Appendix A

Federal Aviation Administration Letter of Acceptance for Noise Exposure Maps

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APPENDIX A

Federal Aviation Administration Letter of Acceptance for Noise Exposure Maps

This Appendix includes the Federal Aviation Administration's (FAA's) Letter of Acceptance for the Existing Conditions (year 2016) and Future Conditions (year 2021) Noise Exposure Maps (NEMs) for the John F. Kennedy International Airport (JFK) Title 14 Code of Federal Regulations (CFR) Part 150 Study.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

New York Airports District Office
1 Aviation Plaza, Suite 111
Jamaica, NY 11434
(718) 995-5790

May 19, 2017

Mr. Tom Bock
General Manager, Aviation Regulatory & Operational Support
Port Authority of New York and New Jersey
Aviation Department
4 World Trade Center
150 Greenwich Street, 18th Floor
New York, New York 10007

RE: John F. Kennedy International Airport 14 CFR Part 150 Study-FAA Acceptance of Noise Exposure Maps

Dear Mr. Bock:

This letter is to notify you that the Federal Aviation Administration (FAA) has evaluated and accepted the Noise Exposure Maps and supporting documentation dated April 2017 and received April 28, 2017 for John F. Kennedy International Airport.

The sponsor certification states the 2016 and 2021 Noise Exposure Maps for John F. Kennedy International Airport are true and complete as of December 31, 2016. Between the completion of the analysis in the development of the Noise Exposure Maps and final submittal, no substantial changes to the ongoing operations at John F. Kennedy International Airport have occurred.

Therefore, in accordance with 49 U.S.C. Section 47503 (formerly the Aviation Safety and Noise Abatement Act of 1979), as amended, we have determined that:

1. The 2016 noise contours and supporting documentation meet the requirements for the current Noise Exposure Map as of the date of submission as set forth in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*, Section 150.21, and are accordingly accepted under this Part.

2. The projected aircraft operations, and the 2021 noise contours and supporting documentation are accepted as the description of the future conditions as set forth in Part 150, and are accordingly accepted under this Part.

3. The documentation provides sufficient evidence consultation was accomplished in accordance with Section 150.21(b).

The FAA's acceptance of the Noise Exposure Maps is limited to the determination that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such acceptance does not constitute approval of your data, information, or plans.

The FAA will publish a notice in the *Federal Register* announcing the acceptance of the Noise Exposure Maps for John F. Kennedy International Airport. The FAA's acceptance of these Noise Exposure Maps under Part 150 in no way approves or endorses a Noise Compatibility Program, potential related federal funding of projects identified in such a program, or any related operating restrictions at the subject airport.

Should any questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on the Noise Exposure Maps, you should note that the FAA will not be involved in any way in the determination of relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provision of Title 49 U.S.C. 47506. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's acceptance of your Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise contours onto the maps depicting properties on the surface rests exclusively with you the airport operator, or those public agencies and planning authorities with which consultation is required under Title 49 U.S.C 47503. The FAA relies on the certification by you under 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished. (14 C.F.R. 150.5)

Your notice of this determination, and the availability of the Noise Exposure Maps, which when published at least three (3) times in a newspaper of general circulation in the county where the affected properties are located, will satisfy the requirements of Title 49 U.S.C. 47506 of the Act. A sample publication announcement has been enclosed for your use.

Your attention is called to the requirements of Section 150.21(d) of Part 150, involving the prompt preparation and submission of revisions to these maps, if any actual or proposed change in the operation of the subject airport might create any substantial, new non-compatible land use in any areas depicted on the maps, or if there would be a significant reduction in noise over existing non-compatible land uses that is not reflected in either map now on file with the FAA.

Thank you for your continued interest in noise compatibility planning.

Sincerely,

Evelyn Martinez
Manager, New York Airports District Office

Enclosure

Appendix B
Glossary of Terms and Acronyms

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APPENDIX B

Glossary of Terms and Acronyms List

This Appendix includes the terms and acronyms used in the John F. Kennedy International Airport (JFK) Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Program (NCP) and appendices.

- Appendix B-1 Glossary of Terms
- Appendix B-2 Acronyms List

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B-1 Glossary of Terms

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Term	Definition
14 CODE OF FEDERAL REGULATIONS (CFR) PART 36	This regulation, titled "Noise Standards: Aircraft Type and Airworthiness Certification," establishes noise standards for the civil aviation fleet. Certain extensions for compliance are included in the Aviation Safety and Noise Abatement Act of 1979.
14 CFR PART 77	This regulation, titled "Safe, Efficient Use and Preservation of the Navigable Airspace," establishes standards for determining obstructions and their potential effects on aircraft operations. Objects are considered obstructions to air navigation according to 14 CFR Part 77 if they exceed certain heights or penetrate certain imaginary surfaces established in relation to airport operations. Objects classified as obstructions are subject to an FAA aeronautical analysis to determine their potential effects on aircraft operations.
14 CFR PART 91	This regulation, titled "General Operating and Flight Rules," includes an amendment issued by the FAA on September 25, 1991 (to 14 CFR 91) in conformance with requirements of the Airport Noise and Capacity Act of 1990. The amendment to the aircraft operating rules required a phased transition to an all-Stage-3 aircraft fleet operating in the 48 contiguous United States and the District of Columbia by December 31, 1999.
14 CFR PART 150	This regulation, titled "Airport Noise Compatibility Planning," sets forth criteria for developing a 14 CFR Part 150 Noise Compatibility Program, an FAA-assisted program designed to increase the compatibility of land and land uses in the areas surrounding an airport that are most directly affected by operation of the airport. The specific purpose is to reduce the adverse effects of noise as much as possible by implementing both on-airport noise abatement measures and off-airport noise mitigation measures. The basic products of a 14 CFR Part 150 program typically include (1) noise exposure maps for the existing condition and for 5 years in the future; (2) workable on-airport noise abatement measures (preferential runway use programs, new or preferential flight tracks), (3) off-airport noise mitigation measures (land acquisition, soundproofing, or special zoning); (4) an analysis of the costs and the financial feasibility of the recommended measures; and (5) policies and procedures related to the implementation of on- and off-airport programs. Community involvement opportunities are provided throughout all phases of Noise Compatibility Program development.
14 CFR PART 158	This regulation, titled "Passenger Facility Charges," establishes a passenger facility charge (PFC) program. The regulation implements Sections 9110 and 9111 of the Airport Noise and Capacity Act of 1990, which requires the Department of Transportation to issue regulations under which a public agency may be authorized to impose a PFC per enplaned passenger at a commercial service airport it controls. The proceeds from such PFCs are to be used to finance eligible airport-related projects that preserve or enhance safety, capacity, or security of the national air transportation system, reduce noise from an airport that is part of such system, or furnish opportunities for enhanced competition between or among airlines. The rule sets forth procedures for public agency applications for authority to impose PFCs, for FAA processing of such applications; for collection, handling, and remittance of PFCs by airlines; for record keeping and auditing by airlines and public agencies; for terminating PFC authority; and for reducing federal grant funds apportioned to large and medium hub airports where a PFC is imposed.
14 CFR PART 161	This regulation, titled "Notice and Approval of Airport Noise and Access Restrictions," establishes a program for reviewing airport noise and access restrictions on the operations of Stage 2 and Stage 3 aircraft. This regulation is in response to specific provisions in the Airport Noise and Capacity Act of 1990 (ANCA) and is a major element of the national aviation noise policy required by that Act. Even if such an airport noise and access restriction is proposed as an element of a 14 CFR Part 150 Noise Compatibility Program, it is still subject to the guidelines of 14 CFR Part 161 prior to approval. Some of the public notice requirements, however, may be met during development of the 14 CFR Part 150 Program.

Term	Definition
A-WEIGHTED SOUND LEVEL (dBA)	The ear does not respond equally to different frequencies of sound. It is less sensitive to low and high frequencies than to medium or speech-range frequencies. Thus, to obtain a single number representing the sound level of a noise having a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are decibels (dB); hence, the abbreviation is dBA. The A-weighted sound level is also referred to as the noise level. Sound level meters have an A-weighting network for measuring noise in A-weighted decibels.
ABSORPTION	Absorption is a property of materials that reduces the amount of sound energy reflected. Thus, introduction of an “absorbent” into the surfaces of a room will reduce the sound pressure level in that room because sound energy striking the room’s surfaces will be partially absorbed rather than totally reflected. The process of absorption is different from that of transmission loss through a material, which determines how much sound enters a room via the walls, ceiling, and floor. Absorption reduces the resultant sound level in the room produced by energy that has already entered the room.
ACCEPTABLE	Relating to noise, day-night average sound level (DNL) not exceeding 65 decibels. Noise exposure may be of some concern, but common building construction will make the indoor environment acceptable, and the outdoor environment will be reasonably pleasant for recreation and play. As defined by 14 CFR Part 150, “Airport Noise Compatibility Planning.”
ACOUSTICS	(1) The science of sound, including the generation, transmission, and effects of audible and inaudible sound waves. (2) The physical qualities (such as size and shape) of a room or other enclosure that determine the audibility and perception of speech and music.
ADVISORY CIRCULAR (AC)	An external Federal Aviation Administration (FAA) publication consisting of non-regulatory material of a policy, guidance, or informational nature.
AFFECTED LOCAL GOVERNMENT AGENCIES	The local government agencies that have the authority to control land uses in areas that may be adversely affected by aviation activities.
AIR CARRIER, CERTIFICATED ROUTE	An airline company that: (1) performs at least five round trips per week between two or more points and publishes flight schedules that specify the times, days of the week, and places between which such flights are performed; or (2) transports mail by air pursuant to a contract with the U.S. Postal Service, certificated in accordance with 14 CFR Parts 121 and 127.
AIR CARRIER, COMMUTER	An air taxi operator that (1) performs at least five round trips per week between two or more points and publishes flight schedules that specify the times, days of the week, and places between which such flights are performed; or (2) transports mail by air pursuant to a contract with the U.S. Postal Service.
AIRCRAFT DELAY	The additional travel time, caused by airfield or airspace congestion, needed by an aircraft to move from point A to point B.
AIRCRAFT OPERATION	An aircraft arrival (landing) or an aircraft departure (takeoff) represents one aircraft operation. A touch-and-go operation is counted as both a landing and a takeoff, i.e., two operations. The Federal Aviation Administration (FAA) records aircraft operations in four categories: air carrier, air taxi, general aviation, and military. Operations can also be described as local or itinerant.
AIR CARRIER	Operations performed in revenue service by certificated route air carriers.
AIR TAXI/COMMUTER	Operations performed by operators of aircraft holding an air taxi certificate. This category includes commuter airline operations (excluding certificated commuter airlines), mail carriers under contract with the U.S. Postal Service, and operators of nonscheduled air taxi service.
GENERAL AVIATION	All civil aircraft operations not classified as air carrier or air taxi operations.
MILITARY	Operations performed by military groups, such as the Air National Guard, the U.S. Air Force, or the U.S. Marine Corps.

Term	Definition
LOCAL	Local operations are performed by aircraft that (1) operate in the local traffic pattern or within sight of the airport, (2) are known to be departing for, or arriving from, local practice areas within a 20-mile radius of the airport, or (3) execute simulated or practice instrument approaches or low passes at the airport. Touch-and-go operations are counted as two local operations.
ITINERANT	All aircraft operations other than local operations.
AIR NAVIGATION FACILITY (NAVAID)	A facility designed for use as an aid to air navigation, including landing aids, lights, any apparatus or equipment for disseminating weather information; for signaling for radio direction finding or for radio or other electronic communication; and any other structure or mechanism having a similar purpose for guiding and controlling flight in the air or the landing or takeoff of aircraft.
AIRPORT ELEVATION	The highest point of an airport's usable runways measured in feet above mean sea level.
AIRPORT ENVIRONS	The area surrounding an airport that is considered to be directly affected by the presence and operation of the airport.
AIRPORT IMAGINARY SURFACES	Imaginary surfaces established at an airport for the purposes of identifying obstructions to air navigation. The imaginary surfaces consist of primary, approach-departure, horizontal, vertical, conical, and transitional surfaces.
AIRPORT IMPROVEMENT PROGRAM (AIP)	A program administered by the FAA to provide financial grants-in-aid for airport planning, airport development projects, and noise compatibility programs. The AIP was established through the Airport and Airway Improvement Act of 1982, which was incorporated as Title V of the Tax Equity and Fiscal Responsibility Act of 1982 (Public Law 97-248). Funds are appropriated by the U.S. Congress for the AIP annually.
AIRPORT NOISE AND CAPACITY ACT OF 1990	Commonly referred to as the national noise policy; the Act was enacted on November 5, 1990 (Public Law 101-508). Two important provisions of the Act were the establishment of a national aviation noise policy (Sections 9308 and 9309) and the creation of a passenger facility charge (Sections 9110 and 9111), which enables airport operators to impose fees on the tickets issued to eligible enplaning passengers. An amendment to 14 CFR Part 91, "Transition to an All Stage 3 Fleet Operating in the 48 Contiguous United States and the District of Columbia," and new 14 CFR Part 161, "Notice and Approval of Airport Noise and Access Restrictions," implement the national noise policy. 14 CFR Part 158, "Passenger Facility Charges," implements that portion of the Act authorizing the imposition of such a charge.
AIRPORT NOISE CONTROL AND LAND USE COMPATIBILITY (ANCLUC) STUDY	A study designed to determine ways to minimize aircraft noise and maintain compatible land use around airports. Certain noise control and land use compatibility studies are eligible for federal funding.
AIRPORT OPERATOR	A public agency or tax-supported organization, such as an airport authority, authorized to own and operate an airport, obtain property interests, obtain funds, and be legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations.
AIRPORT TRAFFIC CONTROL TOWER (ATCT)	A central operations facility in the terminal area air traffic control system, consisting of a tower cab structure and an associated instrument flight rule (IFR) room if radar equipped, using air/ground communications and/or radar, visual signaling, and other devices, to provide safe and expeditious movement of terminal area air traffic.
AIRSPACE	Space in the air above the surface of the earth or a particular portion of such space, usually defined by the boundaries of an area on the surface projected upward.
AIR TRAFFIC CONTROL (ATC)	A service operated by an appropriate authority (the FAA) to promote the safe, orderly, and expeditious flow of air traffic.
AMPLITUDE	A direct measurement of a sound's magnitude, expressed in decibels (dB).
ANNUAL AVERAGE DAY	A year of aircraft operations represented as the average number of operations occurring over a 24-hour period.

Term	Definition
APRON	A paved area that provides the connection between the terminal buildings and the airfield. The apron includes aircraft parking areas, called ramps, and aircraft circulation and taxiing areas for access to these ramps. On the ramp, aircraft park in locations typically designated as gate positions or gates.
AREA NAVIGATION (RNAV)	A type of aircraft navigation technology that typically uses satellite navigation capabilities in equipped aircraft so that aircraft can be guided to locations without the need to use ground-based navigational aids.
ATTENUATION	Acoustical phenomenon whereby a reduction of sound energy is experienced between the noise source and the receiver. This energy loss can be attributed to atmospheric conditions, terrain, vegetation, man-made features, and natural features.
AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT)	A computer model developed by the FAA and required by the FAA on and after May 29, 2015 for use in environmental assessments, environmental impact statements, and 14 CFR Part 150 studies for developing existing and future aircraft noise exposure maps. The model is also required by the FAA on and after May 29, 2015 for aviation air quality analysis in environmental assessments and environmental impact statements.
AVIATION SAFETY AND NOISE ABATEMENT ACT OF 1979 (ASNA)	The purpose of the Act is to assist airport operators in preparing and carrying out noise compatibility programs and in assuring continued safety for aviation. The Act also contains provisions extending to January 1, 1988, the requirement for certain types of aircraft to comply with 14 CFR Part 36.
AVIGATION EASEMENT	A type of land acquisition that involves less-than-fee purchase. One form of avigation easement grants the right to perform aircraft operations over the designated property, including operations that might cause noise, vibration, and other effects. A stronger form of easement is a deed restriction that may include (1) the right to perform aircraft operations over the property, and (2) public acquisition of a landowner's rights restricting future development of the property in any use more intensive than that existing at the time of the transaction. This easement may also include specific prohibitions as to the uses for which the property may be developed. Maximum heights of structures and other objects may also be specified.
BUILDING CODE	A legal document that sets forth requirements to protect the public health, safety, and general welfare as they relate to the construction and occupancy of buildings and structures. The code establishes the minimum acceptable conditions for matters found to be in need of regulation. Topics generally covered are exits, fire protection, structural design, sanitary facilities, lighting, and ventilation. Sound insulation may also be included.
BUILDING PERMIT	A permit issued by a local political jurisdiction (village, town, city, or county) to erect or modify a structure.
CEILING	The height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration," and not classified as "thin" or "partial."
CORRECTIVE	In the context of land use measures, a type of measure that addresses noise exposure at the location of existing noncompatible uses.
DAY-NIGHT AVERAGE SOUND LEVEL (DNL)	A measure used to predict, by a single number rating, cumulative aircraft noise that affects communities in airport environs. DNL represents decibels of noise as measured by an A-weighted sound-level meter. In the DNL procedure, the noise exposure from each aircraft takeoff or landing is calculated at ground level around an airport, and these noise exposure levels are accumulated for a typical 24-hour period. (The 24-hour period often used is the annual average day for aircraft operations during the year being analyzed.) Daytime and nighttime noise exposure is considered separately. A weighting factor equivalent to 10 decibels is applied to operations between 10:00 P.M. and 6:59:59 A.M. to account for the increased sensitivity of people to nighttime noise. DNLs can be expressed graphically on maps using either contours or grid points.
DAYTIME	In the context of Day-Night Average Sound Level (DNL), the time period of 7:00 A.M. to 9:59:59 P.M.
DECIBEL (dB)	A unit for measuring the volume of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound.

Term	Definition
DEVELOPMENT RIGHTS	Rights of landowners to develop a parcel of land according to the zoning of that parcel. Land is often assessed on a combination of its "resource" value and its "commodity" value. The resource value is the value of the property in its natural state; while the commodity value is an artificial value placed on it by the marketplace (that is, its value for development purposes). In less-than-fee acquisition, the airport operator may purchase only the development rights; the ownership of the land remains unchanged.
DISPERSAL HEADINGS	A term used to describe the use of more than one departure heading from a runway, which may result in a reduced concentration of departing aircraft over areas close to the airport.
DURATION	The length of time that a noise event, such as an aircraft flyover, is experienced (typically reported in seconds). "Duration" may also refer to the length of time that the noise event exceeds a specified threshold noise level.
EMISSIONS AND DISPERSION MODELING SYSTEM (EDMS)	A computer model developed by the FAA and required by the FAA before May 29,2015 for aviation air quality analysis in environmental assessments and environmental impact statements.
ENPLANED PASSENGERS	The passengers on aircraft outbound (departing) from an airport. The total annual number of passengers at an airport is the total of enplaned and deplaned passengers.
EQUIVALENT CONTINUOUS SOUND LEVEL (L_{eq})	L_{eq} is the sound level, expressed in dBA, of a steady sound, which has the same A-weighted sound energy as the time-varying sound over the averaging period. Unlike Sound Exposure Level (SEL), L_{eq} is the average sound level for a specified time period (e.g., 24 hours, 8 hours, 1 hour, etc.). L_{eq} is calculated by integrating the sound energy from all noise events over a given time period and applying a factor for the number of events.
FAA MODERNIZATION AND REFORM ACT OF 2012 (FMRA)	This Act became law on February 14, 2012 (Public Law 112-95) to authorize appropriations for the FAA for federal fiscal years 2011 through 2014. In the context of aircraft noise control, the Act prohibited operation of Stage 1 and Stage 2 aircraft with a maximum weight of 75,000 pounds or lower within the 48 contiguous United States after December 31, 2015.
FAA REAUTHORIZATION ACT OF 2018	This Act became law on October 5, 2018 (Public Law 115-254) to authorize appropriations for the FAA for federal fiscal years 2019 through 2023. In the context of aircraft noise control, the Act contained Section 175, which states the following: When proposing a new area navigation departure procedure, or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas, the Administrator of the Federal Aviation Administration shall consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns, if— (1) the affected airport operator, in consultation with the affected community, submits a request to the Administrator for such a consideration; (2) the airport operator's request would not, in the judgment of the Administrator, conflict with the safe and efficient operation of the national airspace system; and (3) the effect of a modified departure procedure would not significantly increase noise over noise sensitive areas, as determined by the Administrator.
FEDERAL AVIATION ADMINISTRATION (FAA)	The FAA, an agency of the U.S. Department of Transportation, is charged with (1) regulating air commerce to promote its safety and development; (2) achieving the efficient use of navigable airspace of the United States; (3) promoting, encouraging, and developing civil aviation; (4) developing and operating a common system of air traffic control and air navigation for both civilian and military aircraft; and (5) promoting the development of a national system of airports.
FEE SIMPLE LAND ACQUISITION	The full purchase of land and improvements by an airport operator. The land is usually maintained or leased for uses that are compatible with airport operations. Alternatively, the airport operator can resell the land with an avigation easement (see also) and deed restrictions that specify the compatible land uses that are permitted. One benefit of the resale option is that the land is returned to the local tax rolls.

Term	Definition
FLIGHT DISPERSAL HEADINGS	See DISPERSAL HEADINGS.
FLIGHT TRACK	The average flight path flown by aircraft within specific corridors. Deviation from these tracks occurs because of weather, pilot technique, air traffic control, and aircraft weight. Individual flight tracks within a corridor are "averaged" for purposes of modeling noise exposure using the FAA's Integrated Noise Model.
FREQUENCY	A direct measurement of how rapidly a sound wave alternates between high and low pressure; expressed in cycles per second (Hertz, or Hz).
GENERAL AVIATION (GA)	All civil aviation except that classified as air carrier, military, or air taxi. The types of aircraft typically used in GA activities vary from multiengine jet aircraft to single-engine piston aircraft.
GLIDE SLOPE	A FAA navigational system that: (1) provides the vertical (or altitude) profile followed by an aircraft during the approach and landing; (2) is an electronic vertical guidance provided by airborne and ground instruments for instrument approaches using equipment such as an instrument landing system (ILS) as well as visual ground aids, such as a visual approach slope indicator (VASI), for a visual flight rule (VFR) approach or for the visual portion of an instrument approach and landing.
GROUND TRACK	The trajectory of an aircraft flight path projected onto the ground surface.
HELIPAD	A small area designated for takeoff, landing, or parking of helicopters.
HERTZ (Hz)	The number of oscillation cycles that an oscillating phenomenon, such as a sound wave, undergoes per second.
IFR AIRPORT	An airport with an authorized instrument approach procedure.
IFR CONDITIONS	Weather conditions that require aircraft to be operated in accordance with instrument flight rules.
IFR MINIMUMS AND DEPARTURE PROCEDURES (14 CFR PART 91)	Prescribed takeoff rules. For some airports, obstructions or other factors require the establishment of nonstandard takeoff minimums or departure procedures, or both, to assist pilots in avoiding obstacles during climb to the minimum en route altitude.
IMPACT	In environmental studies, the word "impact" is used to express the extent or severity of an environmental problem, e.g., the number of persons exposed to a given noise environment. As indicated in 40 CFR Part 1500 (Sec. 1508.8), impacts and effects are considered to be synonymous. Effects or impacts may be ecological, aesthetic, historic, cultural, economic, social, or health related, and they may be direct, indirect, or cumulative.
INSTRUMENT APPROACH	An aircraft approach to an airport, with intent to land, by a pilot flying in accordance with an IFR flight plan. Often occurs when the visibility is less than 3 miles and/or when the ceiling is at or below the minimum initial approach altitude.
INSTRUMENT APPROACH RUNWAY	A runway equipped with electronic and visual navigation aids for which a precision or non-precision approach procedure having straight-in landing minimums has been approved.
INSTRUMENT FLIGHT RULES (IFR)	Rules specified by the FAA for flight under weather conditions that do not meet the minimum requirements for VFR (see also). Under these conditions, the pilot must rely on instruments to fly and navigate.
INSTRUMENT LANDING SYSTEM (ILS)	A system that provides, in the aircraft, the lateral and longitudinal (localizer), and vertical (glide slope) electronic guidance necessary for an instrument landing.
INSTRUMENT OPERATION	An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility or air route traffic control center.
INSTRUMENT RUNWAY	A runway equipped with electronic and visual air navigation aids and for which a straight-in (precision or non-precision) approach procedure has been approved or is planned.
INTEGRATED NOISE MODEL (INM)	A computer model developed by the FAA and required by the FAA before May 29, 2015 for use in environmental assessments, environmental impact statements, and 14 CFR Part 150 studies for developing existing and future aircraft noise exposure maps.

Term	Definition
LAND USE COMPATIBILITY	The compatibility of land uses surrounding an airport with airport activities and particularly with the noise from aircraft operations.
LAND USE COMPATIBILITY ASSURANCE	Documentation provided by an airport operator to the FAA related to an application for an airport development grant. Its purpose is to assure that a reasonably appropriate action has been taken or will be taken to restrict the use of land adjacent to the airport or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft.
LAND USE CONTROLS	Controls established by local or state governments to implement land use planning. The controls include zoning, subdivision regulations, land acquisition (in fee simple, leaseback, or easements), building codes, building permits, and capital improvement programs (to provide sewer, water, utilities, or other service facilities).
LAND USE PLANNING	Comprehensive planning carried out by units of local government, for all areas under their jurisdiction, to identify the optimum uses of land and to serve as a basis for the adoption of zoning or other land use controls.
LESS-THAN-FEE ACQUISITION	The purchase of development rights from landowners by airport operators in areas that should remain at very low densities or in open space uses. The airport operator negotiates with the landowner to determine the fair market value of the unused development rights. Once sold, the land cannot be developed except in specified uses.
LOCALIZER (LOC)	Navigational equipment that provides electronic course guidance. The ground-based equipment sends two signals, which, when received and receded by airborne equipment with equal intensity, indicate that the aircraft is on course. If the received and receded signals have unequal intensity, then the aircraft is off course. A localizer is the part of an ILS that provides lateral and longitudinal course guidance to the runway.
LOUDNESS	The judgment of the intensity of a sound by a person, loudness depends primarily on the sound pressure of the stimulus. Over much of the loudness range, it takes about a threefold increase in sound pressure (approximately 10 decibels) to produce a doubling of loudness.
NATIONAL AIRSPACE SYSTEM (NAS)	A network of airspace structures, air navigation facilities, and air traffic control facilities, along with appropriate procedures and rules required to establish a safe and efficient operating environment for aircraft operating within the United States.
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)	National Environmental Policy Act of 1969. (Public Law 91-190.)
NEXTGEN	A comprehensive overhaul of the United States National Airspace System (NAS), led by the Federal Aviation Administration (FAA), to make air travel more convenient and dependable, while ensure that flying is as safe, secure and convenient as possible.
NIGHTTIME	In the context of Day-Night Average Sound Level (DNL), the time period of 10:00 P.M. to 6:59:59 A.M.
NOISE	Noise is any sound that is considered undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying.
NOISE ABATEMENT DEPARTURE PROFILE (NADP)	Aircraft climb-out profiles that can provide noise benefits. In 1993, the FAA published acceptable criteria for two safe noise abatement departure profiles (NADP) for commercial jet aircraft: the close-in NADP, also known as NADP1, and the distant NADP, also known as NADP2. These are described in FAA Advisory Circular (AC) 91-53A.
NOISE ABATEMENT PROCEDURE	A change in runway use, flight approach and departure routes and procedures, or other air traffic procedures that is intended to reduce aircraft noise exposure in noise-sensitive areas (such as residential neighborhoods).
NOISE ATTENUATION OF BUILDINGS	The use of building materials to reduce noise through absorption, transmission loss, and reflection of sound energy.
NOISE CONTOURS	Lines drawn on a map that connect points of equivalent noise exposure levels. For aircraft noise analyses conducted using DNL, noise contours are usually drawn in 5-DNL intervals, such as intervals of DNL 75 exposure, DNL 70 exposure, DNL 65 exposure, and so forth.

