



# **New York Community Aviation Roundtable**

**Meeting: Wednesday, April 23, 2025**

**7:00 – 9:00 PM**  
Online Zoom Meeting

Co-Chairs:  
Barbara E. Brown  
Maria R. Becce  
Facilitator: Bill Huisman

## **AGENDA**

- 1) **Welcome** **7:00**
- 2) **Roll Call**
- 3) **Meeting Notes -**
  - **Lei Zhao, Recording Secretary/LGA Committee**
- 4) **Announcements: JFK Airport Committee and LGA Airport Committee**
  - a. **Airport capacity and safety**
- 5) **DELTA AIRLINES -** **7:35**
  - a. **Sustainable Skies Lab**
    - **Presenters: Captain Rob Goldman and Delta Lab Team**
- 6) **Port Authority (PANYNJ) -** **7:55**
  - a. **Fly Quiet Program – 2024 Annual Reports**
  - b. **Part 150 Studies Implementation**
- 7) **FAA Produced Video**
  - a. **TNNIS Climb – Aircraft Operations at LGA and JFK Airports** **8:25**
- 8) **Public Comment – Recommendations and Suggestions**
- 9) **Adjournment** **9:00**

# Port Authority of New York and New Jersey

## Fly Quiet Programs

NYCAR Briefing

April 23, 2025



# Agenda for Today's Meeting

- Program Background
- Airline Scoring
- 2024 Awards
- Wrap-Up

# Recent Program Activities

- Data collection and analysis – January-March
- Release 2024 FQP Reports – April 3
- Airline award presentations at Station Manager’s meetings – April 8, 9, 17
- Roundtable briefing – April 23

# Background



# Background on PANYNJ Fly Quiet Programs

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

Airline awards for JFK, LGA, and EWR have been presented for 2024

# 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**

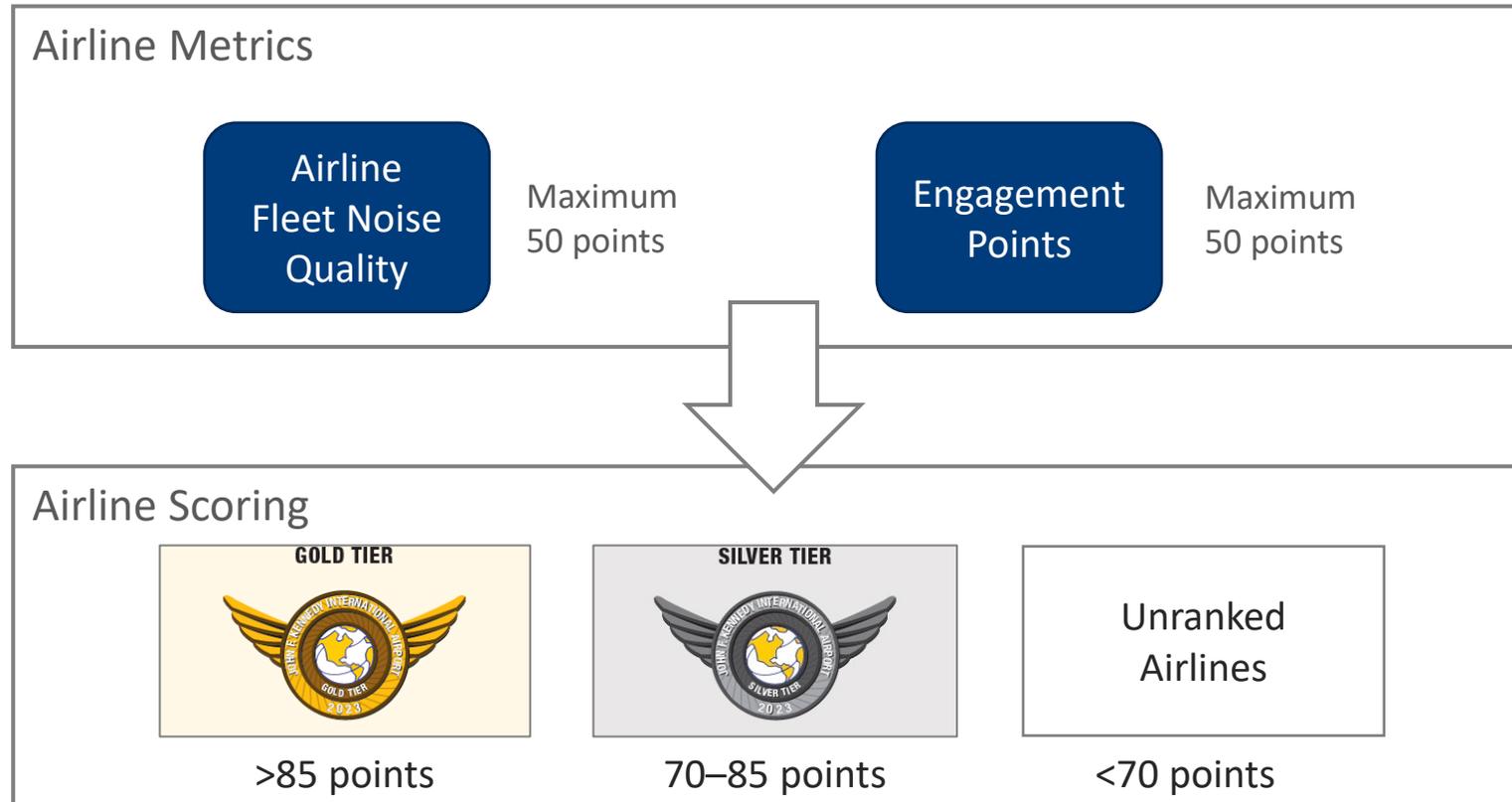
**Data  
Reporting**

**Benefits  
beyond the  
65 DNL  
contour**

# Airline Scoring



# Scoring System Overview



Website dashboard of each airline’s achievements relative to FQP metrics:

- ✓ Opportunity for airlines to review data and their scores
- ✓ Used for FQP scoring on a scale of 0 to 100

Top Tiers recognized in the FQP Annual Report for the public:

- ✓ Awarded in each airline category (Air Carrier, Regional, Int’l., Cargo)

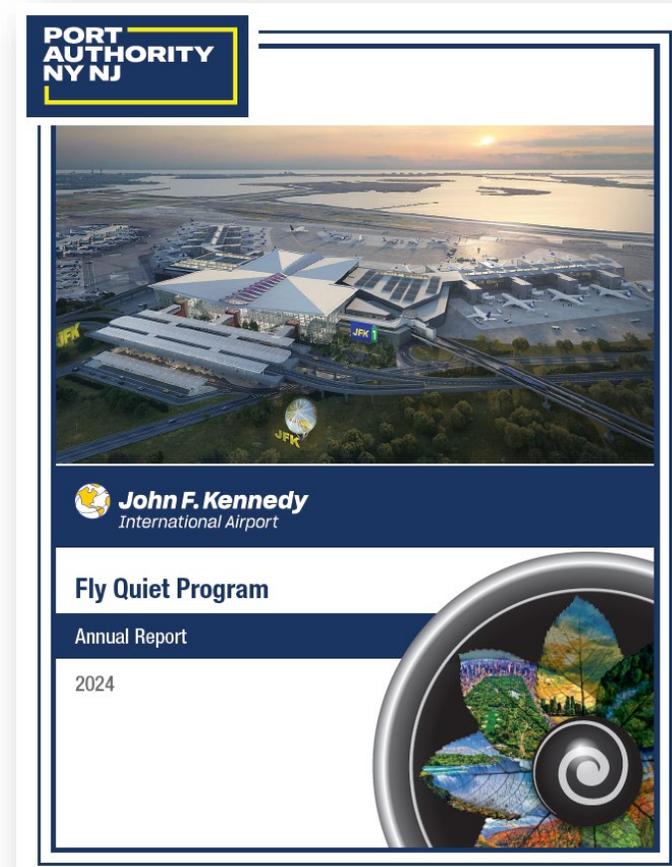
# Airline Scoring Details

Scoring Categories		Max. Points
<b>Airline Fleet</b>	Fleet Noise Quality: <ul style="list-style-type: none"> <li>• Weighted average of an airline’s operations and the certificated “Noise Stage” of each aircraft</li> <li>• For airlines with minimum of 365 operations per year (operation is one arrival or one departure)</li> </ul>	50
<b>Engagement</b>	Participate in FQP Focus Group annual virtual briefings	10
	Participate in Roundtable Meetings (for JFK and LGA only) > one hour attendance each meeting <ul style="list-style-type: none"> <li>• Up to four meetings per year, 2.5 points per meeting, 10 points maximum</li> </ul>	10
	Access and review the FQP Dashboard Reporting site once per quarter <ul style="list-style-type: none"> <li>• Tracked four times per year, 2.5 points per login, 10 points maximum</li> </ul>	10
	Provide copies of pilot training/educational materials on noise abatement and Fly Quiet along with the date(s) training was conducted	10
	Provide information/documentation on airline fleet noise reductions (vortex generators, etc. installed on the aircraft; pilot operating techniques; NADP training; etc.)	5
	Provide information/documentation on any annual airline sustainability practices/offsets/etc.	5
<b>Total:</b>		<b>100</b>

# 2024 Annual Reports

- Separate reports for JFK, LGA, and EWR
- Based on annual data for Calendar Year 2024
- Summary of airline awards and metrics
- <https://aircraftnoise.panynj.gov/fly-quiet-program/>

Notable improvements in Airline Fleet Noise Quality over the past three years (2022-2024)



# Airport-Wide Statistics in Annual FQP Report

- Provide statistics on noise and operations that are reported airport-wide (which are not a part of an airline's score)
  - Airport-wide fleet mix by Noise Stage
  - Runway use including late-night hours
  - Flight procedure use
- Recognizes the FAA's participation and role in runway selection and flight procedure selection

# FQP Awards



# CONGRATULATIONS TO THE WINNERS OF THE JFK FLY QUIET AWARDS

## 2024



 **John F. Kennedy**  
International Airport

**GOLD TIER**



**SILVER TIER**



	GOLD TIER	SILVER TIER
<b>DOMESTIC MAJOR AIR CARRIER</b>	NONE	American Airlines jetBlue AIRWAYS DELTA
<b>INTERNATIONAL AIR CARRIER</b>	Emirates	NONE
<b>REGIONAL AIR CARRIER</b>	NONE	NONE
<b>CARGO AIRLINE</b>	NONE	ups

# CONGRATULATIONS TO THE WINNERS OF THE LGA FLY QUIET AWARDS

## 2024



	GOLD TIER	SILVER TIER
DOMESTIC MAJOR AIR CARRIER	NONE	
INTERNATIONAL AIR CARRIER	NONE	NONE
REGIONAL AIR CARRIER	NONE	NONE

