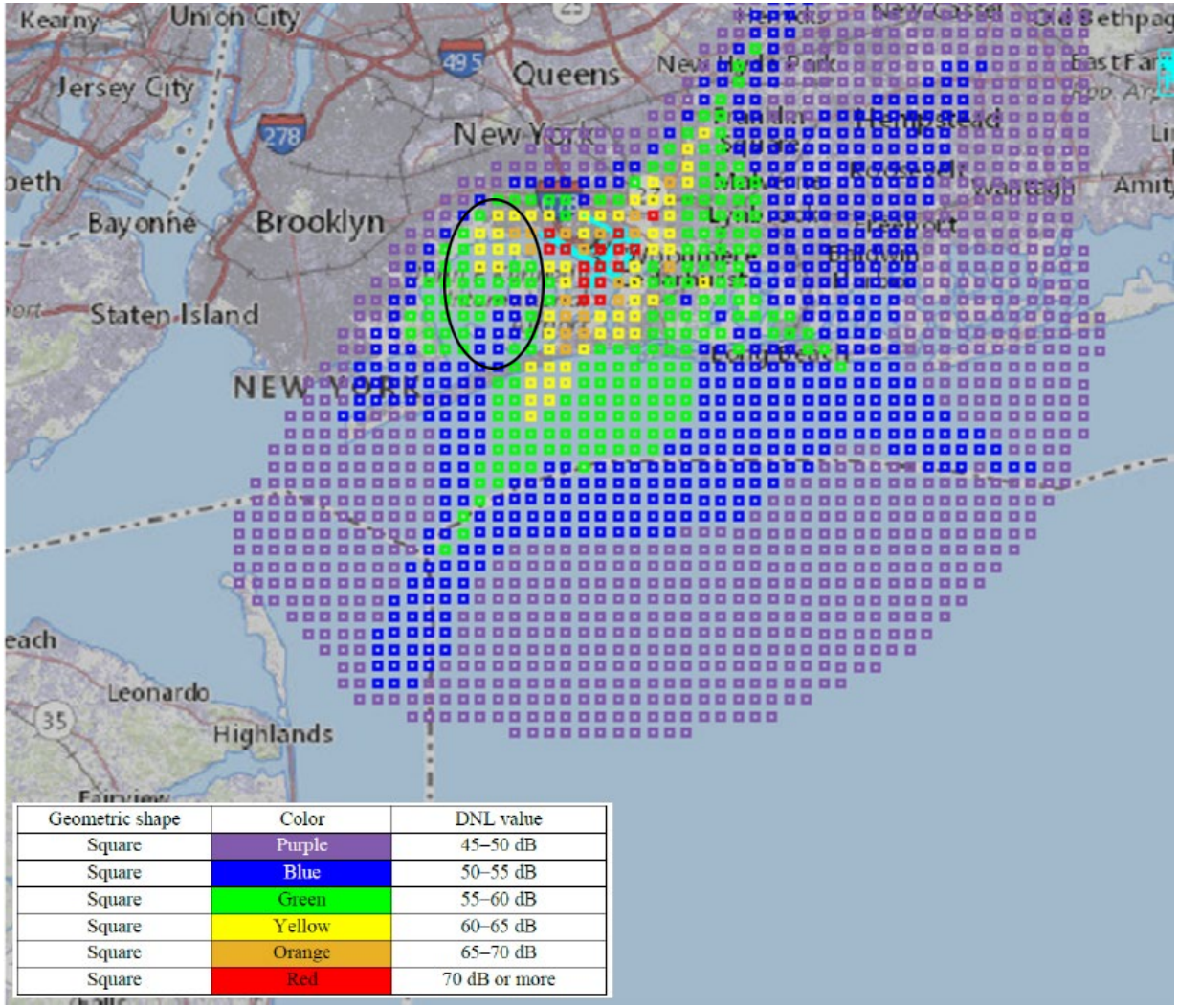