Term	Definition
NOISE COMPATIBILITY PROGRAM (NCP)	The NCP can consist of a combination of preferred noise abatement procedures, land use controls, and administrative measures as well as a plan for the implementation. For planning purposes, the implementation plan also includes the estimated cost for each of the recommended measures to the airport operator, the FAA, airport users, and the local units of government.
NOISE EXPOSURE MAP (NEM)	A map prepared in accordance with 14 CFR Part 150 or other FAA environmental regulations that depicts actual (existing or historical conditions) or anticipated (future conditions) aircraft noise exposure and the affected land uses. NEMs for future conditions may take into account anticipated land use changes around the airport.
NOISE LEVEL REDUCTION (NLR)	The noise reduction between two areas or rooms is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. Noise reduction is measured by combining the effect of the transmission loss performance of structures separating the two areas or rooms and the effect of acoustic absorption in the receiving room.
NOISE METRIC	A way of communicating information about the magnitude and frequency of noise. Common noise metrics include Day-Night Average Sound Level (DNL), Sound Exposure Level (SEL), and Equivalent Continuous Sound Level (L_{eq}).
NOISE-SENSITIVE AREA	See NOISE-SENSITIVE LAND USE.
NOISE-SENSITIVE LAND USE	A land use that can be adversely affected by high levels of aircraft noise. Residences, schools, hospitals, religious facilities, libraries, and other similar uses are typically considered noise-sensitive.
NONCOMPATIBLE LAND USE	Residential, public, recreational, and certain other noise-sensitive land uses that are designated as unacceptable within specific ranges of cumulative (DNL) noise exposure as set forth in 14 CFR Part 150, Appendix A, Table 1.
NORMALLY UNACCEPTABLE	DNL higher than 65 but not higher than 75 decibels (see UNACCEPTABLE); barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building construction may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.
OBSTRUCTION	An object that exceeds a limiting height or penetrates an imaginary surface described by 14 CFR Part 77.
OPTIMIZED PROFILE DESCENT (OPD)	An arrival procedure that optimizes noise and air emissions reduction by minimizing changes in thrust by using a favorable initial flight path angle and strategic management of flaps and landing gear.
OUTDOOR TO INDOOR TRANSMISSION CLASS (OITC)	A rating of the noise reduction provided by a structure.
PATTERN	The configuration or form of a flight path flown by an aircraft, or prescribed to be flown, as in making an approach for landing.
PERCEIVED NOISE DECIBELS (PNdB)	PNdB expresses the perceived loudness of an individual aircraft noise event.
PERFORMANCE BASED NAVIGATION (PBN)	A type of NextGen technology that features the use of satellites to guide aircraft along precise flight paths. Examples of PBN procedures include Area Navigation (RNAV).
PREFERENTIAL RUNWAY USE (PROGRAM)	A noise abatement action whereby the FAA Air Traffic Organization, in conjunction with the FAA Office of Airports, assists the airport operator in developing a program that gives preference to the use of a specific runway(s), unless weather or other conditions prevail, to reduce overflights of noise-sensitive areas.
PREVENTIVE	In the context of land use measures, a type of measure that is intended to limit the introduction of new noncompatible land uses.
PROPRIETARY USE RESTRICTION	A restriction by an airport operator on the number, type, class, manner, or time of aircraft operations at the airport. The ability of an airport operator to impose proprietary use restrictions was significantly affected by passage of the Airport Noise and Capacity Act of 1990 (see AIRPORT NOISE AND CAPACITY ACT OF 1990).
RUNWAY	A defined rectangular area on an airport for the purpose of landing and taking off aircraft. Runways are numbered in relation to their magnetic direction, rounded to the nearest 10 degrees (e.g., Runway 14, Runway 32).

Term	Definition
RUNWAY THRESHOLD	The beginning of that portion of a runway usable for landing.
SHIELDING	The attenuation of a sound by placing walls, buildings, plants, or other barriers between a sound source and the receiver. Also used with light to minimize impacts by introducing manmade or natural elements to reduce or eliminate glare.
SIGNIFICANT EFFECT ON THE ENVIRONMENT	A substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself is not considered a significant effect on the environment. However, a social or economic change that is related to a physical change may be considered in determining whether a physical change is significant.
SIGNIFICANT NOISE IMPACT THRESHOLD	A significant noise impact is defined as an increase in aircraft noise of DNL 1.5 dB or greater in an area exposed to aircraft noise at or above DNL 65 dB and developed with noise sensitive land uses.
SINGLE EVENT	Noise generated by a single event, such as a single aircraft flyover.
SOUND	A wave of alternating high and low pressure levels that travels through the air.
SOUND EXPOSURE LEVEL (SEL)	SEL is a time-integrated measure, expressed in decibels, of the sound energy of a single noise event. The sound level is integrated over the period that the level exceeds a threshold (normally 65 dBA for aircraft noise events). Therefore, SEL accounts for the duration of the sound. SELs for aircraft noise events depend on the location of the aircraft, the type of operation (landing, takeoff, or overflight), and the type of aircraft.
SOUND INSULATION	(1) The use of structures and materials designed to reduce the transmission of sound from one room or area to another or from the exterior to the interior of a building. (2) The degree of reduction in sound transmission, or noise level reduction, by means of sound insulating structures and materials.
SOUND LEVEL (NOISE LEVEL)	The weighted sound pressure level obtained by the use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.
SOUND LEVEL METER	An instrument consisting of a microphone, an amplifier, an output meter, and frequency-weighting networks used to measure noise and sound levels in a specified manner.
SOUND TRANSMISSION CLASS (STC)	A rating of how well a building wall attenuates airborne sound.
STAGE 1 AIRCRAFT	An aircraft that does not meet the noise standards established in 14 CFR Part 36, Appendix B, Sec. 36.5(b).
STAGE 2 AIRCRAFT	An aircraft that meets the noise standards established in 14 CFR Part 36, Appendix B, Sec. 36.5(b), but does not meet more-stringent noise standards in Sec. 36.5(c).
STANDARD INSTRUMENT DEPARTURE (SID)	A preplanned air traffic control procedure printed for pilot/controller use in graphic form to provide obstruction clearance and a transition from the terminal area to the appropriate en route structure. SIDs are primarily designed for system enhancement and to reduce pilot/controller workload.
TERMINAL RADAR APPROACH CONTROL (TRACON)	Radar approach facility serving generally more than one airport providing separation, safety alerts, and sequencing of arrival, departure, and transitioning air traffic.
TRANSFER OF DEVELOPMENT RIGHTS (TDR)	TDR involves separate ownership and use of the various rights associated with a parcel of real estate. Under TDR, some of the property's development rights are transferred to another location, where they may be used to intensify allowable development. For example, lands within an area affected by aircraft noise could be kept in open space or agricultural uses, and development rights for residential or other uses could be transferred to locations outside the area. Landowners could be compensated for the transferred rights by their sale at the new locations, or the airport operator could purchase the rights. Depending on market conditions and legal requirements, the airport operator could either hold or resell the rights.
UNACCEPTABLE	DNL above 75 decibels. Noise exposure at the site is so severe that the construction cost to make the indoor noise environment acceptable may be prohibitive and the outdoor environment would still be unacceptable.

Term	Definition
VISUAL APPROACH	An approach to an airport wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of a radar facility and having air traffic control authorization, may deviate from the prescribed instrument approach procedure and proceed to and land at the airport of destination, served by an operational ATCT, by visual reference to the surface.
VISUAL FLIGHT RULES (VFR)	A set of regulations that a pilot may operate under when weather conditions meet certain minimum requirements. The requirements are designed to provide sufficient visibility so that other aircraft can be seen and avoided. Under VFR, the pilot generally controls the attitude of the aircraft by relying on what can be seen out the window, although this may be supplemented by referring to the instrument panel.
ZONING AND ZONING ORDINANCES	Ordinances that divide a community into zones or districts according to the current and potential use of properties for the purpose of controlling and directing the use and development of those properties. Zoning is concerned primarily with the use of land and buildings, the height and bulk of buildings, the proportion of a lot that buildings may cover, and the density of population of a given area. As an instrument for noise compatibility plan implementation, zoning deals principally with the use and development of privately owned land and buildings. The objectives of zoning are to establish regulations that provide locations for all essential uses of land and buildings and ensure that each use is located in the most appropriate place. In noise compatibility planning, zoning can be used to achieve two major aims: (1) to reinforce existing compatible land uses and promote the location of future compatible uses on vacant or underdeveloped land, and (2) to convert existing incompatible uses to compatible uses over time.

SOURCE: Environmental Science Associates, 2020.

B-2 Acronyms List

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ACRONYMS LIST

AAD	Average Annual Day
AC	Advisory Circular
ADA	Americans with Disabilities Act
AEDT	Aviation Environmental Design Tool
AEE	Federal Aviation Administration Office of Environment and Energy
ADO	Airports District Office
AIP	Airport Improvement Program
ANCA	Airport Noise and Capacity Act of 1990
ANOMS	Airport Noise and Operations Management System
APP	Federal Aviation Administration Office of Airport Planning and Programming
ARP	Federal Aviation Administration Office of Airports
ASNA	Aviation Safety and Noise Abatement Act of 1979
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATO	Federal Aviation Administration Air Traffic Organization
CFR	Code of Federal Regulations
dB	Decibel
dBA	A-weighted decibel
DBE	Disadvantaged Business Enterprise
DNL	Day-Night Average Sound Level
EDMS	Emissions and Dispersion Modeling System
ESA	Environmental Science Associates
EWR	Newark Liberty International Airport
FAA	Federal Aviation Administration
FAQs	Frequently Asked Questions
FMRA	FAA Modernization and Reform Act of 2012
FSDO	Flight Standards Division Office
FTA	Federal Transit Administration
GA	General Aviation
GIS	Geographic Information System
GNRA	Gateway National Recreation Area
GS	Glide Slope
Hz	Hertz
IS	New York City Intermediate School
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
INM	Integrated Noise Model
JFK	John F. Kennedy International Airport
L_{eq}	Equivalent Continuous Sound Level
LDA	Localizer-type Directional Aid
LGA	LaGuardia Airport

LOC	Localizer
MS	New York City Middle School
NAC	NextGen Advisory Committee
NADP	Noise Abatement Departure Profile
NADP1	Close-In Noise Abatement Departure Profile
NADP2	Distant Noise Abatement Departure Profile
NAS	National Airspace System
NASA	National Aeronautics and Space Administration
NCP	Noise Compatibility Program
NEC	North East Corridor
NEM	Noise Exposure Map
NEPA	National Environmental Policy Act
NLR	Noise Level Reduction
NOMS	Noise and Operations Management System
NPS	National Park Service
NY	New York
NYC	New York City
NYCAR	New York Community Aviation Roundtable
NYCDEP	New York City Department of Environmental Protection
NYCEDC	New York City Economic Development Corporation
OITC	Outdoor to Indoor Transmission Class
OPD	Optimized Profile Descent
PANS-OPS	International Civil Aviation Organization Doc 8168, *Procedures for Air Navigation Services – Aircraft Operations*
PANYNJ	Port Authority of New York and New Jersey
PBN	Performance Based Navigation
PNdB	Perceived Noise Decibels
PS	New York City Primary School
PVD	T.F. Green Airport
RNAV	Area Navigation
ROA	Record of Approval
RWY	Runway
SEL	Sound Exposure Level
SID	Standard Instrument Departure
SLUCM	Standard Land Use Coding Manual
STC	Sound Transmission Class
SWF	New York Stewart International Airport
TAC	Technical Advisory Committee
TARGETS	Terminal Area Route Generation and Traffic Simulation
TDR	Transfer of Development Rights
TEB	Teterboro Airport
TRACON	Terminal Radar Approach Control
TVASNAC	Town-Village Aircraft Safety and Noise Abatement Committee
VFR	Visual Flight Rules

Appendix D
Technical Advisory Committee

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APPENDIX D
Technical Advisory Committee

This Appendix includes documentation developed in support of the seven Technical Advisory Committee (TAC) meetings that occurred during the Noise Compatibility Program (NCP) phase of the John F. Kennedy International Airport (JFK) Title 14 Code of Federal Regulations (CFR) Part 150 Study. Documentation in this Appendix includes the TAC charter and membership as well as copies of TAC meeting notices, agendas, attendance sheets, presentation materials, and summaries.

- Appendix D-1 TAC Charter
- Appendix D-2 TAC Membership
- Appendix D-3 TAC Meeting #10 – December 14, 2016
- Appendix D-4 TAC Meeting #11 – February 15, 2017
- Appendix D-5 TAC Meeting #12 – April 19, 2017
- Appendix D-6 TAC Meeting #13 – June 21, 2017
- Appendix D-7 TAC Meeting #14 – October 18, 2017
- Appendix D-8 TAC Meeting #15 – December 13, 2017
- Appendix D-9 TAC Meeting #16 – June 6, 2018
- Appendix D-10 TAC Meeting #17 – October 16, 2019

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D-1 Technical Advisory Committee Charter

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Charter of the Technical Advisory Committee
for the
John F. Kennedy International Airport CFR Part 150 Study

Introduction

The Port Authority of New York and New Jersey has formed a Technical Advisory Committee (TAC) to provide input into the Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK). The JFK CFR Part 150 Study (Study) will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the JFK CFR Part 150 Study.

Advisory Role

The TAC's role is advisory to the Port Authority and is solely limited to the JFK CFR Part 150 Study. TAC members are also expected to advise their organizations of the TAC's discussions and shall bring input from their organizations back to the TAC discussions.

The Port Authority shall respect and consider the TAC's technical input, but shall retain its responsibility for and decision making authority on the JFK CFR Part 150 Study. The TAC and Port Authority recognize that the Federal Aviation Administration is responsible for accepting the JFK Noise Exposure Maps (NEMs) and for approving the measures contained in the JFK Noise Compatibility Program (NCP). As such, the Port Authority intends to forward NEMs and an NCP that comply with CFR Part 150 and other relevant federal regulations including, but not limited to, the conditions contained in the Port Authority's federal grant assurances. These regulations and conditions will be fully explained to the TAC.

Primary Members and Alternate Members

The TAC is composed of primary and alternate members who are authorized to represent their respective organizations for the duration of the Study, which is estimated at three years. TAC members will make every effort to attend and contribute to each TAC meeting throughout the Study. The primary member's designated alternate member shall attend the meeting in the TAC member's absence. In the event that a primary member is unable to attend a meeting, the primary or alternate member will notify the Port Authority Project Manager in advance of the meeting. Alternate members shall stay abreast of the TAC meeting discussions and are welcome to attend each TAC meeting. However, only the primary member shall represent his/her organization when both the primary and alternate members are present at a TAC meeting.

Should the primary member be unable to continue his/her service on the TAC, his/her organization shall designate a new primary representative. The alternate member shall serve as the primary member until a new primary member is designated and accepted by the Port Authority. Missing TAC meetings without sending an alternate may result in dismissal from the TAC.

Conduct of TAC Meetings

In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

TAC meetings will be open to the public. However, the purpose of the TAC is to provide technical input to the Port Authority on the JFK CFR Part 150 Study. Public workshops will be held at various points throughout the Study, which will provide the public an opportunity to provide input to the Study. A brief public comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

The Port Authority expects that the TAC meetings will be conducted in a professional and respectful manner. Disrespectful or disruptive behavior at TAC meetings may result in cancellation or suspension of a TAC meeting at the sole discretion of the Port Authority or its facilitator. Hostile, disrespectful, uncooperative, and other similar negative behaviors by TAC members may result in dismissal from the TAC.

The Port Authority will issue an agenda in advance of each TAC meeting. The meeting facilitator has the responsibility of assisting the TAC in adhering to the meeting agenda and schedule. The meeting facilitator may extend or shorten the length of a discussion related to an agenda item, based on advice from the TAC or at his or her sole discretion.

Meeting Notes

Notes of the TAC meeting discussions shall be maintained by the JFK CFR Part 150 Study consultant team. Notes of the previous meeting shall be distributed to the TAC members prior to each meeting. Formal approval of the meeting notes is not required, but TAC members shall review the meeting notes prior to each meeting and offer any corrections in the presence of the entire TAC.

Meeting Location

The Port Authority shall designate the meeting location in advance of each meeting. For the convenience of the TAC members, the Port Authority anticipates that the meeting location will be proximate to JFK.

Meeting Frequency, Dates and Times

The Port Authority currently anticipates approximately 18 TAC meetings during the Study's three-year duration. Therefore, the Port Authority anticipates a TAC meeting will be held on average every other month. The actual frequency of TAC meetings will depend on the work flow of the CFR Part 150 consultant team. As a result, the frequency of TAC meetings will vary throughout the Study.

Every effort will be made to schedule TAC meeting dates and times that will be convenient to the majority of the TAC members. The Port Authority currently anticipates that the TAC meetings will be held on weekdays during normal business hours (i.e., between 8 am – 5 pm). TAC meetings are expected to be approximately two to three hours in length.

Voluntary Service

TAC membership is on a voluntary basis. TAC members shall not be compensated for their time or expenses related to their service.

Amendment

The Port Authority at its sole discretion may amend and reissue this Charter as needed.

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D-2 Technical Advisory Committee Membership

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Organization Represented	Representative	Alternate Representative
Port Authority		
Aviation Noise Office	Kelly Mitchell	Adeel Yousuf
JFK Airport Management Office	John Selden	April Gasparri
Community Group(s)		
NY Community Aviation Roundtable (NYCAR)	Barbara Brown	Patrick Evans
Eastern Queens Alliance	Clyde Vanel, Esq.	None
Town-Village Aircraft Safety & Noise Abatement Committee (TVASNAC)	Kevin Denning	None
Airlines and/or Airlines Associations		
Delta Air Lines	Robert Goldman	Mark Hopkins
JetBlue	Rob Mitchell	Jeffrey Goodell
NY Airport Liaison	Debbie Bearden	Sal Debono (AvAirPros)
United Airlines	Glenn Morse (through November 30, 2020)	None
Cargo Airlines and/or Cargo Associations		
American Airlines Cargo / KAAMCO Chairman	Rich Burkhardt	None
Fixed Base Operators		
Sheltair	Robert McAdams	Eugene Pereira
Airline Business Organizations and/or Airport Business		
Aviation Development Council	Bill Huisman	None
Chamber of Commerce/Business Organization/Economic Development		
NYC Economic Development Corp	David A. Hopkins	None
Queens Chamber of Commerce	Thomas J. Grech	None
Local Government		
Queens Borough President	Angelina Martinez-Rubio	Jack Leibler
Town of North Hempstead / QuietSkies.net	Len Schaier	Marilyn Chapoteau
Planning Organizations		
NYC Department of City Planning	Stephen Everett	Scott Solomon
Nassau County Planning	Mark Buttice	Sean E. Sallie, AICP
Town of North Hempstead	Neal Stone, AICP	Michael Levine
Environmental – Noise		
NYC Department of Environmental Protection	Chung S. Chan	Charles Shamoon
Federal Aviation Administration (FAA)		
Office of Airports	Andrew Brooks	Lindsay Butler
New York Airports District Office (NY ADO)	Steve Kapsalis	Suki Gill
New York Terminal Radar Approach Control (NY TRACON)	Mike Porcello	Jeff Brooks
JFK Tower (ATCT - Airport Traffic Control Tower)	David Siewart	Claude Viera
Flight Standards District Office (FSDO)	Tom Malone	Dave Swanson

SOURCE: Port Authority, 2015.

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D-3 Technical Advisory Committee Meeting #10 December 14, 2016

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Technical Advisory Committee Meeting #10

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF TENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	Wednesday, December 14, 2016
TIME:	1:30PM - 4:30PM
LOCATION:	John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor Jamaica, NY 11430

LGA Technical Advisory Committee Meeting

DATE:	Thursday, December 15, 2016
TIME:	1:00PM - 4:00PM
LOCATION:	LaGuardia Airport, Hangar 7 Center, 3rd Floor Flushing, NY 11371

JFK TAC Meeting #10 December 14, 2016

First	Last	Representing	Alternates	Primary	Alternate
Andrew	Brooks	FAA - Airport Division	Lindsay Butler	✓	
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans	✓	✓
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon	✓	
Kevin	Denning	Town of Hempstead		✓	
Stephen	Everett	NYC Department of City Planning	Scott Solomon		
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority			
Stacey	Gilbert	Port Authority		✓	
Robert	Goldman	Delta Airlines	Mark Hopkins		
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
David	Hopkins	NYC Economic Development Corp		✓	
Bill	Huisman	Aviation Development Council			
Steve	Kapsalis	FAA - NY ADO	Suki Gill		
Ed	Knoesel	Port Authority			
Michael	Levine	Town of North Hempstead	Neal Stone		
Tom	Malone	FAA - Flight Standards Division	Dave Swanson		
Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		

Michael Lamprecht FAA ✓
Debbie Bigda NYALO ✓
Wes Sternberg Filling in

Kelly	Mitchell	Port Authority		✓	
Rob	Mitchell	Jet Blue	Jeffrey Goodell		
Glenn	Morse	United Airlines			
Jasmine	Narang	Queens Borough President	Jack Liebler	✓	
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead	Marilyn Chapoteau		✓
John	Selden	Port Authority			
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority		✓	

Tom Kuehn ✓
Permanent Replacement
Jet Blue

Ralph Tamburro PANYNJ ✓

Anna Stachula PANYNJ ✓

Tom Bock PANYNJ ✓

Bob Ori PFI —

Joe Cuomo ✓
for Mark
Buttice

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #10
December 14, 2016 (1:30 p.m. – 4:30 p.m.)
JFK Airport

Sign-In Sheet

Name/Organization	Address	Phone or Email
MICHAEL HOTALING	2020 CAMINO del Rio N., SAN DIEGO, CA	(619-296-9373
ERIC RABOIN JPG	309 Reservoir Rd Lunenburg	617 201 2107
Jana Goldenberg	90 Cook Dr Roslyn NY	516 849-9508
LARRY Hoppenhaver	205 Hempstead Ave MALVERNE	Lhoppy5@optonline.net
Jeff Brutty	New York TRACON	Jeffrey.Brutty@faa.gov
Stacy Ci		
Ai Yamanaka		718-244-3791
PATRI		

Technical Advisory Committee Meeting #10

Materials Presented at Meeting

Agenda
Technical Advisory Committee Meeting No. 10
14 CFR Part 150 Study – John F. Kennedy International Airport

Wednesday, December 14, 2016

1:30 PM to 4:30 PM EST

1. Previous TAC Meeting Highlights
2. Review Homework Assignment No. 8 – Existing JFK noise control measures, Noise Compatibility Program (NCP) recommendations
3. Understanding Aircraft Noise Exposure with "What If" Scenarios
4. Review of the Major Departure and Arrival Procedures
5. Recap of Typical Noise Compatibility Program Strategies
6. Potential Noise Abatement Measures
7. Review the Project Schedule
8. TAC Homework Assignment No. 9
9. Future TAC Meeting Dates
10. Public Comment
11. Adjourn

Purpose and Objectives of the TAC

- **TAC members represent the interests of their organization and/or constituents**
- **The TAC's role is advisory**
  - **Review study documents**
  - **Provide input to the Port Authority related to the noise exposure maps and noise compatibility program**
- **TAC members are also expected to advise their organization and/or constituents of the TAC's discussions**

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

hn F. Kennedy International Airport – 14 CFR Part 150 Study
chnical Advisory Committee Meeting No. 10

Meeting Agenda

- Previous TAC Meeting Highlights
- Review Homework Assignment No. 8 – Existing JFK noise control measures, Noise Compatibility Program (NCP) recommendations
- Understanding Aircraft Noise Exposure with “What If” Scenarios
- Review of the Major Departure and Arrival Procedures
- Review of Typical Noise Compatibility Program Strategies
- Potential Noise Abatement Measures

Meeting Agenda (Continued)

- Review the Project Schedule
- TAC Homework Assignment No. 9
- Future TAC Meeting Dates
- Public Comment
- Adjourn

hn F. Kennedy International Airport – 14 CFR Part 150 Study
chnical Advisory Committee Meeting No. 10

Previous TAC Meeting Highlights

Highlights from the Previous Nine JFK TAC Meetings

- **TAC Meeting No. 1 (June 10, 2015) - Introduction to the Technical Advisory Committee**
  - Committee member introductions
  - Background, purpose, and objectives of the JFK 14 CFR Part 150 Study
  - Role of the TAC
  - TAC charter and participation agreement
- **TAC Meeting No. 2 (August 5, 2015) - Principles of Noise**
  - Acoustics principles, noise metrics, and aircraft noise assessment methods
  - JFK 14 CFR Part 150 Study data collection process
- **TAC Meeting No. 3 (October 6, 2015) - 14 CFR Part 150 Study Requirements**
  - 14 CFR Part 150 federal regulation
  - Noise modeling inputs and airport activity forecast
  - Update on Study Protocol development process

hn F. Kennedy International Airport – 14 CFR Part 150 Study
chnical Advisory Committee Meeting No. 10

Highlights from the Previous Nine JFK TAC Meetings (Continued)

- **TAC Meeting No. 4 (December 9, 2015) - Land Use and Noise Model Inputs**
  - Review the preliminary Existing Land Use map
  - Review the preliminary noise modeling inputs (flight tracks and departure/arrival altitude profiles)
- **TAC Meeting No. 5 (March 15, 2016) - Noise Model Inputs**
  - Review the aviation activity forecast
  - Samples of "custom" (user-defined) arrival and departure profiles
- **TAC Meeting No. 6 (April 13, 2016) - Aircraft Noise Levels**
  - Status of FAA approval for forecast and noise modeling inputs
  - Review of user-defined profiles
  - Comparison of sound levels produced by common aircraft at JFK

Highlights from the Previous Nine JFK TAC Meetings (Continued)

- TAC Meeting No. 7 (June 22, 2016) – Aircraft Noise Contours
  - Update on development of user-defined profiles
  - Review of the preliminary draft noise exposure contours
- TAC Meeting No. 8 (August 17, 2016) – Noise Exposure Analysis
  - Further details on preliminary draft noise exposure analysis
  - Description of preliminary draft JFK Noise Exposure Map (NEM) Report
  - Overview of NCP phase
- TAC Meeting No. 9 (October 19, 2016) – JFK Noise Control Measures
  - Status of Draft JFK NEM Report
  - Importance of TAC involvement during NCP phase
  - Summary of existing noise control measures associated with JFK
  - Initial TAC input on potential noise control measures to consider

hn F. Kennedy International Airport – 14 CFR Part 150 Study
chnical Advisory Committee Meeting No. 10

Review Homework Assignment No. 8

Review TAC Homework Assignment No. 8

- Review existing JFK noise control measures
- Bring questions and NCP recommendations to the next TAC meeting

hn F. Kennedy International Airport – 14 CFR Part 150 Study
chnical Advisory Committee Meeting No. 10

Understanding Aircraft Noise Exposure with "What If" Scenarios

Residential Land Use in the Vicinity of JFK

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

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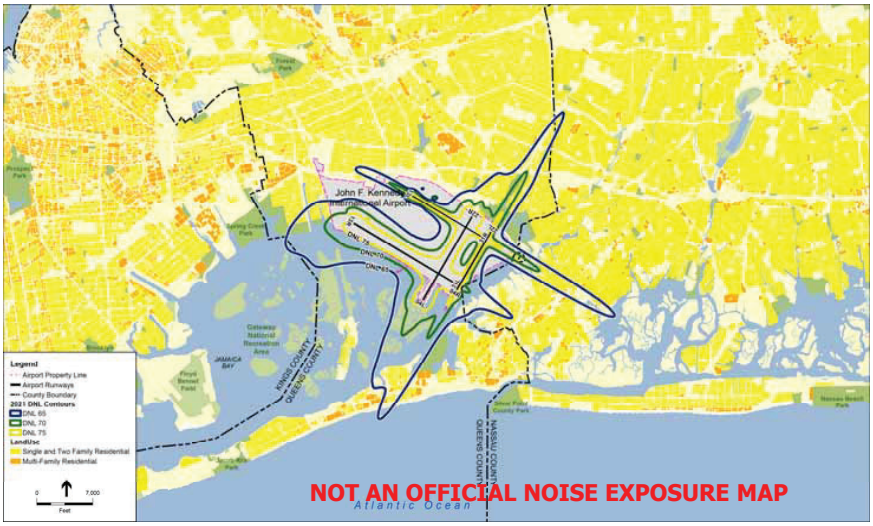
Residential Land Use in the Vicinity of JFK and the 2021 Day-Night Average Sound Level (DNL) 65 – 75 Contours



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

Population Density in the Vicinity of JFK

SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; U.S. Census Bureau, 2010.

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Population Density in the Vicinity of JFK and the 2021 DNL 65 – 75 Contours

SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; U.S. Census Bureau, 2010.