# CONGRATULATIONS TO THE WINNERS OF THE EWR FLY QUIET AWARDS

## 2024



**Newark Liberty**  
International Airport

**GOLD TIER**



**SILVER TIER**



**DOMESTIC MAJOR AIR CARRIER**



**INTERNATIONAL AIR CARRIER**

NONE



**REGIONAL AIR CARRIER**

NONE

NONE

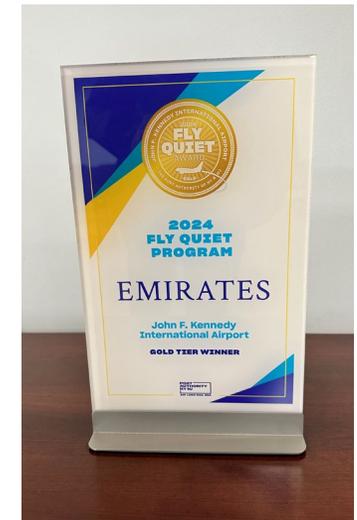
**CARGO AIRLINE**

NONE



# Award Badges, Certificates, and Plaques

- PANYNJ created airport-specific award badges for each Gold and Silver winner
- Airlines can use these badges in their social media posts, websites, etc.
- Certificates (for Gold and Silver Tier) emailed to each winning airline
- Plaques (for Gold Tier) presented to each winning airline at Station Manager's meetings



*Examples of JFK Awards*

# Additional Recognition: Perfect Engagement Score

- Several airlines achieved a perfect 50/50 points airline engagement score
- The FQP Annual Reports recognize these airlines' achievement



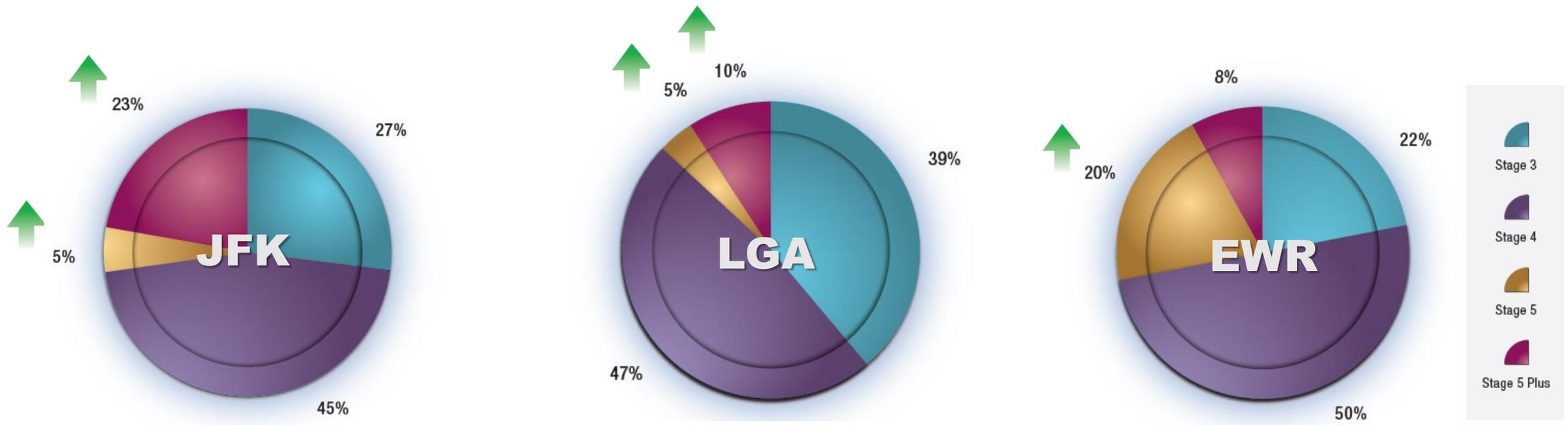
# Additional Recognition: Most-Improved Fleet Mix

- Several airlines made significant fleet score improvements in 2024 compared to previous years – each is recognized in Annual FQP Reports
- These airlines increased their fleet score by approximately two points
  - By comparison, in 2023 the average airline improvement was a few tenths of a point



# Improvements in Airport Fleet Mix

- In 2024 each airport had fleet score improvements compared to previous years
- Notable increases in Stage 5 and Stage 5 Plus operations at each airport (↑)



**Increase in Stages 5 and higher from 19% in 2023 to 28% in 2024**

**Increase in Stages 5 and higher from 10% in 2023 to 15% in 2024**

**Increase in Stages 5 and higher from 21% in 2023 to 28% in 2024**

# FQP Technical Manual

- A resource guide providing detailed technical information on score calculations and other program metrics
- Written for a technical audience (airlines, FAA, etc.) to provide:
  - FQP scoring methodology
  - Fleet noise calculations
  - Engagement points calculations
  - Runway and flight procedure use
  - Airline rankings and awards
- Available on PANYNJ website
  - Available for airlines, stakeholders, and the public to gain a full understanding of how the program and its metrics work

# Thank you!



For more information please contact:  
Adeel Yousuf – Noise Office Manager  
[ayousuf@panynj.gov](mailto:ayousuf@panynj.gov)

# **Part 150 Noise Abatement Measures**

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April 23, 2023

# Airport Noise Compatibility Planning

## Part 150 Overview

A Part 150 study is a voluntary study conducted by airports under guidance from the Federal Aviation Administration (FAA) to address airport noise and land use compatibility.

Two phases:

### 1. Noise Exposure Map (NEM)

- Aircraft noise exposure
- Land use compatibility

### 2. Noise Compatibility Program (NCP)

- Measures to improve land use compatibility including:
  - Noise abatement measures
  - Land use (noise mitigation) measures
  - Program management measures



# NCP Timeline

## LGA

- Final NCP was submitted to the FAA on June 15<sup>th</sup>, 2022
- NCP's approved by the FAA on December 15<sup>th</sup>, 2022
- Federal Register Notice was published on December 21<sup>st</sup>, 2022

## JFK

- Final NCP was submitted to the FAA on September 6<sup>th</sup>, 2022
- NCP's approved by the FAA on March 14<sup>th</sup>, 2023
- Federal Register Notice was published on March 20, 2023

**[Part 150 Website: Aircraft Noise Compatibility Planning Study - Aircraft Noise](#)**

# LGA NEM Map



**Legend**

- - - Airport Property Line
- ..... Airport Easement Line
- ▬ Airport Runways
- ▬ Major Highways
- ▬ Highways
- ▬ Major Roads
- ▬ County Boundary

**DNL Contours**

- ▬ 2021 Revised Contours
- ▬ 2021 FAA-Accepted Contours

**Future Land Use**

- ▬ Single- and Two-Family Residential
- ▬ Multi-Family Residential
- ▬ Mixed Residential and Commercial
- ▬ Commercial and Office
- ▬ Industrial and Manufacturing
- ▬ Transportation, Parking, and Utilities\*
- ▬ Public Facilities and Institutions
- ▬ Open Space, Cemeteries, and Outdoor Recreation
- ▬ Vacant Land
- ▬ Unclassified

LaGuardia Airport 14 CFR Part 150 Study . 140037  
**Figure 2-1**  
 2021 FAA-Accepted and Revised  
 Noise Exposure Map DNL Contours  
 LaGuardia Airport

# JFK NEM Map



SOURCE: New York City Department of City Planning, MapPLUTO 15V1; Tax lot/land use geographic information database, March 2015- June 2015; Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; INM 7.0d; ESA, 2016; ESRI Mapping Services.

John F. Kennedy International Airport 14 CFR Part 150 Study.140037

**Figure 5-2**  
2021 DNL Contours  
John F. Kennedy International Airport

# LGA ROA Summary

Noise abatement measures:

NA 1: Modify NTHNS and GLDMN Runway 13 RNAV SIDs to Direct Aircraft Away from Flushing, New York	Approved/Implemented and Tracking in FQP
NA 3: Implement Offset Approach to Runway 22 to Reduce Noise Exposure Over Clason Point	Approved/Implemented and Tracking in FQP
NA 4: Reduce Runway 4 Departure Noise Over Clason Point	Approved/In development by FAA
NA 5: Reduce Runway 13 Departures at Night	Approved/In development by FAA
NA 6: Implement Noise Abatement Departure Profiles (NADPs) on a Voluntary Basis for Runways 4 and 13	Disapproved for Purposes of Part 150/Implemented through FQP
NA 8: Continue Existing Mandatory Departure Noise Limit	Existing

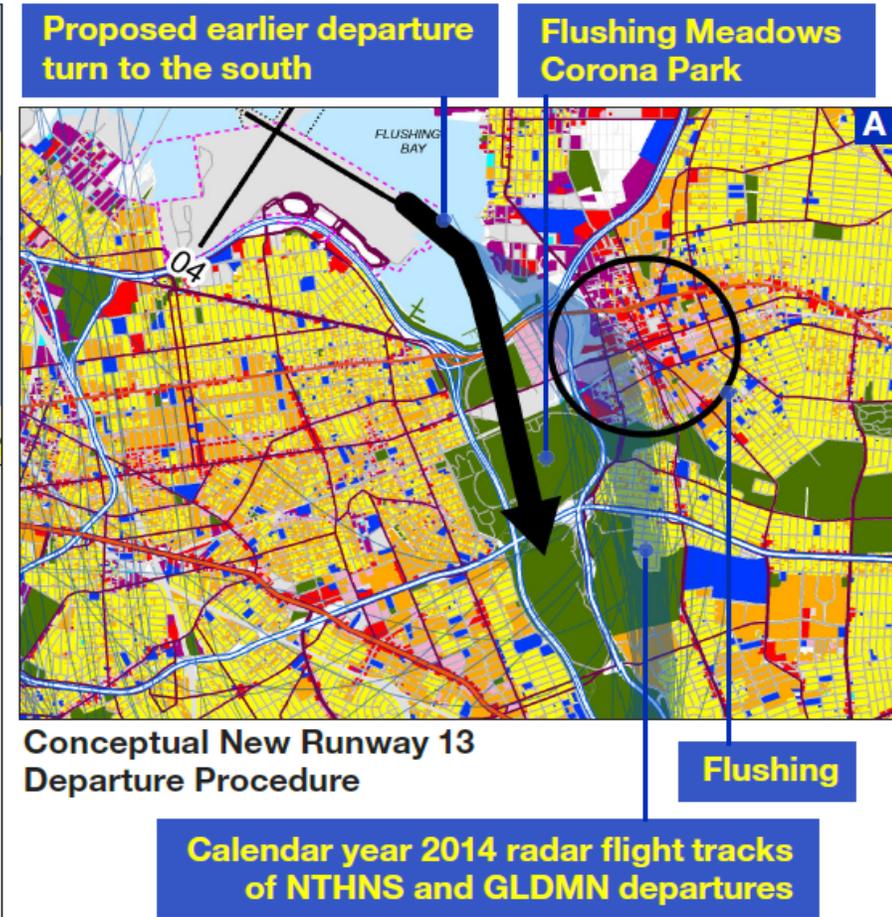
These noise abatement measures were approved because they showed noise benefits inside the 65 DNL contour

# Noise Abatement Measure 1 – Modify NTHNS and GLDMN Runway 13 RNAV SIDS to Direct Aircraft Away from Flushing – Implemented and Tracking in FQP



2021 Baseline NEM and New Runway 13 Departure Procedure DNL 65, 70, and 75 Contours

Estimated reduction of 309 people and 114 dwelling units from the DNL 65 contour.



