

LaGuardia

IATA/ICAO CODE: LGA/KLGA
 CITY: New York
 STATE: NY
 COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the Port Authority of NY & NJ 2/2011

Name:	Adeel Yousuf	Edward C. Knoesel
Title:	Airport Environmental Specialist, Aviation Department	Manager, Environmental Services, Aviation Department
Airport:	LaGuardia Airport	
Address:	Port Authority NY & NJ 225 Park Ave. South, 9th Floor New York, NY 10003	
Phone:	+1 212 435 3784	+1 212 435 3747
Fax:	+1 212 435 3825	+1 212 435 3825
Email:	ayousuf@panynj.gov	eknoesel@panynj.gov
Airport Web Site:	www.panynj.gov	

ELEVATION: 22 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
4/22	7001	0/0	3.00/3.00	150
13/31	7003	0/0	3.10/-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Noise Sensitive Airport 24 Hours.

Terms and Conditions for the Operation of Jet Aircraft

1. Aircraft noise departure limit of 112.9 PNdB on takeoff recorded by noise monitors located in the first community off the end of each runway.
2. All operations conducted pursuant to the above conditions shall also be subject to the ATC Procedures and Rules and Regulations prescribed by the FAA including, but not limited to, limitations as to gross weight for runway lengths, temperature and wind conditions, as to other safety criteria and other requirements imposed by governmental authority.
3. Special Air Traffic Rules-Part 93, High Density Airport, prior reservation required.

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS

Aircraft operators are requested to voluntarily not schedule flights between the hours of 2400 and 0700.

PREFERENTIAL RUNWAYS

0600-2200 Takeoff - R/W 13 Landing R/W 22

2200-0600 Takeoff - R/W 31 landing R/W 22

OPERATING QUOTA**High Density Rule in effect (6:00am to midnight)**

See FAA Supplemental Notice of Proposed Rule Making Docket No. FAA-2006-25709; Notice No. 08-04, 14 CFR Part 93.

Slots by Hour,by Category	
Air Carrier	48
Commuter	14
Other	3

ENGINE RUN-UP RESTRICTIONS

June 10, 1999

Port Authority Rules and Regulations require that aircraft engines shall be started and warmed up only in locations designated for such purposes by LaGuardia Airport's General Manager. In addition, no jet, turboprop, or piston engine shall be run-up except in areas authorized by the General Manager or designee (see attached diagram).

The following revised procedures will govern aircraft engine maintenance "trim check" run-ups of all aircraft at LaGuardia Airport.

1. No operator may run-up more than one aircraft at a time unless approved by the Airport's General Manager or designee.
2. No jet engine shall be run-up above "part power" (not exceeding 80% power) for more than one minute at a time and not more than one engine at a time between the hours of 0700 and 2200.
3. Between 2200 and 0700 hours, no jet engine shall be run-up above "part power" (not exceeding 80% power) for more than a 30 second duration and not more than one engine at a time.
4. No jet engine run-ups for aircraft maintenance will be permitted at take-off power day or night.
5. Aircraft will be positioned as far away as practical from residential communities unless otherwise directed by the Control Tower and Airport Duty Manager.
6. No engine run-ups should be scheduled between the hours of midnight (0000) and 0500 unless absolutely necessary.
7. Authorized run-up locations will be:

- a. T/W "R" north of R/W 13/31. One site with ground markings (white paint) and legend "RUN-UP" is positioned on a 160 degree heading.
 - b. T/W "CC" has one run-up triangle positioned at 220 degrees between T/W's "E" and "G" and has white ground markings with legend "RUN-UP" on centerline. (A 040 degree position should not be used on T/W "CC".)
 - c. T/W "BB" has two run-up triangles, one positioned at 040 degrees, the other at 220 degrees located between T/W's "E" and "G"; both triangles have white markings with legend "RUN-UP" on centerline.
 - d. Use of any other site or requests for headings must be pre-coordinated and authorized by the Port Authority Duty Manager.
8. All aircraft on the movement area are requested to monitor the ground control frequency at all times.
9. Vehicles will be permitted to accompany aircraft (under power or tow) to the run-up areas only with prior permission from the Port Authority Airport Duty Manager and pre-coordinated with the Control Tower.
10. No aircraft will be permitted to be towed across an active runway without prior permission from the Port Authority Airport Duty Manager and pre-coordinated with the Control Tower.
11. a. Aircraft engine maintenance checks at the Central Terminal Building, Delta Terminal, USAir Terminal, USAir Shuttle, Delta Shuttle, and the Marine Air Terminal will be restricted to one engine at idle power not to exceed five-minute duration. There must be a ground attendant at the rear of the aircraft during engine checks. When this occurs, the airline must advise the affected air carrier across the alley.
- b. Aircraft with an inoperative APU must adhere to the AOB procedures described under the following subject:
- LaGuardia Airport - Positive Alleyway Control and Push Back/Start Up Procedures at the CTB Gates and Taxiway "A".
- c. Exceptions to "a" or "b" must be approved by the Airport Duty Manager at the Port Authority Operations Office on 533-3701 or extension 3701.
12. Aircraft parked along the west side of R/W 22, including authorized handstand parking areas will not be permitted to utilize APU's between the hours of 2300-0630, except in conjunction with preflight checks and engine start-ups prior to departure; and this may not exceed a twenty minute duration.

Restricted areas include the following:

- a. East and West sides of T/W "Y" between T/W's "CY" and "D".
- b. South side of T/W "D" between T/W's "BB" and "Y".
- c. North side of T/W "F" between T/W's "BB" and "Y".
- d. Five (5) tower area.
- e. Northwest of Taxiway "DD".
- f. The Marine Air Terminal ramp at the Police Emergency Garage.

This bulletin supersedes AOB #5-95 dated June 21, 1995.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1983	Schools that are in or had previously been in the 65+ DNL contours. As of 2009: 12 schools completed 9 more still active
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	none	Subject to New York City zoning laws. The Port Authority does not have jurisdiction.
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	unknown	Airport parking areas Community baseball & soccer fields Recreational Parks Construction of aircraft noise barriers
Population within each noise contour level relative to aircraft operations	Year 2000	70-75 DNL 8,360 65-70 DNL 56,828 ----- 65+ = 65,188
	Year 2003	70-75 DNL 0 65-70 DNL 7,542 ----- 65+ = 7,542
Airport Noise Contour Overlay Maps	Based on 2003 Operations	Noise Contour
Total Cost of Noise Mitigation Programs to Date	1983	Cost of completed schools = \$16.8 mil. Total Board allocation for LGA active schools = \$99.3 mil
	1959	Estimated cost of development & maintenance of LGA's Aircraft Noise Abatement Monitoring System and various aircraft noise models & studies = \$13mil.
Source of Noise Mitigation Program Funding for Aircraft Noise	1959	FAA Airport Improvement Program & Port Authority of NY & NJ 2005: AIP grant of \$3,381,935 for noise mitigation measures for public buildings near

NOISE MONITORING SYSTEM



Two noise monitoring sites:

Site 1: Flushing, N.Y. 2.9 miles from brake release R/W 13

Site 2: Jackson Heights, N.Y. 1.9 miles from brake release R/W 22

The noise monitoring system is operational 24 hours a day to monitor all jet aircraft take-offs and monitor compliance with a departure noise limit of 112 PNdB. See Noise Level Limits.

Distance from Noise Monitors from Brake Release			
RWY	FEET	MILES	Right/Left C/L
22	10,200	1.9	50 L
13	15,100	2.9	500 R

FLIGHT TRACK MONITORING SYSTEM

Airport Noise and Operations Monitoring System (ANOMS)

NOISE LEVEL LIMITS - DEPARTURE NOISE LIMITS

Noise produced by a departing aircraft shall not exceed 112PNdB (perceived noise level in decibels) as measured by noise monitors located in the community nearest to the runway of departure under the flight path of the departing aircraft. At John F. Kennedy International Airport, an aircraft operator is assessed a monetary charge of \$250.00 for each aircraft departure that violates this rule.

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS

Aircraft operators are requested to voluntarily not schedule flights between the hours of 2200 and 0700.

Effective January 1, 2000 all aircraft 75,000 pounds and over must be certified Stage 3 or better noise level.