

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: 13EDD02E65AD4A859D82B70F7FA5041D	APWS Project ID: 4A0990EDF9B14717ADBFCE88FA2E329A
Procedure: RNAV (GPS) X RWY 22 ORIG		Enroute: NO	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KLGA			Airport City: NEW YORK		State: NY
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>08/09/2021: THIS IS A CORRECTED COPY OF THE FORM DEVELOPED ON 04/21/2021.</p> <p>1. 8260-2 PROUD FIX: RESTORED FAC IN FIX USE.</p> <p>2. 8260-2 PROUD FIX: ADDED STAR, IAP, EN ROUTE LOW, CONTROLLER LOW TO REQUIRED CHARTING..</p> <p>CONTACT DONALD LANIER: WK: (405) 954-8242 CELL: (405)-210-2999</p>					



FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) X RWY 22 ORIG			AIRPORT NAME: LAGUARDIA		AIRPORT ID: KLGA	SPECIAL CONTROL NO: YG-06-243-21	
FAC ID: KLGA22X		CITY: NEW YORK			ST: NY	ORIG CHART DATE: 10/07/2021	
DFL TYPE: PROC/V	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 08/02/2021		CREW #: VN137	N #: N67	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: bob s pressler @ 08/02/2021 15:35			PRINTED NAME: PRESSLER, ROBERT STEPHEN				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: SAT							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

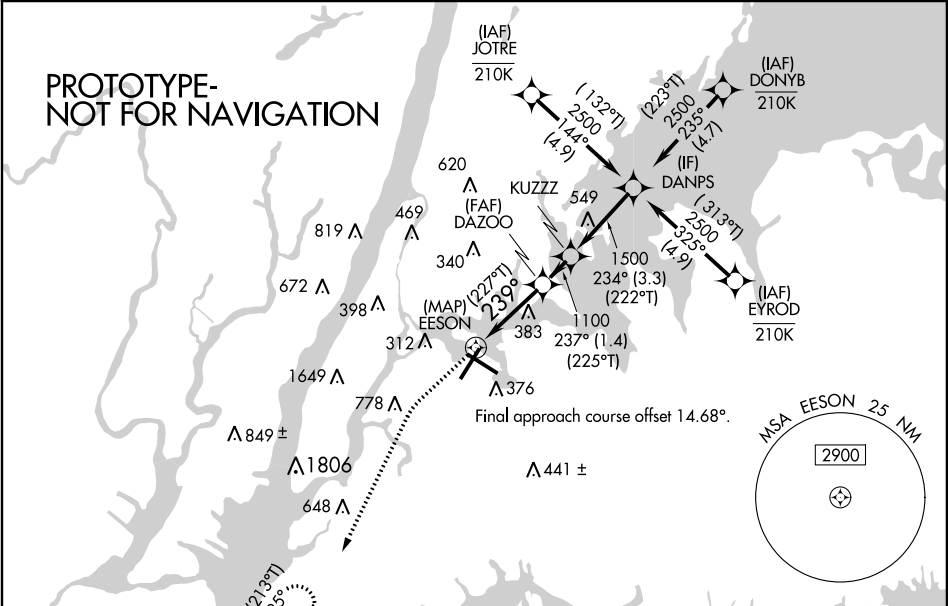
APP CRS	Rwy Idg	7001
239°	TDZE	12
	Apt Elev	21

RNAV (GPS) X RWY 22

LAGUARDIA (LGA)

RNP APCH - GPS.		ALSF-1	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PROUD and hold, continue climb-in-hold to 3000.
<div><div></div><div></div></div> Circling NA southwest of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500; increase LNAV Cats C/D visibility to 1¾ SM.		<div><div></div></div>	

D-ATIS ARR	125.95	NEW YORK APP CON	120.8 263.0	LAGUARDIA TOWER	118.7 263.0	GND CON	121.7 263.0	CLNC DEL	135.2	CPDLC
D-ATIS DEP	127.05									



ELEV 21		D TDZE 12	
DANPS		VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 67°).	
2500		500 3000 PROUD	
GP 3.00° TCH 50		1.8 NM to EESON	
222°T 234°		1100	
1500		222°T 237°	
3.3 NM		1.4 NM	
1100		227°T 239°	
1.5 NM		1.8 NM	
CATEGORY	A	B	C
LNAV/VNAV DA	381/35	369 (400-¾)	
LNAV MDA	640/24	628 (700-½)	640-1¾ 628 (700-1¾)
CIRCLING	640-1	619 (700-1)	700-2 760-2¼ 679 (700-2) 739 (800-2¼)

5 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

LAGUARDIA (LGA)