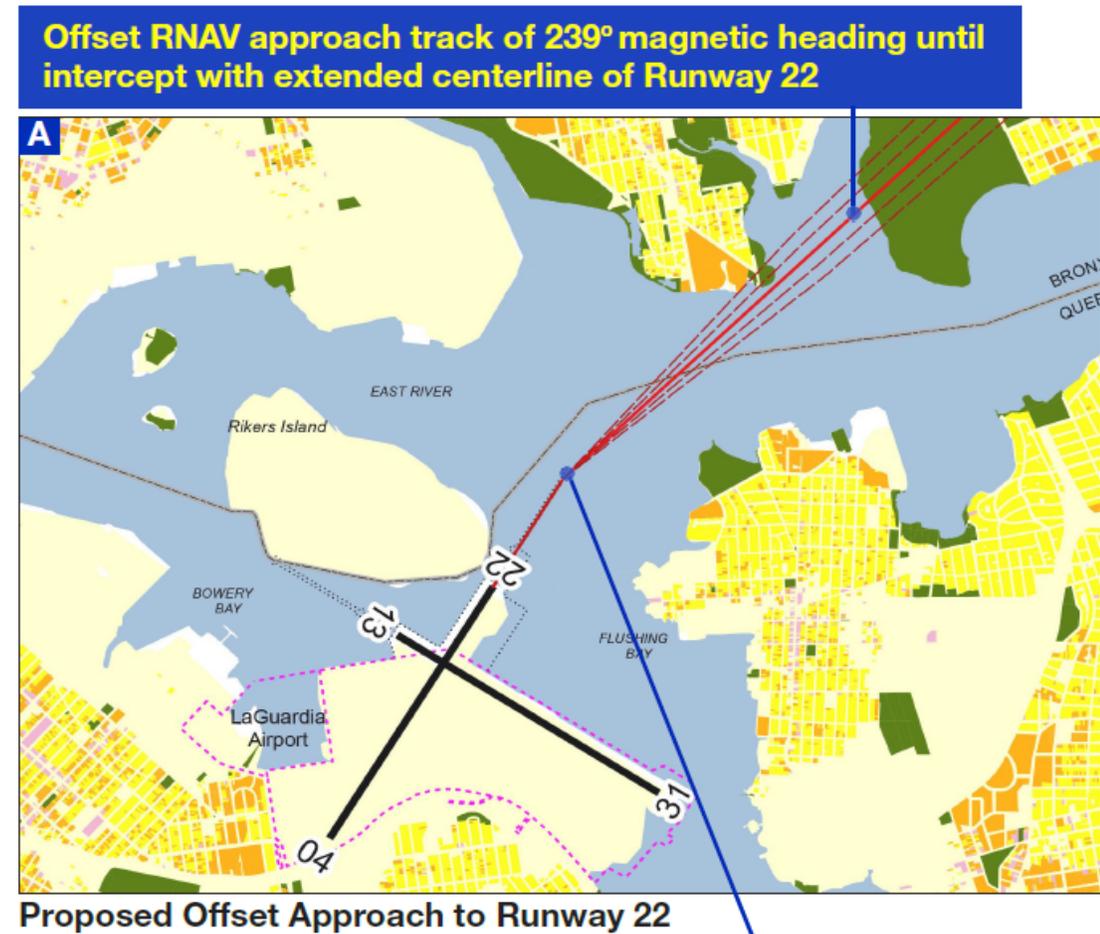
RNAV = Area Navigation; SID = Standard Instrument Departure

\*This measure is already in place (Published May 21, 2020)

# Noise Abatement Measure 3 – Implement Offset Approach to Runway 22 to Reduce Noise Exposure over Clason Point – Implemented and Tracking in FQP



2021 Baseline NEM and Offset Approach to Runway 22 DNL 65, 70, and 75 Contours

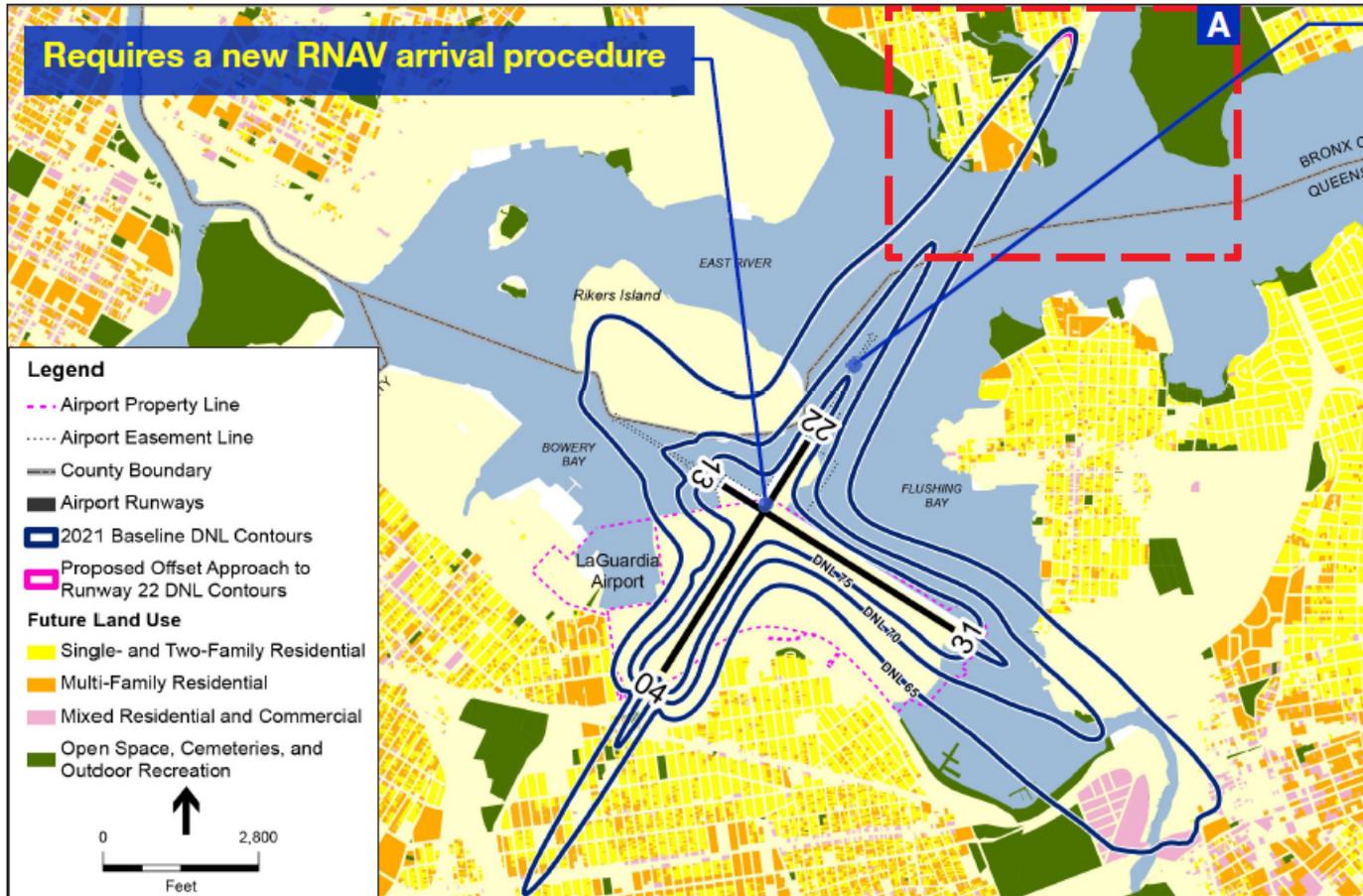


Proposed Offset Approach to Runway 22

Estimated reduction of up to 159 people and 53 dwelling units from the DNL 65 contour

\*This measure is already in place (published October 7, 2021)

# Noise Abatement Measure 4 – Reduce Runway 4 Departure Noise over Clason Point – In development by FAA



2021 Baseline NEM and Modified Runway 4 Departure Heading DNL 65, 70, and 75 Contours

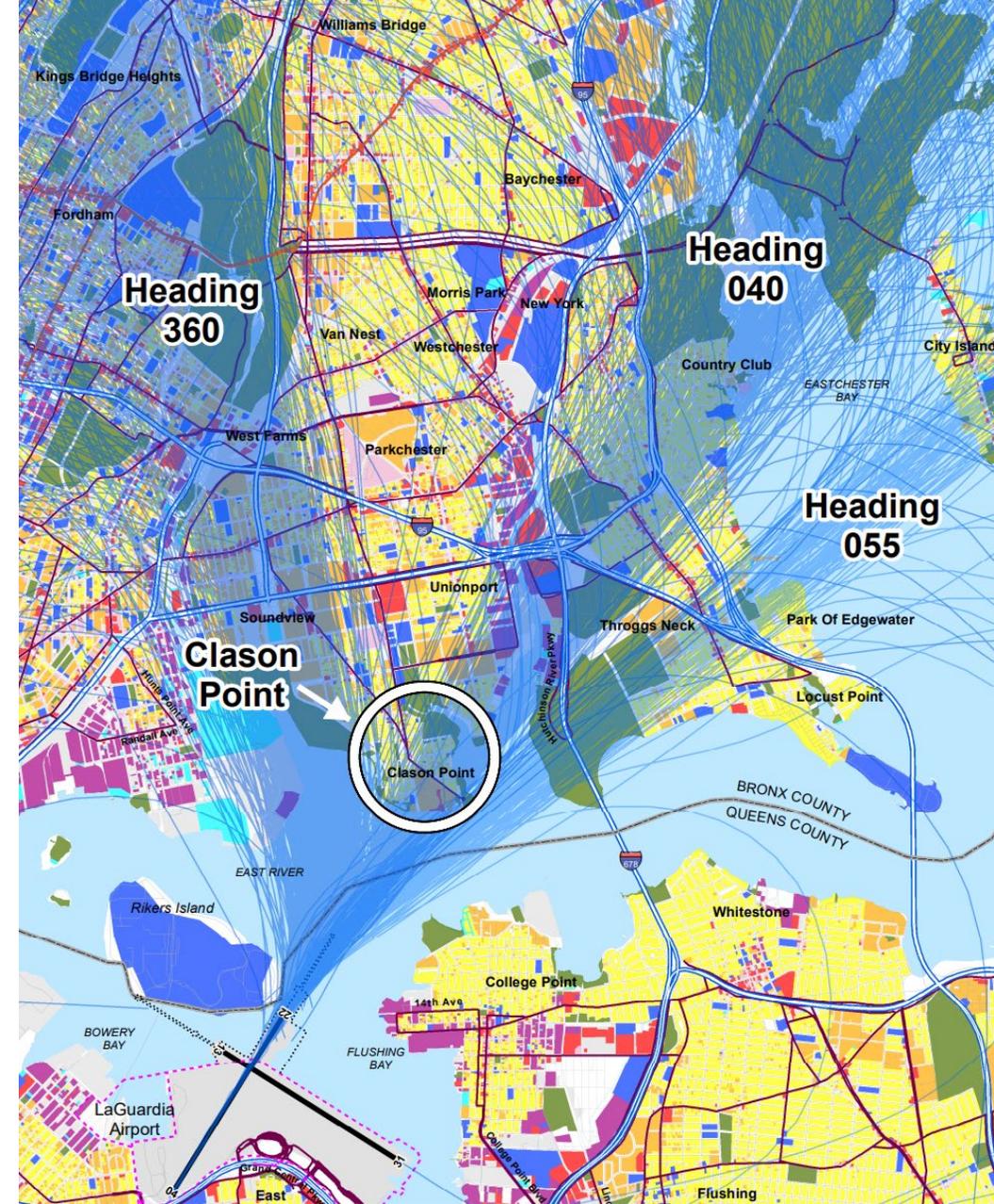
Estimated reduction of up to 2,062 people and 730 dwelling units from the DNL 65 contour