JFK Environs

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

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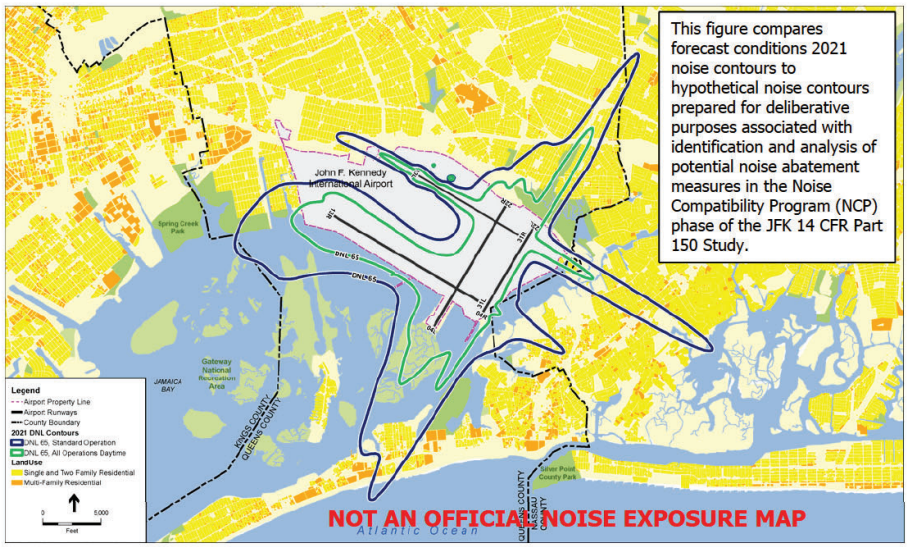
What if all JFK nighttime flights occurred in the daytime?



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

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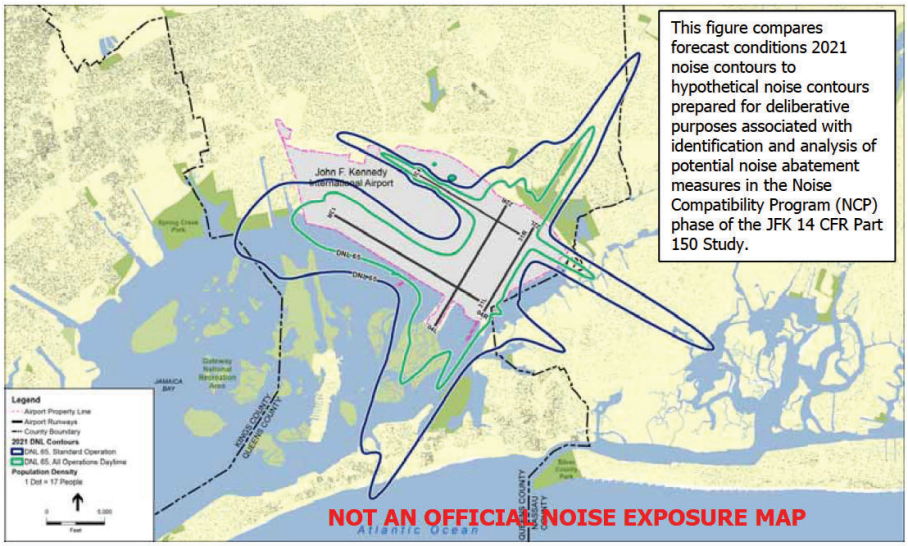

SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; U.S. Census Bureau, 2010.

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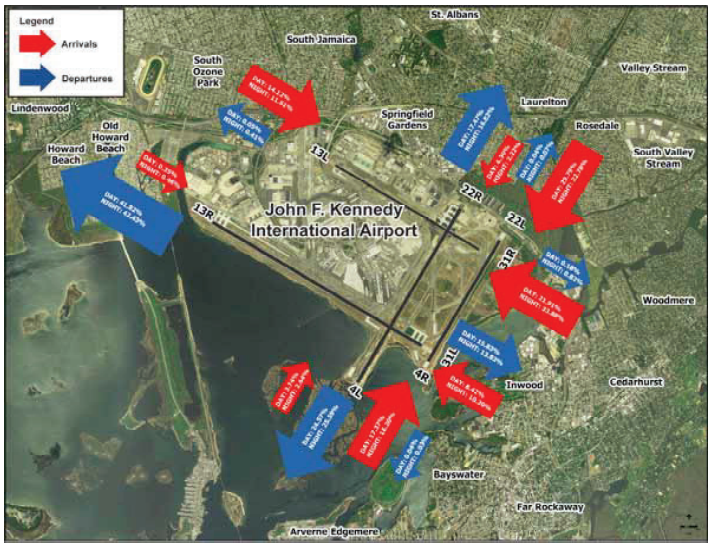
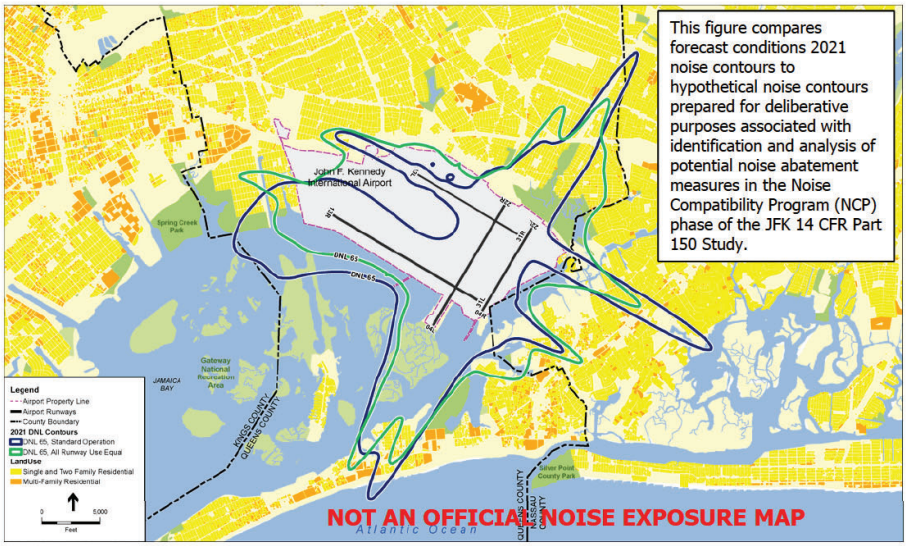
2016 and 2021 Integrated Noise Model Runway Use



NOTE: Does not include helicopter operations. Values may not add to 100% due to rounding. Runway utilization values represent calendar year 2014. Day: 7:00 A.M. to 10:00 P.M. Night: 10:00 P.M. to 7:00 A.M.
SOURCE: Environmental Science Associates, 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

What if each runway end is used equally?



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

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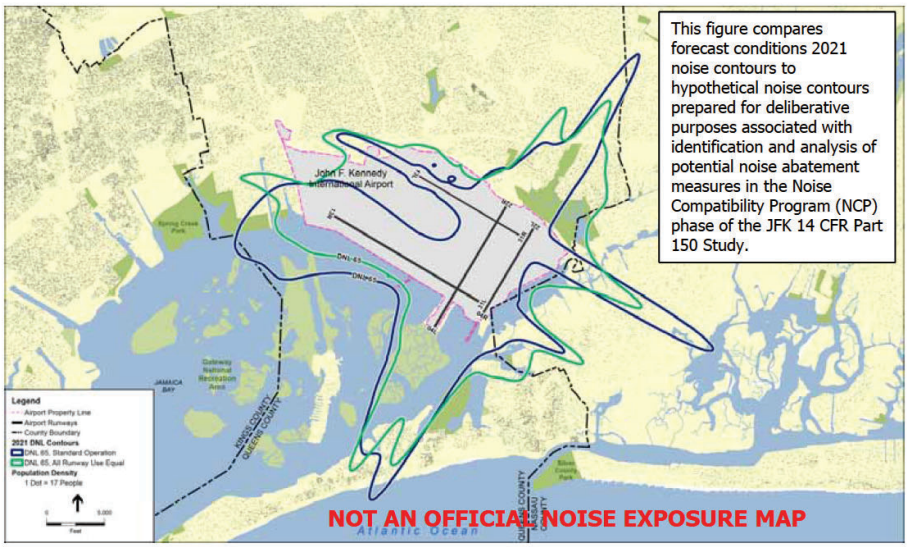

SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; U.S. Census Bureau, 2010.

Review the Major Departure and Arrival Procedures

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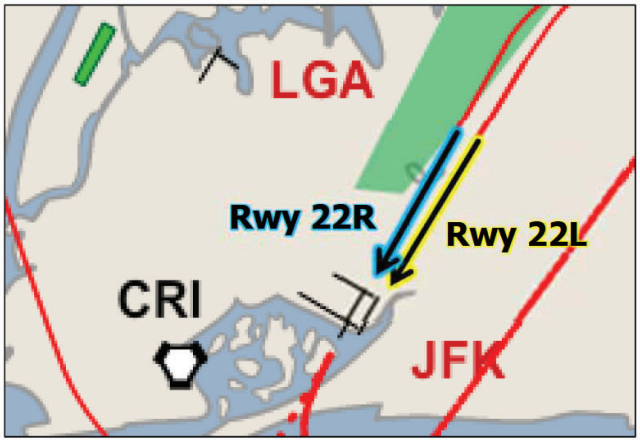
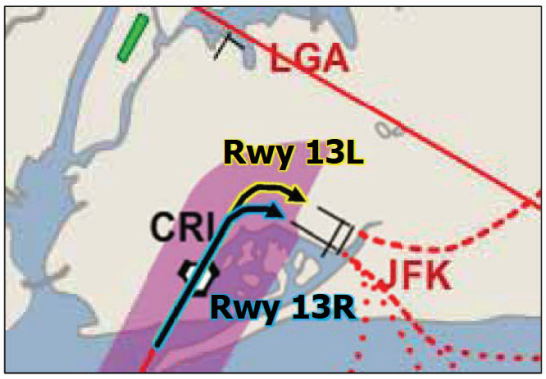
The ILS or Localizer (LOC) Rwy 22L and 22R Approaches



SOURCES:
- Traffic Flow Management Learning Center: NY Airspace Configurations. Federal Aviation Administration. Last Accessed: December 7, 2016. http://tfmlearning.fly.faa.gov/NY_Airspace/NY_Airspace_Pkg/NY_Airspace.swf.
- IFP Information Gateway Search Results: JFK New York/John F Kennedy Intl. Federal Aviation Administration. Last Accessed: December 7, 2016. https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=JFK
- Zoom-in and annotations by ESA.

The VOR or GPS Rwy 13L and 13R Approaches



These approaches are similar to the Parkway Visual Rwy 13L and 13R approaches.
When using the JFK VOR Rwy 13L approach, the LGA Coney climb is unavailable.

SOURCES:
- Traffic Flow Management Learning Center: NY Airspace Configurations. Federal Aviation Administration. Last Accessed: December 7, 2016. http://tfmlearning.fly.faa.gov/NY_Airspace/NY_Airspace_Pkg/NY_Airspace.swf.
- IFP Information Gateway Search Results: JFK New York/John F Kennedy Intl. Federal Aviation Administration. Last Accessed: December 7, 2016. https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=JFK
- Zoom-in and annotations by ESA.

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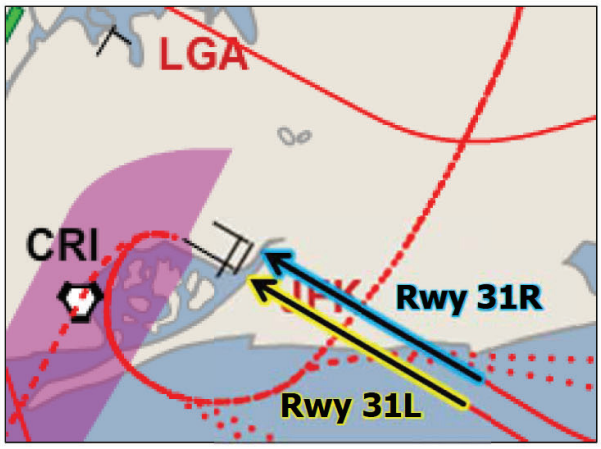
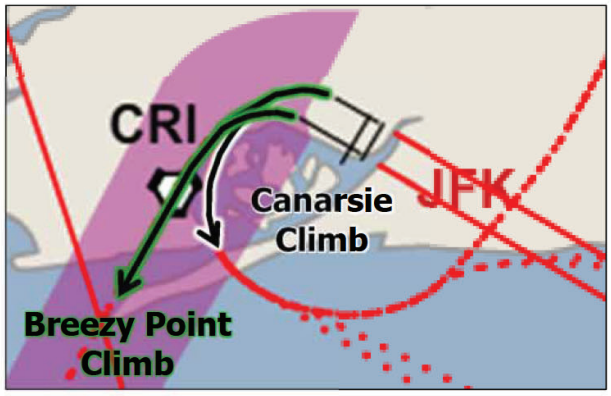
The ILS or LOC Rwy 31L and 31R Approaches



SOURCES:
- Traffic Flow Management Learning Center: NY Airspace Configurations. Federal Aviation Administration. Last Accessed: December 7, 2016. http://tfmlearning.fly.faa.gov/NY_Airspace/NY_Airspace_Pkg/NY_Airspace.swf.
- IFP Information Gateway Search Results: JFK New York/John F Kennedy Intl. Federal Aviation Administration. Last Accessed: December 7, 2016. https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=JFK
- Zoom-in and annotations by ESA.

The Breezy Point and Canarsie Climbs from Runways 31L and 31R



These climbs are present in a number of JFK conventional departures.
A number of JFK RNAV departures have similar flight paths.

SOURCES:
- Traffic Flow Management Learning Center: NY Airspace Configurations. Federal Aviation Administration. Last Accessed: December 7, 2016. http://tfmlearning.fly.faa.gov/NY_Airspace/NY_Airspace_Pkg/NY_Airspace.swf.
- IFP Information Gateway Search Results: JFK New York/John F Kennedy Intl. Federal Aviation Administration. Last Accessed: December 7, 2016. https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=JFK
- Zoom-in and annotations by ESA.

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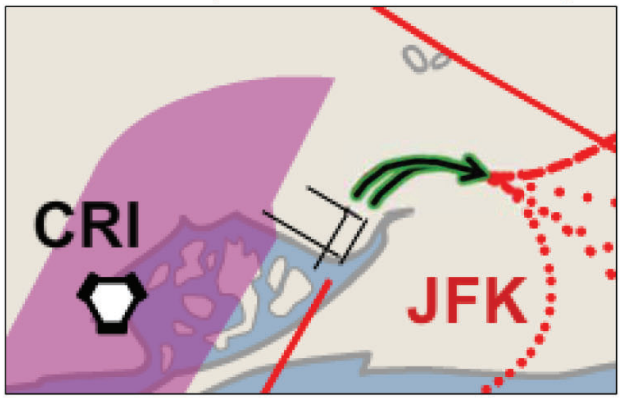
Multiple Conventional Departures from Runways 4L and 4R



The DEEZZ FOUR RNAV departure from Runways 4L and 4R has a similar turn to the right.

SOURCES:
- Traffic Flow Management Learning Center: NY Airspace Configurations. Federal Aviation Administration. Last Accessed: December 12, 2016. http://tfmlearning.fly.faa.gov/NY_Airspace/NY_Airspace_Pkg/NY_Airspace.swf.
- IFP Information Gateway Search Results: JFK New York/John F Kennedy Intl. Federal Aviation Administration. Last Accessed: December 12, 2016. https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=JFK
- Zoom-in and annotations by ESA.

Recap of Typical Noise Compatibility Program Strategies

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Major NCP Strategy Options

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered: NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Analysis of Each Strategy

- **Evaluate effectiveness of each measure in addressing the study objectives**
  - **The FAA will not approve NCP measures that do not reduce exposure to noise of DNL 65 and higher**
- **Evaluate feasibility (operational, safety, economic, etc.)**
- **Select preferred measures**
- **Identify implementation schedule, responsibilities, budget, funding sources, etc.**
- **If not recommended, document reasons why**

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Today's focus is noise abatement. Future TAC meetings will cover other strategies.

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
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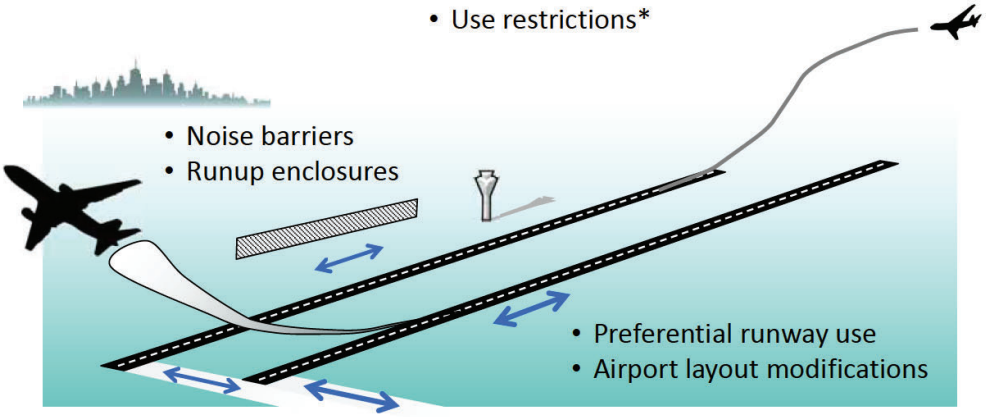
Types of Noise Abatement Strategies

- Noise abatement flight tracks
- Arrival/departure procedures
- Use restrictions*



Other actions proposed by stakeholders and/or recommended by the FAA

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

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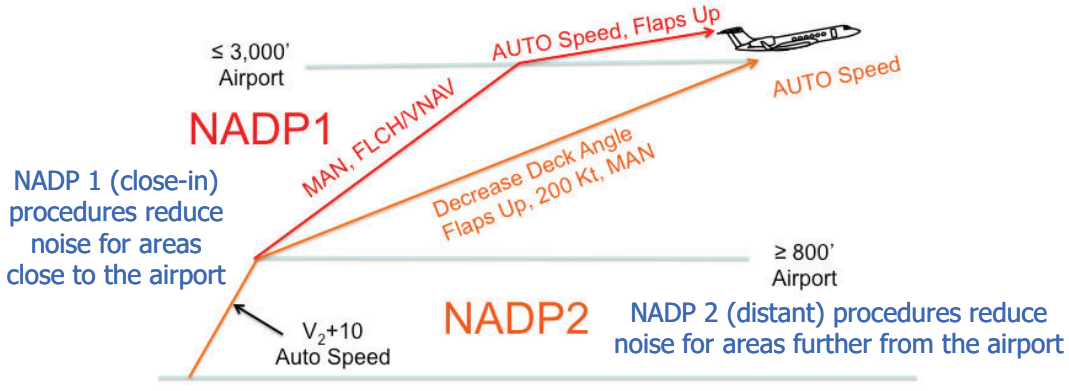
EXAMPLE: Noise Abatement Departure Procedures (NADPs)



Actual noise abatement departure procedures are aircraft- and operator-specific.

- SOURCE: Flight Operations, Supplement Number GAC-OMS-02: Noise Abatement Departure Procedures for JAA / EASA Operators. Gulfstream. June 25, 2008. Last Accessed: November 30, 2016. http://code7700.com/pdfs/gac_oms_2.pdf
- Image from http://code7700.com/noise_abatement.html. Last Accessed: November 30, 2016.
- Blue annotations by ESA.

Standard Evaluation Criteria for Noise Abatement Measures

- Level of noise reduction: must reduce noise within DNL 65
- Effects on airfield capacity and aircraft delay
- Effects on airspace/air traffic control procedures
- Consistency with FAA safety and other standards
- Other environmental effects
  - National Environmental Policy Act (NEPA) review required
- Operational effects and costs
- Financial feasibility
- Consistency with policies adopted by Airport Proprietor

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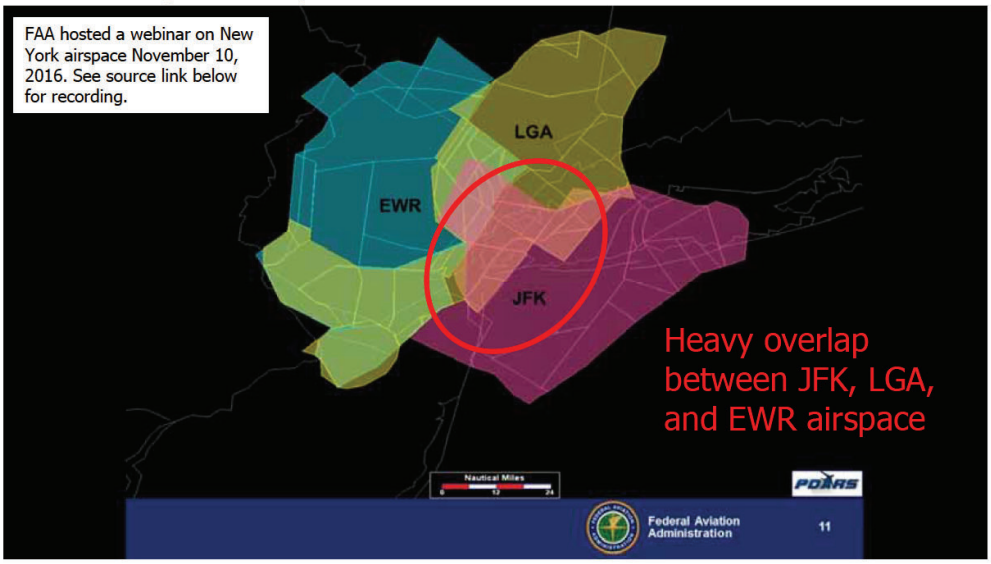
Noise Abatement Strategies – Challenges for JFK

- Opportunities to revise JFK airspace and flight procedures are constrained by operational requirements of multiple other airports in the New York / New Jersey area
  - Airspace and flight procedures are structured to minimize impacts of one airport upon another
- Opportunities to change JFK's runway configuration (i.e., directions of takeoffs and landings) and runway use are also constrained by operational requirements of other airports
  - Certain JFK approach and departure procedures have interdependent relationships with certain LGA approach and departure procedures

Noise abatement strategies for JFK and LGA are highly interconnected!

JFK Challenges: Airspace Boundaries



- SOURCE: FAA New York Airspace Webinar, November 10, 2016. https://attendee.gotowebinar.com/register/1209238868691416580. Last Accessed Nov 30, 2016.
- Zoom-in and annotations by ESA

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JFK Challenges: Heavy Traffic To/From Multiple Airports

- SOURCE: FAA New York Airspace Webinar, November 10, 2016. https://attendee.gotowebinar.com/register/1209238868691416580. Last Accessed Nov 30, 2016.
- Zoom-in and annotations by ESA

Potential Noise Abatement Measures

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Potential Noise Abatement Measures: Noise Abatement Flight Tracks

- **TAC Suggestions**
  - Implement noise abatement departure procedure on Runway 31L featuring a turn over Jamaica Bay / Park / Inlet
  - Make the location of departure paths consistent to limit exposure/maintain concentration of flights over a specific area
- **Public Suggestions Submitted During Draft JFK NEM Report Public Comment Period**
  - Place Runway 13L/13R arrivals over the Belt Parkway
  - Raise altitudes of helicopters flying the Track Route so that they are above arrivals to Runway 22L/22R
  - Turn Runway 31L and 22L departures to heading 180 as soon as possible
  - Disperse flight paths

Potential Noise Abatement Measures: Preferential Runway Use

- **Public Suggestions Submitted During Draft JFK NEM Report Public Comment Period**
  - Evenly distribute flights between Rosedale (near Runway 22L) and Laurelton (near Runway 22R)
  - Use Runway 31L more often for daytime arrivals October - February and more often for night-time arrivals in summer
  - Use Runway 13L more often for morning arrivals in summer
  - Reduce usage of Runway 22L for arrivals
  - Use Runways 31L and 22L for departures as much as possible
  - Rotate runways every 4 hours in situations of low winds
  - Use Runway 22L for nighttime arrivals

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Potential Noise Abatement Measures: Arrival and Departure Procedures

- **TAC Suggestions**
  - Adopt ICAO NADP 1 measures*
  - Implement consistent climb profiles through changing weather conditions (such as low clouds and storms)
  - Implement steeper glide slopes for arrivals
- **Public Suggestions Submitted During Draft JFK NEM Report Public Comment Period**
  - Have pilots lower landing gear closer to the airport
  - Use steeper glide slopes, including for Runway 22L arrivals
  - Have pilots maintain speed rather than decelerate over New Hyde Park
  - Have pilots use thrust reduction during departures

* ICAO NADP 1 measures are for noise-sensitive areas close to the airport.

Potential Noise Abatement Measures: Use Restrictions

- **TAC Suggestions**
  - **Move cargo operations to Stewart International Airport**
  - **Raise fees for noise violations and use those fees for noise mitigation/abatement**
- **Public Suggestions Submitted During Draft JFK NEM Report Public Comment Period**
  - **Prohibit helicopters from flying the Track Route when Runways 22L and 22R are in use**
  - **Prohibit helicopters from flying the Track Route entirely**
  - **Increase landing fees for airlines using older noise technologies**

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Potential Noise Abatement Measures: Other Actions Proposed By Stakeholders

- **TAC Suggestions**
  - **Make airspace more efficient through procedures/de-conflict the airspace, to better handle operational changes due to particular situations/weather conditions**

Solicit Additional Potential Noise Abatement Measures from the TAC

- Future TAC meetings will focus on land use and programmatic NCP measures

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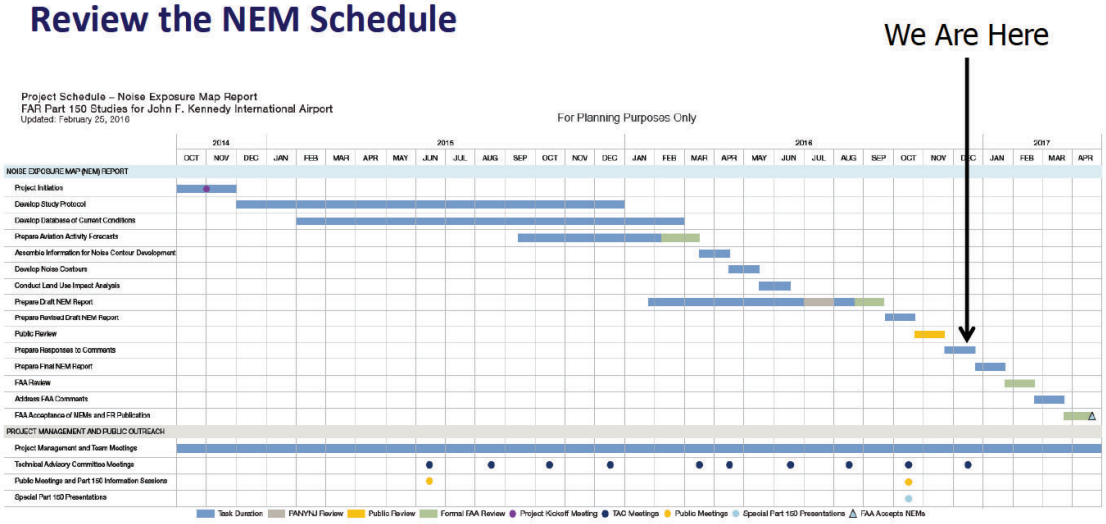
Review the Project Schedule

Review the NEM Schedule



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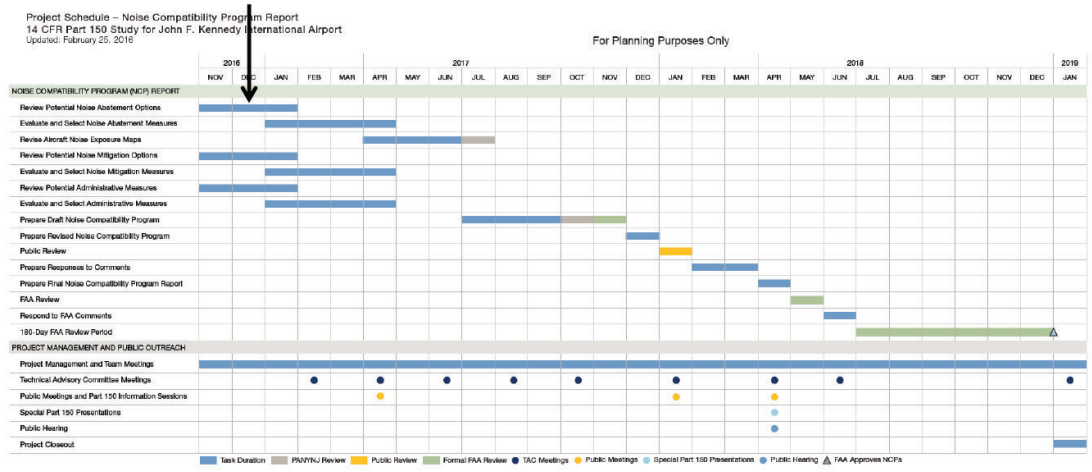
Review the NCP Schedule



The Final NCP is expected to be submitted to the FAA for review and approval in mid-2018.