RNAV (GPS) X RWY 22

TDZ/CL Rwy 4, 13 and 22

HIRL Rwy 4-22 and 13-31

REIL Rwy 31

LA GUARDIA (KLGA)
NEW YORK, NY
RNAV (GPS) X RWY 22 ORIG
1:500,000K

Initial DONYB to DANPS TERRAIN+AAO (325)
TP51

Initial JOTRE to DANPS TOWER (594)
36-002787

Intermediate KUZZZ to DAZOO TERRAIN+AAO (355)
TP158

Intermediate DANPS to KUZZZ TOWER (549)
36-000263

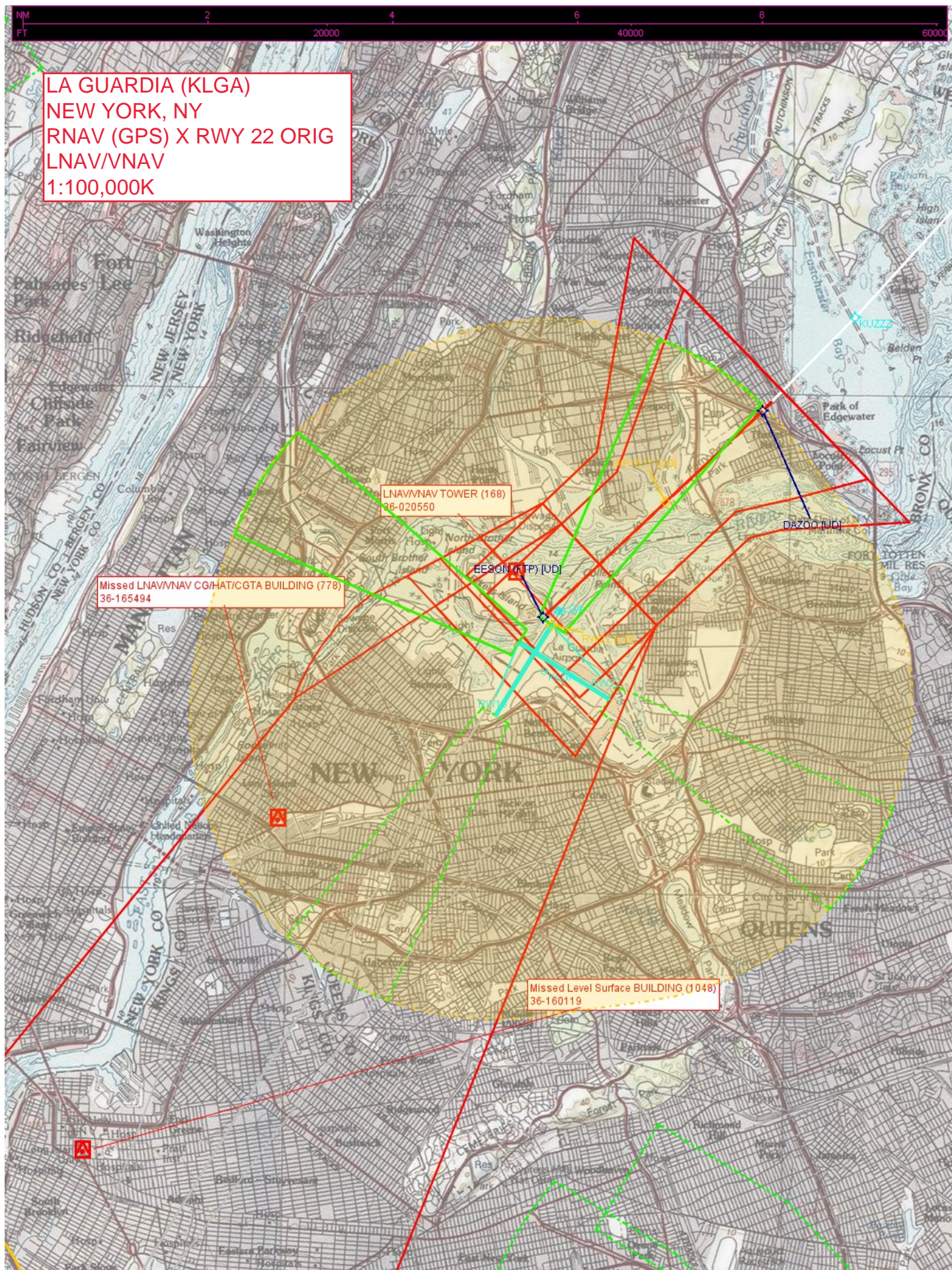
PROUD BUILDING (1806)
36-020633

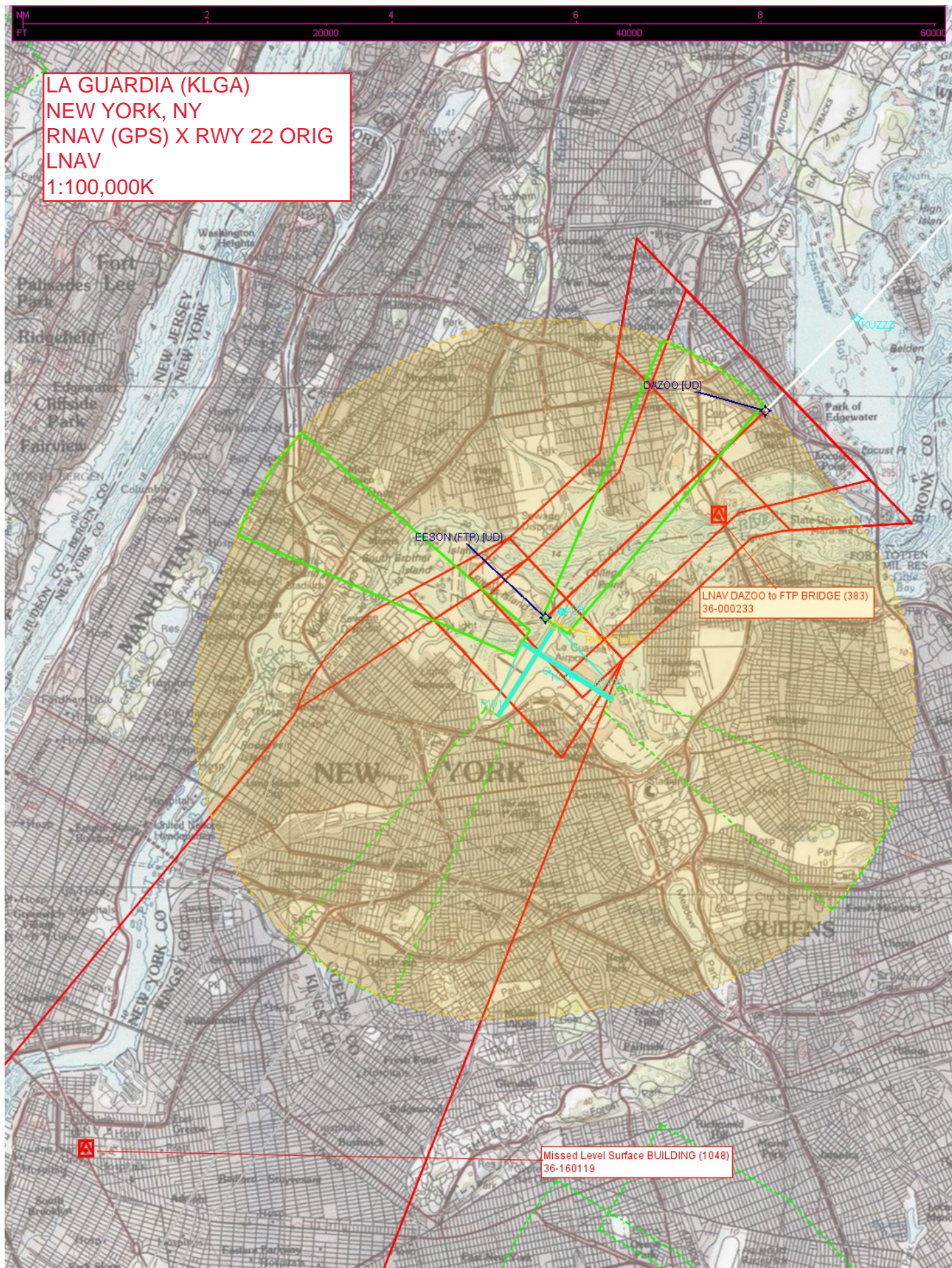
Missed Level Surface BUILDING (1048)
36-160119