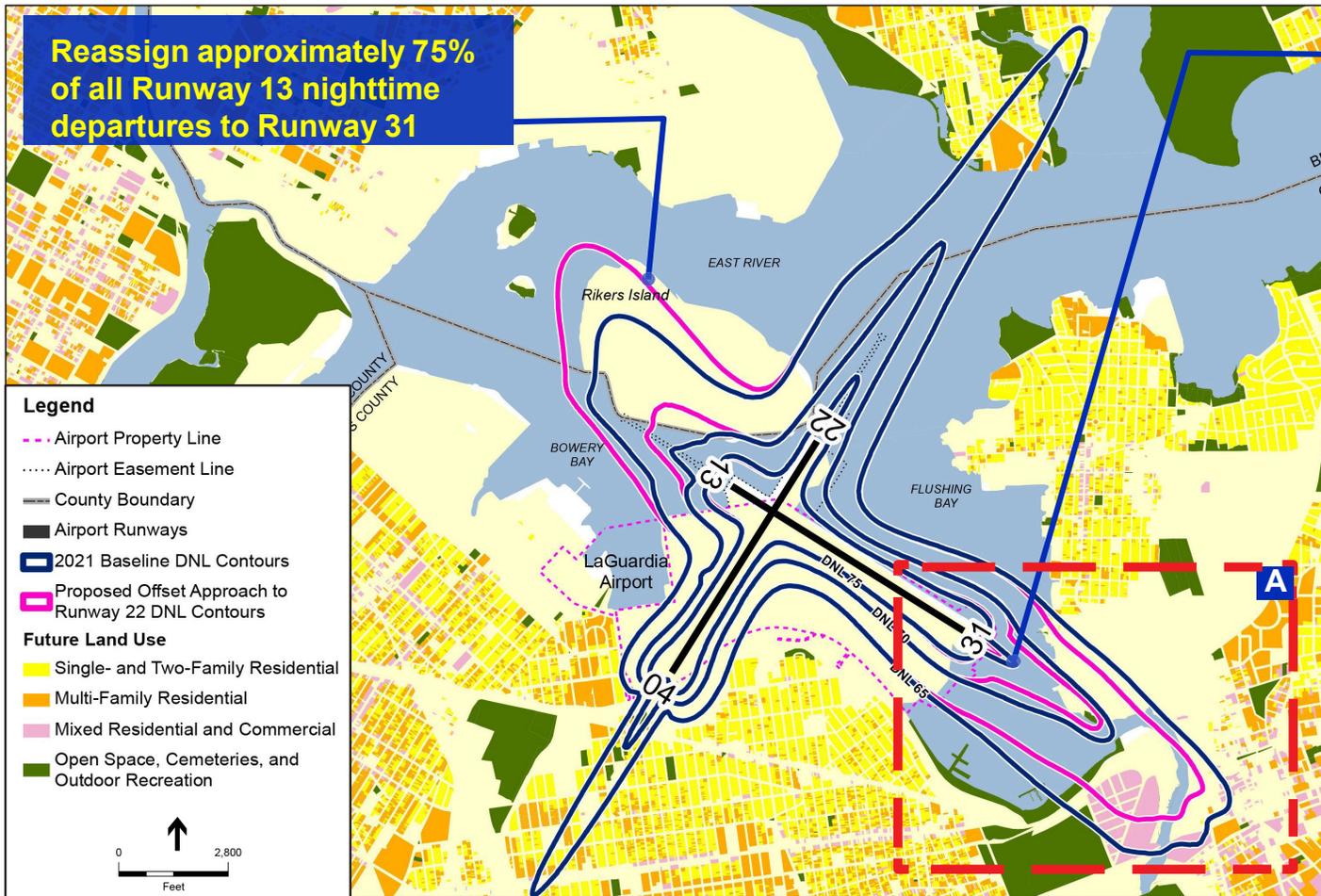
2021 Baseline NEM and Modified Runway 4 Departure Heading DNL 65, 70, and 75 Contours over Clason Point

# LGA NA 4 - Reduce Runway 4 Departure Noise Over Clason Point

The main goal with this measure is to reduce 040 headings  
and reassign them to 055 headings

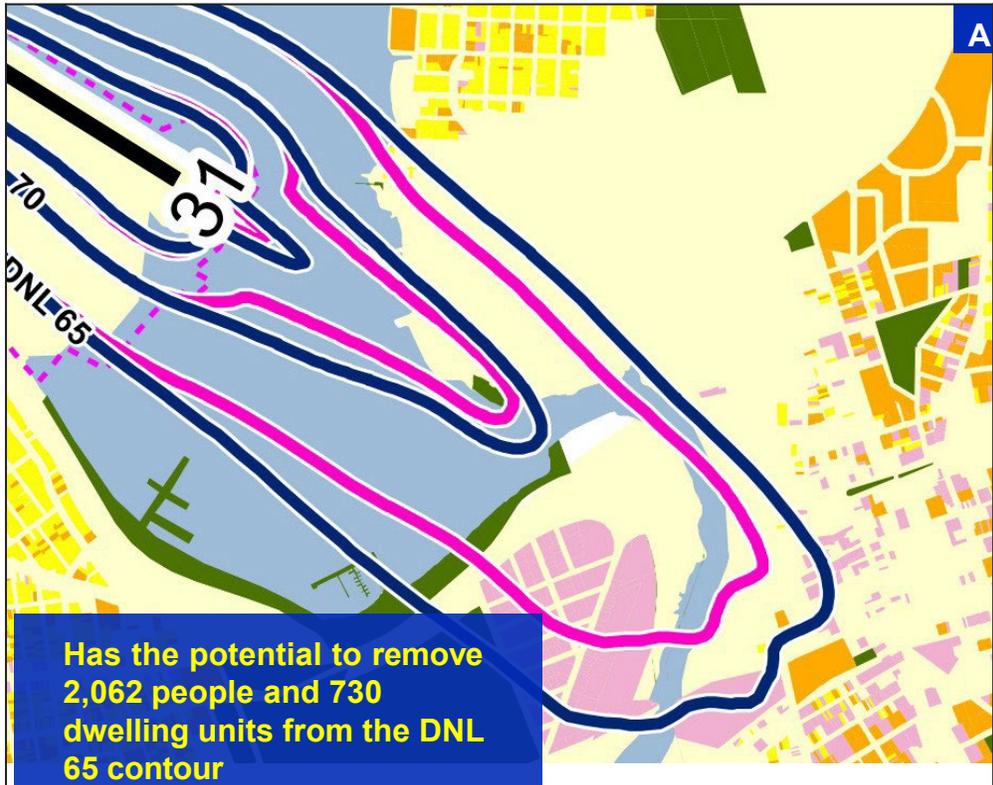


# Noise Abatement Measure 5 – Reduce Runway 13 Departures at Night – In development by FAA



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

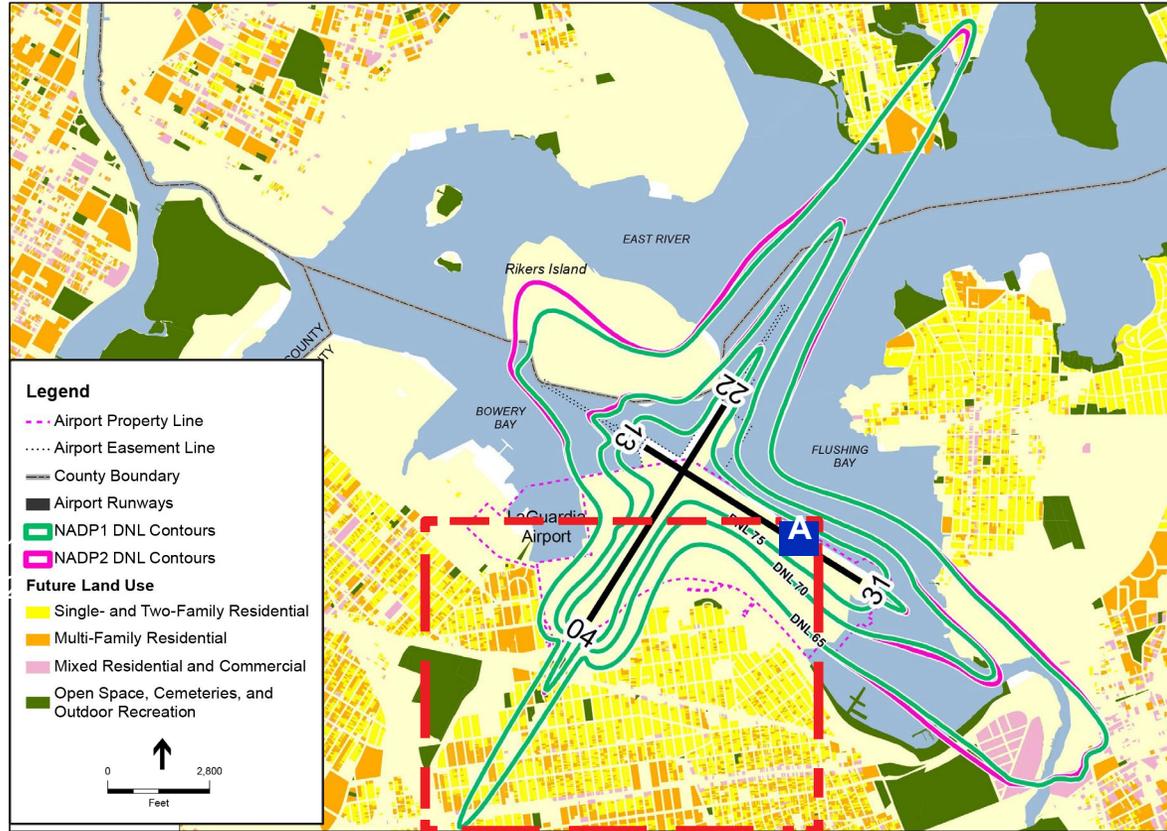
Not all Runway 13 nighttime departures can be eliminated due to wind/weather patterns that support aircraft safety and performance



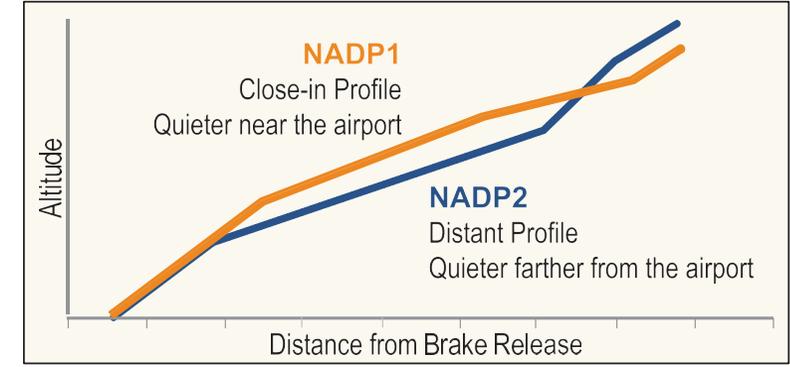
2021 Baseline NEM and Reduced Runway 13 Night Departures DNL 65, 70, and 75 Contours over Flushing