TAC Homework Assignment No. 9

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TAC Homework Assignment No. 9

- **Review proposed noise abatement measures**
- **Bring questions and land use recommendations to the next TAC meeting**

Future TAC Meeting Dates

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Meeting Dates for TAC Meetings 11 and 12

- **TENTATIVE: TAC Meeting 11 – Wednesday, February 15, 2017**
- **TENTATIVE: TAC Meeting 12 – Wednesday, April 19, 2017**

Preliminary Agenda for TAC Meeting No. 11

- Previous TAC Meeting Highlights
- Review Homework Assignment No. 9 – Proposed noise abatement measures
- Discuss Potential JFK Land Use Options
- Review the Project Schedule

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Preliminary Agenda for TAC Meeting No. 11 (Continued)

- TAC Homework Assignment No. 10
- Future TAC Meeting Dates
- Public Comment
- Adjourn

Public Comment

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Adjourn

Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Peter Byrne, Deputy Project Director
  - Adrian Jones, JFK Technical Director
- Website:

  http://www.panynj.gov/airports/aircraft-noise-information.html
- E-Mail: NYPart150@panynj.gov

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Supplementary Slides

Terms and Concepts to Aid in Noise Abatement Discussion

- **Area Navigation (RNAV): enables aircraft to fly specific paths within a network of navigation beacons, including space-based beacons**
- **Day-Night Average Sound Level (DNL): Expresses average noise levels over a 24-hour period, with an additional weight of 10 dB for noise occurring between 10 P.M. and 7 A.M.**
- **Dispersal: Variation in headings / flight paths to reduce concentration of noise onto a single area**
- **Equivalent Lateral Spacing Operations (ELSO): A procedure design concept that allows RNAV standard departure flight tracks to be closer together than conventional departure tracks while maintaining safe separation between aircraft**

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Terms and Concepts to Aid in Noise Abatement Discussion (Continued)

- **International Civil Aviation Organization (ICAO): A body of the United Nations that establishes international standards and guidelines for aviation**
- **Noise Abatement Departure Procedure (NADP): A departure procedure designed to reduce noise levels for noise-sensitive areas either close to or distant from the airport**
  - **ICAO NADPs are similar to FAA NADPs shown in FAA Advisory Circular 91-53A (July 22, 1993)**
- **Optimized Profile Descent (OPD): a descent from cruise altitude that minimizes aircraft level-offs**

Terms and Concepts to Aid in Noise Abatement Discussion (Continued)

- **Perceived Noise Decibels (PNdB): Expresses perceived loudness of a single event**
- **Standard Operating Procedure (SOP): An FAA document describing procedures for air traffic control facility operation**
- **Stage 1 aircraft: aircraft that did not meet the FAA noise standards in 14 CFR Part 36, Section B36.5(b)**
  - **Example: Boeing 707-120**

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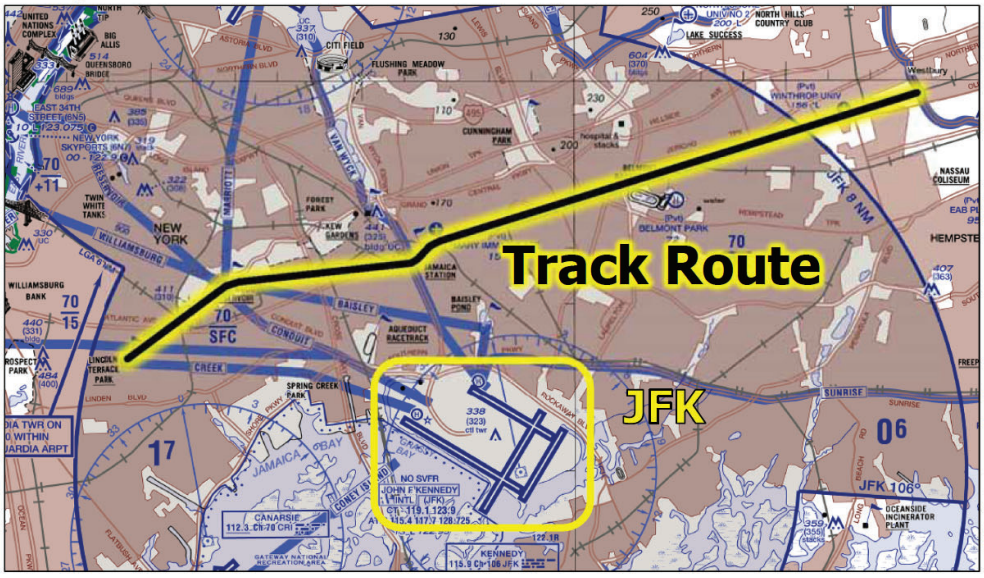
Terms and Concepts to Aid in Noise Abatement Discussion (Continued)

- **Stage 2 aircraft: aircraft that met the FAA noise standards in 14 CFR Part 36, but were only slightly less noisy than Stage 1 aircraft**
  - **Example: Boeing 727 without hushkit**
- **TRACON: Terminal Radar Approach Control. A facility where controllers use radar to guide aircraft approaching and departing airports, generally within 30 – 50 miles of those airports**
- **Vectoring: When a controller gives a specific compass heading to a pilot**

Helicopter "Track Route," Mentioned in Public Comments



- SOURCE: New York Helicopter Route Chart, 11th Edition. Federal Aviation Administration. Effective April 28, 2016.
- Zoom-in and annotations by ESA.

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Summary of Existing JFK Noise Abatement Measures

- **Departure noise limit of 112 Perceived Noise Decibels (PNdB); $250 penalty for each departure operation above the limit**
- **Prohibition on Stage 1 and 2 aircraft operations within continental United States**
- **Noise abatement procedures in New York TRACON SOP*, to be followed "when traffic, weather, and workload permit." These include, but are not limited to:**
  - **Preferred locations and directions for vectoring jet aircraft arrivals and departures**
  - **Advisements to jet aircraft pilots requesting an arrival runway other than the runway in use: "Runway XX, is not the selected noise abatement runway. Advise intentions."**
  - **Variation in headings for Runway 13 L/R jet departures**
  - **Preferred departure procedures between 11:00 P.M. and 7:00 A.M**

* FAA Order N90 7110.1D, February 15, 2016.

Technical Advisory Committee Meeting #10

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 10

14 CFR Part 150 Study – John F. Kennedy Airport

December 14, 2016 – 1:00 PM to 3:00 PM

Attendees:

TAC Members	
Name	**Representing**
Andrew Brooks	FAA – Airport Division
Michael Lamprecht	FAA
Tom Kuehn	JetBlue
Joe Cuomo	Nassau County Planning
Barbara Brown	New York Community Aviation Roundtable (NYCAR)
Patrick Evans	New York Community Aviation Roundtable (NYCAR)
Debbie Bearden	NY Airport Liaison
David Hopkins	NYC Economic Development Corp (EDC)
Adeel Yousuf	PANYNJ
Ai Yamanaka	PANYNJ
Anna Stachula	PANYNJ
John Selden	PANYNJ
Kelly Mitchell	PANYNJ
Stacey Gilbert	PANYNJ
Tom Bock	PANYNJ

Ralph Tamburro	PANYNJ
Robert Ori	Planning Technology, Inc. (PTI)
Jasmine Narang	Queens Borough President
Kevin Denning	Town of Hempstead
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net
Wes Sternberg	Town of North Hempstead

Public
Name
Edu Hermelyn
Eric Raboin
Jana Goldenberg
Jeff Bruts
Larry Hoppenhauer
Michael Hotaling
Stacy Gi

Study Team	
Name	**Representing**
Steve Alverson	ESA Airports
Mike Alberts	ESA Airports
Mike Arnold	ESA Airports
Chris Sequeira	ESA Airports
Maura Fitzpatrick	FHI
Ryan Walsh	FHI
Zainab Kazmi	FHI

Dave Rickerson	Kimley-Horn
Andra Horsch	Nicholas Lence
Josh Knoller	Nicholas Lence
Peter Byrne	VHB
Jennifer Hogan	VHB
Susan O'Donnell	VHB

Welcome and Introductions

Kelly Mitchell (PANYNJ) welcomed the TAC members.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He asked attendees to introduce themselves. He then reviewed the purpose and objectives of the TAC as well as his role as facilitator.

Steve Alverson (ESA Airports) reviewed the meeting agenda. He noted that are supplemental slides at the end of the presentation handout that include a glossary of terms and other background information for use by TAC members.

Previous TAC Meeting Highlights

Mike Arnold (ESA Airports) reviewed highlights from the past nine TAC meetings. – See TAC Meeting # 10 Presentation Slides for highlights.

Review of Homework Assignment #8

Mike Arnold (ESA Airports) reviewed the homework assignment from the last TAC meeting, which was to review the existing JFK noise control measures, and to bring questions and Noise Compatibility Program (NCP) recommendations to this meeting. He stated that this meeting would focus on NCP recommendations regarding noise abatement measures. The next two TAC meetings will focus on recommendations related to land use and programmatic measures.

Understanding Aircraft Noise Exposure with "What If" Scenarios

Mike Arnold (ESA Airports) presented the residential land use, and population density in the vicinity of JFK within the 2021 draft DNL 65-75 contours. He then presented two "what if" scenarios: shifting all JFK nighttime (between 10 P.M. and 7 A.M.) flights to daytime; and using each runway equally. He showed modeling results of these changes on the contour map. He explained that these two "what if" scenarios are not feasible, but are being presented for illustrative purposes. They

demonstrate how noise abatement strategies can reduce the contours or shift the noise impacts to compatible land uses or lower population density areas. In the case of the first scenario, where all nighttime activity was shifted into daytime, there would be a 5 DNL decrease overall in the contour size. In the second scenario, the "share the noise" approach would have each runway used equally for 12.5% of operations. The analysis showed that this would increase the size of the DNL 65 noise contour in some areas, while reducing its size in others.

David Hopkins (NYC EDC) asked for the parameters of nighttime activity. Mike Arnold (ESA Airports) responded that nighttime was defined as the period after 10 P.M. and before 7 A.M. He reminded the group that aircraft noise during those hours is weighted by an additional 10 decibel (dB) for calculating the Day Night Level (DNL).

Barbara Brown (NYCAR) stated that shifting nighttime activity to daytime is not realistic to people on the ground. She added that the maps do not show individual events, which can impact people more and leave them just as annoyed during the day as in the evening, particularly for those who are home during the day. Speaking to the first "what if" scenario, she noted that people would be more impacted if all nighttime activity shifted to the day because there would be a lot more individual events over a shorter period. She stated that some of the properties over which planes are flying are not in the 65 DNL contour. Mike Arnold (ESA Airports) responded that under this scenario, the daytime frequency of noise events will increase while nighttime noise events will be eliminated. Steve Alverson (ESA Airports) reemphasized that the nighttime activity shift is solely a hypothetical measure used to analyze where noise comes from and what areas have the potential for noise reduction.

Mike Arnold (ESA Airports) then presented a slide that was shown at the public workshops, which shows the Integrated Noise Model (INM) runway use, using arrows to depict the volume of arrivals and departures, quantified as percentages for daytime and nighttime activity. He also mentioned that this slide isn't included in the meeting's handout, but will be in the final version of the TAC meeting presentation that will be posted on the website. He demonstrated the different levels of activity across the runways. Mr. Arnold (ESA Airports) explained that the safety, efficiency, and weather are key factors in determining the runway use, therefore balancing the arrivals and departures equally among the runways or "sharing the noise" scenario is not feasible in real operating conditions. He also explained that this rebalance would have the impact of increasing aircraft noise in some areas that are currently outside of the DNL 65 contour. However, there may be opportunities for more modest adjustments that would reduce noise impacts to the most sensitive and/or densely populated areas.

Review of Major Departure and Arrival Procedures

Mike Arnold (ESA Airports) reviewed various procedures that are in place at JFK, including standard approaches and departures in and out of the airport. He reported that there are 29 different arrival procedures and seven different departure procedures, which may be considered for modifications in the NCP.

Recap of Typical Noise Compatibility Program Strategies

Steve Alverson (ESA Airports) reviewed NCP strategies that fall into three categories: Noise Abatement; Land Use; and Programmatic or Administrative measures. He gave examples of the types of activities in each category of measures. He reviewed the evaluation criteria used to assess proposed noise abatement measures, and the specific challenges of applying these strategies at JFK. He presented the JFK airspace boundaries, which were part of a webinar hosted by the FAA for the TAC and public on November 10, 2016. [1]
He then showed a graphic from the webinar illustrating that the New York area airspace is the most highly congested in the U.S., with multiple airports and heavy air traffic. He explained that 14 CFR Part 150 requires that certain NCP measures be reviewed by a sponsor of 14 CFR Part 150 Study and if one or more of these measures are not included in the NCP recommendations, there needs to be an explanation of why the measure or measures are not recommended.

As an example of a noise abatement strategy, Steve Alverson (ESA Airports) referenced a suggestion made by Delta Airlines at the last TAC meeting, that the NCP include the adoption of International Civil Aviation Organization (ICAO) Noise Abatement Departure Procedure 1 (NADP1) measures. He showed a slide comparing NADP1, which reduces noise for areas close to the airport, to NADP2, which reduces noise for areas further away from the airport. He noted that JFK is challenged with residential properties both close to and far from the airport. In most cases, airlines choose their departure procedures based on their own analysis.

Barbara Brown (NYCAR) asked for clarification on how these procedures relate to continuous climb, stating that continuous climb alleviates noise. Steve Alverson (ESA Airports) responded that continuous climb occurs when an aircraft is able to reach its ultimate cruise altitude seamlessly without being "held down" (leveled off) during the climb. This has noise abatement benefits, but a continuous climb can be used in both NADP1 and NADP2 departures. It is often external factors that determine whether an aircraft needs to be held down or not.

John Selden (PANYNJ) cited an example of an airport in Florida where these procedures have been adopted successfully.

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked whether the team could apply both procedures to JFK and determine their impact on the contour map.

[1] To view the webinar, visit:
https://attendee.gotowebinar.com/register/1209238868691416580

Steve Alverson (ESA Airports) stated that the team may do so, however they would not be able to evaluate this for all aircraft types, but would instead apply these procedures to the top 10 aircraft types (by proportion of total operations at JFK) for modeling purposes.

Potential Noise Abatement Measures

Steve Alverson (ESA Airports) reviewed the NCP recommendation requirements for approval. He then reviewed recommendations related to noise abatement that were given by TAC members at the last TAC meeting, as well as by members of the public during NEM comment period.[2] He reviewed the challenges specific to JFK for noise abatement measures, given its unique location close to so many residential units. He then led a discussion asking TAC members to provide additional ideas for the NCP under the noise abatement category to augment the list. These recommendations will go through a sensitivity analysis to assess their impacts on the noise contour map.

The additions to this list that the TAC members discussed and proposed are as follows:

1. Increase the glide slope angle
2. Implement Optimized Profile Descents (OPDs)
3. Displace Runway 22L landing threshold further south
4. Consider noise barrier around the airport in northern area (southeast Queens area) – including around Runways 22L and 22R
5. Reduce hold-downs for arrivals and departures
6. Implement procedures that allow Runway 22L/22R nighttime arrivals to remain at higher altitudes
7. Evaluate variations in glide slope for arriving aircraft; Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) stated that for Runway 4R arrivals, altitudes of aircraft in a selected dataset vary between 500 and 1,150 feet at 2.8 miles, which seems inconsistent with a glide slope of 3 degrees
8. Limit cargo flights between 11 P.M. and 6 A.M. or ban cargo activity between these times altogether
9. Look at New York / New Jersey / Philadelphia airspace redesign implementation and consider if there are any flight procedures for noise benefit which were not implemented

[2] See the full list of recommendations in the TAC meeting No. 10 Presentation. Available: http://panynjpart150.com/AdminPages/GetProjectFile.asp?a=JFK&f=JFK%20TAC%20Meeting%20No.%2010%20Presentation%20-%20December%2014,%202016.pdf

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked whether PANYNJ could apply for noise mitigation funds once a recommendation has been accepted by FAA rather than waiting for completion of and acceptance of the full study. Andrew Brooks (FAA) responded that FAA cannot issue noise mitigation funding until the NCP is completed.

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked whether the PANYNJ can determine if residences within the DNL 65 contour in Howard Beach that were already insulated against the noise of the JFK AirTrain have sufficient noise mitigation already or whether additional insulation is needed.

Project Schedule

Steve Alverson (ESA Airports) reviewed the project schedule for the NEM phase and the NCP phase. He stated that the FAA will likely review the submitted NEMs within 45 days after receipt.

TAC Homework Assignment No. 9

Steve Alverson (ESA Airports) reviewed the next homework assignment, which is to review the proposed noise abatement measures and provide land use recommendations to the next TAC meeting.

Future TAC Meeting Dates

Steve Alverson (ESA Airports) stated that the next TAC meeting is tentatively scheduled to take place on Wednesday, February 15, 2017 from 1:00-4:00 PM. The TAC meeting following that one is tentatively set for Wednesday, April 19, 2017.

Mr. Alverson added that the next TAC meeting would focus on the potential JFK land use options.

TAC Comments

Ryan Walsh (FHI) then asked if TAC members had any additional comments or questions.

Patrick Evans (NYCAR) asked if public comments on the NEM were going to be incorporated into the document. Steve Alverson (ESA Airports) responded that all public comments received on the document will be categorized, and a response to each of the comments will be included in the next version of the NEM report in an appendix, similar to how comments are addressed within an Environmental Assessment document.

Patrick Evans (NYCAR) asked if any of the comments received would result in adjustments to the NEMs. Steve Alverson (ESA Airports) responded that if there are

any items that were raised in the comments that would cause the team to question the technical work, they would look back at the NEMs. However, he added that most of the comments received to date have been on NCP measures.

Public Comments

Ryan Walsh (FHI) then asked if there were any comments or questions from the public. There were no questions from members of the public.

Adjournment

Ryan Walsh (FHI) adjourned the meeting and thanked all attendees for their participation.

D-4 Technical Advisory Committee Meeting #11 February 15, 2017

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Technical Advisory Committee Meeting #11

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF THIRTEENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	**Wednesday, February 15, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor** **Jamaica, NY 11430**

LGA Technical Advisory Committee Meeting

DATE:	**Thursday, February 16, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**LaGuardia Airport, Hangar 7 Center, 3rd Floor** **Flushing, NY 11371**

JFK TAC Meeting #11 February 15, 2017

First	Last	Representing	Alternates	Primary	Alternate
Tom	Bock	Port Authority			
~~Brooks~~ Arlene	Brooks	FAA - Airport Division	Lindsay Butler	✓	
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans	✓	
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon	✓	
Kevin	Denning	Town of Hempstead			
Stephen	Everett	NYC Department of City Planning	Scott Solomon		✓
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority			
Stacey	Gilbert	Port Authority			
Robert	Goldman	Delta Airlines	Mark Hopkins	✓	
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
David	Hopkins	NYC Economic Development Corp		✓	
Bill	Huisman	Aviation Development Council		✓	
Steve	Kapsalis	FAA - NY ADO	Suki Gill		✓
Ed	Knoesel	Port Authority			
Michael	Lamprecht	FAA			
Michael	Levine	Town of North Hempstead	Neal Stone		
Tom	Malone	FAA - Flight Standards Division	Dave Swanson		

Alternate for Neal Stone

Wes Sternberg ✓

Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		
Kelly	Mitchell	Port Authority		✓	
Rob	Mitchell	Jet Blue	Tom Kuehn		✓
Glenn	Morse	United Airlines		✓	
Jasmine	Narang	Queens Borough President	Jack Liebler		
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead	Marilyn Chapoteau	✓	✓
John	Selden	Port Authority		✓	
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Anna	Stachula	Port Authority		✓	
Ralph	Tamburro	Port Authority		✓	
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority			

Consultant Sign In
JFK TAC Meeting 11 - February 15, 2017

First	Last	Representing	In Attendance
Steve	Alverson	ESA Airports	✓
Mike	Arnold	ESA Airports	✓
Chris	Sequeira	ESA Airports	✓
Arnold	Bloch	FHI	—
Maura	Fitzpatrick	FHI	✓
Zainab	Kazmi	FHI	✓
Ryan	Walsh	FHI	✓
Mike	Alberts	KB Environmental	✓
Clint	Morrow	KB Environmental	
Andra	Horsch	Nicholas Lence	✓
Josh	Knoller	Nicholas Lence	
Cheryl Ann	Albiez	Port Authority	
Stacey	Gilbert	Port Authority	
Ed	Knoesel	Port Authority	
Kelly	Mitchell	Port Authority	✓
Adeel	Yousuf	Port Authority	
Peter	Byrne	VHB	✓
Jennifer	Hogan	VHB	✓
Susan	O'Donnell	VHB	✓
Rich	Lois	VHB	✓
Ralph	Tamburro	PANYNJ	✓
Xiaobo Liu	Liu	PANYNJ	✓

Justin Bernbach. PANYNJ ✓
for Stacey Gilbert

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #11
February 15, 2017 (1:00 p.m. – 4:00 p.m.)
JFK Airport

Sign-In Sheet
ELECTEDS

Name/Organization	Address	Phone or Email
P'nina Gluck	95-16 Rockaway Beach Blvd	gluckp@nyassembly.gov
of MofA Stacey Pheffer Amato	Rockaway Beach, NY 11693	Kernozek ad nyassembly.gov
Amanda Kernozek	" "	
Congressman Suozzi FD03	478 Park Ave Huntington	Justin.Connor@mail.House.Gov
Imani Maye	Senator Todd Kaminsky 55 Front St. RVC	maye@nysenate.gov

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #11
February 15, 2017 (1:00 p.m. – 4:00 p.m.)
JFK Airport

Sign-In Sheet

Name/Organization	Address	Phone or Email
ERIC RABOIN	The Jones Payne Group	eRaboin@jonespayne.com
XIAOBO LIU		
Zack DeLaune/FAA		
LARRY HOPPENHAUER	205 Hempstead Ave. MALVERNE NY 11565	Lhoppy5@optonline.net

Technical Advisory Committee Meeting #11

Materials Presented at Meeting

Agenda
Technical Advisory Committee Meeting No. 11
14 CFR Part 150 Study – John F. Kennedy International Airport

Wednesday, February 15, 2017

1:00 PM to 4:00 PM EST

1. Review Homework Assignment No. 9 – Proposed noise abatement measures
2. Departure and Arrival Noise Contributions
3. Recap of Typical Noise Compatibility Program Strategies
4. Summary of Noise Compatibility Program (NCP) Measures at Other Airports: Years 2000 – 2016
5. Potential Land Use Strategies: Remedial Mitigation
6. Potential Land Use Strategies: Preventative Mitigation
7. Review the Project Schedule
8. TAC Homework Assignment No. 10
9. Future TAC Meeting Dates
10. Public Comment
11. Adjourn

Purpose and Objectives of the TAC

- TAC members represent the interests of their organization and/or constituents
- The TAC's role is advisory
  - Review study documents
  - Provide input to the Port Authority related to the noise exposure maps and noise compatibility program
- TAC members are also expected to advise their organization and/or constituents of the TAC's discussions

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11

Meeting Agenda

- Review Homework Assignment No. 9 – Proposed noise abatement measures
- Departure and Arrival Noise Contributions
- Recap of Typical Noise Compatibility Program Strategies
- Summary of Noise Compatibility Program (NCP) Measures at Other Airports: Years 2000 – 2016
- Potential Land Use Strategies: Remedial Mitigation

Meeting Agenda (Continued)

- Potential Land Use Strategies: Preventative Mitigation
- Review the Project Schedule
- TAC Homework Assignment No. 10
- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11

Review Homework Assignment No. 9

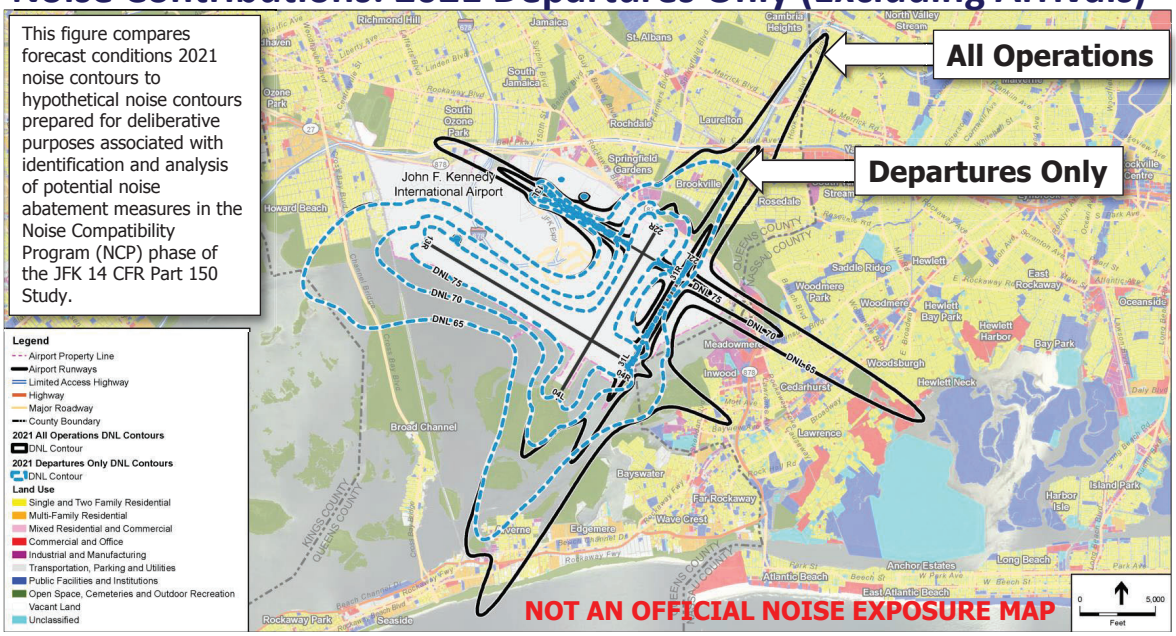
Review Homework Assignment No. 9

- Review proposed noise abatement measures
- Bring questions and recommendations to the next TAC meeting

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11

Departure and Arrival Noise Contributions

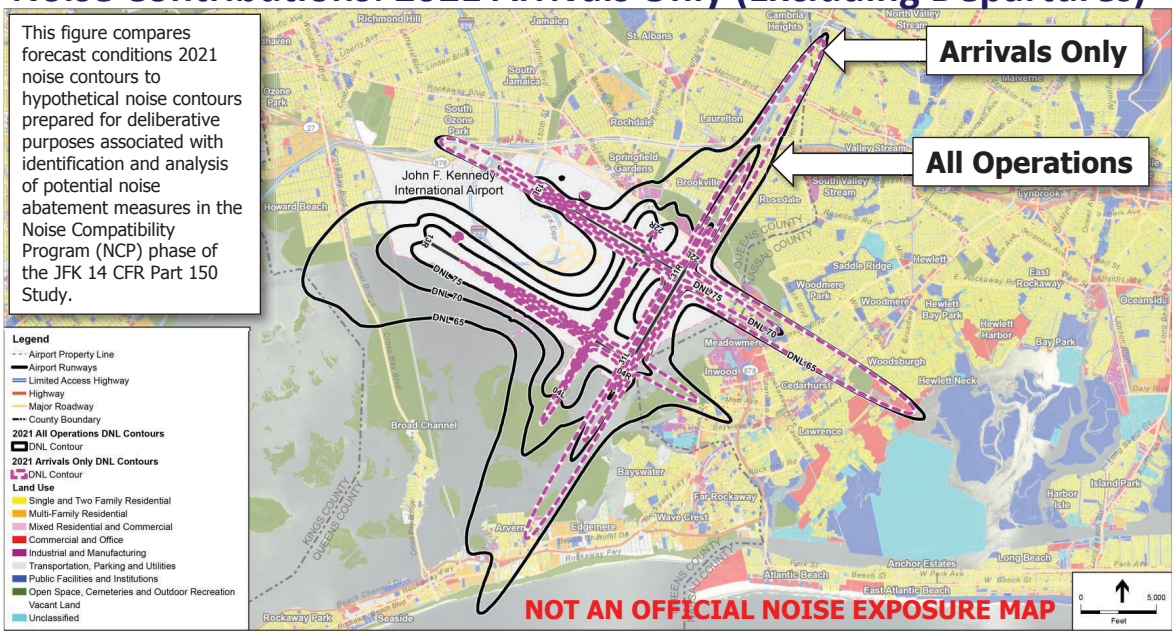
Noise Contributions: 2021 Departures Only (Excluding Arrivals)



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; Planning Technology, Inc. 2016.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11
DRAFT – SUBJECT TO CHANGE

Noise Contributions: 2021 Arrivals Only (Excluding Departures)



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; Planning Technology, Inc. 2016.