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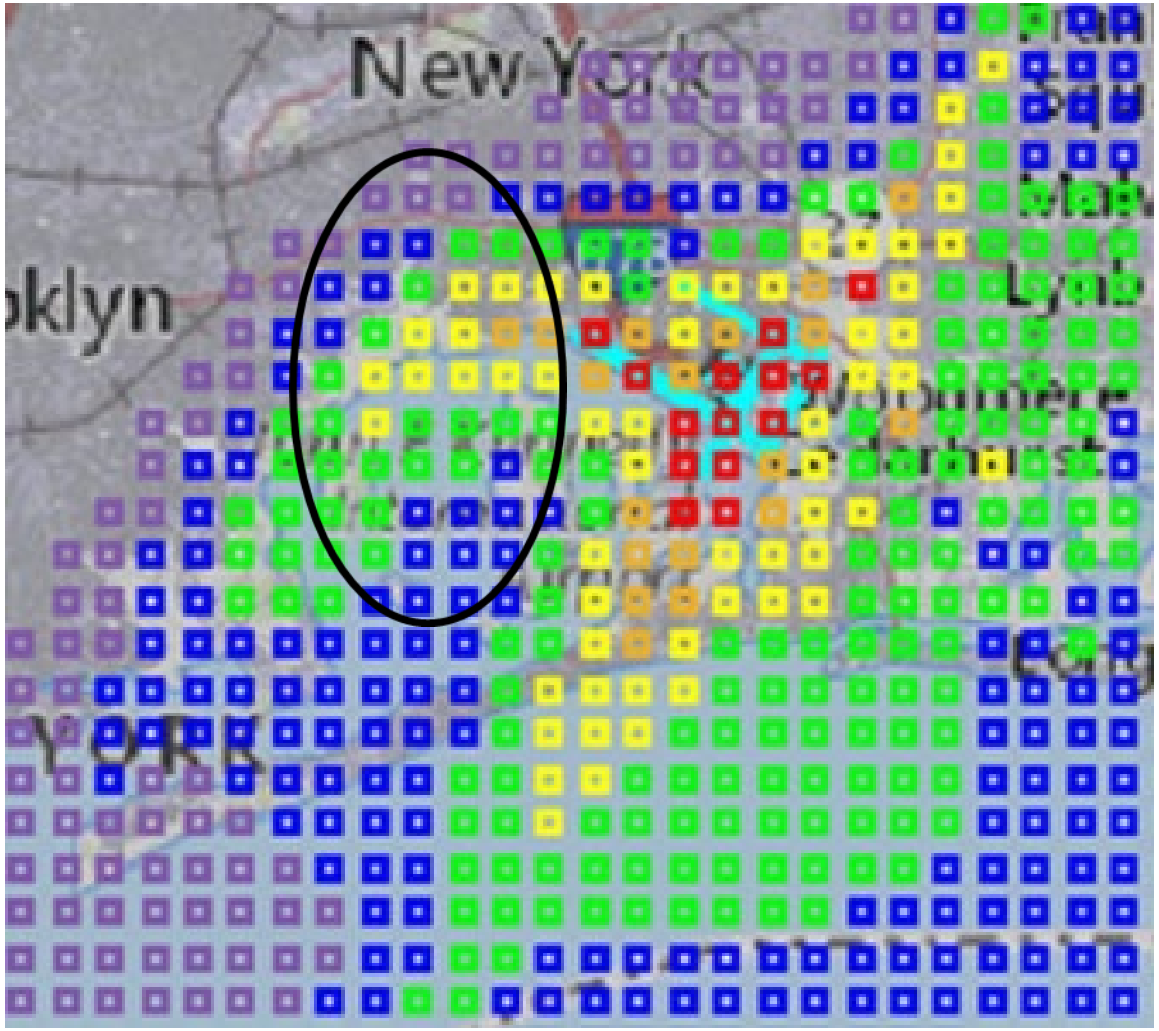