# Noise Abatement Measure 6 – Implement Noise Abatement Departure Profiles (NADPs) on a Voluntary Basis for Runways 4 and 13 – Implemented in FQP

NADP1 and NADP2 DNL 65, 70, and 75 Contours

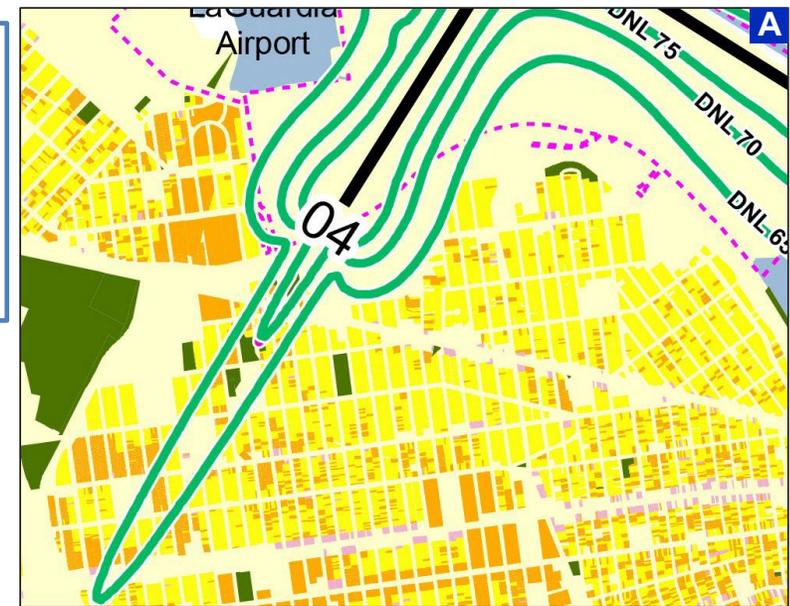


**DNL contours reflect the top nine aircraft types expected to operate at LGA in 2021 (approximately 90% of all Airport departures) utilizing NADP1 and NADP2 Profiles**



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

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

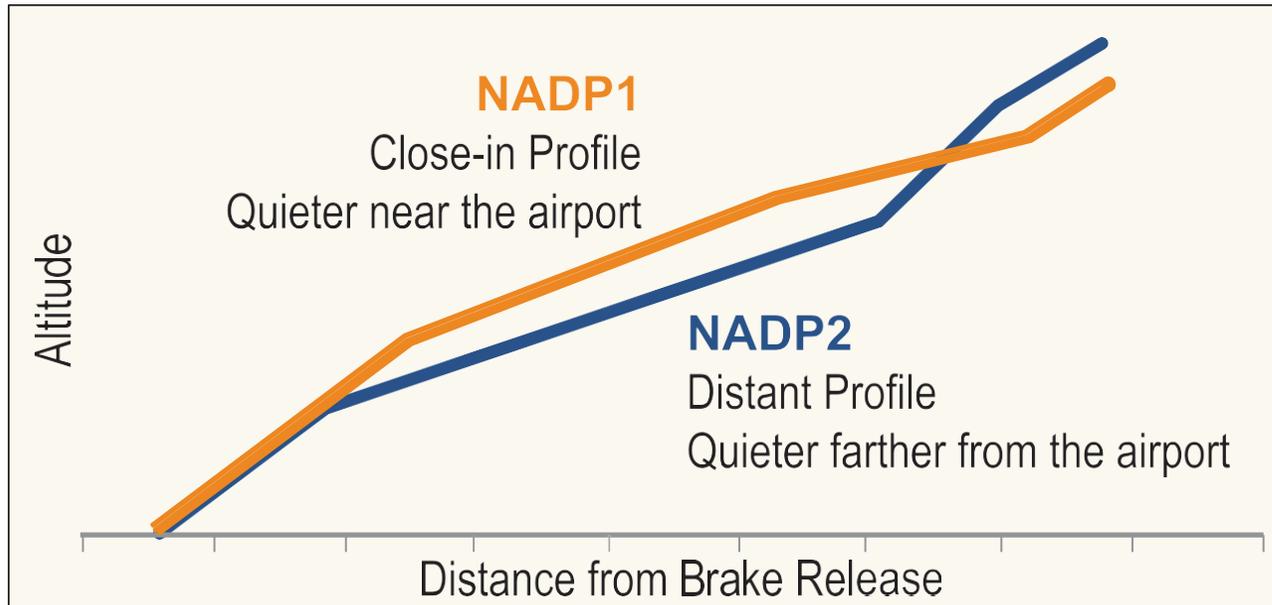


**NADP1 and NADP2 DNL 65, 70, and 75 Contours over Jackson Heights and Ditmars Steinway**

# Noise Abatement Measure 5 – Implement Noise Abatement Departure Procedure on a Voluntary Basis for Each Runway End

## LGA Noise Abatement Departure Profiles (NADP)

4	NADP2
13	NADP1



# JFK ROA Summary

Noise abatement measures:

NA 1: Implement “Tighten SKORR” Departure Procedure	Approved/In development by FAA
NA 2: Turn Runway 22L and 22R Departures to Heading 240 at Night	Approved/Implemented and Tracking in FQP
NA 3: Reduce Runway 31L Intersection Departures at Night	Approved/Implemented and Tracking in FQP
NA 4: Combine “Tighten SKORR” Departure Procedure with Reduce Runway 31L Intersection Departures at Night	Approved
NA 5: Implement Noise Abatement Departure Procedure on a Voluntary Basis for Each Runway End	Disapproved for purposes of part 150/Implemented through FQP
NA 7: Continue Existing Mandatory Departure Noise Limit and \$250 Penalty	Existing

These noise abatement measures were approved because they showed noise benefits inside the 65 DNL contour

# Noise Abatement Measure 1 – Implement “Tighten SKORR” Departure Procedure –In Development by FAA



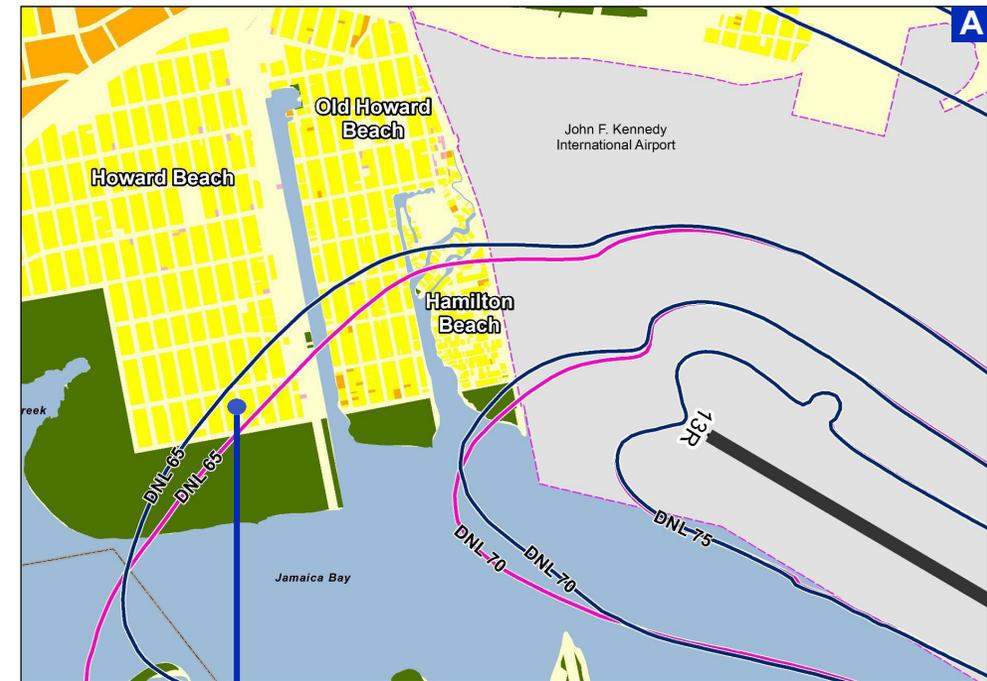
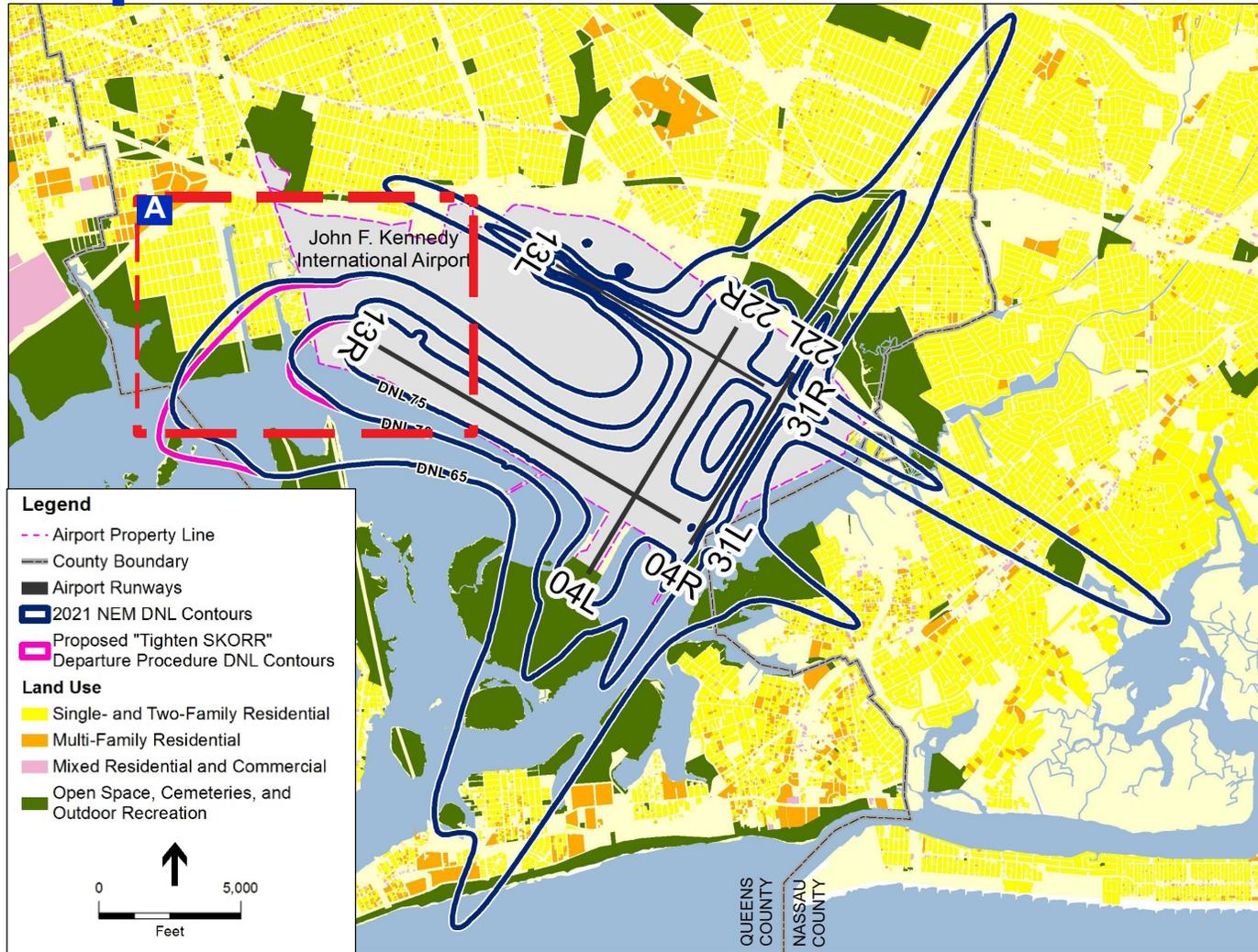
The “Tighten SKORR” departure procedure is proposed to reduce aircraft overflights of Howard Beach, Old Howard Beach, and Hamilton Beach (in Queens)