Recap of Typical Noise Compatibility Program Strategies

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11

NCP Measures That Are Required to Be Considered (14 CFR Part 150, Section B150.7)

Noise Abatement	Noise Mitigation
Preferential runway system	Property acquisition and avigation easements
Noise abatement flight procedures and flight tracks	Noise barriers and acoustical shielding
Aircraft operating restrictions based on noise characteristics*	
Other actions to control or abate noise recommended by stakeholders	
Other actions recommended for airport-specific analysis by the FAA	

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Major NCP Strategy Options

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11

Analysis of Each Strategy

- **Evaluate effectiveness of each measure in doing the following to the maximum extent practicable*:**
  - **Confining the DNL 75 contour to be within the airport property boundary**
  - **Establishing / maintaining compatible land use between DNL 65 and DNL 75**
- **The FAA cannot approve NCP measures that do not reduce noise exposure within DNL 65 and higher**
- **Evaluate feasibility (operational, safety, economic, etc.)**
- **Select preferred measures**
- **Identify implementation schedule, responsibilities, budget, funding sources, etc.**
- **If not recommended, document reasons why**

* 14 CFR Part 150, Sec. B150.1(b)(3)

Summary of NCP Measures at Other Airports: Years 2000 – 2016

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11

Noise Abatement Measures, 2000 – 2016: 82 Measures

- **47 measures (57%) approved by FAA. Common themes:**
  - **Revisions to air traffic control tower letters to airmen concerning noise abatement measures**
  - **Requests for flight procedure chart changes to show noise-sensitive areas; note that FAA may or may not make the change**
  - **Establishment or continuation of airport layout modifications and voluntary operational procedures that show noise benefits within DNL 65**
  - **Requests for studies of procedures that may show benefits within DNL 65**
  - **Auxiliary power unit usage restrictions**
  - **Voluntary restrictions on reverse thrust**
- **2 required no FAA action**
  - **Legislative action (lobbying): Federal agencies are restricted from lobbying**
  - **Reduced-thrust awareness program: FAA action not needed until after a study of potential program impacts**

Noise Abatement Measures, 2000 - 2016 (Continued)

- 32 measures (39%) disapproved by FAA. Common themes:
  - Local ordinances restricting aircraft flight paths, altitudes, or numbers of operations
  - Proposed operational procedures, airport layout modifications, or stakeholder working groups without sufficient noise benefit information
  - Proposed operational procedures that would negatively affect air traffic safety, efficiency, or capacity
  - Construction of noise barriers that would not reduce noise exposure of incompatible land uses
  - Actions subject to 14 CFR Part 161 (e.g. aircraft phase-outs, curfew expansions, expansions of fines), pending compliance with 14 CFR Part 161
- 1 approved and disapproved in part
  - Relocation of a ground runup enclosure (GRE) was approved, but construction of a new GRE was disapproved because the land to be affected was already compatible with noise levels

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 11

Land Use Measures, 2000 – 2016: 74 Measures

- 66 measures (89%) approved by FAA. Common themes:
  - Sound insulation of residential properties in DNL 65 constructed before Oct 1, 1998
  - Prohibitions on noise-sensitive land uses in DNL 65
  - Acquisition of avigation easements for non-compatible land use in DNL 65; not a guarantee of federal funding
  - Adoption of noise overlay zoning, compatible land use zoning, or airport influence areas based on NEMs
  - Adoption of building code amendments and construction review guidelines
  - Disclosure of noise in advance of land use permitting and construction
  - Modification of land use plans
  - Local acquisition or annexation of land in DNL 65; not a guarantee of federal funding
  - Proposals to study aircraft ground noise using airport entitlement funds

Land Use Measures, 2000 – 2016 (Continued)

- 0 required no FAA action
- 3 measures (4%) disapproved by FAA. Common themes:
  - Airport hazard zoning: does not fall within the auspices of 14 CFR Part 150
  - Adoption of noise overlay/compatible land use zoning not based on NEMs; local jurisdictions can still adopt these outside the auspices of 14 CFR Part 150
  - Airport Improvement Program (AIP) funding to mitigate noise outside DNL 65: prevented by Public Law 108-176, Vision 100-Century of Aviation Reauthorization Act (December 12, 2003)*
  - Requests for noise barriers without study of noise benefits
- 5 approved and disapproved in part
  - Approved: Amendments to local building codes, application procedures, and zoning based on approved Noise Exposure Maps
  - Disapproved for purposes of 14 CFR Part 150: Airport funding incentives for construction outside DNL 65; use of unofficial Noise Exposure Maps

* Prevented when there is no local adoption of a more-stringent standard than DNL 65

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Programmatic Measures, 2000 – 2016: 31 Measures

- 31 measures (100%) approved by FAA. Common themes:
  - Airfield signs related to noise abatement; wording and placement subject to final review and approval by FAA
  - Broadcasts of noise abatement information on airport Automatic Terminal Information Service (ATIS)
  - Development or enhancement of noise complaint response systems
  - Establishment of voluntary airport "Fly Quiet" programs or encouragement of similar manufacturer/trade association programs
  - Jeppesen inserts on noise abatement measures for pilots
  - Staff positions for implementation of NCP or noise monitoring programs
  - Installation of systems to monitor compliance with noise abatement measures
  - Establishment or continuation of noise advisory committees

Programmatic Measures, 2000 – 2016 (Continued)

- **31 measures (100%) approved by FAA. Common themes (continued):**
  - **NEM, NCP, or airport noise program updates**
  - **NCP implementation and management**
  - **Regular discussions of noise concerns with FAA air traffic controllers**
  - **Establishment or maintenance of noise monitoring systems**
  - **Public and pilot information programs related to aircraft noise**
- **0 disapproved**

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Today's focus is land use. A future TAC meeting will cover programmatic measures.

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Potential Land Use Strategies: Remedial Mitigation

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Structural Soundproofing

- Retrofitting structures to reduce interior noise levels. For example:
  - Insulation
  - Walls and roofs (e.g. thicker roof sheeting and thicker sheetrock)
  - Windows with stronger sound attenuation (i.e. a higher Sound Transmission Class rating)
  - Solid core exterior doors
  - Closure of external openings (e.g. baffling of vents and flues, caulking around windows and doors, weatherstripping)
  - Forced-air systems (reduces the need to open windows)
- May include an upper limit on per-unit soundproofing cost
- Avigation easement routinely required

Not all structures will be eligible. Eligibility factors include but are not limited to: existing interior noise levels, ambient/self-generated noise levels, previous sound insulation treatment, and whether non-compatible land use was in place before October 1, 1998.

Structural Soundproofing: Benefits

- Mitigates key contributors to noise impact:
  - Sleep disruption
  - Interference with normal conversation
  - TV and audio entertainment impacts
- Improved inside quality of life for residents
- Increased energy efficiency resulting from soundproofing upgrades to homes
- Improvements add to value of residential uses
- Airport receives avigation easement in exchange for providing soundproofing assistance

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Structural Soundproofing: Challenges

- Opening windows / doors negates value of soundproofing
- Does not mitigate impacts to outdoor activities
- Not all homes within noise contour will qualify for soundproofing
- Historic structures have more-stringent ordinance requirements that may prevent certain improvements and increase costs significantly
- Programs typically take decades to complete. For example:
  - O'Hare International Airport - 10,925 homes, 22 years
  - Logan International Airport – 11,000 homes, 30 years
  - San Francisco International Airport – 15,000 homes, 30 years
  - San Diego International Airport – over 2,694 homes, 19 years
  - Seattle-Tacoma International Airport – 9,636 homes, 31 years

Structural Soundproofing: Challenges (Continued)

- Soundproofing typically focuses on structures in highest noise exposure contour first, then proceeds outward
- Costs can be significant, and implementation is based on availability of funding
- Soundproofing actions can vary considerably from structure to structure
- Significant administrative requirements with the program
- Incompatible land uses constructed after October 1, 1998 are generally not eligible for mitigation, as described in the FAA's March 27, 1998 policy published in the Federal Register at 63 FR 16409

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Land Acquisition

- Purchase of eligible properties within a noise-impacted area
  - Within the DNL 65 contour
  - Not subject to other significant noise sources (e.g. rail, major highway)
- Acquisitions based on fair market value property appraisal process per Federal requirements*
- Land acquisition is paired with sales assistance program
- Relocation assistance provided per Federal requirements*
- Typically employs voluntary acquisition process not involving use of eminent domain
- Acquired property required to be sold and proceeds returned to FAA unless land is needed for a documented aviation need

* Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)

Land Acquisition: Benefits

- Relocates impacted persons from noise-impact areas
- Facilitates future compatibility through placement of deed restrictions on purchased property
- Can facilitate creation of close-in compatible flight corridors
- Can be paired with a Purchase Assistance Program, where airport guarantees purchase of property for Fair Market Value
- Land acquisition required to follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)
  - Provides equivalent housing to participants
  - Provides financial assistance for relocation-related costs
  - Can provide acquisition assistance up to set limits for dwelling cost disparity

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Land Acquisition: Challenges

- The most costly form of noise mitigation
- Long term maintenance/liability issues
  - Requires demolition of purchased dwellings
  - Long-term cost to maintain properties (mowing, fencing, security, etc.)
- Removes property from tax rolls
- Potential disruption to neighborhoods/communities
- Voluntary purchase can result in patchwork of purchased vs. remaining residences

Avigation Easement Purchase

- Avigation easements are a conveyance of airspace over a property for use by the airport that:
  - Includes right of aircraft flight over property
  - May also include prohibition of obstructions or interference in the airspace
  - Can be legally enforced, if / when necessary
- Avigation easements are paired with other mitigation/preventative measures (e.g. soundproofing)
- Avigation easements are not an open-ended grant to increase noise levels
- Easement value based on:
  - Percentage of appraised fair market value
  - Or, uniform lump sum amount

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Avigation Easement Purchase: Benefits

- Easement recipient acknowledges right of aircraft overflight
- Provides some level of compensation to current owners that may be used for soundproofing
- Provides a form of disclosure to future purchases
- Easement remains in place regardless of sale of property (i.e. it "runs with the land," not with the owner)
- Helps protect airport from noise-related litigation
- Renders property a compatible land use under airport's NCP

Avigation Easement Purchase: Challenges

- Provides no reduction in noise exposure
- Easement cost can be controversial to establish
- No guarantee that proceeds from easement will be used on soundproofing improvements
- A one-time payment: subsequent property owners receive no compensation for easement
- Does not preclude community engagement of political leaders to change flight operations impacting property
- Easement purchase is not in favor with the FAA as a noise mitigation technique

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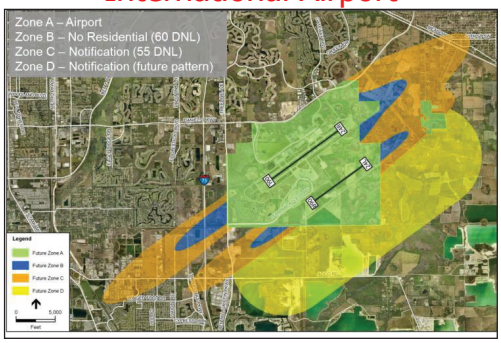
Potential Land Use Strategies: Preventative Mitigation

Noise Overlay Zoning

- Augments/enhances traditional zoning controls by focusing on a specific area with noise-related requirements
- Must be implemented by local jurisdictions consistent with state enabling legislation
- Efficient way to incorporate provisions into existing traditional ordinances
- Typically includes provisions establishing:
  - Permitted land uses by zone
  - Easement requirements for new or redeveloped uses
  - Required interior-to-exterior noise level reductions by zone
  - Procedures for variances
  - Often includes disclosure requirements
- Tiered into zones, with more restrictive provisions as DNL increases

Example: Southwest Florida International Airport



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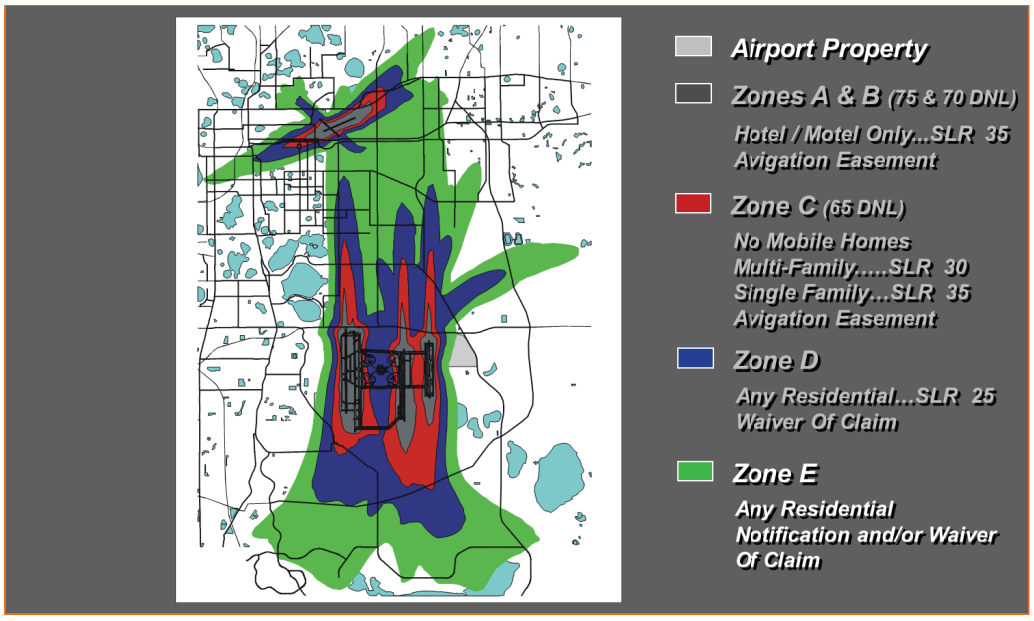
Noise Overlay Zoning Example: Orlando International Airport



Zones are associated with outlines of shown noise contours. "SLR": Sound Level Reduction

Noise Overlay Zoning: Benefits

- Enhances compatibility of new or redeveloped land uses
- Establishes definitive requirements within overlay zone for development review
- Can be used to implement actions outside DNL 65 contour (i.e. disclosure)
- Consistent with protecting public, health, safety, and general welfare
- Technique is used as an established means of achieving a variety of planning goals
- Mechanism for implementing other compatibility measures
- Noise compatibility requirements are contained within a single zoning section in an ordinance rather than multiple sections

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Noise Overlay Zoning: Challenges

- Best suited to areas experiencing new or large-scale redevelopment
- Development / administration of overlay zoning is sole prerogative of local jurisdictions
- Overlay zoning not widely employed in areas outside of New York City (e.g. Nassau County)
- Increased regulations can be locally controversial
- Creates new non-conforming uses that are challenging to address
- Adds complexity to existing codes and increases administrative requirements
- More-stringent new construction/renovation requirements inside noise overlay zone

Comprehensive Planning

- Prescribes public policy in the areas of utilities, transportation, land use, recreation, housing, and environment
- Comprehensive Planning process provides significant opportunity for citizen participation and disclosure
- Inclusion of noise compatibility in the plans of affected communities is a logical and reasonable action
- Authority for Comprehensive Plans is vested in County, Town, City and Village jurisdictions
- Adoption of Comprehensive Plans under current New York State Zoning enabling provisions is currently voluntary

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Comprehensive Planning: Benefits

- Provides legal basis for use of police powers (e.g. zoning)
- Incorporating noise compatibility into Comprehensive Plans provides justification for compatibility actions
- Most beneficial for preventing future non-compatible development
- Planning goals and objectives can support basis to support land use compatibility
- Provides process for developing community consensus
- Provides blueprint for future governmental actions by the jurisdiction, e.g.
  - Zoning/rezoning
  - Redevelopment
  - Land Use Plans
  - Building code enhancement

Comprehensive Planning: Disadvantages

- A number of smaller Nassau County communities do not have Comprehensive Plans
- To be effective, political will to follow through on plan recommendations is required
- Land use goals and objectives can often be construed in a way that undermines compatibility goals
- Comprehensive Plans can take years to be prepared and approved
- PANYNJ would need to participate in planning processes as a stakeholder

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Real Estate Disclosure

- Allows a potential property buyer to make informed and documented decision about property near an airport
- Requires that potential buyers be informed of proximity to airport, potential for aircraft noise, and information about the noise prior to purchase
- Signed disclosure document should be recorded at time of purchase
- Disclosure can be limited to impacted areas, or be more broadly employed at jurisdiction's discretion
- Disclosure requirements in areas outside noise contours should reflect issues triggering disclosure requirement
- Precedent for disclosure in New York is found in the 2002 Property Condition Disclosure Act (PCDA)
  - PCDA currently does not specifically identify noise, but does identify other environmental conditions
  - Currently only covers residential uses of four units or less and includes an opt-out provision

Real Estate Disclosure: Advantages

- Potential buyers can make informed decision about noise
- Recordation of disclosure provides some level of protection for airport and seller
- Removes claim of not knowing about airport noise
- Precedent established in New York by the 2002 Property Condition Disclosure Act (PCDA)
- Reduces seller's liability for post-sale claims since buyers sign disclosure up-front

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Real Estate Disclosure: Disadvantages

- Disclosures do not reduce noise
- Adverse reaction from:
  - Realty community
  - Property owners concerned with buyers walking away
- Political will is needed at local level
- To be successful, enforcement of policies is necessary
- Places an obligation on the airport to disclose noise levels to realtors
- Retention of PCDA $500 opt-out credit to buyer could negate benefit

Building Code Revisions for Noise Level Reduction

- Code revisions to reduce interior noise levels in noise-sensitive development / redevelopment / renovation
- Soundproofing, if implemented, may require building code changes
- Some building code revision actions are also typical of actions to increase energy efficiency
- Current New York City building codes do include specific references to Sound Transmission Class (STC) or noise-attenuating construction techniques
- Potential actions include, but are not limited to:
  - Vent baffles
  - Forced-air systems
  - Interior/exterior wall and roof construction requirements
  - Sound-attenuating windows and doors
  - Insulation requirements

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Building Code Revisions: Advantages

- Provides guidance to planners, building officials, and contractors not well-versed in noise compatibility
- Can work independently or in conjunction with noise overlay zoning
- Effective tool for ensuring noise attenuation in new development or significant reconstruction
- Improves quality of life
- Provides quieter internal living spaces, mitigating impacts associated with:
  - Sleep disruption
  - Impact to audio/TV entertainment
  - Disruption of normal conversation

Building Code Revisions: Disadvantages

- Increases construction costs in areas subject to requirements
- Defining renovation requirements for existing development is challenging
- Requires training of building officials and inspectors in noise attenuation
- Training seminars for local contractors could also be required
- Community reluctance due to added requirements and reaction by residents

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Zoning / Rezoning

- Amendment of jurisdictional ordinances to remove noise-sensitive use from compatible zoning classifications
- May include rezoning parts of noise-impacted areas to compatible form of land use (e.g. commercial or industrial)
- Development type allowed by rezoning must be a viable development concept for that area
- Amendments and rezonings are sole purview of local villages / cities / towns
- Must be supported by local jurisdiction planning documentation and by local leaders

Zoning / Rezoning: Benefits

- Can be used to preclude new noise-sensitive land uses
- Accommodates phased removal of noise-sensitive land uses rendered non-conforming
- Not a panacea, but can achieve localized improvements

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Zoning / Rezoning: Disadvantages

- Requirements would apply jurisdiction-wide, not just in noise-impacted areas
- Would trigger significant revisions to New York City zoning codes
- Creates non-conforming uses no longer deemed permitted uses
- Land use pattern is well-established around airport
- Implementation typically politically challenging / controversial
- Requires significant resources to make all revisions

Discretionary Project Review Criteria

- Establishes specific criteria for use when reviewing plans for development/retrofitting/redevelopment, based on adopted noise compatibility requirements (e.g. zoning, building codes)
- Checklists can be developed to provide a quick reference for planning and construction plan reviewers
- Checklists can be provided to developers, builders, and general public
- From a benefits vs. challenges perspective, this action is generally neutral

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Discuss Potential Land Use Measures With the TAC

- A future TAC meeting will focus on programmatic measures

Review the Project Schedule

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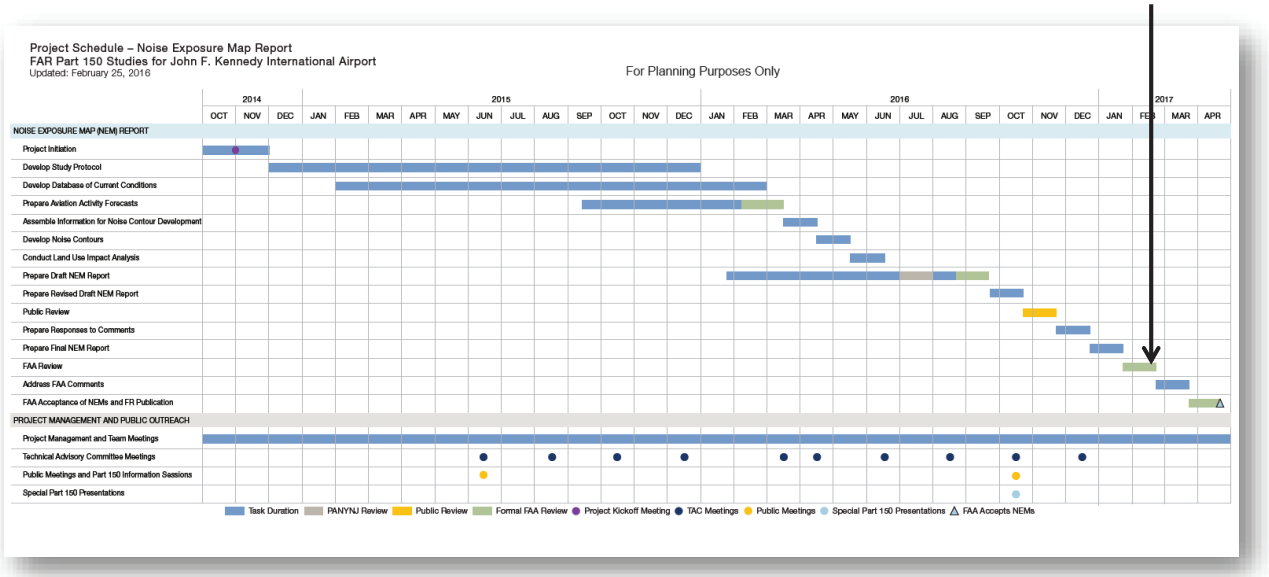
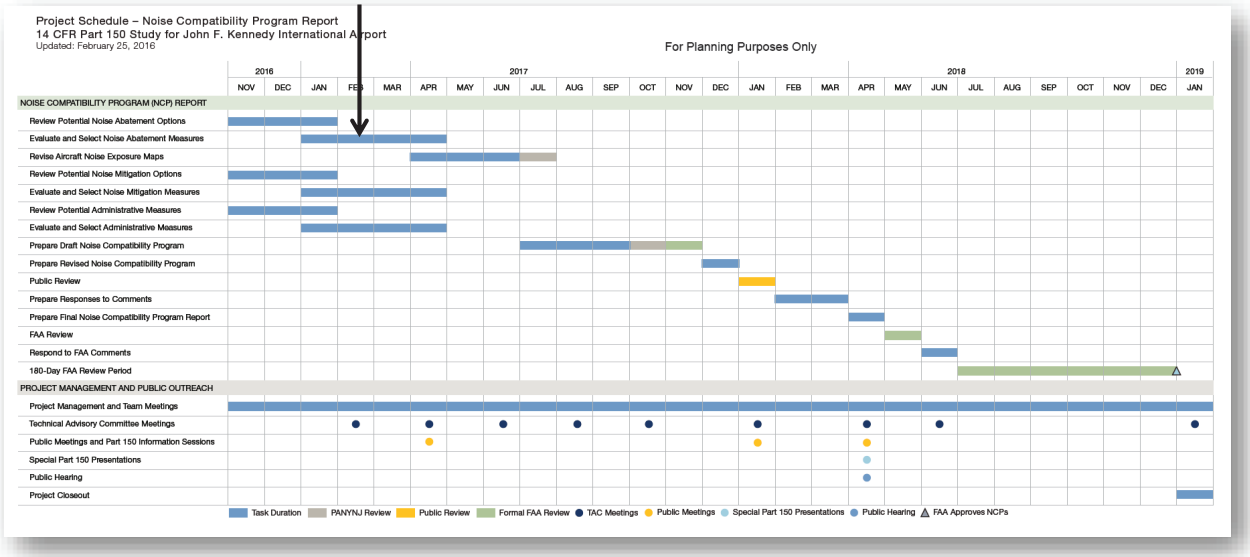
Review the NEM Schedule

We Are Here



Review the NCP Schedule

We Are Here



The Final NCP is expected to be submitted to the FAA for review and approval in mid-2018.

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TAC Homework Assignment No. 10

TAC Homework Assignment No. 10

- Review proposed land use measures
- Bring questions and land use recommendations to the next TAC meeting

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Future TAC Meeting Dates

Meeting Dates for TAC Meetings 12 and 13

- **TAC Meeting 12 – Wednesday, April 19, 2017: 1 P.M. – 4 P.M.**
- **TAC Meeting 13 – Wednesday, June 21, 2017: 1 P.M. – 4 P.M.**

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Preliminary Agenda for TAC Meeting No. 12

- **Review Homework Assignment No. 10 – Proposed land use measures**
- **Review Preliminary Noise Abatement Measure Modeling Results**
- **Discuss Potential Programmatic Measures**
- **Review the Project Schedule**

Preliminary Agenda for TAC Meeting No. 12 (Continued)

- TAC Homework Assignment No. 11
- Future TAC Meeting Dates
- Public Comment
- Adjourn

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Public Comment

Adjourn

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Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Peter Byrne, Deputy Project Director
  - Adrian Jones, JFK Technical Director
- Website:

  http://www.panynj.gov/airports/aircraft-noise-information.html
- E-Mail: NYPart150@panynj.gov

Technical Advisory Committee Meeting #11

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 11

14 CFR Part 150 Study – John F. Kennedy Airport

February 15, 2017 – 1:00 PM to 3:00 PM

Attendees:

TAC Members	
Name	**Representing**
Bill Huisman	Aviation Development Council
Robert Goldman	Delta Airlines
Andrew Brooks	FAA – Airport Division
Suki Gill	FAA – New York Airports District Office (NYADO)
Zack DeLaune	FAA – Environmental Specialist
Tom Kuehn	JetBlue
Scott Solomon	New York City Department of City Planning
Chung Chan	New York City Department of Environmental Protection (NYCDEP)
David Hopkins	New York City Economic Development Corp (NYCEDC)
Barbara Brown	New York Community Aviation Roundtable (NYCAR)
Justin Bernbach	PANYNJ
Xiaobo Liu	PANYNJ
Kelly Mitchell	PANYNJ
John Selden	PANYNJ

Anna Stachula	PANYNJ
Ralph Tamburro	PANYNJ
Adeel Yousuf	PANYNJ
Len Schaier	Town of North Hempstead/Quietskies.net
Wes Sternberg	Town of North Hempstead
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net
Glenn Morse	United Airlines

Elected Officials	
Name	**Representing**
Phina Gluck	Assemblywoman Stacey Pheffer Amato
Amanda Kernozek	Assemblywoman Stacey Pheffer Amato
Justin Connor	Congressman Tom Suozzi
Imani Maye	Senator Todd Kaminsky

Public
Name
Larry Hoppenhauer
Eric Raboin

Study Team	
Name	**Representing**
Mike Alberts	ESA Airports
Steve Alverson	ESA Airports
Mike Arnold	ESA Airports

Chris Sequeira	ESA Airports
Maura Fitzpatrick	FHI
Zainab Kazmi	FHI
Ryan Walsh	FHI
Dave Rickerson	Kimley-Horn
Andra Horsch	Nicholas Lence
Josh Knoller	Nicholas Lence
Peter Byrne	VHB
Jennifer Hogan	VHB
Rich Louis	VHB
Susan O'Donnell	VHB

Welcome and Introductions

Kelly Mitchell (PANYNJ) welcomed the TAC members.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He asked the attendees to introduce themselves. He then reviewed the purpose and objectives of the TAC as well as his role as facilitator.