LNAV/VNAV TOWER (168)
36-020550

Missed LNAV/VNAV CG/HAT/CGTA BUILDING (778)
36-165494

Initial EYROD to DANPS TERRAIN+AAO (483)
TP100







LA GUARDIA (KLGA)
NEW YORK, NY
RNAV (GPS) X RWY 22 ORIG
CIRCLING
1:100,000K

Circling CAT D BUILDING (398)
36-150638

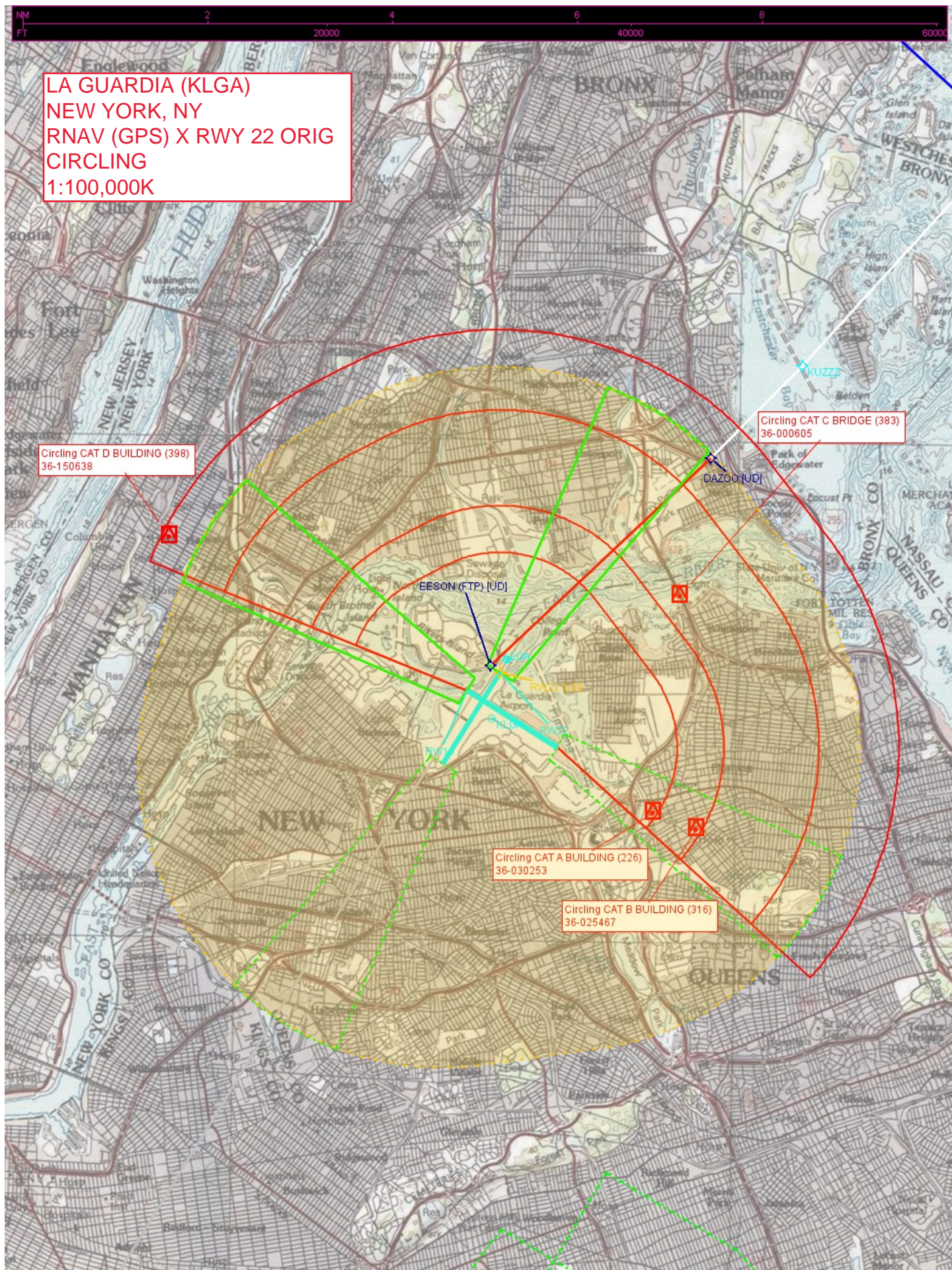
Circling CAT C BRIDGE (383)
36-000605

EESON (FTP) [UD]

DAZOO [UD]

Circling CAT A BUILDING (226)
36-030253

Circling CAT B BUILDING (316)
36-025467



**Federal Aviation Administration
Eastern Service Center
NEPA Categorical Exclusion Document
For
Flight Procedures LGA RNAV (GPS) X RWY 22 and LGA RNAV (GPS) Y
RWY 31 at LaGuardia Airport, Queens, New York**

Purpose and Need

The Federal Aviation Administration (FAA) seeks to permanently implement two Standard Terminal Arrival (STAR) procedures into LaGuardia Airport (LGA). The first proposed procedure is LGA RNAV (GPS) X RWY 22, which is an overlay of the existing LDA-A procedure. Industry cited safety issues with the LDA-A approach as it lacks vertical guidance, leading to low usage rates for the procedure. The proposed LGA RNAV (GPS) X RWY 22 would be developed to provide aircraft with vertical guidance, enhancing safety, and increasing usage of the flight corridor. The proposed LGA RNAV (GPS) X RWY 22 would also be the preferred noise abatement approach to RWY 22 because greater numbers of airplanes would be equipped to safely execute the procedure while being vectored away from residential communities north of LGA. It is estimated that the LGA RNAV (GPS) X RWY 22 procedure would be used by annually by fifteen percent of LGA Runway 22 arrival aircraft.

There are other LGA Runway 22 arrival procedures, but their use is predicated on weather conditions and traffic flows at surrounding airports, especially JFK. The existing LGA RNAV (RNP) Z RWY 22 procedure can only be flown by some aircraft because they lack the necessary electronic equipment, and the procedure conflicts with the LDA-A procedure when used simultaneously, creating a need for increased spacing on final approach and causing unnecessary delays at LGA. Additionally, a Part 150 noise study was conducted for LGA, and the proposed LGA RNAV (GPS) X RWY 22 procedure was suggested to address noise concerns cited by residential communities near Clason Point and reduce noise impacts on communities north of LGA. If the LGA RNAV (GPS) X RWY 22 is implemented, the LDA-A procedure would be canceled. **Figure 1** depicts the proposed LGA RNAV (GPS) X RWY 22 aircraft arrival procedure.

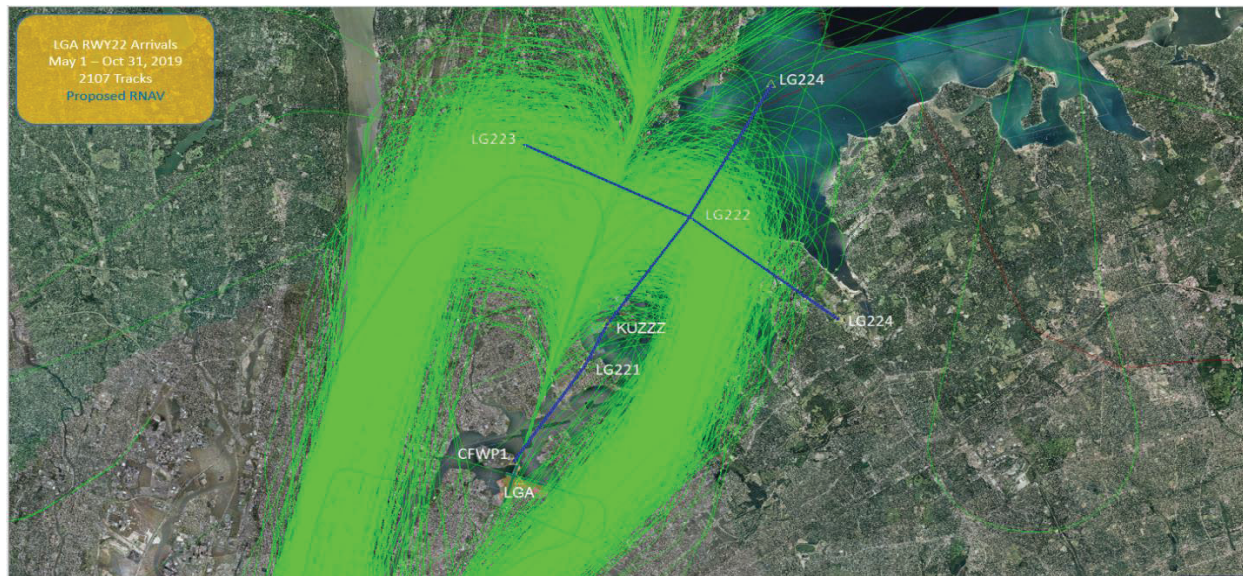


Figure 1. Proposed LGA RNAV (GPS) X RWY 22 arrival procedure (blue lines). Existing radar tracks for aircraft landing on RWY 22 (green lines).