Moves SKORR waypoint to Jamaica Bay

Aircraft depart over the water rather than areas with residential land use

Existing SKORR THREE and Proposed “Tighten SKORR” Notional Tracks - Example for Runway 31L

# Noise Abatement Measure 1 – Implement “Tighten SKORR” Departure Procedure

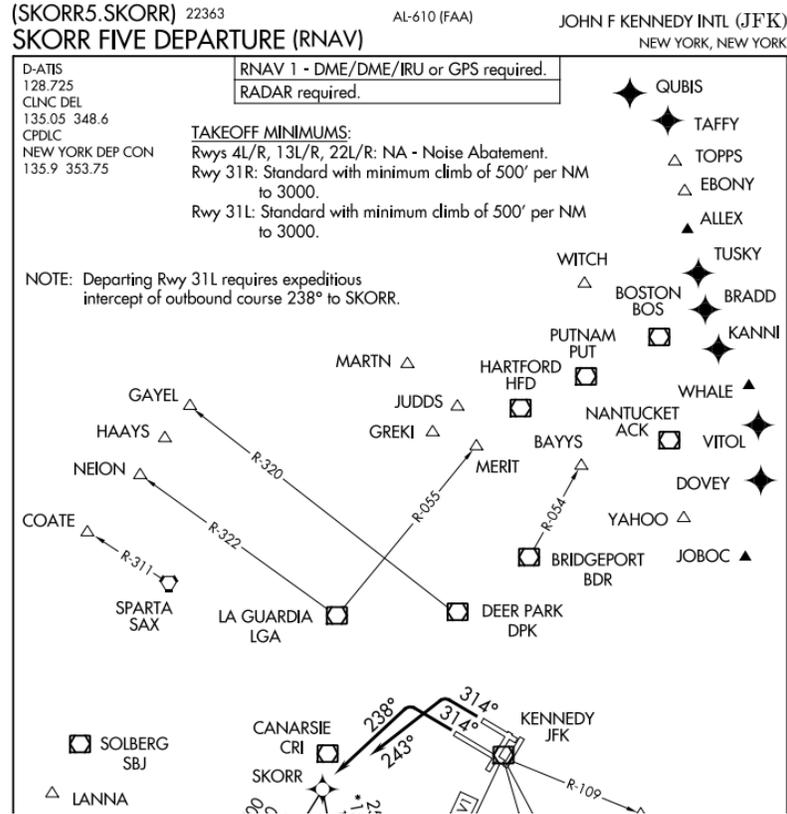


DNL 65, 70, and 75 Contours - 2021 NEM and “Tighten SKORR” Departure Procedure over Howard Beach, Old Howard Beach, and Hamilton Beach

Has the potential to remove 923 people and 351 dwelling units from the DNL 65 contour

DNL 65, 70, and 75 Contours - 2021 NEM and “Tighten SKORR” Departure Procedure

# Noise Abatement Measure 1 – SKORR Status

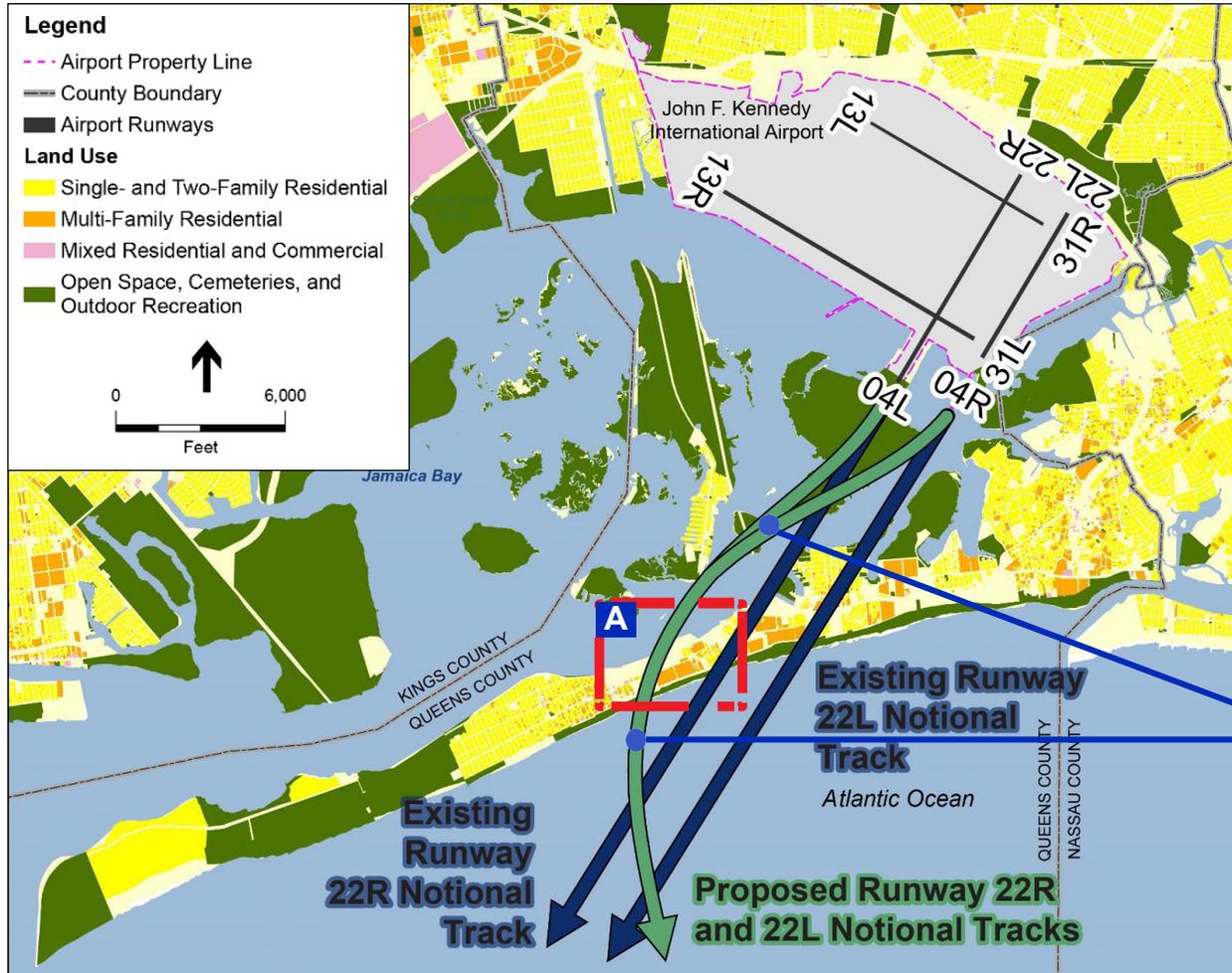


- FAA provided a presentation to the JFK Airport Committee at the December 2023, on an interim solution for this measure since the full procedure development and implementation could take several years.
- An interim fix to help reduce noise for Howard Beach, Old Howard Beach, and Hamilton Beach communities involved adding a note to the flight chart to advise pilots to turn as soon as possible to intercept the course to SKORR when departing RWY31L.

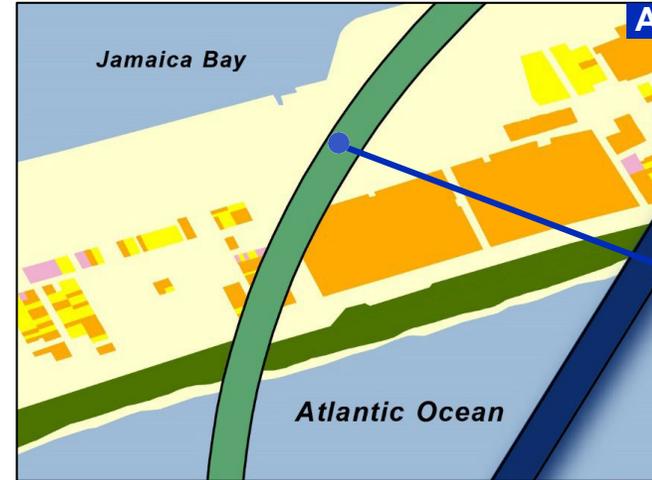
"DEPARTING RWY 31L REQUIRES EXPEDITIOUS INTERCEPT OF OUTBOUND COURSE 238 DEGREES TO SKORR." or *Asking flight crews to start turn to intercept 238 course as soon as speed & altitude will safely allow. This will help avoid flying over some of the residential area.*

- The interim measure was published on December 29<sup>th</sup>, 2022
- **Anticipated publication date by the FAA is August 2025**

# Noise Abatement Measure 2 – Turn Runway 22L and 22R Departures to Heading 240 at Night – Implemented



Turn Runway 22L and 22R Departures to Heading 240 at Night

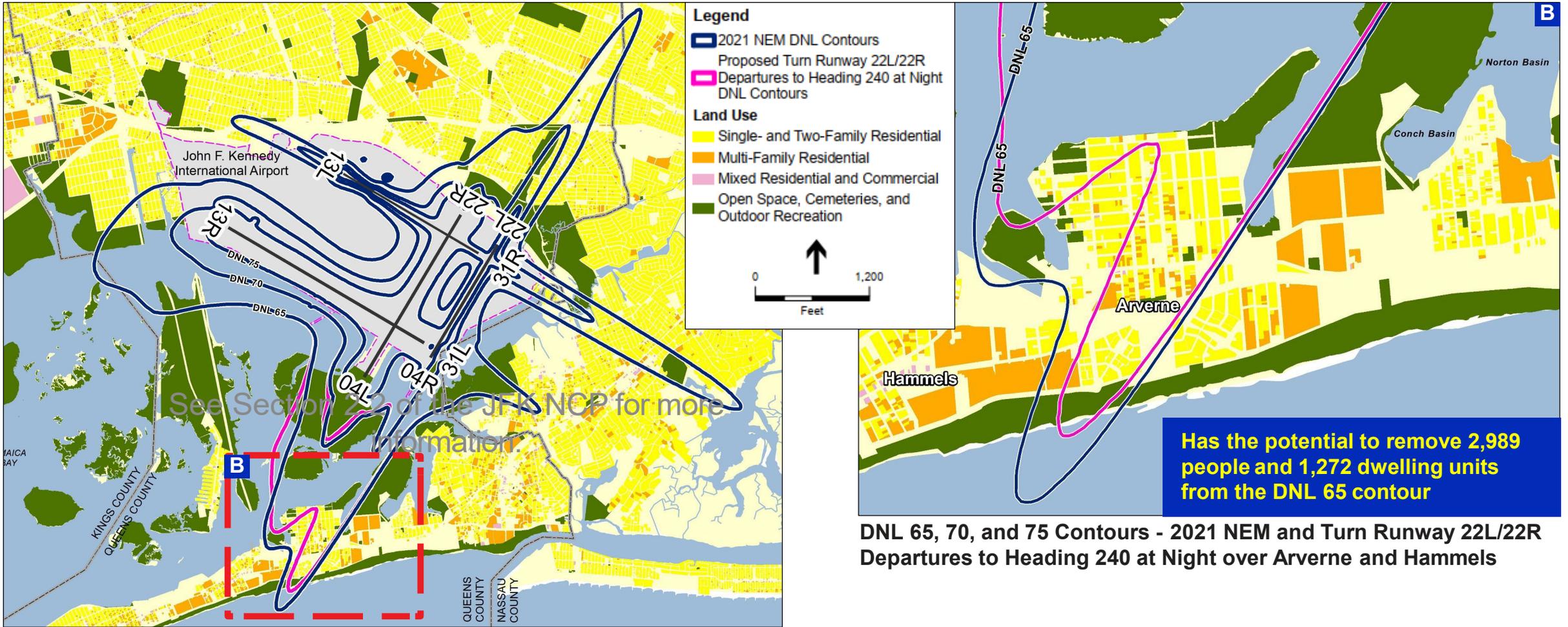


Proposed track flies over area with less residential land use

Turn Runway 22L and 22R Departures to Heading 240 at Night over The Rockaways

Aircraft departing from Runways 22L and 22R would make a right turn to magnetic heading 240 shortly after takeoff, then a left turn to overfly The Rockaways