Steve Alverson (ESA Airports) reviewed the meeting agenda.

Review of Homework Assignment #9

Steve Alverson (ESA Airports) reviewed the homework assignment from the last TAC meeting, which was to review the proposed JFK noise abatement measures, and to bring any questions and additional recommendations to this meeting. He stated that this meeting would focus on NCP recommendations regarding land use measures. The next TAC meeting will focus on recommendations related to programmatic measures.

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked the study team if they could provide specific decibel levels at noise monitoring sites for a potential implementation of Noise Abatement Departure Procedures (NADPs) 1 and 2; she also asked whether the departure procedures will be analyzed to determine how potential implementation would affect the DNL 65 contour. She stated that decibel level information at noise monitoring sites would be more relevant to the public than the DNL contours. Steve Alverson (ESA Airports) said that he would

discuss this suggestion with the PANYNJ. Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) added that the use of NADPs cannot be considered in isolation as their use may be affected by the complexity of the region's airspace.

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) inquired about an advisory circular issued by the FAA in the 1970s called AC 91-53. This advisory circular halted the use of a departure procedure that closely mirrored NADP1, which reduces noise for areas close to the airport. Steve Alverson (ESA Airports) noted that AC 91-53 was replaced by AC 91-53A, which is the current advisory circular that allows airlines to choose between three options: a standard departure procedure; NADP1 (Close-in procedure); or NADP2 (Distant procedure). Glenn Morse (United Airlines) added that AC 91-53A was established to limit the nonstandard departure procedures being employed by some airports and airlines nationwide. The advisory circular does not tell airlines which departure procedure to use, as long as it is AC 91-53A compliant.

Departure and Arrival Noise Contributions

Steve Alverson (ESA Airports) presented two hypothetical 2021 noise contour maps for JFK: one that showed a noise contour map created by departures only (Presentation slide #9); and one that showed a noise contour map for arrivals only (Presentation slide #10). He showed modeling results of these situations compared to the noise contour map for all operations. He explained that these contour maps demonstrate how noise from arrivals and departures affects certain areas more than others. The analysis showed that in some areas, the size of the noise contour is largely attributed to departures, such as the Howard Beach area, and in other areas, such as Rosedale, the DNL contour is due largely to arriving flights.

Len Schaier (Town of North Hempstead/Quietskies.net) asked if arrivals are generally noisier than departures. Steve Alverson (ESA Airports) stated that in general, arrivals are quieter than departures.

Recap of Typical Noise Compatibility Program Strategies

Mike Arnold (ESA Airports) reviewed the NCP measures that are required to be considered, and additional NCP strategies that fall into three categories: Noise Abatement; Land Use; and Programmatic or Administrative measures. He gave examples of the types of activities in each category of measures. He noted that each strategy needs to be analyzed and evaluated with the aim of removing non-compatible land uses in the DNL 65 contour. He stated that if one or more of these measures are not included in the NCP recommendations, there needs to be an explanation of why the measure or measures are not recommended.

Summary of NCP Measures at Other Airports: Years 2000 – 2016

Mike Arnold (ESA Airports) reviewed NCP measures that were recommended by other airports from the years 2000-2016 as part of their 14 CFR Part 150 Studies (Presentation slide #15 – 21). He provided an analysis of measures in each category of the NCP that were approved by the FAA, as well as those that were not approved by the FAA. He noted that the strategy of the Study Team will be to recommend measures which are likely to be approved based on the history of the FAA decisions for similar studies.

Mike Arnold (ESA Airports) reviewed the approval history for noise abatement measures during this period. Eighty-two measures were proposed across other airports, and forty-seven of those measures (57%) were approved by the FAA. Two measures required no FAA action, one measure was approved and disapproved in part, and 32 measures (39%) were disapproved. Common themes for approved noise abatement measures included: revised air traffic control letters to airmen concerning noise abatement measures; depiction of noise-sensitive areas on flight procedure charts; auxiliary power unit usage restrictions; and voluntary restrictions on reverse thrust, which is used to slow down an aircraft after landing.

Mike Arnold (ESA Airports) reviewed the approval history for land use measures. Seventy-four measures were proposed, sixty-six measures (89%) were approved by the FAA, five measures were approved and disapproved in part, and three measures (4%) were disapproved for implementation. Common themes for the approved land use measures included: sound insulation of residential properties within the DNL 65 contour; prohibitions on incompatible land uses within the DNL 65 contour; acquisition of avigation easements on incompatible land uses; noise overlay zoning; and building code amendments.

Mike Arnold (ESA Airports) reviewed the approval history for the final NCP category, programmatic measures. All 31 proposed measures (100%) were approved by the FAA. Common themes for approved programmatic measures included: airfield signs related to noise abatement; establishment of noise advisory committees; noise monitoring system installation; enhancement of noise complaint response systems; pilot education programs; and public information programs related to aircraft noise.

Potential Land Use Strategies: Remedial Mitigation

Dave Rickerson (Kimley-Horn) presented the benefits and challenges for remedial land use mitigation measures. These measures include evaluating the structures already in place for potential soundproofing, land acquisition to prevent incompatible land uses in the future, and avigation easements. Remedial land use mitigation aims to improve or remove existing incompatible land uses within the DNL 65 contour. He noted that a challenge in the New York City area is that a majority of the land surrounding the airport is already developed. Instead of the

development of new compatible land uses in the DNL 65, there would likely need to be redevelopment or reestablishment of uses.

Dave Rickerson (Kimley-Horn) explained that for a unit to be eligible for soundproofing, the interior sound level needs to be above DNL 45. He noted that soundproofing aims to improve the quality of life indoors and reduce key annoyances, such as disruptions that occur while sleeping, listening to media, or holding conversations. He added that soundproofing is typically paired with avigation easements to document that the homeowner has accepted the soundproofing and will not litigate. These avigation easements stay with the property even if the property is sold. A potential byproduct of soundproofing is improved energy effectiveness, which also adds value to homes. One key challenge is that not all units are eligible for soundproofing; in particular, units built after October 1, 1998 within the DNL 65 contour are considered ineligible if there were publicly-available DNL 65 contours for JFK in existence on that date.

Len Schaier (Town of North Hempstead/Quietskies.net) asked how interior sound level is measured for comparison to DNL 45, since it is not a DNL measurement across seasons and can thus be impacted by seasonal variability in aircraft operations. Dave Rickerson (Kimley-Horn) explained that interior sound level evaluation is done through a shortened monitoring period that uses an artificial noise source outside the structure.

Barbara Brown (NYCAR) asked why units built after 1998 would not be eligible for soundproofing even if they met the interior sound level requirement of DNL 45 or greater. Dave Rickerson (Kimley-Horn) responded that this is part of FAA policy if noise contour maps for JFK were published and available to the public after 1998. There is some consideration of these noise contours in the building codes, but builders and contractors are not required to soundproof when building new units. Barbara Brown (NYCAR) asked how would the public be aware that these noise contour maps were published. She noted that the cutoff date of October 1, 1998 seemed unfair since there was no explicit disclosure of these noise contours. Dave Rickerson (Kimley-Horn) responded that this information would be available either as NEMs for airports that have undergone 14 CFR Part 150 studies or in published Environmental Impact Statements or Environmental Assessments. Len Schaier (Town of North Hempstead/Quietskies.net) requested that the publishing dates of the contour maps for JFK and LaGuardia Airport (LGA) be made available to the TAC. Kelly Mitchell (PANYNJ) stated that this information would be made available.

Barbara Brown (NYCAR) asked if each household or incompatible land use within the DNL 65 contour will be notified individually about their eligibility for soundproofing, or if they would have to apply by their own accord. Dave Rickerson (Kimley-Horn) responded that each household would be notified that their area is being reviewed for eligibility, based on available funding. They then would have to meet minimum eligibility requirements, apply for soundproofing, and be deemed eligible or not based on further internal noise level monitoring and other

investigations. Soundproofing is implemented in phases to create a financially manageable remedial mitigation program, focusing first on the properties exposed to the highest noise levels. It typically takes 14-18 months from application to construction.

David Hopkins (NYCEDC) inquired if seasonality has any effect on the eligibility for soundproofing. He noted that house interior noise levels are generally noisier in the summer when windows are open. Dave Rickerson (Kimley-Horn) responded that the noise monitoring is conducted with closed windows and doors. Forced-air systems could be recommended and implemented as a replacement for open windows during warmer months, but all soundproofing is conducted with the assumption of closed windows and doors.

Wes Sternberg (Town of North Hempstead) asked if an education packet could be developed for homeowners who choose to soundproof their homes privately instead of waiting for the federal funding cycles. Dave Rickerson (Kimley-Horn) stated that he has an example of this type of resource document created by Metropolitan Airports Commission in Minneapolis that he can share with the TAC and with land use planners at upcoming meetings with the various jurisdictions.

Dave Rickerson (Kimley-Horn) introduced land acquisition as another remedial land use mitigation strategy. Land acquisition is feasible when the costs of soundproofing relatively outweigh the costs of acquiring the property for compatible land uses. Landowners whose properties are eligible for land acquisition are given a fair market value for their home, and are given purchase and moving assistance. Eminent domain will likely not apply to these properties, and due to the voluntary purchase program, a patchwork of acquired and non-acquired homes may develop, which can be harmful to community character due to division of neighborhoods. Mr. Rickerson explained that acquired property generally needs to be converted to compatible land uses and resold with the resale funds going back to the FAA. While land acquisition and avigation easements can create compatible land uses, maintenance of purchased land is expensive, and sometimes compatible land uses cannot be found for the acquired land. Another challenge to smaller communities is the impact of having purchased properties removed from the tax roll.

David Hopkins (NYCEDC) asked about land uses that may have been deemed incompatible post 1998 due to possible airport layout plan changes. Andrew Brooks (FAA) responded that if inclusion within the DNL 65 contour for an incompatible land use occurs after 1998, the inclusion can be attributed to an airport change and the property will likely be deemed eligible for soundproofing, assuming other investigations (such as measurement of interior noise levels) support eligibility.

Barbara Brown (NYCAR) asked how land acquisition interacts with local zoning regulations and what happens if the City rezones the acquired land. Dave Rickerson (Kimley-Horn) responded that rezoning may happen and would be driven by what

is adjacent to the acquired parcel. The parcel would need to be a compatible use as required by the avigation easement placed on the property. In rare cases where there is no viable industrial or commercial use, land can be resold to an informed buyer after soundproofing the property.

Dave Rickerson (Kimley-Horn) discussed avigation easements, the final remedial land use mitigation strategy. He noted that avigation easements apply to a property rather than to the owner. Avigation easements are not an invitation to create more noise, but allow overflight on that property. A challenge with this remedial measure is establishing a price point for the easement. It is usually a straight fee, or a percentage of the home value, but to homeowners it can be a more subjective value, and thus avigation easements have fallen out of favor with the FAA as a stand-alone mitigation measure in recent times.

Potential Land Use Strategies: Preventative Mitigation

Dave Rickerson (Kimley-Horn) reviewed the land use strategies related to preventative mitigation: noise overlay zoning; comprehensive planning; real estate disclosure; building code revisions; and zoning/rezoning possibilities. Preventative mitigation prevents incompatible land uses from being established within the DNL 65 contour.

Dave Rickerson (Kimley-Horn) introduced the concept of noise overlay zoning, which enhances traditional zoning controls by focusing on a specific area for noise-related requirements. He added that noise overlay zoning has not been used frequently in the New York City and Nassau County areas, although other types of overlay zones exist for historic districts and flood plains, as examples. Noise overlay zoning needs to be implemented by the local jurisdictions. Another advantage is that the requirements of a noise overlay zone would exist in one specific part of the jurisdiction's zoning code, making compliance easier.

Barbara Brown (NYCAR) asked if noise overlay zones apply only to new development. Dave Rickerson (Kimley-Horn) explained that noise overlay zones are best suited to areas experiencing new or large-scale redevelopment, but are not limited exclusively to new development. The overlay zone applies retroactively to all uses within the zone, which can create a situation of legal non-conforming uses within the overlay zone.

Dave Rickerson (Kimley-Horn) discussed the preventative mitigation measure of comprehensive planning, which prescribes public policy in the areas of utilities, transportation, land use, recreation, housing and environment and could be altered to include noise compatibility in the plans of affected communities. Comprehensive plans can take years to prepare, and some smaller communities lack a comprehensive plan. Mr. Rickerson stated that New York State does not require local jurisdictions to have comprehensive plans.

Dave Rickerson (Kimley-Horn) reviewed the preventive mitigation strategy of real estate disclosure, which requires that potential buyers be informed of the proximity of a property to airports, potential for aircraft noise, and information about the aircraft noise prior to purchase, through a signed disclosure document. Real estate disclosures can apply to areas outside of the DNL 65 contour. New York State has a $500 disclosure fee that can be paid to the buyer (through the Property Condition Disclosure Act) to free the seller of disclosure liability. A majority of buyers agree to the $500 non-disclosure fee as opposed to disclosing the defects of the property. In order for this mitigation measure to be effective, this loophole would need to be closed as it relates to aircraft noise disclosure.

Dave Rickerson (Kimley-Horn) introduced the last few preventative mitigation measures including building code revisions, which could reduce interior noise levels in noise sensitive development or redevelopment through the alteration of building codes. Zoning and rezoning could preclude new noise-sensitive land uses, but this is a challenging administrative procedure and is not often as effective as noise overlay zones.

TAC Suggestions for Potential Land Use Measures

Steve Alverson (ESA Airports) led a discussion with the TAC regarding additional suggestions that should be added to the list of land use measures for consideration by the study team. The study team will hold meetings with local land use agencies in New York City and Nassau County to discuss the feasibility of these suggestions as a next step. The additions to the land use measures that the TAC members discussed and proposed are as follows:

1. Provide purchase assurance to those located within the DNL 65 noise contours: the airport would agree to acquire as a purchase of last resort if the homeowner is unable to sell the property.
2. Establish property disclosure law that includes noise provision and suggest DNL 55 as the threshold for disclosure of aircraft noise.
3. Provide full disclosure to those within the DNL 65 and higher noise contours. Notification should be comprehensive and include processes for determining eligibility for noise mitigation.
4. Implement sound attenuation for new development, as those residents will have the same noise issues as current development.
5. Place a moratorium on development/growth/further expansion of JFK until effective strategies have been implemented to mitigate impacts of noise on residents.
6. Consider improved access to Stewart International Airport to balance activity.
7. Transferrable development rights (discuss with land use agencies).
    a. Nassau County villages – size may limit viability.

Additional recommendations were provided by the JFK Airport Committee of the New York Community Aviation Roundtable (NYCAR) and the Eastern Queens Alliance. These recommendations are included as an attachment.

Project Schedule

Steve Alverson (ESA Airports) reviewed the project schedule for the NEM phase and the NCP phase.

TAC Homework Assignment No. 10

Steve Alverson (ESA Airports) reviewed the next homework assignment, which is to review the proposed land use measures and bring any questions and additional recommendations to the next TAC meeting.

Future TAC Meeting Dates

Steve Alverson (ESA Airports) stated that the next TAC meeting is scheduled to take place on Wednesday, April 19, 2017 from 1:00-4:00 PM. The TAC meeting following that one is tentatively set for Wednesday, June 21, 2017.

Mr. Alverson added that the next TAC meeting would focus on the potential JFK programmatic measures.

TAC Comments

Ryan Walsh (FHI) then asked if TAC members had any additional comments or questions.

David Hopkins (NYCEDC) asked about the timing of suggesting zoning changes as a recommendation for the NCP in light of the length of time that revisions to the zoning code could take. Steve Alverson (ESA Airports) responded that the first step would be to determine whether New York City would go along with this recommendation before presenting it to the FAA. Andrew Brooks (FAA) added that if the City demonstrated no opposition to move forward with the recommendation, then it could be documented in the NCP. This, however, would not be deemed a commitment to implement the zoning change. Mr. Brooks added that while FAA does not have jurisdiction over land use, this process can be a way to begin a dialogue about potential zoning changes with the proper authorities.

Barbara Brown (NYCAR) stated that it is frustrating how long this process can take before improvements can be implemented for those residents currently living within the DNL 65 contour. She stated that certain sound attenuation could begin right away. Steve Alverson (ESA Airports) acknowledged this frustration, but added that the 14 CFR Part 150 study process allow for a balanced approach to consideration of all the options. Andrew Brooks (FAA) added that the study also

allows for consideration of certain measures that would provide more long-term improvements, but may not provide immediate relief. Mr. Brooks stated that the 14 CFR Part 150 process is required in order for PANYNJ to obtain federal funds to assist with these improvements, and that FAA could fund up to 80% of the funding required for implementation of NCP measures.

Public Comments

Ryan Walsh (FHI) then asked if there were any comments or questions from the public. There were no comments or questions from members of the public.

Adjournment

Ryan Walsh (FHI) adjourned the meeting and thanked all attendees for their participation.

Part 150 Study--TAC Meeting--JFK International Airport
February 15, 2017

JFK Airport Committee of NYCAR Recommendations Re: Land Use

Per ICAO Balanced Approach, JFK Committee is making the following Land Use recommendations for *JFK Part 150 Study-NCP*:

- **Provide Purchase Assurance for Homeowners Located within the Airport Noise Contours**--This would be an assistance program intended to provide homeowners in noise-impacted areas assurance they are going to be able to sell their property for fair market value. Under purchase assurance the airport sponsor agrees to acquire the property as a purchaser-of-last-resort if the homeowner is unable to sell in the open market.

- **Establishment/Enforcement of Real Estate/Property Disclosure Laws**--This refers to disclosure of hazardous or defective conditions on real estate which should be regulated by city and/or state laws. The law would require that potential buyers be told all material facts about the condition of a property for sale, i.e., that the property lies within the 55+ DNL Noise contour and therefore is subjected to an unhealthy noise pollution level from the local airport.

- **Sound Insulation for Residences and Public Buildings** provide the addition of insulation, noise attenuation baffles, solid core doors, double paned windows and possibly air conditioning units to incompatible buildings located within the specific noise contour around airports. And, since there has been no past notification of the noise contours to those within the contour, provide this for *all* within the contour.

- **Provide Full Disclosure to those within the 65 and 55 DNL Contours as published in the Part 150 Study NEM's** --Require the airport sponsor to provide written notification to all residents and businesses that they are within these contours, what that means, to what that entitles them, and what they need to do to be eligible for mitigation.

Respectfully Submitted:

Barbara E. Brown

Barbara E. Brown, Chairperson,
NYCAR Coordinating Committee--JFK Airport

Eastern Queens Alliance, Inc.
Recommendations Re: Land Use Strategies, Part 150 Study

Supports all recommendations of the JFK Airport Committee of NYCAR, plus:

- **Sound Attenuation for All New Residential Development**--NYC Building Codes and Real Estate Regulations/Laws, etc. should require all developers, builders and land owners constructing new buildings or adding stories to old buildings within 55+ DNL Contours to provide adequate sound attenuation to prevent the occupants from being impacted by aircraft noise when indoors.

- **Moratorium on Airport Expansion/Expansion of Incompatible Land Uses**--Since residential properties are incompatible within 55 DNL+ airport contours and airports are incompatible with being sited in close proximity with residential communities, but both have been allowed to grow and expand together:
  - Place a moratorium on further expansion of airport capacity until such time as effective solutions, strategies have been implemented to minimize the impact on the residential communities, and
  - Establish zoning regulations to inhibit the further expansion of the residential communities in the 55+ DNL Contours unless and until solutions and strategies have been implemented to significantly reduce the impact of aircraft noise on those who reside within those contours

Respectfully Submitted:

Barbara E. Brown

Barbara E. Brown, Chairperson,
Eastern Queens Alliance, Inc. and
President
Springfield/Rosedale Community Action Association, Inc.

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D-5 Technical Advisory Committee Meeting #12 April 19, 2017

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Technical Advisory Committee Meeting #12

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF THIRTEENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	**Wednesday, April 19, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor** **Jamaica, NY 11430**

LGA Technical Advisory Committee Meeting

DATE:	**Thursday, April 20, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**LaGuardia Airport, Hangar 7 Center, 3rd Floor** **Flushing, NY 11371**

TAC

JFK TAC Meeting #12 April 19, 2017

First	Last	Representing	Alternates	Primary	Alternate
Tom	Bock	Port Authority		✓	
~~Brooks~~ Andrew	Brooks	FAA - Airport Division	Lindsay Butler	✓	
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans	✓	✓
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon	✓	
Kevin	Denning	Town of Hempstead		✓	
Stephen	Everett	NYC Department of City Planning	Scott Solomon		✓
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority			
Stacey	Gilbert	Port Authority			
Robert	Goldman	Delta Airlines	Mark Hopkins		
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
David	Hopkins	NYC Economic Development Corp		✓	
Bill	Huisman	Aviation Development Council			
Steve	Kapsalis	FAA - NY ADO	Suki Gill	✓	
Ed	Knoesel	Port Authority			
Michael	Lamprecht	FAA			
Michael	Levine	Town of North Hempstead	Neal Stone		✓
Tom	Malone	FAA - Flight Standards Division	Dave Swanson		

Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		
Kelly	Mitchell	Port Authority			
Rob	Mitchell	Jet Blue	Tom Kuehn		
Glenn	Morse	United Airlines		✓	
Jasmine	Narang	Queens Borough President	Jack Liebler	✓	
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead QuietSkies.net	Marilyn Chapoteau	✓	✓
John	Selden	Port Authority		✓	
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Anna	Stachula	Port Authority		✓	
Ralph	Tamburro	Port Authority			
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority		✓	
Zack	Delaune	Port Authority		✓	
Xiaobo	Liu	Port Authority		✓	

Consultant Sign In
JFK TAC Meeting 12 - April 19, 2017

First	Last	Representing	In Attendance
Steve	Alverson	ESA Airports	✓
Mike	Alberts	~~ESA Airports~~ KBE	✓
Mike	Arnold	ESA Airports	
Chris	Sequeira	ESA Airports	✓
Arnold	Bloch	FHI	
Maura	Fitzpatrick	FHI	✓
Zainab	Kazmi	FHI	✓
Ryan	Walsh	FHI	✓
~~Mike~~	~~Alberts~~	~~KB Environmental~~	
Clint	Morrow	KB Environmental	
Dave	Rickerson	Kimley-Horn	✓
Andra	Horsch	Nicholas Lence	✓
Josh	Knoller	Nicholas Lence	✓
Cheryl Ann	Albiez	Port Authority	
Stacey	Gilbert	Port Authority	
Kelly	Mitchell	Port Authority	
Ralph	Tamburro	Port Authority	
Adeel	Yousuf	Port Authority	✓
Peter	Byrne	VHB	✓
Marwa	Fawaz	VHB	
Jennifer	Hogan	VHB	✓
Rich	Louis	VHB	✓
Siera	Gaenicke	VHB	✓
Elizabeth	Thompson	VHB	✓
Jane	Herndon	Port Authority	✓

Technical Advisory Committee Meeting #12

Materials Presented at Meeting

Agenda
Technical Advisory Committee Meeting No. 12
14 CFR Part 150 Study – John F. Kennedy International Airport

Wednesday, April 19, 2017

1:00 PM to 4:00 PM EDT

1. Review Homework Assignment No. 10 – Proposed land use measures
2. Recap of Typical Noise Compatibility Program Strategies
3. Update on Meetings with Land Use Planning Agencies
4. Potential Noise Abatement Measures Selected for Modeling
5. Types of Programmatic Strategies
6. Existing Port Authority Programmatic Strategies
7. Programmatic Strategies Previously Suggested By the TAC and the Public
8. Open Discussion on Potential Programmatic Strategies for JFK
9. Review the Project Schedule
10. TAC Homework Assignment No. 11
11. Future TAC Meeting Dates
12. Public Comment
13. Adjourn

Purpose and Objectives of the TAC

- TAC members represent the interests of their organization and/or constituents
- The TAC's role is advisory
  - Review study documents
  - Provide input to the Port Authority related to the noise exposure maps and noise compatibility program
- TAC members are also expected to advise their organization and/or constituents of the TAC's discussions

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Meeting Agenda

- Review Homework Assignment No. 10 – Proposed land use measures
- Recap of Typical Noise Compatibility Program Strategies
- Update on Meetings with Land Use Planning Agencies
- Potential Noise Abatement Measures Selected for Modeling
- Types of Programmatic Strategies
- Existing Programmatic Strategies for JFK
- Programmatic Strategies Previously Suggested by the TAC and the Public

Meeting Agenda (Continued)

- Open Discussion on Potential Programmatic Strategies for JFK
- Review the Project Schedule
- TAC Homework Assignment No. 11
- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Review Homework Assignment No. 10

Review Homework Assignment No. 10

- Review proposed land use measures
- Bring questions and recommendations to the next TAC meeting

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Recap of Typical Noise Compatibility Program Strategies

NCP Measures That Are Required to Be Considered (14 CFR Part 150, Section B150.7)

Noise Abatement	Noise Mitigation
Preferential runway system	Property acquisition and avigation easements
Noise abatement flight procedures and flight tracks	Noise barriers and acoustical shielding
Aircraft operating restrictions based on noise characteristics*	
Other actions to control or abate noise recommended by stakeholders	
Other actions recommended for airport-specific analysis by the FAA	

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Major NCP Strategy Options

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Analysis of Each Strategy

- **Evaluate effectiveness of each measure in doing the following to the maximum extent practicable*:**
  - **Confining the DNL 75 contour to be within the airport property boundary**
  - **Establishing / maintaining compatible land use between DNL 65 and DNL 75**
- **The FAA cannot approve NCP measures that do not reduce noise exposure within DNL 65 and higher**
- **Evaluate feasibility (operational, safety, economic, etc.)**
- **Select preferred measures**
- **Identify implementation schedule, responsibilities, budget, funding sources, etc.**
- **If not recommended, document reasons why**

* 14 CFR Part 150, § B150.1(b)(3)

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Today's focus is noise abatement and programmatic measures.

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Update on Meetings with Land Use Planning Agencies

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Potential Noise Abatement Measures Selected for Modeling

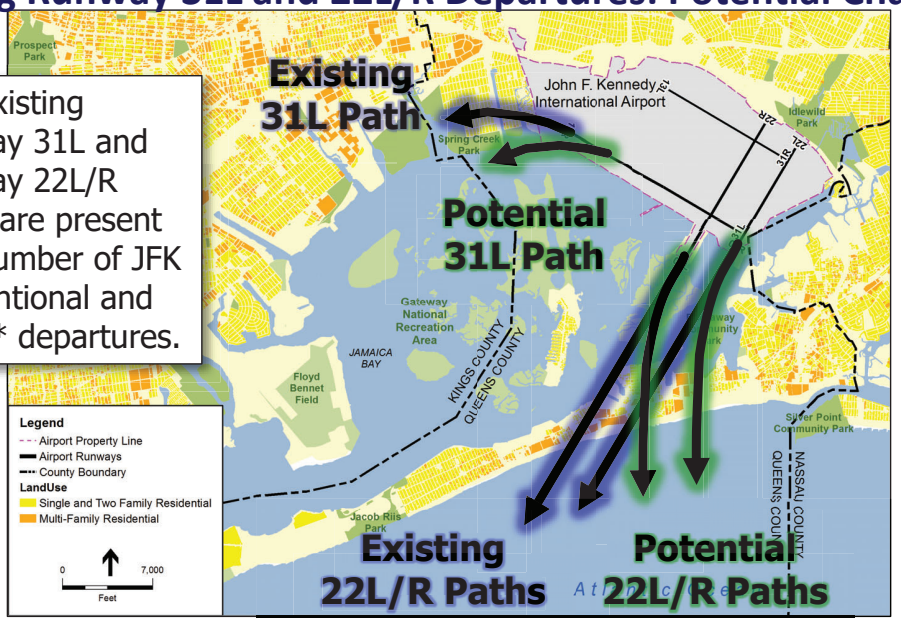
Turn Runway 31L and 22L/R Departures to Heading 180 as Soon as Possible

- **Description: This measure would reduce aircraft overflights of incompatible land use during departure by placing more departures over water or land with lower population density.**
- **Suggested By: Public**
- **Rationale: This measure may reduce incompatible land use within the DNL 65 contour, particularly in Howard Beach and The Rockaways (in Queens).**
- **Existing and Potential Procedures: see next slide.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Existing Runway 31L and 22L/R Departures: Potential Changes

The existing Runway 31L and Runway 22L/R paths are present in a number of JFK conventional and RNAV* departures.