The second procedure is the LaGuardia Area Navigation Global Positioning Satellite Yankee Runway 31 (LGA RNAV (GPS) Y RWY 31), which was initially designed and published as a temporary procedure to provide an instrument procedure with vertical guidance, enhancing safety and deconfliction of airspace. The temporary LGA RNAV (GPS) Y RWY 31 procedure was used to mitigate airspace conflicts between LGA and JFK runway construction projects that occurred between April 2019 and November 2019. The FAA proposes making the LGA RNAV (GPS) Y RWY 31 permanent because it enhances safety and efficiency, and would provide an RNAV approach with vertical guidance that requires less than half the JFK airspace required for the LOC 31 approach. Currently, during strong northwest wind conditions, LGA must use the LOC RWY 31 approach, which forces JFK to land RWY 31R and depart RWY 31L, and requires a large block of airspace from the JFK sector. Additionally, the LOC RWY 31 approach lacks vertical guidance, which the airlines have mandated. The existing LGA RNAV (GPS) Z RWY 31 approach does have vertical guidance; however, it creates the same impact on JFK and requires a large amount of airspace from JFK. The Expressway Visual 31 cannot be used during high wind conditions due to compression issues and the increase in unstable approaches. It is estimated that the proposed LGA RNAV (GPS) Y RWY 31 procedure would be used by less than three percent of Runway 31 arrival aircraft annually. There were no noise complaints from communities associated with the temporary use of this procedure during the 2019 JFK and LGA construction projects. **Figure 2** depicts the proposed permanent LGA RNAV (GPS) Y RWY 31 aircraft arrival procedure.

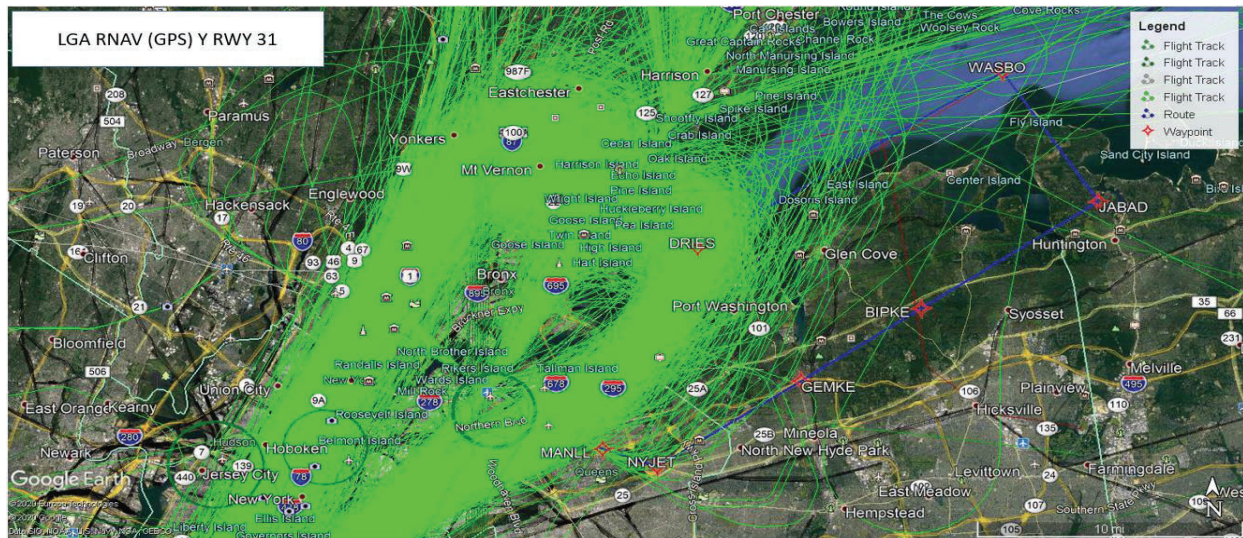


Figure 2. Existing temporary LGA RNAV (GPS) Y RWY 31 arrival procedure (blue line). Radar tracks for aircraft landing on RWY 31 (green lines).

The Present (No-Action Alternative) Procedures

Under the no action alternative, aircraft will continue to use the existing LGA Runway 22 and 31 arrival procedures. No safety and efficiency would be achieved, and no noise relief would occur for the residents of Clason Point. The no-action alternative would maintain the status quo in that LGA would not have an approach to RWY 31 with vertical guidance that does not require a large amount of JFK airspace to be blocked off, thus decreasing the safety and efficiency for both LGA and JFK.

Public Participation

The FAA briefed the LGA Subcommittee of the New York Community Aviation Roundtable (NYCAR) on October 20, 2020, regarding the anticipated benefits of the LGA RNAV (GPS) Y RWY 31 procedure. There was very little discussion regarding the procedure and no opposition. The FAA plans to brief the LGA RNAV (GPS) X RWY 22 procedure during the January 2021 LGA Subcommittee meeting. A notional concept of this measure is currently being contemplated as part of an Airport Noise Compatibility Planning study conducted by the PANYNJ for LGA, pursuant to 14 CFR Part 150. Implementation of this proposed procedure would increase the time that aircraft arriving to Runway 22 remain over water rather than overflying Clason Point and Castle Hill in the Bronx.

Legal Authorities and Applicable Categorical Exclusion

The FAA has determined that the above-described proposed action qualifies for categorical exclusion (CATEX) under the National Environmental Policy Act (NEPA), 42 U.S.C. 4321; its implementing regulations at 40 CFR Part 1500, departmental-level implementing regulations in the Department of Transportation Order 5610.1 – “Procedures for Considering Environmental Impacts;” and, agency-level implementing regulations in FAA Order 1050.1F – “Environmental

Impacts: Policies and Procedures,” (July 16, 2015). The specific categorical exclusion is described in Order 1050.1F, paragraph 5-6.5(i) as follows:

Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise-sensitive areas; modifications to currently approved procedures conducted below 3,000 ft. AGL that do not significantly increase noise over noise-sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

The proposed action to implement the LGA RNAV (GPS) X RWY 22 and LGA RNAV (GPS) Y RWY 31 procedures qualify as CATEX covering the implementation of airspace procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise-sensitive areas. To determine if noise significantly increased in noise-sensitive areas, the FAA-approved environmental screening methodology was applied. An environmental screening was conducted using the Aviation Environmental Design Tool (AEDT) and the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) Environmental Screening Tool. This screening indicated that noise would not significantly increase in the study area, as discussed more in the following section. Therefore, Categorical Exclusion 5-6.5(i) is the appropriate category of exclusion from further environmental impact review for this particular action.