# Noise Abatement Measure 2 – Turn Runway 22L and 22R Departures to Heading 240 at Night



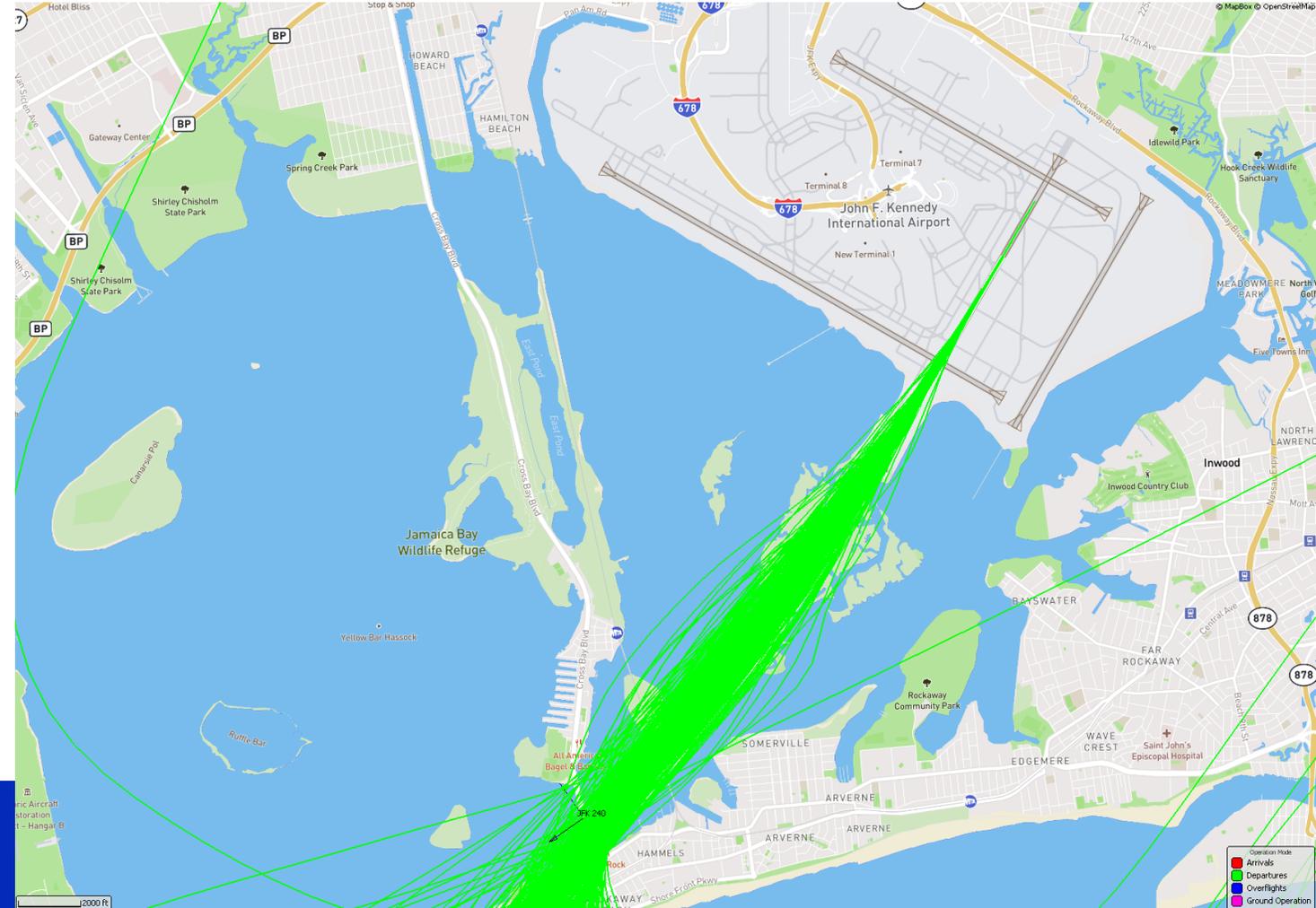
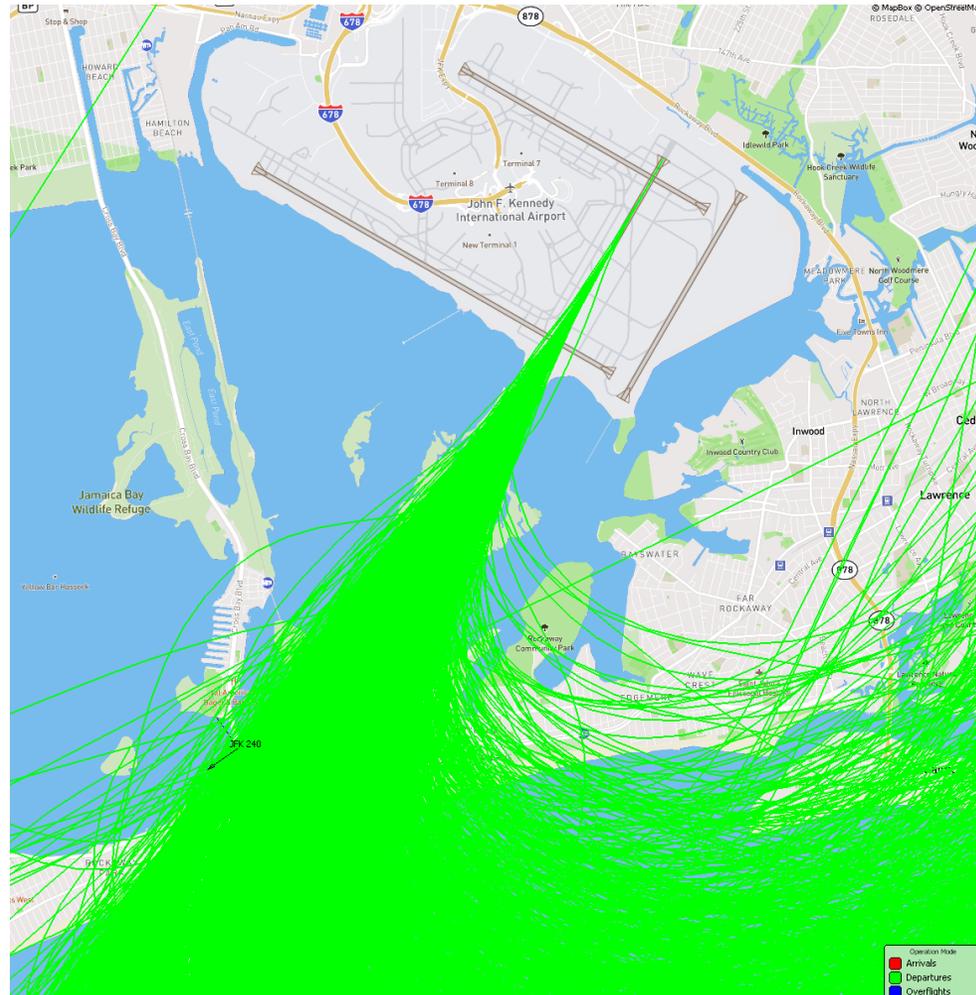
DNL 65, 70, and 75 Contours - 2021 NEM and Turn Runway 22L/22R Departures to Heading 240 at Night

DNL 65, 70, and 75 Contours - 2021 NEM and Turn Runway 22L/22R Departures to Heading 240 at Night over Arverne and Hammels

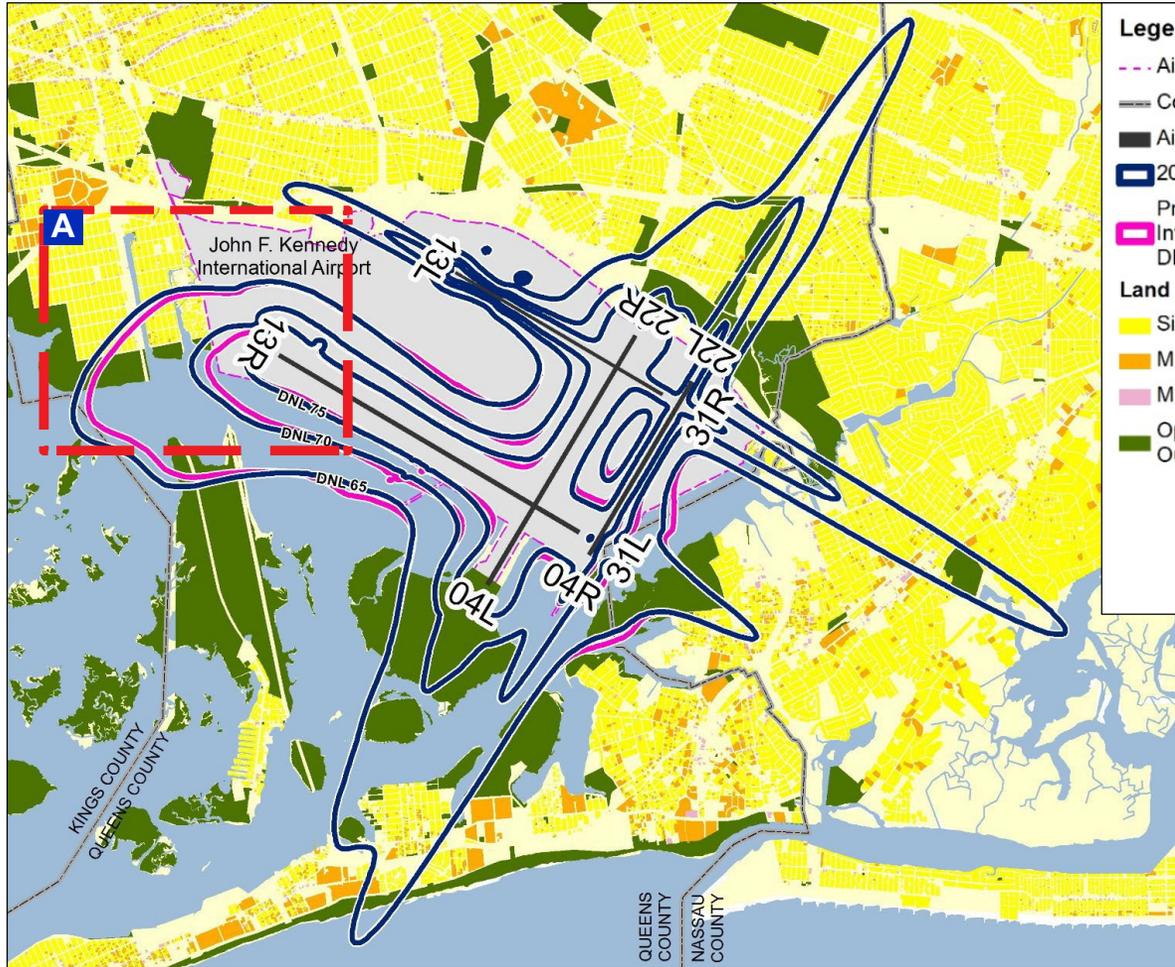
Has the potential to remove 2,989 people and 1,272 dwelling units from the DNL 65 contour