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

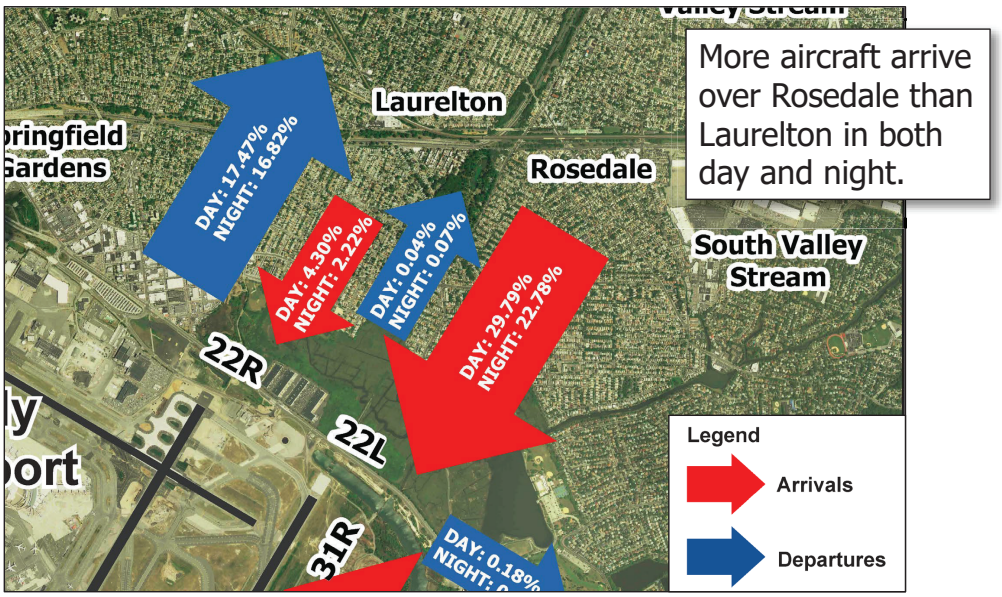
* RNAV: Area Navigation.

Evenly Distribute Arriving Flights Between Runway 22L and 22R

- **Description: Currently, Runway 22L is used more often than Runway 22R for arrivals. This places more arriving flights over Rosedale (in Queens). The viability of this measure is being explored.**
- **Suggested By: Public**
- **Rationale: This measure may change the distribution of noise between Laurelton and Rosedale in Queens.**
- **Existing Procedures: see next slide.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Existing Runway 22L/R Use in the Integrated Noise Model



NOTE: Does not include helicopter operations. Values may not add to 100% due to rounding. Runway utilization values represent calendar year 2014. Day: 7:00 A.M. to 10:00 P.M. Night: 10:00 P.M. to 7:00 A.M.
SOURCE: Environmental Science Associates, 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

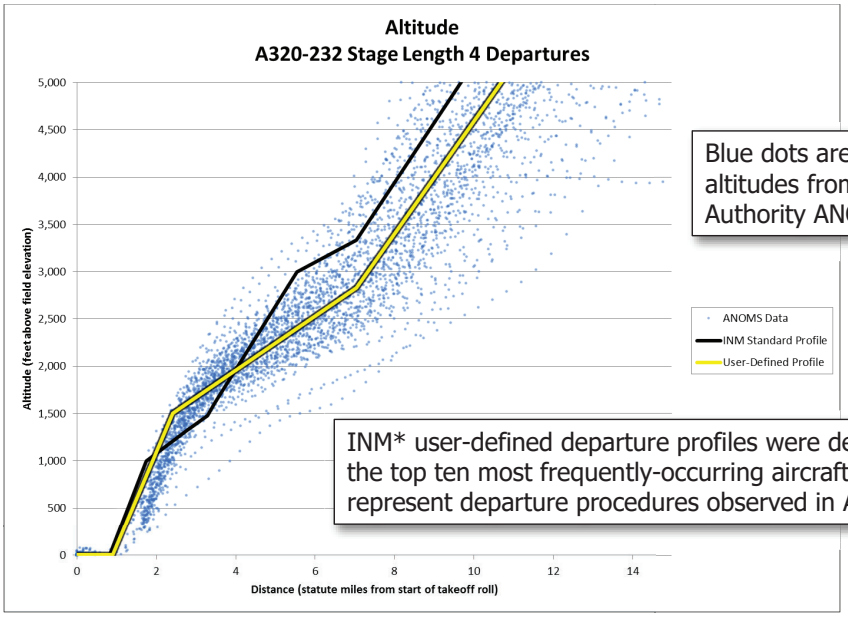
Adopt ICAO NADP1 Measures*

- **Description: ICAO NADP1 is a type of noise abatement departure procedure that may reduce noise exposure for communities close to the airport. This is in contrast to ICAO NADP2, which is a procedure that may reduce noise exposure for communities further from the airport.**
- **Suggested By: TAC**
- **Rationale: Adoption of ICAO NADP1 measures may reduce incompatible land uses within the DNL 65 contour.**
- **Existing and Potential Procedures: see next three slides.**

* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

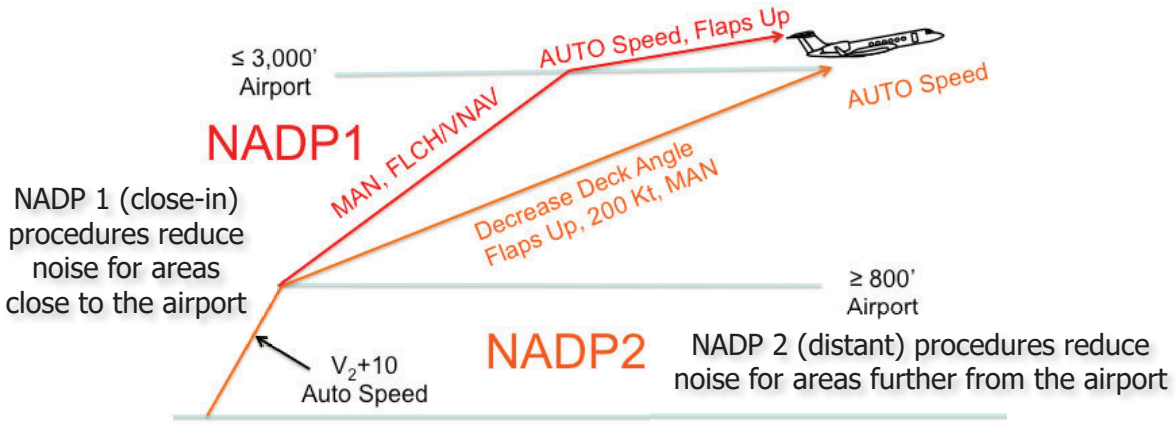
Sample of Existing Departures at JFK



SOURCE: Port Authority ANOMS Data, 2014; ESA, 2016.

* ANOMS: Airport Noise and Operations Management System. INM: Integrated Noise Model.

EXAMPLE: Noise Abatement Departure Procedures (NADPs)



Actual noise abatement departure procedures are aircraft- and operator-specific.

- SOURCE: Flight Operations, Supplement Number GAC-OMS-02: Noise Abatement Departure Procedures for JAA / EASA Operators. Gulfstream. June 25, 2008. Last Accessed: November 30, 2016. http://code7700.com/pdfs/gac_oms_2.pdf
- Image from http://code7700.com/noise_abatement.html. Last Accessed: November 30, 2016.
- Black annotations by ESA.

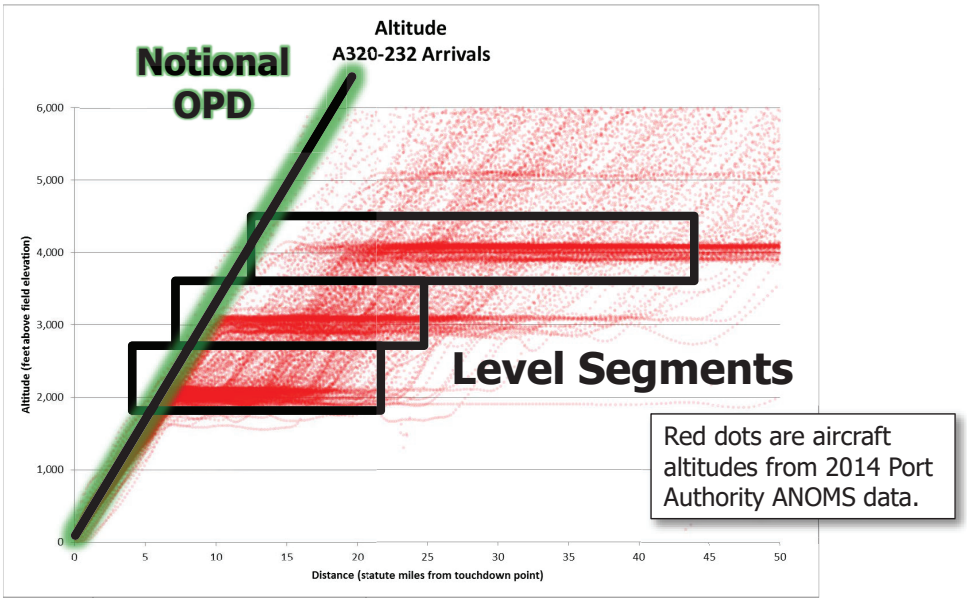
John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 12

Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

- **Description: Implementation of OPDs may keep arriving aircraft at higher altitudes further from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes. OPDs could be considered for all runway ends, in coordination with FAA New York TRACON.***
- **Suggested By: Port Authority**
- **Rationale: The 14 CFR Part 150 process provides an opportunity to explore benefits to residences further from JFK, especially at night.**
- **Existing and Potential Procedures: see next slide.**

* TRACON: Terminal Radar Approach Control.

Example of an OPD



SOURCE: Port Authority ANOMS Data, 2014; ESA, 2016.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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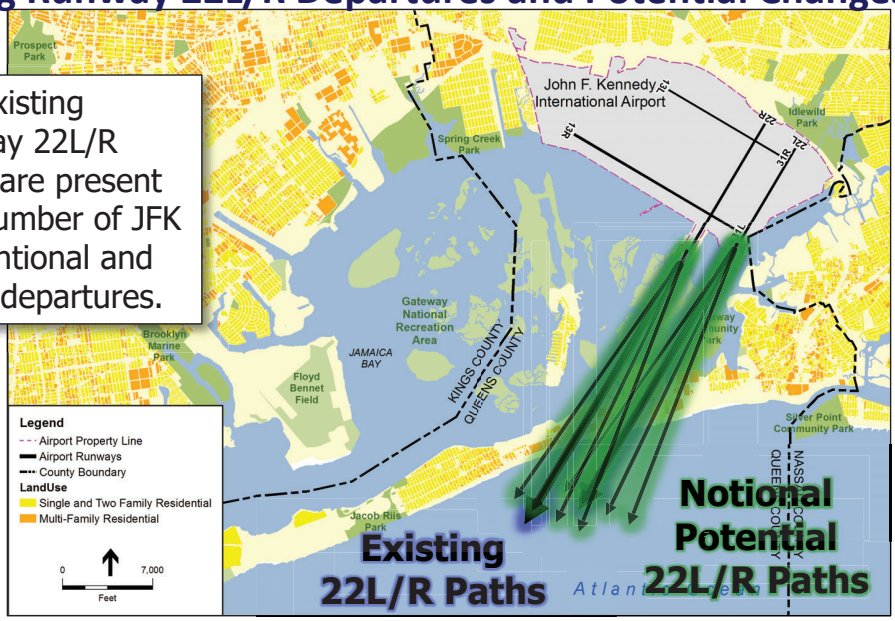
Use Dispersed Departure Headings Off of Runways 22L/R at Night

- **Description: Dispersing departures would reduce overflights of the same incompatible land use repeatedly. This potential measure would consist of varying the headings of departing aircraft.**
- **Suggested By: Port Authority**
- **Rationale: This measure may change the shape of the DNL 65 contour in The Rockaways (in Queens).**
- **Existing and Potential Procedures: see next slide.**

Existing Runway 22L/R Departures and Potential Changes

The existing Runway 22L/R paths are present in a number of JFK conventional and RNAV departures.



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

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Use Procedures Described in New York TRACON SOP to Provide Nighttime Noise Relief*

- **Description: The SOP contains noise abatement procedures, which are to be followed "when traffic, weather, and workload permit." The JFK noise abatement procedures include, but are not limited to:**
  - **Preferred locations and directions for vectoring jet aircraft arrivals and departures**
  - **Advisements to jet aircraft pilots requesting an arrival runway other than the runway in use: "Runway XX, is not the selected noise abatement runway. Advise intentions."**
  - **Variation in headings for Runway 13 L/R jet departures**
  - **Preferred departure procedures between 11:00 P.M. and 7:00 A.M.**
- **Suggested By: Port Authority**

* SOP: Standard Operating Procedures.
Document source: FAA Order N90 7110.1D, February 15, 2016.

Use Procedures Described in New York TRACON SOP to Provide Nighttime Noise Relief (Continued)

- Rationale: Using these procedures may reduce incompatible land uses within the DNL 65 contour.
- The SOPs are being reviewed in order to determine which procedures may have the greatest potential to reduce incompatible land uses within the DNL 65 contour.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Use Intersecting Runway Operations to Enable More Operating Configurations During Off-Peak Periods

- Description: JFK operating configurations usually have all arrivals perpendicular to all departures (e.g. arrivals on Runways 4L/4R and departures on Runway 31L). Intersecting runway operations would consist of intersecting arrivals and intersecting departures so that all four runways could potentially be used at the same time. Aircraft would be sequenced so that safe separation is always maintained.
- Suggested By: Port Authority
- Rationale: This measure may enable more operating configurations that could reduce noise impacts to incompatible land uses.
- For Example: see next slide.

Notional Intersecting Runway Operations Example

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

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Implement Preferential Runway Use Program to Reduce Nighttime Runway 22L/22R Arrivals

- **Description: This preferential runway use program would reduce aircraft arrivals over Rosedale and Laurelton (in Queens) at night.**
- **Suggested By: Port Authority**
- **Rationale: This measure may reduce incompatible land use in the DNL 65 contour.**
- **Existing Procedures: At night in calendar year 2014:**
  - **2.22% of arrivals landed on Runway 22R**
  - **22.78% of arrivals landed on Runway 22L**

Increase Altitudes of Arrivals to Runways 22L and 22R

- **Description: Implementation of this measure may keep arriving aircraft at higher altitudes further from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes.**
- **Suggested By: Port Authority**
- **Rationale: The 14 CFR Part 150 process provides an opportunity to explore benefits to residences further from JFK, especially at night.**
- **Existing Procedures: For various reasons (such as air traffic separation), many arriving aircraft are leveled off at low altitudes before landing. See next two slides.**

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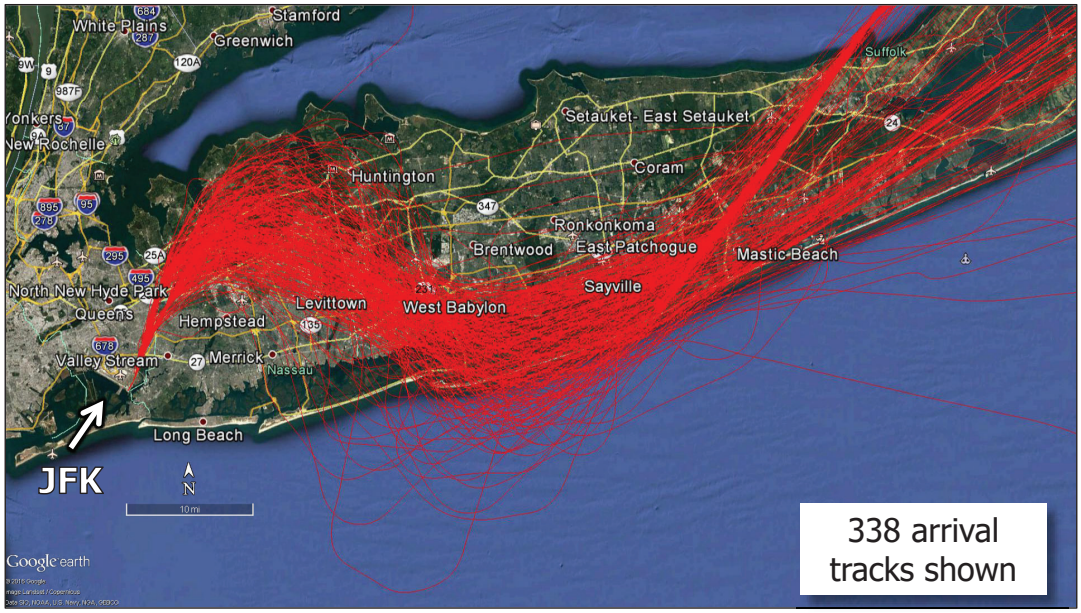
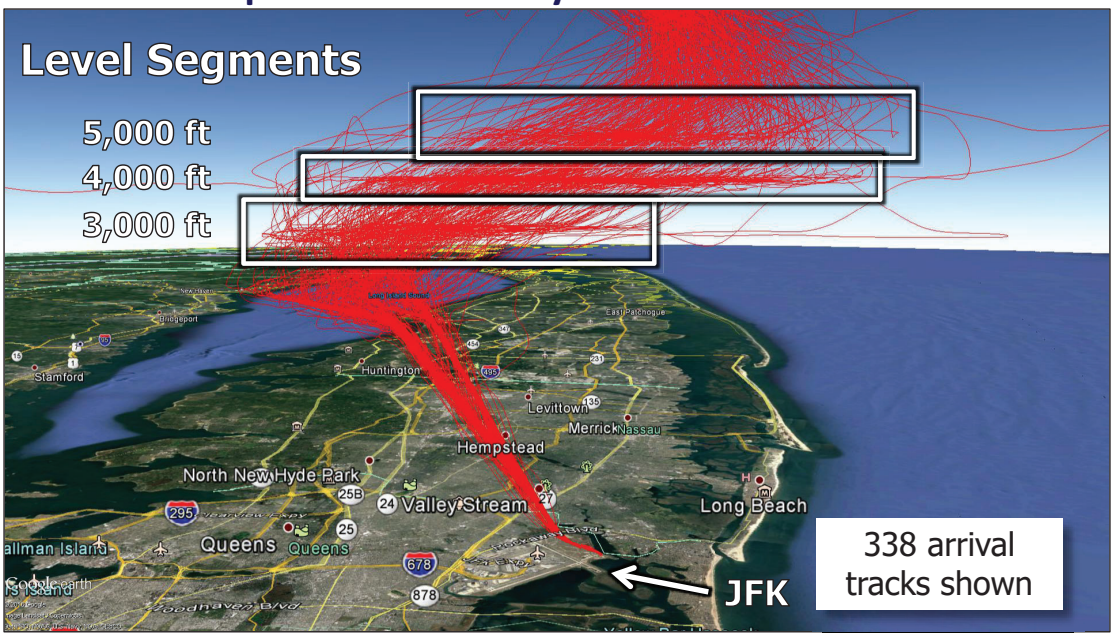
Top View - Sample of JFK Runway 22L Arrivals



SOURCE: Port Authority ANOMS Data, 2014; Google Earth, 2016, last accessed April 6, 2017.

3D View - Sample of JFK Runway 22L Arrivals



SOURCE: Port Authority ANOMS Data, 2014; Google Earth, 2016, last accessed April 6, 2017.
All altitudes are Above Field Elevation (AFE). Altitude depictions are not to scale.

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Types of Programmatic Strategies

Types of Programmatic Strategies

- **Implementation tools, e.g.:**
  - **Creation of an airport noise office**
  - **Development / enhancement of a noise complaint response system**
  - **Establishment / continuation of noise advisory committees**
- **Promotion, education, signage, etc., e.g.:**
  - **Installation of airfield signs related to noise abatement**
  - **Establishment of voluntary "Fly Quiet" programs**

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Types of Programmatic Strategies (Continued)

- **Monitoring and reporting: e.g., installation / upgrade of an Airport Noise and Operations Management System (ANOMS)**
- **Voluntary NEM update**
- **NOTE: an airport NEM must be revised if*:**
  - **A change in airport operations increases noise by DNL 1.5 dB or greater (1) over noncompatible land use or (2) over land that was previously compatible but is now made noncompatible by the noise increase**
  - **A change in airport operations reduces noise by DNL 1.5 dB or greater over land use that was previously noncompatible but is now made compatible by the noise reduction**
- **NOTE: NEM updates may also be required to maintain Federal eligibility for funding 14 CFR Part 150 NCP measures.+**

* 14 CFR Part 150, § 150.21(d)
+ Airport Improvement Program Handbook. Order 5100.38D. Federal Aviation Administration. September 30, 2014. Paragraph R-7.

Types of Programmatic Strategies (Continued)

- **NCP revision:**
  - **NCPs can be revised to add, refine, or remove measures**
  - **As with original NCP submissions, revised NCPs are subject to FAA review**
- **Other actions proposed by stakeholders**

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Programmatic Strategies – General Challenges for Airports

- **Funding is required to implement and continue programmatic strategies**
- **Programs must be effectively staffed**
- **Above challenges are not unique to JFK**

Existing Port Authority Programmatic Strategies

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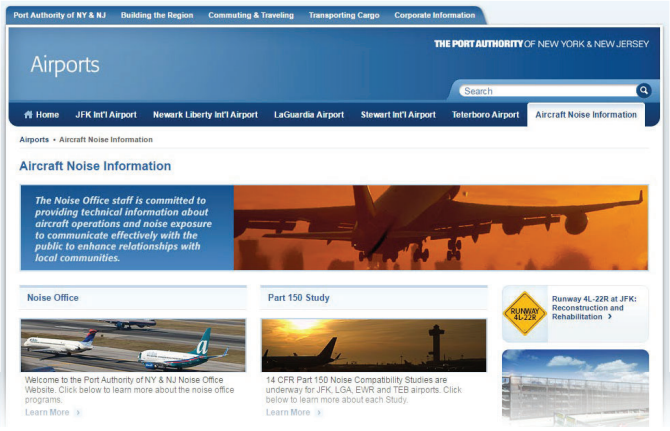
Existing Port Authority Programmatic Strategies

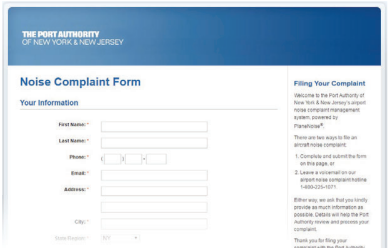
- **Port Authority Noise Office with dedicated staff**
- **Noise Office website, at:**
  http://www.panynj.gov/airports/aircraft-noise-information.html



Existing Port Authority Programmatic Strategies (Continued)

- **Airport Noise and Operations Management System (ANOMS)**
- **Noise complaint management and mapping system by PlaneNoise Inc.**
  - **Noise complaint reports are provided to the FAA on a monthly basis**
  - **http://www.planenoise.com/panynj/daPRAbr9/**
- **Monitoring/enforcement of the existing 112 PNdB departure noise limit at JFK.***

ANOMS Noise Monitor Example



Noise Complaint Form

PHOTO SOURCE: https://commons.wikimedia.org/wiki/File:Noise_Monitoring_Point_-_geograph.org.uk_-_360214.jpg
* PNdB: Perceived Noise Decibels.

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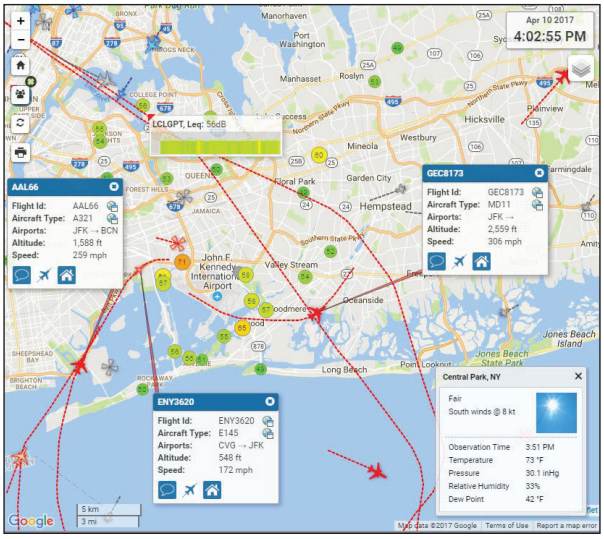
Existing Port Authority Programmatic Strategies (Continued)

- **WebTrak flight tracker, at http://www.panynj.gov/airports/webtrak.html**



Existing Port Authority Programmatic Strategies (Continued)

- Interaction with communities and elected officials
- Communication with:
  - New York Community Aviation Roundtable (NYCAR)
  - Queens Aviation Advisory Council
  - Town Village Aircraft Safety and Noise Abatement Committee (TVASNAC) (Nassau County)
  - Newark Liberty International Airport Community Roundtable (NLIACR)
  - Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)

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Programmatic Strategies Previously Suggested by the TAC and the Public

Programmatic Strategies Previously Suggested

- Develop a DNL 65 contour map overlay for geographic information system (GIS) applications
- Incentives for use of quieter aircraft
- Comprehensive "Fly Quiet" program
- Add more noise monitors throughout Queens and Nassau County

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Open Discussion on Potential Programmatic Strategies for JFK

Review the Project Schedule

John F. Kennedy International Airport – 14 CFR Part 150 Study
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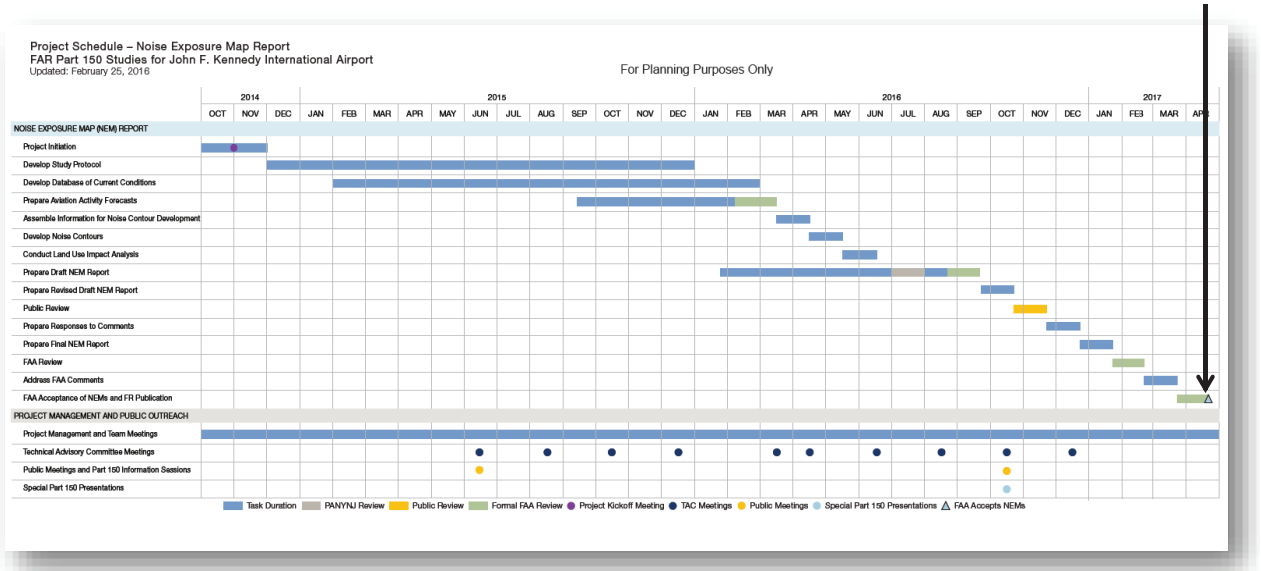
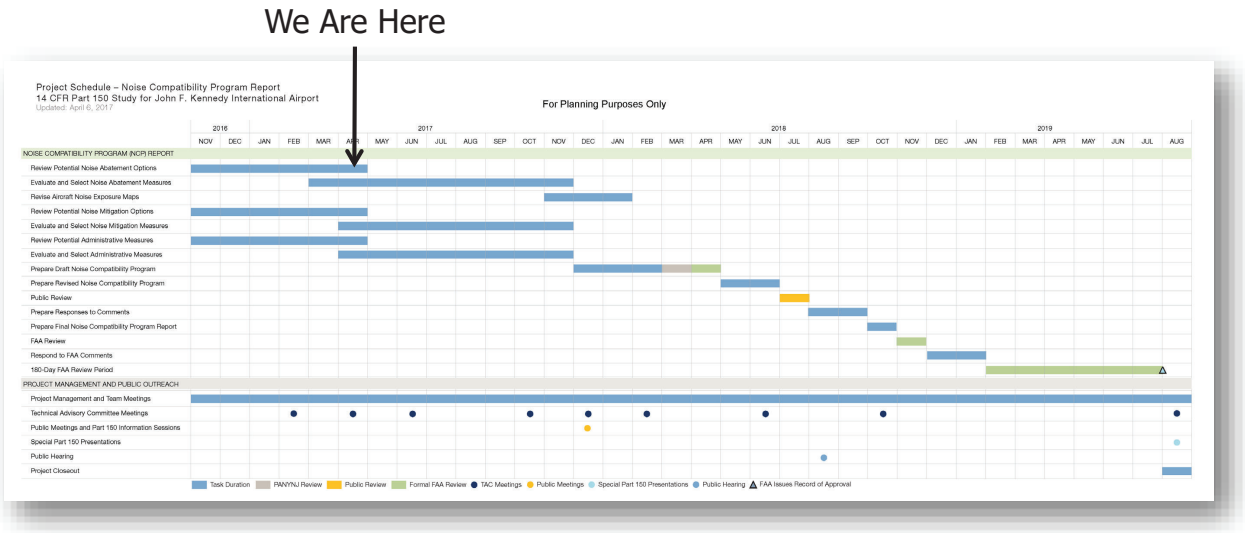
Review the NEM Schedule

We Are Here



Review the NCP Schedule



The Final NCP is expected to be submitted to the FAA for review and approval in early-2019.