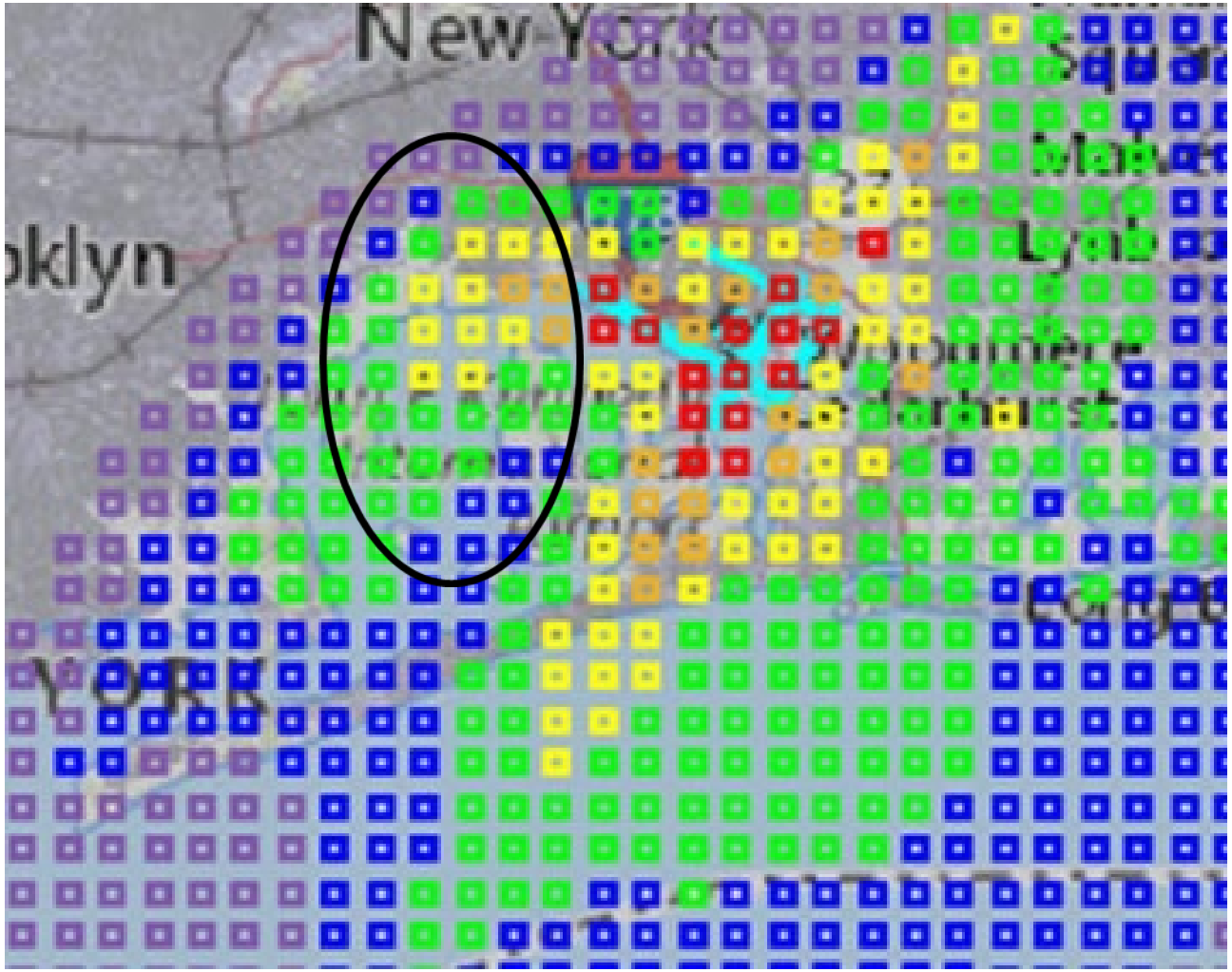