Basis of Determination

The proposed action will augment existing arrival procedures for LGA to enhance safety and efficiency, and provide noise relief to communities near Clason Point and Castle Hill. The proposed action will create a change in air traffic below 3,000 ft. AGL. This action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant the preparation of an environmental assessment or environmental impact study. Below is a discussion of the relevant environmental impact categories analyzed as part of the extraordinary circumstances review.

The Council on Environmental Quality (CEQ) amended its regulations implementing NEPA on September 14, 2020. Agencies have discretion to apply the amended regulations to NEPA processes that were begun before September 14, 2020 (40 CFR § 1506.13 (2020)). FAA initiated its NEPA process for this action prior to the September 14th effective date of the amended regulation and has decided not to apply the amended regulations. Therefore, the prior CEQ regulations continue to apply to this NEPA process.

Noise Screening

Because the action includes changes to procedures below 3,000 ft. AGL, the TARGETS Environmental Screening Tool was applied to check for significant noise impacts that could

warrant extraordinary circumstances. A baseline scenario that modeled current operations at LGA and surrounding New York area airports was compared to the proposed action case, in which LGA arrivals were flown using the proposed LGA RNAV (GPS) X RWY 22 and LGA RNAV (GPS) Y RWY 31 procedures.

Comparing the noise results for the baseline and alternative cases, no reportable or significant noise increases would occur. Refer to **Attachment 1** to review a copy of the noise screening report. The FAA's criteria for reportable and significant changes are shown below:

- Significant: ± 1.5 dB at DNL 65 dB or higher
- Reportable: ± 3 dB at DNL 60 dB to less than 65 dB
- Reportable: ± 5 dB at DNL 45 dB to less than 60 dB

Air Quality

This project is not expected to adversely affect air quality because it is presumed to conform to applicable State Implementation Plans (SIP) as an action that results in no emissions increase or increases in emissions that are de minimis. Such actions are specifically identified under Category 14 "Air Traffic Control Activities and Adopting Approach, Departure and Enroute Procedures for Air Operations," and are further defined at 70 Federal Register 41565-41578, July 30, 2007. Project-related aircraft emissions released into the atmosphere above the inversion base for pollutant containment, commonly referred to as the "mixing height," (generally 3,000 ft. AGL) do not have an affect on pollutant concentrations at ground level. Therefore, air traffic control actions above the mixing height are presumed to conform. Air traffic actions below the mixing height are also presumed to conform when modifications to routes and procedures are designed to enhance operational efficiency (i.e., to reduce delay), increase fuel efficiency, or reduce community noise impacts employing engine thrust reductions.

National Historic Preservation Action Section 106 Concurrence and 4(f)

Section 106 Consultation

An electronic consultation was submitted on the New York State Historic Preservation Office (SHPO) website on September 30, 2020, describing the proposed action. This submission included a description of the current flight procedures, the proposed flight procedures, and how the proposed action will replace or modify existing conditions. In addition, the submission described why the proposed flight procedure action qualifies under this particular flight procedure CATEX, as stated above. The FAA concluded a decision of "No Effect" on historic properties or cultural resource areas in the area of potential effect (APE). The SHPO office concluded a decision of "No Adverse Effect," and a letter indicating this decision was received on November 9, 2020. Refer to **Attachment 2** to review a copy of the NY SHPO response letter.

4(f) Land Use

The FAA reviewed the impact of the proposed action on 4(f) properties and determined that constructive use of 4(f) properties would occur. The basis for this determination was based on a

review of the proposed changes in location, the noise screening indicating no reportable noise increases, and the SHPO finding of “No Adverse Effect” to historic properties.

Cumulative Impacts

While LaGuardia is currently undergoing an \$8B renovation of terminals and roadways leading to the airport, the proposed action is not anticipated to increase aircraft operations. The FAA has two additional proposed air traffic procedure changes, such as the Expressway Visual RNAV for Runway 31 and the ILS/GS Runway 4, but the final designs are not ripe for discussion in this CATEX.

LaGuardia has slot limitations on the number of aircraft operations during peak hours, and the number of aircraft operations has remained stable for the past several years. The FAA has historically limited the number of arrivals and departures at LGA during peak demand periods through the implementation of the High Density Rule (HDR) to address constraints based on LGA’s limited runway capacity. Per 40 CFR 93, the FAA extends the Order Limiting Operations at LGA and remains effective until October 29, 2022. The FAA and LaGuardia Airport are focused on continuously enhancing safety and reducing air traffic delays.

Declaration of Exclusion

The FAA has reviewed the proposed federal action described above, and it has been determined to be categorically excluded from further environmental review and documentation as it is not expected to have any adverse environmental impacts or involve any extraordinary circumstances as described in FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures”.

Concurrence by:

Andy Pieroni Date: November 18, 2020
Andy Pieroni, Environmental Protection Specialist, Eastern Service Center, Operations Support Group

Approved by:

Charles J Gibson Date: November 18, 2020
Charles J Gibson, Team Manager, ECINA, OSG, ESC

Right of Appeal statement:

RIGHT OF APPEAL

This Categorical Exclusion declaration constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay implementation of this Record of Decision must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

Attachment 1: Noise Screening Results

Noise Screening Analysis Report

For

LaGuardia Airport

KLGA

New York, New York

Prepared by:

AJV-P21 Airspace Rules and Regulations Team

August 31, 2020

LGA Noise Screening Analysis Report *For Official Internal Use Only*

This Noise Screening Report was prepared by the FAA to assess noise exposure from the proposed project under consideration. Even though the data and results contained in the report are accurate, the report is a preliminary document, potentially subject to revision, until the FAA makes a final environmental decision related to the proposed project.

Summary

Noise analysis was completed to assess potential impacts resulting from proposed air traffic actions at LaGuardia Airport (LGA) in New York, New York, using the Terminal Area Route Generation, Evaluation, and Traffic Simulation (TARGETS) Environmental Plug-in tool and the Aviation Environmental Design Tool (AEDT).

Historical radar track data was used to create a baseline scenario. After the baseline scenario was built, aircraft operations were reassigned to the proposed procedures, 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 AEDT. The scenarios were then compared to determine the potential for significant noise impacts. In the case of LGA, there were **no reportable and no significant impacts** resulting from the proposed action.

LaGuardia Airport Noise Screening Analysis Report

1. Purpose

The purpose of this report is to document the analysis of potential noise impacts resulting from proposed airspace actions at LaGuardia Airport (LGA) in New York, New York and to present the results of that analysis. Table 1 shows the procedures(s) included in the proposed action. Figure 1-1 shows the airport diagram for LGA, which provides the runway layout and the airport's field elevation.

