#### **Congestion Management Rule for LGA**



- Comments on NPRM
- •PANYNJ Draft Leasing Policy

#### NPRM – FAA Policy Objectives

- Manage Congestion
- Encourage Competition
- Optimize Utilization
- Encourage Larger Aircraft
- Preserve Small Community Service

#### Manage Congestion

- 75 scheduled OAs
- 6 unscheduled OAs
- Effective weekdays 0630-2200 hours and Sunday 0600-2200 hours

#### **Encourage Competition**

- 10% annual OA turnover would create unnecessary roiling
- OA reallocation mechanism and timetable undefined
- Cost of admin and operational burden not addressed
- Uncertainty for airlines, airport and public

#### Optimize Utilization

- 80% Use or Lose
  - Currently applies 7 days/week
  - NPRM applies equiv 5.5 days/week

• Port Auth suggests either 90% or 7 days

#### Encourage Use of Larger Aircraft

- *Airport-wide* target for aircraft size / seating capacity
  - All gates are not created equal
  - May not be possible to meet standard

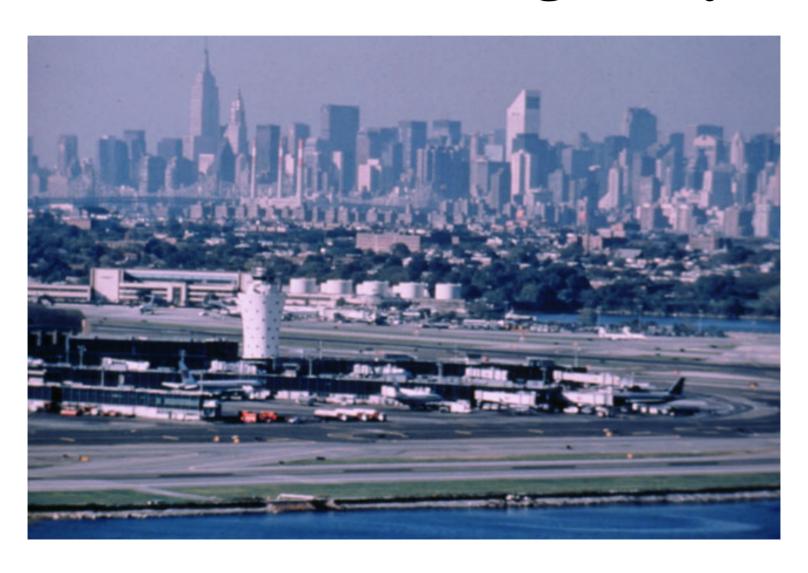
• PANYNJ suggests size target <u>based upon</u> gate capacity

## Preserve Small Community Service

Government defines and quantifies

PANYNJ will accommodate

#### **LGA Draft Leasing Policy**



#### **Draft Leasing Policy**

- Meet FAA objectives
- Evolutionary
- Revenue Neutral
- Develop with stakeholder participation

#### **Draft Leasing Policy**

- Essential Element
  - Hourly flight limit
  - Metering device
  - Efficiency component

- Desirable Element
  - Small community air service

#### Draft Leasing Policy – Metering

- Based on Gate Reservations (GRs)
- 1 GR per each of 75 gates per peak hour
- 16 GRs per gate, 0600-2200
- Half hour gate assignments

### Draft Leasing Policy Efficiency Measure #1

- 90% "Use It or Lose It" for GRs
- Tested on a three month rolling average
- Withdraw and reallocate underutilized GRs

### Draft Leasing Policy Efficiency Measure #2

- 80% Max Seating Target
- Tested on an annual basis
- Withdraw and reallocate underperforming GRs

### Draft Leasing Policy Competition Measure

- Ensure minimum of 3% GR turnover every three years
- Withdraw and reallocate lesser performing GRs

## Draft Leasing Policy Change in Form

• Change from exclusive to preferential use

 Airlines continue to be responsible for O&M

## Gate Management Advisory Committee

Airlines and airport operator participation

- Make recommendations to Gen Mgr on
  - GR withdrawals and reallocations
  - changes to benchmarks

## Draft Leasing Policy Implementation

- 90% "use or lose" enforced in year 1
- Max seat rule
  - Not enforced year 1
  - 70% year 2
  - 80% year 3
- 3% GR turnover enforced in year 3

# Draft Leasing Policy VS.

- NPRM Policy Objectives
- Manage Congestion
- Encourage Competition
- Optimize Utilization
- Encourage Larger Aircraft
- Preserve Small Community Service

## Draft Leasing Policy Open Issues

- GMAC composition and charter
- Timeline for withdrawing/reallocating GRs
- Access to peak hour GRs
- Small community service
- Passenger vs. seat count
- Impact on airline economics/markets served
- Many others...