Alternative Noise Exposure



Definitions

- **Departure fix:** A geographical position determined by visual reference to the surface, by reference to one or more radio NAVAIDs, by celestial plotting, or by another navigational device.

- **Waypoint:** A predetermined geographical position used for route/instrument approach definition, progress reports, published VFR routes, visual reporting points or points for transitioning and/or circumnavigating controlled and/or special use airspace.

- **Instrument Flight Procedure Gateway**: The IFP Gateway is a communication tool the FAA uses to disseminate information about proposed changes to flight procedures from civil aviation organizations, affected military and civil air traffic control facilities, and airport owners and sponsors.

- **Aviation Environmental Design Tool**: A software system that models aircraft performance in space and time to estimate fuel consumption, emissions, noise, and air quality consequences.

- **Terminal Area Route Generation Evaluation and Traffic Simulation (TARGETS)**: The tool FAA uses to evaluate the feasibility of proposed air traffic procedures.

Questions?

Aircraft Noise Certification

NYCAR – January 28, 2026

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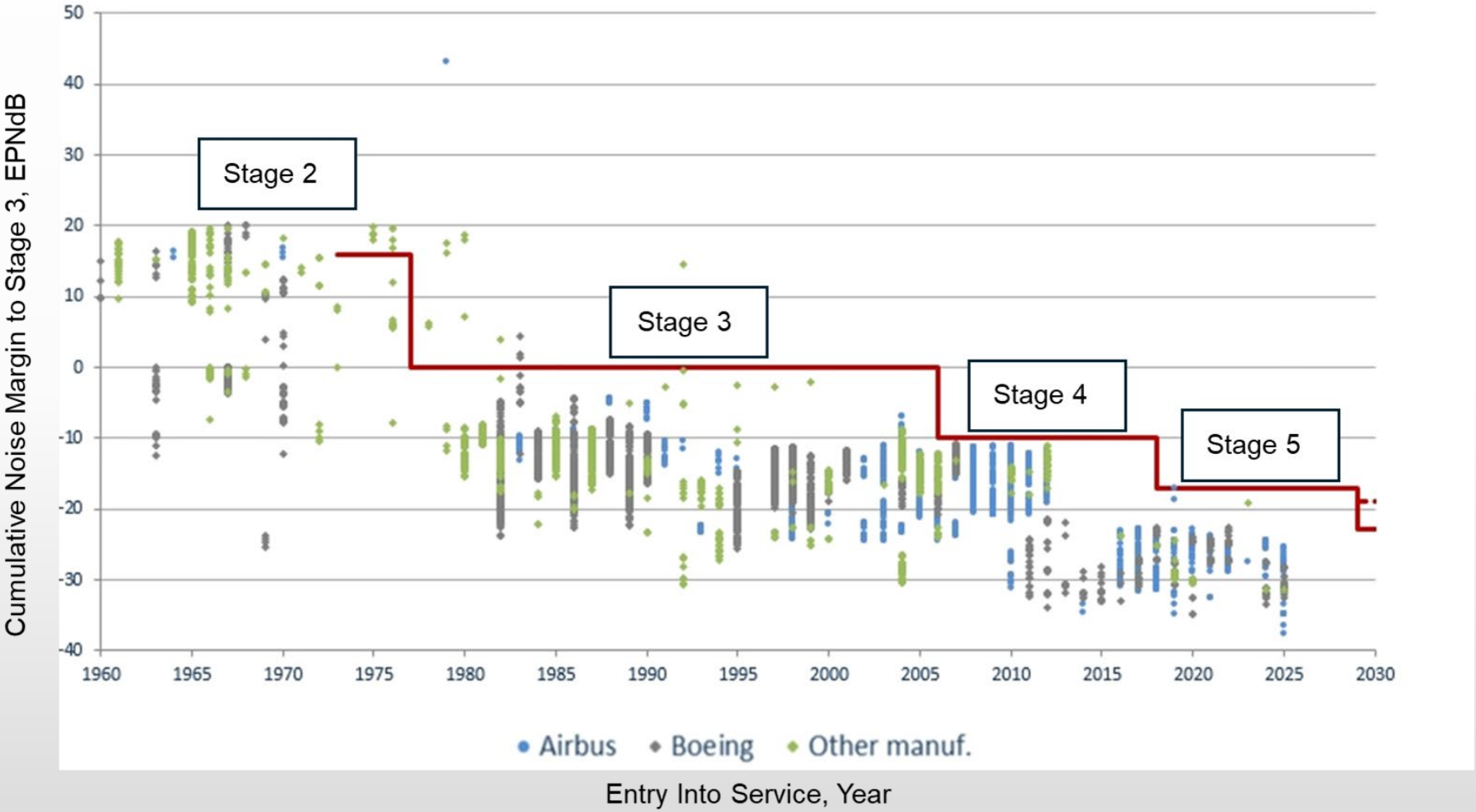
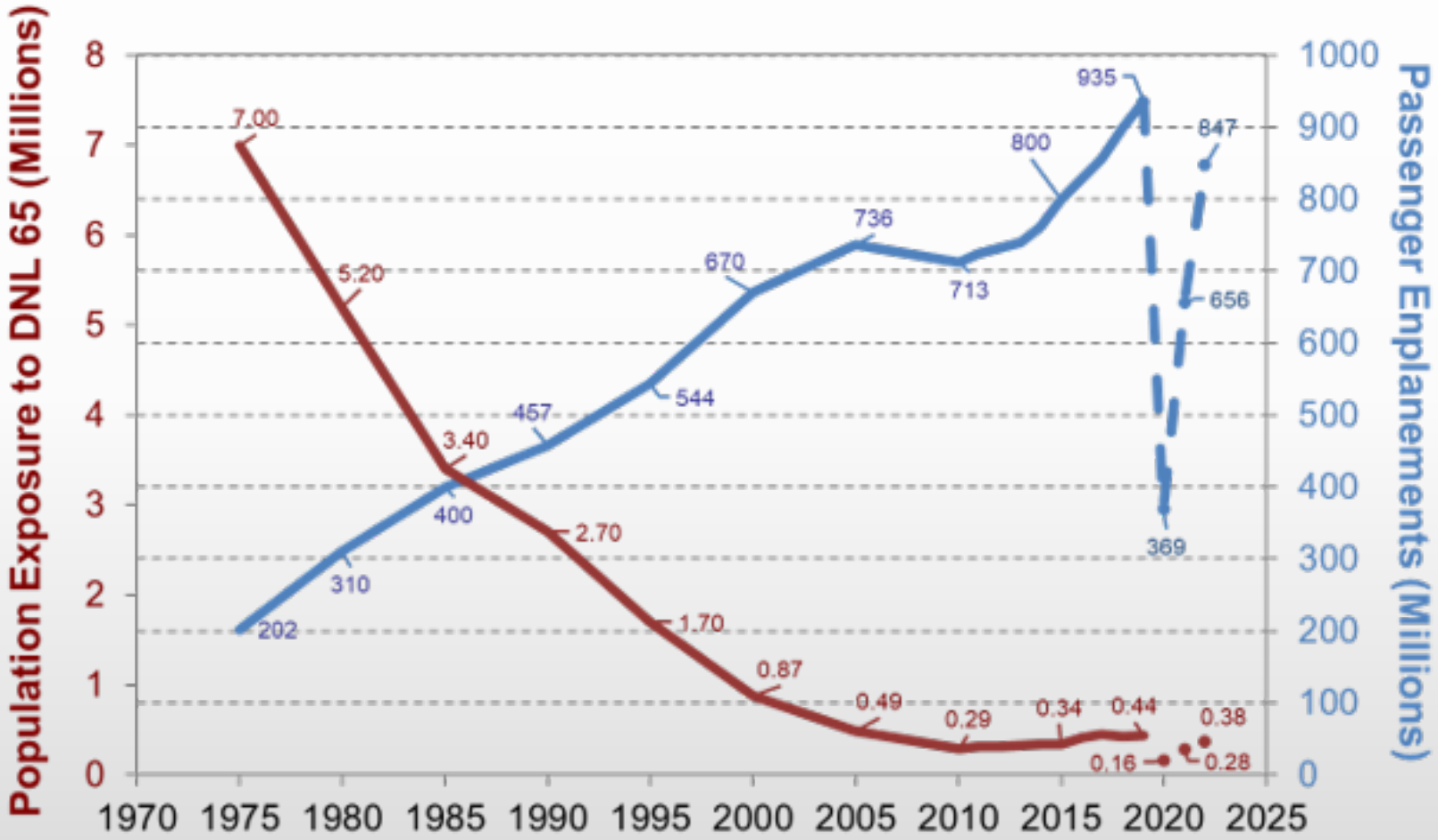
Noise Stages



Enplanements and exposure



Addressing aircraft noise

- CLEEN is the FAA's **Continuous Lower Energy, Emissions, and Noise** program.
- CLEEN is an FAA initiative to collaborate with industry to develop technologies that improve aircraft fuel efficiency, while reducing emissions and noise.
- The goal of the program is to design aircraft that produce significantly lower noise levels.