Noise Screening uses FAA-Approved tools to determine the potential for extraordinary circumstances and may be used to rule out the need for more detailed noise analysis where a Categorical Exclusion (CATEX) may apply. The results presented in this document do not provide an environmental decision, but are intended to inform the responsible FAA Service Center Environmental Specialist in determining the appropriate level of environmental review.

Table 1: Proposed Procedures Modeled for LGA

Procedure Name	Procedure Type
KLGA RNAV (GPS) X RWY 22 Noise	IAP
KLGA RNAV (GPS) Y RWY 31	IAP

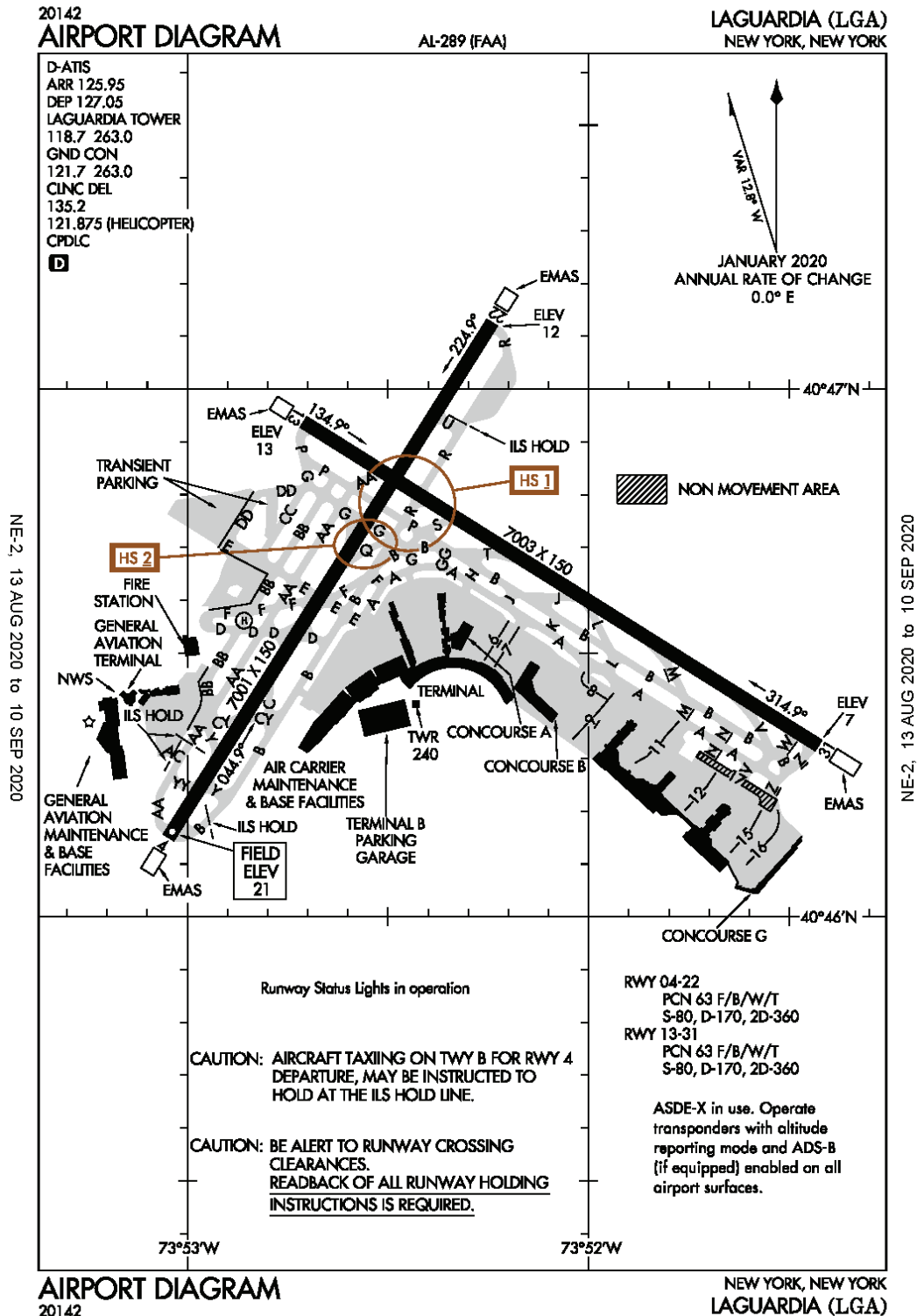


Figure 1-1: Airport Diagram of LGA

LGA Noise Screening Analysis Report *For Official Internal Use Only*

This Noise Screening Report was prepared by the FAA to assess noise exposure from the proposed project under consideration. Even though the data and results contained in the report are accurate, the report is a preliminary document, potentially subject to revision, until the FAA makes a final environmental decision related to the proposed project.

2. Methods

Historical radar track data for LGA was obtained from the Performance Data Analysis and Reporting System (PDARS). Dates where runways were closed for construction projects were removed from consideration and dates were randomly selected from the remaining available dates within a recent 12-month period. The random dates are assumed to represent average typical runway usage, flight paths, and day/night traffic ratios by capturing a range of temperature and wind conditions. A list of dates selected for the analysis is provided in Appendix A

After the removal of overflights and incomplete track segments, 60,696 total tracks were used for the analysis. The altitude of the historical tracks was considered and a range ring was set to contain the area where most of the tracks reached above 10,000 feet above ground level (AGL). This established the study area for the analysis. In the case of LGA, the study area is a circle with a radius of 45 nautical miles centered over the airport.

Annual operation counts and runway usage were obtained through a runway usage report from the FAA's AFS Data Analytics Runway Usage Module and were used to calculate the Average Annual Day (AAD) impacts. The analysis does not take into account terrain. All calculations were made in reference to the airport's field elevation.

Once the baseline and alternative scenarios were built, the TARGETS Environmental Plug-in Tool was used to generate noise outputs for both scenarios. The Environmental Plug-in Tool uses the Aviation Environmental Design Tool version 3c (AEDT 3c) to calculate noise. The noise output files from AEDT 3c for both the baseline and alternative noise exposures consist of a series of equally spaced grid points, each showing a DNL value. The noise grid (receptor set) consists of grid points (receptors) spaced 0.25 nm apart. The noise impact is a comparison between the baseline and the alternative noise exposure that depicts reportable and significant noise changes at all affected receptors per the criteria indicated in FAA Order 1050.1F and Chapter 32 of FAA Order 7400.2K.

3. Baseline Noise Exposure

The baseline noise exposure is shown in Figure 3-1, which depicts the levels and locations of the noise produced by the historical radar track data for arrivals and departures. Table 3-1 is the legend for the baseline noise exposure figures.