# JFK NA 2 - Turn Runway 22L and 22R Departures to Heading 240 at Night

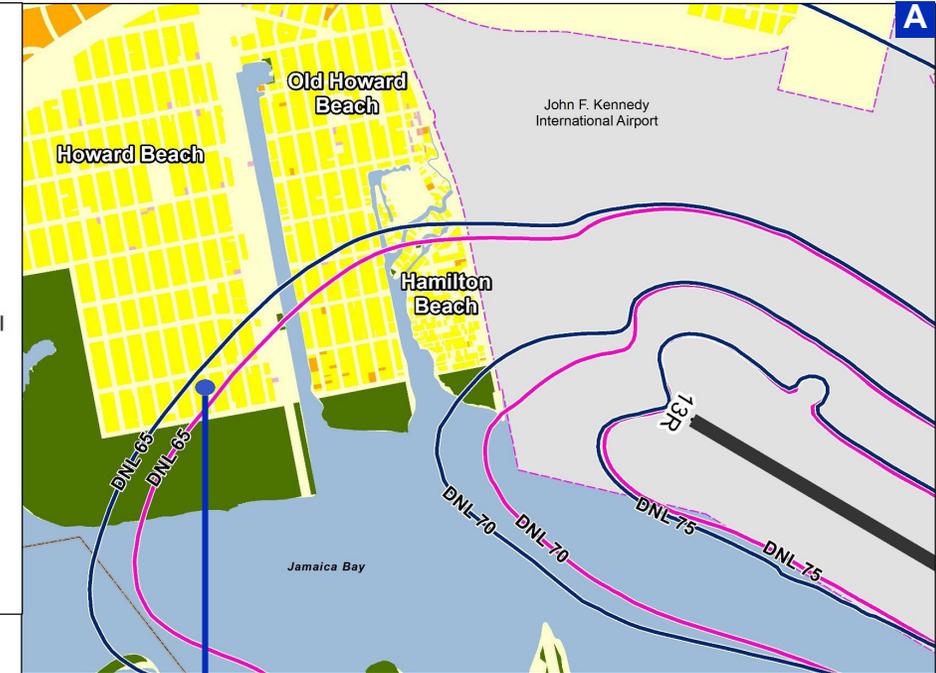
- October 1<sup>st</sup> – April 1<sup>st</sup> (10 PM - 6 AM)
- Percentage usage is 16% (P150 Modeled percentage: 50%)



# Noise Abatement Measure 3 – Reduce Runway 31L Intersection Departures at Night – Implemented



DNL 65, 70, and 75 Contours - 2021 NEM and Reduce Runway 31L Intersection Departures at Night

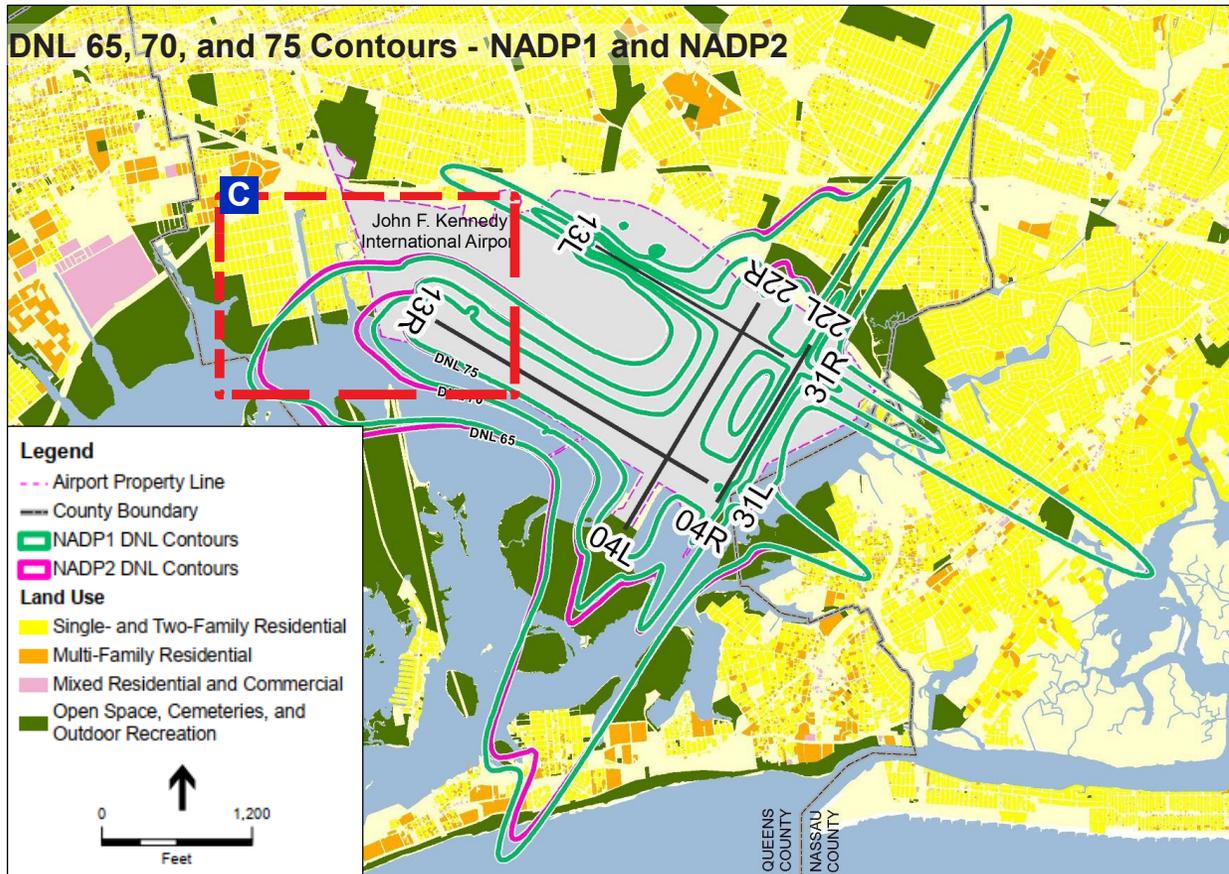


DNL 65, 70, and 75 Contours - 2021 NEM and Reduce Runway 31L Intersection Departures at Night over Howard Beach, Old Howard Beach, and Hamilton Beach

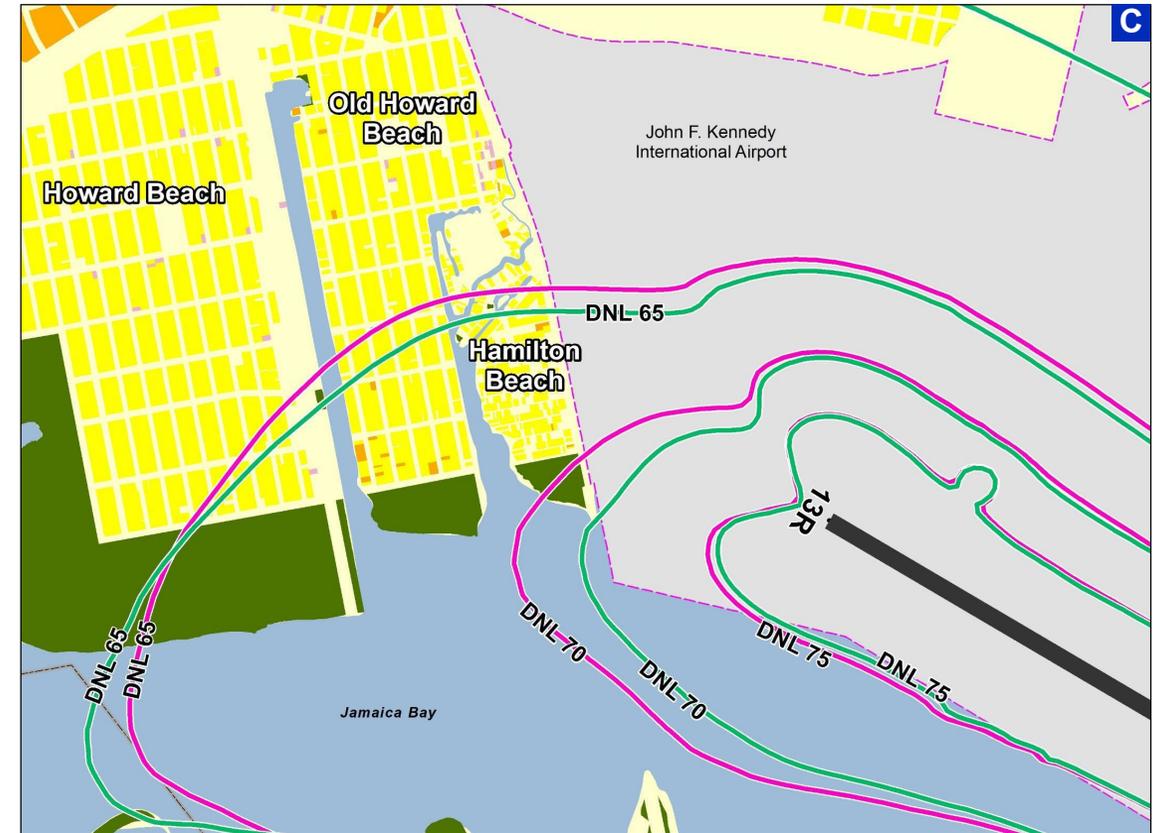
Has the potential to remove 689 people and 266 dwelling units from the DNL 65 contour in Queens



# Noise Abatement Measure 5 – Implement Noise Abatement Departure Procedure on a Voluntary Basis for Each Runway End – Implemented in FQP



**DNL contours reflect the top nine aircraft types expected to operate at JFK in 2021 (approximately 76% of Airport operations) utilizing NADP1 and NADP2 Profiles**



**NADP1 and NADP2 DNL 65, 70, and 75 Contours over Howard Beach, Old Howard Beach, and Hamilton Beach**

# Noise Abatement Measure 5 – Implement Noise Abatement Departure Procedure on a Voluntary Basis for Each Runway End

## JFK Noise Abatement Departure Profiles (NADP)

4L	NADP1
4R	NADP1
22L	NADP2
22R	NADP2
31L	NADP1
31R	NADP1

