

# 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 based upon 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...