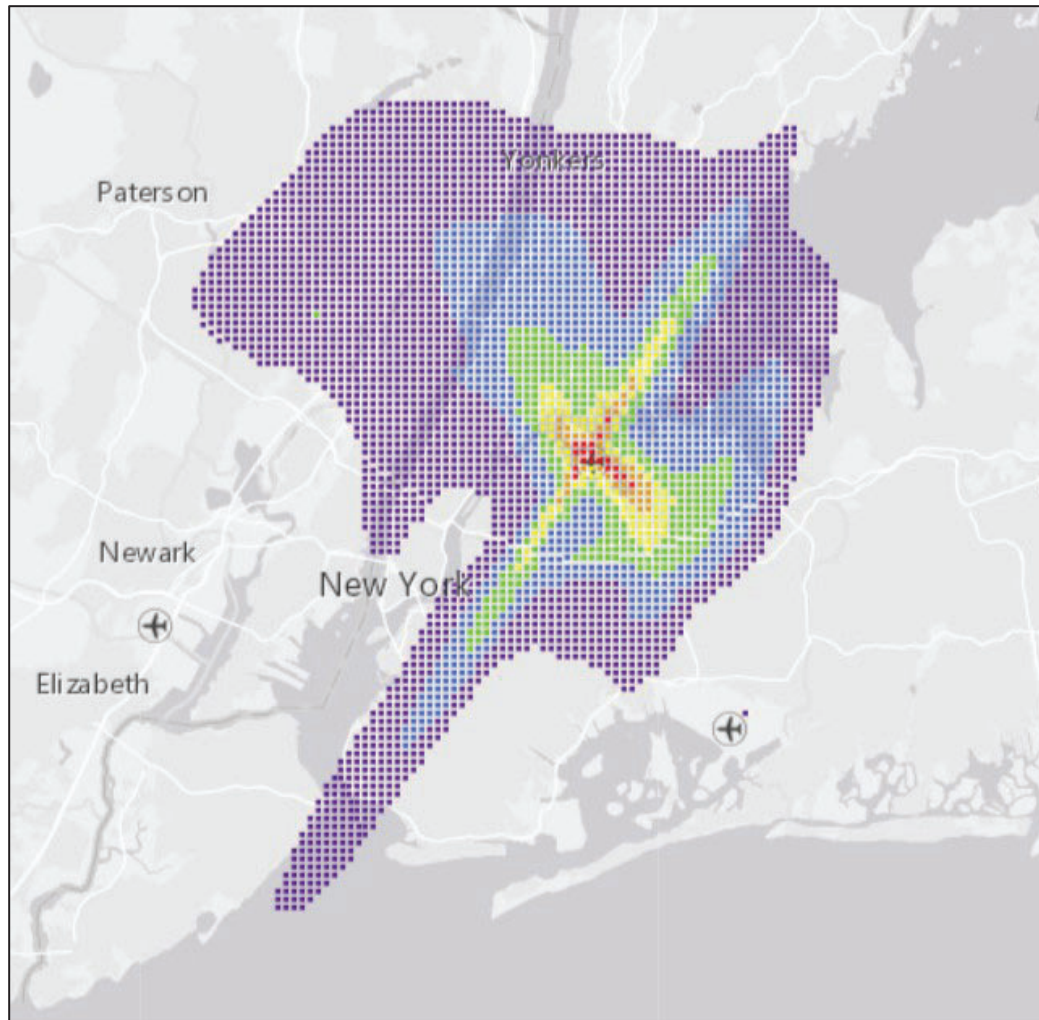


Figure 3-1: Baseline Noise Exposure in TARGETS

Table 3-1: Legend for 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

4. Alternative Noise Exposure

The alternative noise exposure is shown in Figure 4-1, which depicts the levels and locations of the noise exposure output from the model of the proposed action. Table 4-1 is the legend for the alternative noise exposure figures.

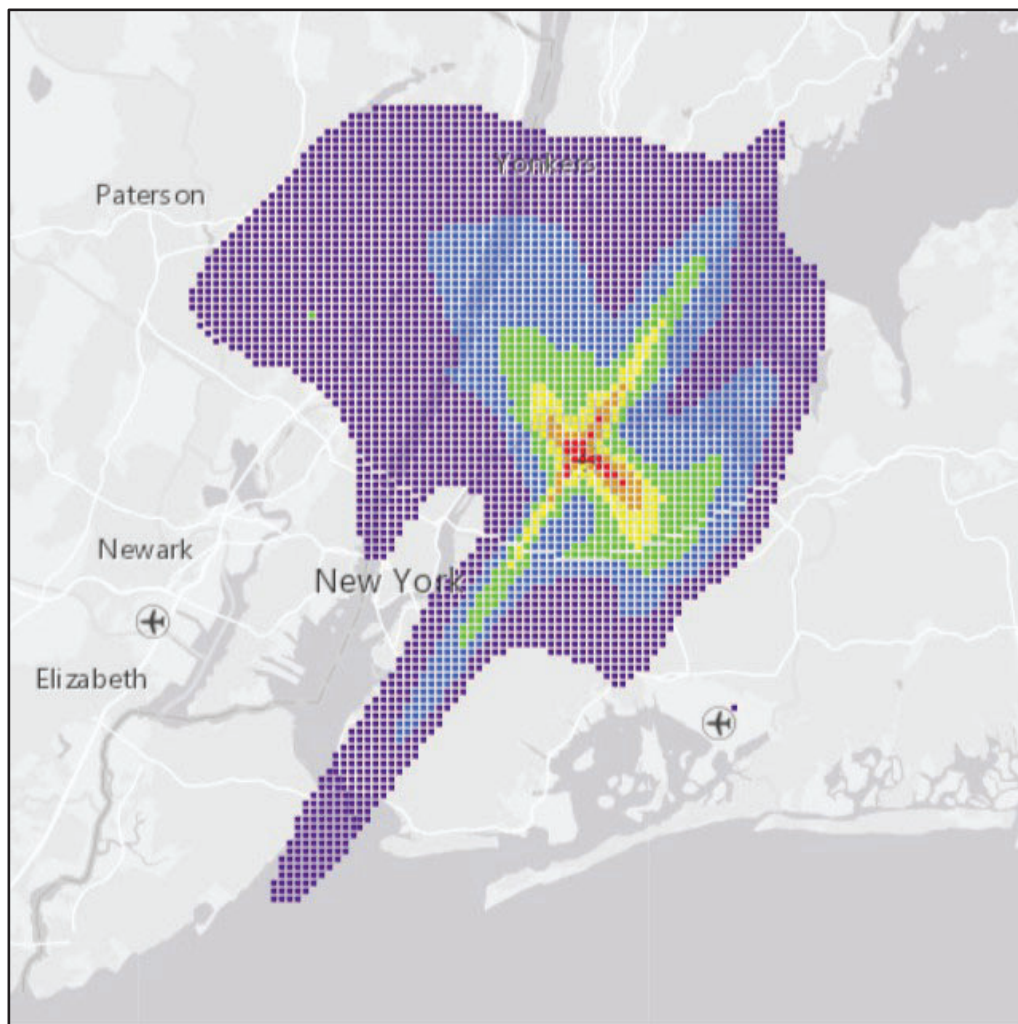


Figure 4-1: Alternative Noise Exposure for the Proposed Procedures in TARGETS

Table 4-1: Legend for 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

5. Noise Impacts

A comparison of the baseline and alternative scenarios by the TARGETS Environmental plug-in determines the noise impacts of the proposed action. Significance of noise impacts is defined by FAA Order 1050.1F¹ which establishes the threshold for significant increases in noise exposure. Where the proposed action results in a noise impact, TARGETS graphically displays a noise impact layer that indicates the relative locations of reportable and significant changes.

