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## **NOISE COMPATIBILITY PROGRAM SOLUTIONS**

Before 2012, the FAA used a more equitable distribution of departure paths at LaGuardia. From runway 13, long considered LGA's most operationally favorable departure runway, the Flushing Climb was rarely used and routes like the Coney Climb were used far more often. However, the Coney Climb inhibited the use of JFK's runway 31L for departures. The introduction of TNNIS in 2012 all but ended utilization of LaGuardia's Coney and Maspeth Climbs (and their NextGen counterparts "NATHN and GLDMN").

LaGuardia still puts its arrivals into the wind, though JFK deviates from this safety guideline quite often. JFK favors a staggered approach into the parallel runways 22L and 22R while departing 22R and 31L. They use this configuration even with high crosswinds. With this now common configuration, LGA is forced to use TNNIS per the current Standard Operating Procedure (except during certain conditions when Whitestone Climb is permissible). LaGuardia continues to favor runway 13 for departures because planes clear the runway intersection quickly, allowing Air Traffic Control to space arriving planes more closely during peak hours.

The following are suggestions for inclusion in the Noise Compatibility Program. It is likely that Queens Quiet Skies will offer more solutions as the discussion among TAC members continues.

***1. Institute restrictions on TNNIS and other runway 13 departures after 10 PM, or during low volume hours, especially when landing ILS 4.***

With peak traffic decreasing later in the day and operational efficiency less important, it is no longer necessary to utilize runway 13 for departures when landing ILS 4. It is within the guidelines of the current LGA Standard Operating Procedure to depart runway 31 in place of runway 13 and utilize dispersal patterns over the East River and Wards Island to minimize noise exposure on the Bronx. This pattern affects far fewer people during times when many of the most "hard hit" noise sufferers are trying to sleep, and more highly disturbed by planes. This option was widely used in the past, and there is a historical precedent for using it. The option is there, but highly underutilized.

***2. Increase use of Goldman's/Nathan's/Coney/Maspeth concurrent with JFK 31L departures.***

ARC77 was published on March 29, 2010. In it, 77 airspace initiatives were listed by the FAA, the Port Authority, the aviation industry, and NYC government. Initiative number 39 listed an ongoing project to "develop procedures to Utilize JFK 31L Departures with LGA Coney Climb".

Surely this would lead to less reliance on TNNIS, increased throughput, and fuel savings for airlines. This potential “win-win” situation should be discussed extensively.

***3. Separate the TNNIS route into 2 distinct and alternating paths.***

TNNIS 6 currently uses one precise path on which aircraft fly at low altitudes over about 350,000 residents. TNNIS was modeled on the previous Flushing Climb, which was rarely used.. Documents recently obtained by Queens Quiet Skies pursuant to a FOIA request estimated TNNIS use at 15% of all LGA departures. We suggest considering whether it is possible to separate TNNIS into 2 distinct flight paths over northeast, to alternate use and, thus, the noise affecting the area.

***4. Resume use of River Visual with east winds.***

Currently, LGA has no east wind approach except for ILS13, which is used sparingly with very high east winds. The River Visual route, which has never been converted to PBN procedure, has also been taken out of service. Resumption of this route, in any form, would allow for decreased reliance on runway 13 for departures while also giving LGA the east wind approach that safety guidelines demand.

***5. Return use of LOCALIZER 31 to historical usage rates, under high Northwest wind conditions only.***

The current LGA SOP states that EXPWY Visual 31 is to be used with northwest winds under 15 knots. Recently, LOC31 has been used in near windless conditions, apparently for “operational efficiency,” to afford a “straight in” approach to LGA and possibly reduce delays. (Lthough we note that, so far, this use of LOC 31 that deviates from SOP has not seemed to reduce delays at LGA.) We would like to see substantive proof that extended use LOC31 increases operational efficiency as well as some statistics that show whether LOC 31 disrupts runway use at JFK..

***6. Increase use of ILS 22 ‘left turn’ with west and southwest winds.***

There are two versions of the ILS 22 approach to LGA’s runway 22. The more common one uses the Hudson River as a guide, then makes a right turn over the Bronx into runway 22. A second ILS 22 approach, used when winds are more westerly, is used far less often. It traverses northeast Queens at 4000 feet and makes a wide left turn over Long Island Sound. JFK now uses a wide left turn as part of its main configuration; there is no reason LGA cannot do the same regularly. The use of ILS 22 ‘left turn’ is, by far, one of the most noise-friendly approaches to LGA. As mentioned, it passes NE Queens at 4000 feet, then prepares for final approach (the left turn) over Long Island Sound). It also forces LGA to use runway 31 for departures, another more noise friendly option.

***7. Increase use of LGA runway 31 departures during off peak hours.***

This would be accomplished by landing runway 4, departing runway 31 during low volume hours instead of using runway 13 more frequently. Doing this would reduce noise for 350,000 residents of Queens and reallocate it to Riker's Island, the East River and a Con Edison plant.

***8. Institute a permanent ban on runway 22 departures***

Jackson Heights has led all neighborhoods in the United States in noise complaints due primarily to weekend usage of the JUTES NextGen route. Aircraft noise has reached 110 decibels on the runway 22 noise monitor.

***9. Institute a mandatory, enforced permanent 6-hour curfew at LGA.***

The current voluntary curfew does not work. Currently, there are scheduled flights outside the voluntary curfew, affecting millions of Queens, Brooklyn, the Bronx and Nassau County.

***10. Institute a mandatory, enforced and permanent yearly cap of less than 60,000 departures on runway 13.***

Current use of runway 13 in calendar year 2016 is on track to reach 100,000 departures for the first time ever. Capping runway 13 departures at 60,000 annually would assist Air Traffic Control in planning the use of noise abatement options rather than simply using runway 13 for departures because it is easier.

***11. Extend the LGA perimeter rule until the end of 2023.***

Extending the LGA perimeter rule to the end of 2023 would reduce the chances of northeast Queens and western Nassau being affected by more noise from larger aircraft, lower takeoff trajectories, closer departure thresholds, more engines per plane and wider turns. Extending the perimeter until 2024 will give the airlines time to begin bringing quieter engines into their fleets.

The current noise mitigation study for LGA is predicated upon use of the perimeter rule. If it were suddenly lifted just after the Part 150 study ends, Queens Quiet Skies and other community organizations would insist on a new study using different noise metrics.

***12. Accept the geographic limits of LaGuardia Airport***

There is no realistic way to increase traffic at LaGuardia Airport or expand the airport itself. It is limited by size and by its location within a densely inhabited urban community, adjacent to natural limits by water and other urban communities of millions of residents who are affected negatively by LGA operations. Instead, consider high-speed rail lines from New York City to the airports at Islip and Newburgh.

***13. Fund a study of the unique noise conditions created by NextGen operations at LGA and JFK ("NextGen noise corridors" or the "rail effect")***

The FAA is finding that DNL is inadequate as a measure of NextGen noise. Queens Quiet Skies calls for the FAA to fund an independent study by academic institutions – not by the FAA or the airport operating authority – to study those conditions and find solutions to the problems created by NextGen noise and pollution.

***14. Adhere strictly to wind safety guidelines at JFK and LGA.***

Runway selection should be made only by Air Traffic Control personnel, and only based on safety and Standard Operating Procedures. The practice of allowing airline industry personnel to choose runways should cease immediately.

***15. Raise altitude restrictions on JFK runway 22L and 22R approaches***

An egregious amount of noise has been caused by the recent near-constant usage of JFK runways 22L and 22R. They are being used under such a wide variety of wind conditions that an observer must wonder whether the Standard Operating Procedures for safety are being observed by ATC. When these procedures are in use, the altitude should be raised to 4000 feet entering over Massapequa.

***16. Avoid the use of RECAT in the crowded NYC metro airspace.***

Loss of separation and wake turbulence caused an air disaster in November, 2001, near Rockaway. The FAA's RECAT initiative has the potential of reducing separations on consecutive planes down to 2.5 miles, depending on aircraft size. The New York City metro airspace is unique in its amount of traffic in a very small shared space. RECAT of only 2.5 miles separation is not appropriate in our airspace. Recognizing this reality, and thus reducing the number of aircraft at LGA and JFK, will also reduce noise events.

***17. Raise altitude and use steeper ascents for departures.***

***18. Shift runways at LGA and JFK to decrease noise, add throughput and reduce fuel costs by using more direct routes.***

Runway shifting creates possibilities for noise mitigation by using routes over more noise-compatible areas. Runway shifting is a win-win for communities and the aviation industry. Shifts of even half a degree at LGA 13/31 and JFK 13R/31L could create huge areas of previously unusable airspace, decreasing noise and increasing throughput at the same time. It also may help reduce airline fuel costs with more direct routes.

***19. Resume LDA approach to runway 22 over the Bronx.***