Table 5-1 shows the legend for the noise impacts. The baseline (Figure 5-1) and alternative (Figure 5-2) noise exposure results are shown again below for reference and to provide a side-by-side comparison. In the case of LGA, there were no reportable and no significant impacts resulting from the proposed action.

¹ According to Exhibit 4-1 of FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, a noise impact is significant if “The action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.”

LGA Noise Screening Analysis Report *For Official Internal Use Only*

This Noise Screening Report was prepared by the FAA to assess noise exposure from the proposed project under consideration. Even though the data and results contained in the report are accurate, the report is a preliminary document, potentially subject to revision, until the FAA makes a final environmental decision related to the proposed project.

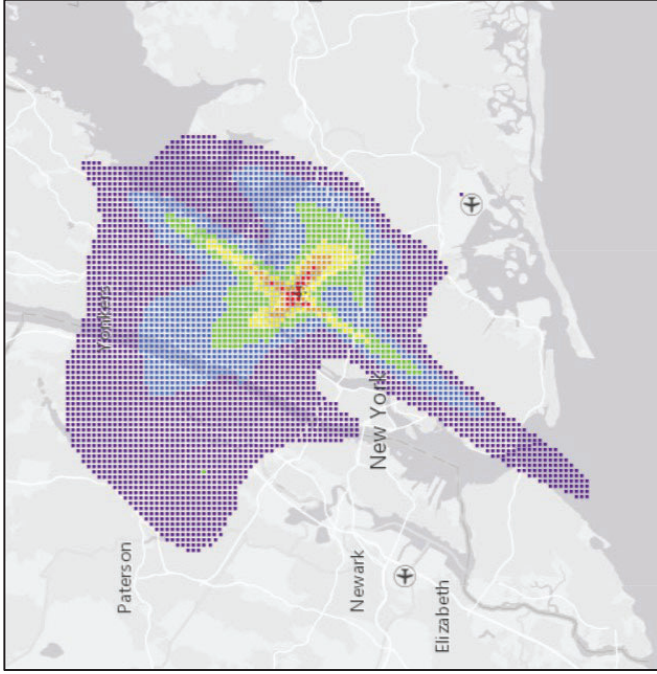


Figure 5-1: Baseline Noise Exposure in TARGETS

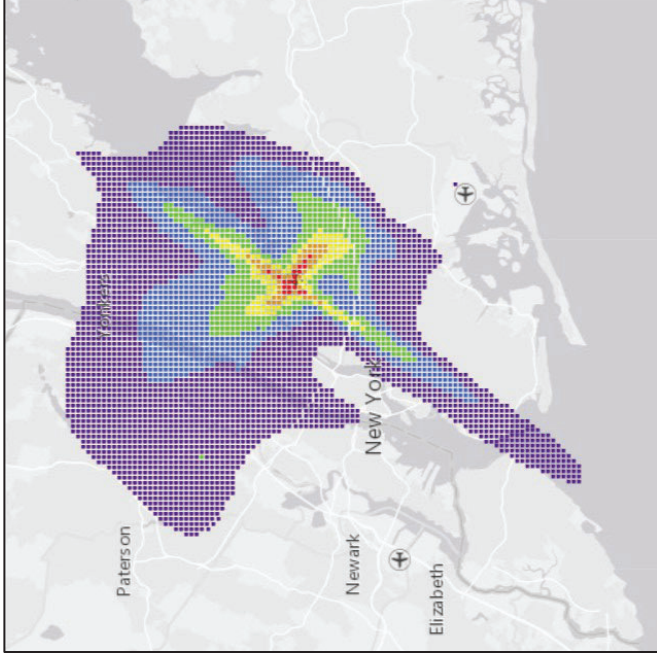


Figure 5-2: Alternative Noise Exposure for the Proposed Procedures in TARGETS

Appendix A

ID	DATES
1	4/2/2019
2	4/5/2019
3	4/14/2019
4	4/18/2019
5	4/26/2019
6	4/27/2019
7	5/17/2019
8	5/19/2019
9	5/21/2019
10	6/2/2019
11	6/9/2019
12	6/17/2019
13	6/23/2019
14	6/27/2019
15	6/29/2019
16	7/3/2019
17	7/5/2019
18	7/9/2019
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23	8/20/2019
24	8/22/2019
25	8/27/2019
26	8/30/2019
27	8/31/2019
28	9/8/2019
29	9/11/2019
30	9/12/2019

ID	DATES
31	9/16/2019
32	9/24/2019
33	9/29/2019
34	9/30/2019
35	10/5/2019
36	10/14/2019
37	10/22/2019
38	10/24/2019
39	11/1/2019
40	11/8/2019
41	11/13/2019
42	11/15/2019
43	11/18/2019
44	12/2/2019
45	12/10/2019
46	12/11/2019
47	12/13/2019
48	12/17/2019
49	1/10/2020
50	1/22/2020
51	1/28/2020
52	1/31/2020
53	2/20/2020
54	2/26/2020
55	3/5/2020
56	3/6/2020
57	3/18/2020
58	3/20/2020
59	3/21/2020
60	3/25/2020

LGA Noise Screening Analysis Report *For Official Internal Use Only*

This Noise Screening Report was prepared by the FAA to assess noise exposure from the proposed project under consideration. Even though the data and results contained in the report are accurate, the report is a preliminary document, potentially subject to revision, until the FAA makes a final environmental decision related to the proposed project.

Attachment 2: New York SHPO Response Letter



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

November 9, 2020

Andrew Pieroni
Environmental Protection Specialist
FAA
1701 Columbia Avenue
College Park, Ge 30337

Re: FAA
The Federal Aviation Administration (FAA) Proposal to Publish Two Air Traffic
Department Procedures for LaGuardia Airport (LGA) – Publish LGA RNAV (GPS) X
RWY 22 and Make Permanent the Temporary LGA RNAV (GPS) Y RWY 31 Procedure
20PR06141

Dear Andrew Pieroni:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

We note that this Procedure has the potential to impact over 80 historic resources that are either listed or eligible for listing in the National Register of Historic Places.

We have reviewed the Noise Screening Analysis Report for LaGuardia Airport for LGA RNAV (GPS) X RWY 22 and LGA RNAV (GPS) Y RWY 31 Procedure dated August 31, 2020. We note this screening analysis is the nationally accepted noise model to evaluate potential noise impact from such procedures at the ground level. The analysis concluded there were no reportable and no significant impacts resulting from the procedures.

Given the large number of historic resources that have the potential to be impacted, we cannot concur with your determination but instead offer a finding of No Adverse Effect upon historic resources.

If you have any questions, I can be reached at 518-268-2181.

Sincerely,

Beth Cumming
Senior Historic Site Restoration Coordinator
e-mail: beth.cumming@parks.ny.gov

via e-mail only