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TAC Homework Assignment No. 11

TAC Homework Assignment No. 11

- Review proposed programmatic measures
- Bring questions and programmatic measure recommendations to the next TAC meeting

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Future TAC Meeting Dates

Meeting Dates for TAC Meetings 13 and 14

- **TAC Meeting 13 – Wednesday, June 21, 2017: 1 P.M. – 4 P.M.**
- **TAC Meeting 14 – Tentative: Wednesday, October 18, 2017: 1 P.M. – 4 P.M.**

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Preliminary Agenda for TAC Meeting No. 13

- **Review Homework Assignment No. 11 – Proposed programmatic measures**
- **Review Preliminary Noise Abatement Measure Modeling Results**
- **Preliminary Draft Noise Compatibility Program Structure**
- **Review the Project Schedule**

Preliminary Agenda for TAC Meeting No. 13 (Continued)

- TAC Homework Assignment No. 12
- Future TAC Meeting Dates
- Public Comment
- Adjourn

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Public Comment

Adjourn

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Project Team and Website

- **Port Authority of New York and New Jersey**
  - **Kelly Mitchell, Project Manager**
  - **Adeel Yousuf, Noise Office Manager**
- **ESA Study Team**
  - **Steve Alverson, Project Director**
  - **Peter Byrne, Deputy Project Director**
  - **Adrian Jones, JFK Technical Director**
- **Website:**

  http://www.panynj.gov/airports/aircraft-noise-information.html
- **E-Mail: NYPart150@panynj.gov**

Technical Advisory Committee Meeting #12

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 12

14 CFR Part 150 Study – John F. Kennedy Airport

April 19, 2017 – 1:00 PM to 2:30 PM

Attendees:

TAC Members	
Name	**Representing**
Andrew Brooks	FAA – Airport Division
Zack DeLaune	FAA – Environmental Specialist
Steve Kapsalis	FAA – NY ADO
Scott Solomon	New York City Department of City Planning (NYCDCP)
Chung Chan	New York City Department of Environmental Protection (NYCDEP)
David Hopkins	New York City Economic Development Corp (NYCEDC)
Barbara Brown	New York Community Aviation Roundtable (NYCAR)
Patrick Evans	New York Community Aviation Roundtable (NYCAR)
Tom Bock	PANYNJ
Jane Herndon	PANYNJ
Xiaobo Liu	PANYNJ
John Selden	PANYNJ
Anna Stachula	PANYNJ
Adeel Yousuf	PANYNJ

Jasmine Narang	Queens Borough President's Office
Kevin Denning	Town of Hempstead
Neal Stone	Town of North Hempstead
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net
Len Schaier	Town of North Hempstead/Quietskies.net
Glenn Morse	United Airlines

Study Team	
Name	**Representing**
Steve Alverson	ESA Airports
Chris Sequeira	ESA Airports
Maura Fitzpatrick	FHI
Zainab Kazmi	FHI
Ryan Walsh	FHI
Mike Alberts	KB Environmental
Dave Rickerson	Kimley-Horn
Andra Horsch	Nicholas Lence
Josh Knoller	Nicholas Lence
Peter Byrne	VHB
Sierra Gaenicke	VHB
Jennifer Hogan	VHB
Rich Louis	VHB
Elizabeth Thompson	VHB

Welcome and Introductions

Adeel Yousuf (PANYNJ) welcomed the TAC members. Mr. Yousuf announced that Jane Herndon has replaced Ed Knoesel as Senior Manager of Environmental and Noise Programs in the PANYNJ's Aviation Department.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He asked the attendees to introduce themselves. He then reviewed the purpose and objectives of the TAC as well as his role as facilitator.

Steve Alverson (ESA Airports) reviewed the meeting agenda.

Review of Homework Assignment #10

Steve Alverson (ESA Airports) reviewed the homework assignment from the previous TAC meeting, which was to review the proposed JFK land use measures, and to bring any questions and additional recommendations to this meeting. There were no additional comments. He stated that this meeting would focus on NCP recommendations regarding programmatic measures.

Recap of Typical Noise Compatibility Program Strategies

Steve Alverson (ESA Airports) provided a recap, using presentation slides 8-12, of typical NCP strategies, distinguishing between noise abatement and noise mitigation measures. He emphasized that if the NCP does not recommend any measure that is required to be considered according to 14 CFR Part 150, the Report must document the reasonwhy a measure is not being recommended.

Len Schaier (Town of North Hempstead/Quietskies.net) inquired about the nature of the proposed recommendations, noting that some of them are at the discretion of individual airlines to impose. He cited the rate of climb adjustments as an example of a measure which cannot be mandated by the FAA. He asked if such policies would be included as part of the 10 recommendations that the Study Team is scoped to model for the NCP. Steve Alverson (ESA Airports) explained that airline representatives and pilots are on the TAC to advise on such matters. The Study Team will not recommend any measures that the airlines would reject in principle. As indicated in the Study Protocol on the Port Authority's JFK 14 CFR Part 150 Study website, the Study Team is anticipating modeling up to 10 noise abatement alternatives, but may explore more measures if deemed necessary.

Update on Meetings with Land Use Planning Agencies

Dave Rickerson (Kimley-Horn) informed the TAC that the Study Team hosted two planning workshops with land use agencies to discuss land use strategies for mitigating aircraft noise. The first meeting was held in Nassau County, on April 11, to discuss land use measures within the context of noise exposure due to aircraft

operations at John F. Kennedy International Airport (JFK). Several villages within the DNL 65 contour did not attend. The group focused on noise overlay zoning, building codes, real estate disclosure, and avigation easements. The group did not cover soundproofing, as that would be up to the PANYNJ to consider. The consensus of the discussion was that regulatory provisions would be very challenging to put into place and the PANYNJ should instead focus on voluntary measures for incentivizing property owners to install noise mitigation instead of making mitigation and real estate disclosure a requirement through changes in zoning or building codes.

The second meeting was hosted by the New York City Department of City Planning on April 12, where similar measures were discussed for LaGuardia (LGA). The group decided that there was a definitive interest in moving forward with preventative mitigation, and the ensuing discussion focused on New York City agency responsibilities and the structure of administrative changes that may be required. Mr. Rickerson stated that there will be follow-up discussions to delve further into viability and individual interest in pursuing these land use measures.

Barbara Brown (NYCAR) asked if City Council members and other elected officials were also in attendance at the planning workshops. She noted that they would be useful contributors since they work closely with all local regulatory and planning agencies. Dave Rickerson (Kimley-Horn) explained that the Study Team wanted to meet with planners first to understand the viability and administrative regulations and restrictions before bringing the conversation forward to elected officials.

Potential Noise Abatement Measures Selected for Modeling

Chris Sequeira (ESA Airports) presented a variety of JFK noise abatement measures that are being considered for modeling. The measures were recommended previously by various stakeholders, including the TAC, the public, the PANYNJ, and the FAA. He mentioned that many of these measures are pending information requested from the NY Terminal Radar Approach Control (TRACON – N90). The final list of recommended noise abatement measures will be presented at future TAC meetings. The PowerPoint presentation slides include additional details and graphics for each of these proposed measures. – See presentation slides 14-33.

The proposed measures for modeling are as follows:

- Turn Runway 31L and 22L/R departures to Heading 180 as soon as possible (Slides 15,16)
    - There were no comments from the TAC on this measure.

- Evenly distribute arriving flights between Runway 22L and 22R (Slides 17,18)

- Chris Sequeira (ESA Airports) explained that this measure would possibly change the distribution of noise between Laurelton and Rosedale in Queens, by placing more arriving flights over Rosedale.
- Len Schaier (Town of North Hempstead/Quietskies.net) noted that arrivals on Runway 22R usually bend and fly over the North Shore, keeping aircraft at 2,000 feet above Long Island and producing significant noise. He asked if this would keep happening with this new model. Chris Sequeira (ESA Airports) responded that air traffic flow will still have this hold-down pattern.
- Barbara Brown (NYCAR) asked if shifting the percent of arrivals from one runway to another would affect departures as well. She asked if the proposed measure would negatively impact a different population since departures are generally noisier than arrivals. Chris Sequeira (ESA Airports) responded that arrivals and departures are interdependent and the departures would have to be evaluated as well. John Selden (PANYNJ) advised that a large percentage of airplanes cannot depart from Runway 22L due to its length.

- Adopt ICAO NADP1 (close-in departure) measures (Slides 19-21)
  - There were no comments from the TAC on this measure.

- Implement Optimized Profile Descents (OPDs) for various airport operating configurations (Slides 22,23)
  - Chris Sequeira (ESA Airports) explained that OPDs keep aircraft higher in the air for longer by reducing "hold-downs" (level-offs of aircraft). He noted that this measure might not affect the DNL 65 contour but could benefit residents further from JFK and could be considered outside of the Part 150 Study.
  - Len Schaier (Town of North Hempstead/Quietskies.net) stated that OPDs are called Continuous Descent Approaches (CDAs) in Europe. He inquired why they are only being considered now, as part of the study. He noted that departures from Runway 4R cause hold-downs to arrivals over Massapequa and Rosedale, which disturbs the residents. Chris Sequeira (ESA Airports) stated that the FAA used to use the "CDA" terminology but is now using the terminology "OPD". He agreed that OPDs are not a new concept but explained that they need to be implemented on a case-by-case basis specific to airport and airspace. He added that the arrivals and departures would need to be analyzed together, and that there may be potential for changing procedures for both.

- Use dispersed departure headings off of Runways 22L/R at night (Slides 24,25)
    - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) stated that larger aircraft cannot depart from Runway 22L due to its length.
    - Barbara Brown (NYCAR) asked the Study Team to consider departures heading north (from Runways 4L/R) as well. She made this recommendation because dispersion is happening now with new flight tracks over those communities.
    - David Hopkins (NYCEDC) asked how the specific impact is measured, and what the threshold is for improvement. Chris Sequeira (ESA Airports) responded that there are several factors considered including feasibility, economic benefit, and noise reduction but the main intention is to reduce incompatible uses in the DNL 65 and higher contours.
    - Glenn Morse (United Airlines) referred to a previous environmental study on Runway 22R dispersal headings, funded by PANYNJ. Mr. Morse noted that dispersal headings have noise and delay reduction benefits. He inquired about the status of that study. The PANYNJ representatives at the meeting agreed to look for more information on this.
    - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) suggested turning aircraft departing from Runway 22R toward the Rockaway Inlet, which avoids overflight of almost all residential properties.

- Use procedures described in New York TRACON SOP to provide nighttime noise relief (Slides 26,27)
    - There were no comments from the TAC on this measure.

- Use intersecting runway operations to enable more operating configurations during off-peak periods (Slides 28,29)
    - There were no comments from the TAC on this measure.

- Implement preferential runway use program to reduce nighttime Runway 22L/22R arrivals (Slide 30)
    - Len Schaier (Town of North Hempstead/Quietskies.net) asked why this measure is only being suggested for nighttime arrivals. He also asked why these measures are being presented as recommendations when they are standard operating procedures. Chris Sequeira (ESA Airports) explained that each nighttime operation is weighted with an extra 10 dB and therefore reducing nighttime arrivals will have a greater positive impact on the Noise Exposure Map (NEM). He added

that different factors affect the implementation of standard operating procedures. Implementation of nighttime noise abatement measures may be more feasible due to a lower volume of traffic at night.

- Increase altitudes of arrivals to Runways 22L and 22R (Slides 31-33)
    - There were no comments from the TAC on this measure.

Barbara Brown (NYCAR) inquired about the relative weight of economic benefits compared to benefits to people. She expressed concern that cost-effective measures would be selected over those that provide the most noise reduction benefit. Chris Sequeira (ESA Airports) advised that the 14 CFR Part 150 process is about identifying and analyzing different measures and there is no standard formula that dictates the prioritization of recommendations. He explained that economic costs will be analyzed, but will be weighed against other benefits, and that discussions with the TAC will help the PANYNJ prioritize recommendations.

Types of Programmatic Strategies

Steve Alverson (ESA Airports) reviewed examples of programmatic strategies and general challenges for airports with implementing programmatic strategies. – See presentation slides 34-38.

Existing Port Authority Programmatic Strategies

Steve Alverson (ESA Airports) listed, using presentation slides 39-43, existing PANYNJ programmatic strategies relevant to JFK, which include: a noise office with dedicated staff; a noise office website; an Airport Noise and Operations Management System (ANOMS); noise complaint management through PlaneNoise Inc.; a flight tracking website called WebTrak; and interaction with elected officials and community groups.

Len Schaier (Town of North Hempstead/Quietskies.net) asked the Study Team to elaborate on the voluntary NEM update asone example of a programmatic strategy. Steve Alverson (ESA Airports) explained that the airport NEM must be revised if there is a change in operations that causes a 1.5 dB or higher increase in noise over a noncompatible land use or over land that was previously compatible but is now made incompatible. He also explained that the airport NEM must be revised if there is a change in operations that causes a 1.5 dB reduction in noise over land that was previously noncompatible but is now made compatible by the noise reduction. Len Schaier (Town of North Hempstead/Quietskies.net) asked if the 1.5 dB change is associated with one change in operations or if it is associated with the cumulative effects of multiple changes. Andrew Brooks (FAA) noted that the requirement is taken directly from the 14 CFR Part 150 regulations and is reflective of any individual change in operations. The updated NEM, however, would reflect the

cumulative effects of all changes that have occurred since the last NEM was published.

Programmatic Strategies Previously Suggested by the TAC and the Public

Steve Alverson (ESA Airports) reviewed programmatic strategies previously suggested by the TAC and the public, which included developing a DNL 65 contour map overlay for geographic information systems (GIS) applications; incentives for use of quieter aircraft; a comprehensive "Fly Quiet" program; and adding more noise monitors throughout the airport's region.

Open Discussion on Potential Programmatic Strategies for JFK

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) suggested that the PANYNJ post monthly DNL values from the noise monitors to the PANYNJ website. She recommended that these values be color coded by noise level to help the public visualize impacts in their community.

Barbara Brown (NYCAR) noted that at present it is often difficult to navigate the PANYNJ website to find information about airport noise. She suggested that there be a clearer link to the study documents and noise information on the home page of the PANYNJ website. She recommended that a link to the New York Community Aviation Roundtable (NYCAR) website be posted to the website as well.

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked if the PANYNJ website accepts helicopter noise complaints in addition to the fixed-wing aircraft noise. Adeel Yousuf (PANYNJ) clarified that complaints about all types of aircraft and airport noise, including helicopter noise, can be submitted through the website and toll free phone number.

Len Schaier (Town of North Hempstead/Quietskies.net) asked if effects of vortex generators need to be modeled as part of the 14 CFR Part 150 Study. Steve Alverson (ESA Airports) explained that vortex generators cannot be modeled using the data available to the Study Team. He added that United Airlines is voluntary installing the vortex generators on their fleet.

Review of Project Schedule

Steve Alverson (ESA Airports) reviewed the NEM and the NCP schedule, noting that the NEM phase of the JFK 14 CFR Part 150 Study is in its final stage and is almost complete.

Barbara Brown (NYCAR) inquired when the TAC and the public would have access to the public comments and responses on the NEM. Andrew Brooks (FAA) explained that the NCP is still in its early stages, but by the time of the public hearing for the NCP, the public will have seen the public comments on the earlier Draft NEM Report

as well as PANYNJ responses to those comments, both of which are contained in the Final NEM Report. He noted that the FAA has a 180-day review period for the NCP, which applies to all proposed measures except procedural changes. If the FAA does not reply in 180 days regarding a measure, the measure is assumed to be approved.

TAC Homework Assignment No. 11

For Homework Assignment No. 11, Steve Alverson (ESA Airports) requested that the TAC review proposed programmatic measures and bring questions and any other programmatic measure recommendations to the next TAC meeting.

Future TAC Meeting Dates

Steve Alverson (ESA Airports) noted the upcoming JFK TAC meeting dates. TAC Meeting 13 is tentatively scheduled for Wednesday, June 21, 2017 from 1 P.M. to 4 P.M. TAC Meeting 14 is tentatively scheduled for Wednesday, October 18, 2017 from 1 P.M. to 4 P.M. Mr. Alverson then reviewed the preliminary agenda for TAC Meeting 13.

TAC Comments

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) recommended that noise monitor readings should be considered to determine if certain proposed NCP strategies could have any significant near-term benefits as opposed to the DNL measurement which is an annual average. She also asked the Study Team to consider approaches that fly over less land and fewer residential areas. She suggested that all approaches should use Optimized Profile Descents (OPDs).

Len Schaier (Town of North Hempstead/Quietskies.net) asked if the Study Team has considered dispersal of arrivals. Chris Sequeira (ESA Airports) explained that the challenge with arrivals is that aircraft must be aligned with the runway centerline within a certain distance of the airport, so dispersal of arrivals would have to take place further from the airport. He noted that such a measure would be difficult to implement in New York's congested airspace. Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) stated that she has observed aircraft making turns close to the airport. Mr. Sequeira advised that dispersing arrivals is different from making turns close to the airport, because aircraft following procedures that require turns close to the airport are following standard paths that place them into alignment with the runway. Tom Bock (PANYNJ) noted that aircraft can turn 1.5 miles away from Runway 13L/R. Andrew Brooks (FAA) explained that Tom Bock is referencing a charted visual approach, which is not the same as the suggestion of dispersing arrivals.

Barbara Brown (NYCAR) suggested that Runway 22L and 22R departures be jointly considered when evaluating the impacts of arrivals. Chris Sequeira (ESA Airports) acknowledged that arrivals and departures are interdependent.

Barbara Brown (NYCAR) asked about a new model which has superseded the Integrated Noise Model (INM). She asked if this new model affects how the noise data is presented. Steve Alverson (ESA Airports) explained that the FAA released the Aviation Environmental Design Tool version 2b (AEDT 2b) model a couple of years ago, but INM is being used for the JFK 14 CFR Part 150 Study because the study began before AEDT 2b was released. He explained that AEDT 2b uses a flight performance model that is essentially the same as what INM uses, so both models would give results that are essentially identical.

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) recommended against turning Runway 22L/R to Heading 180. She explained that flights turning on that heading soon after departure would fly over residential areas that are more highly populated, less wealthy, and have populations with higher instances of cardiac arrest than the rest of The Rockaways.

Public Comments

Ryan Walsh (FHI) then asked if there were any comments or questions from the public. There were no comments or questions from members of the public.

Adjournment

Ryan Walsh (FHI) adjourned the meeting and thanked all attendees for their participation.

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D-6 Technical Advisory Committee Meeting #13 June 21, 2017

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Technical Advisory Committee Meeting #13

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF THIRTEENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	**Wednesday, June 21, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor** **Jamaica, NY 11430**

LGA Technical Advisory Committee Meeting

DATE:	**Thursday, June 22, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**LaGuardia Airport, Hangar 7 Center, 3rd Floor** **Flushing, NY 11371**

NEED A TENT CARD FOR DAVE RICKERSON

JFK TAC Meeting #13 June 21, 2017

First	Last	Representing	Alternates	Primary	Alternate
Tom	Bock	Port Authority			
Andrew	Brooks	FAA - Airport Division	Lindsay Butler	✓	
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans		
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon		
Zack	DeLaune	FAA - Airport Division		✓	
Kevin	Denning	Town of Hempstead		✓	
Stephen	Everett	NYC Department of City Planning	Scott Solomon	✓	
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority			
Stacey	Gilbert	Port Authority		✓	
Robert	Goldman	Delta Airlines	Mark Hopkins		
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
Jane	Herndon	Port Authority			
David	Hopkins	NYC Economic Development Corp		✓	
Bill	Huisman	Aviation Development Council		✓	
Steve	Kapsalis	FAA - NY ADO	Suki Gill	✓	
Michael	Lamprecht	FAA			
Michael	Levine	Town of North Hempstead	Neal Stone		
Xiaobo	Liu	Port Authority			

Tom	Malone	FAA - Flight Standards Division	Dave Swanson		
Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		
Kelly	Mitchell	Port Authority		✓	
Rob	Mitchell	Jet Blue	Tom Kuehn		
Glenn	Morse	United Airlines			
Jasmine	Narang	Queens Borough President	Jack Liebler	✓	✓
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead/Quietskies.net	Marilyn Chapoteau		✓
John	Selden	Port Authority		✓	
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Anna	Stachula	Port Authority			
Ralph	Tamburro	Port Authority			
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority		✓	

Consultant Sign In
JFK TAC Meeting 13 - June 21, 2017

First	Last	Representing	In Attendance
Steve	Alverson	ESA Airports	✓
Mike	Arnold	ESA Airports	✓
Chris	Sequeira	ESA Airports	✓
Arnold	Bloch	FHI	
Maura	Fitzpatrick	FHI	✓
Zainab	Kazmi	FHI	✓
Ryan	Walsh	FHI	✓
Mike	Alberts	KB Environmental	✓
Clint	Morrow	KB Environmental	
Dave	Rickerson	Kimley-Horn	✓
Andra	Horsch	Nicholas Lence	
Josh	Knoller	Nicholas Lence	✓
Cheryl Ann	Albiez	Port Authority	
Stacey	Gilbert	Port Authority	
Jane	Herndon	Port Authority	
Kelly	Mitchell	Port Authority	✓
Ralph	Tamburro	Port Authority	
Adeel	Yousuf	Port Authority	✓
Peter	Byrne	VHB	✓
Marwa	Fawaz	VHB	
Jennifer	Hogan	VHB	✓
Rich	Louis	VHB	
Elizabeth	Thompson	VHB	

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
JFK Airport

Technical Advisory Committee Meeting #13
June 21, 2017 (1:00pm – 4:00pm)
JFK Airport

Sign-In Sheet

JOE NORTIGAN @ AOL.COM

Name/Organization	Address	Phone or Email
RAE JOE NORTIGAN	174 BEACH 132 ST.	718634-1268
Jones Payne	Boston, MA	617 201 2107

Technical Advisory Committee Meeting #13

Materials Presented at Meeting

Agenda
Technical Advisory Committee Meeting No. 13
14 CFR Part 150 Study – John F. Kennedy International Airport

Wednesday, June 21, 2017

1:00 PM to 4:00 PM EDT

1. Review Homework Assignment No. 11 – Proposed programmatic measures
2. Update on Meetings with Land Use Planning Agencies
3. Status Update on Development of Land Use Measures
4. Review Preliminary Noise Abatement Measure Modeling Results
5. Preliminary Draft Noise Compatibility Program Structure
6. Review the Project Schedule
7. TAC Homework Assignment No. 12
8. Future TAC Meeting Dates
9. Public Comment
10. Adjourn

Purpose and Objectives of the TAC

- TAC members represent the interests of their organization and/or constituents
- The TAC's role is advisory
  - Review study documents
  - Provide input to the Port Authority related to the noise exposure maps and noise compatibility program
- TAC members are also expected to advise their organization and/or constituents of the TAC's discussions

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

Meeting Agenda

- Review Homework Assignment No. 11 – Proposed programmatic strategies
- Update on Meetings with Land Use Planning Agencies and Land Use Strategies
- Update on Proposed Noise Abatement Strategies Selected for Modeling
- Preliminary Outline of Noise Compatibility Program Report

Meeting Agenda (cont.)

- Review the Project Schedule
- TAC Homework Assignment No. 12
- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

Review Homework Assignment No. 11

Review Homework Assignment No. 11

- Review proposed programmatic strategies
- Bring questions and recommendations to the next TAC meeting

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

Update on Meetings with Land Use Planning Agencies and Land Use Strategies

Update on
Proposed Noise Abatement Strategies Selected for Modeling

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

Proposed Noise Abatement Strategies Selected for Modeling

- On April 20, 2017, the Port Authority and ESA Study Team spoke with the New York Terminal Radar Approach Control (NY TRACON) about proposed noise abatement strategies being considered for modeling
- NY TRACON provided feedback on the feasibility of implementing the proposed noise abatement strategies
- Feedback has also been received from the JFK Airport Traffic Control Tower (ATCT) about certain strategies
- The next two slides introduce the "Tighten SKORR" noise abatement procedure being proposed by the FAA

Proposed Noise Abatement Strategies Selected for Modeling

- JFK TAC Presentation No. 12 contains further details of the proposed JFK noise abatement strategies presented to NY TRACON
- The Port Authority and FAA would refine proposed noise abatement strategies in collaboration with the aircraft operators

In order to maintain the JFK NCP schedule, noise abatement strategy suggestions submitted after today's TAC meeting will be considered for inclusion in the NCP, but cannot be modeled.

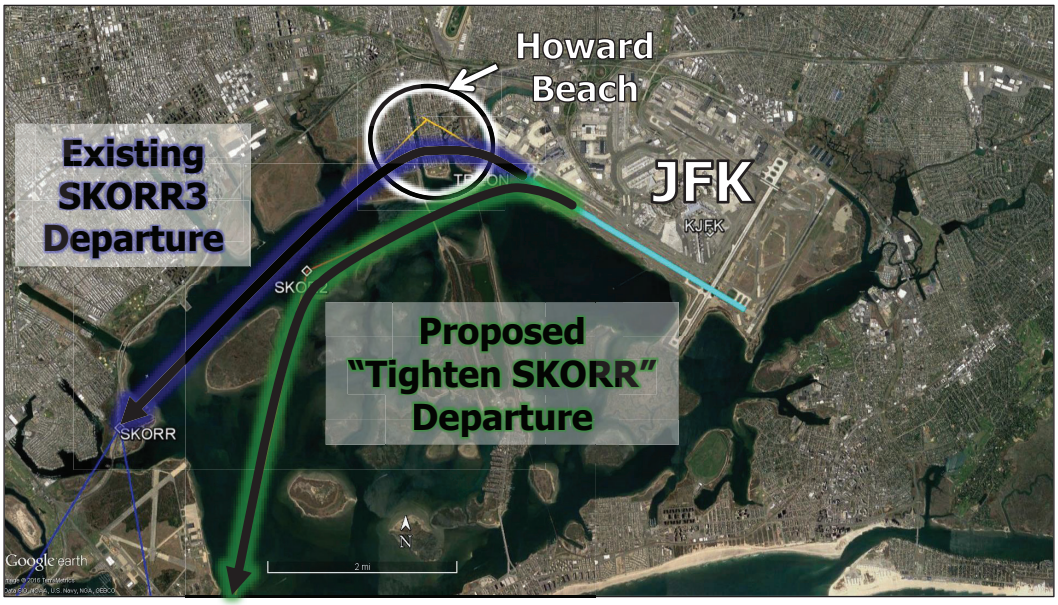
John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

DRAFT – SUBJECT TO CHANGE

Implement Proposed "Tighten SKORR" Departure Procedure

- Description: A waypoint named SKORR is currently located such that many aircraft flying RNAV departures from Runways 31L/R overfly Howard Beach. This proposed strategy would move the SKORR waypoint to reduce departure overflights of Howard Beach. The SKORR waypoint is present in the SKORR and DEEZZ RNAV departures.
- Suggested By: FAA
- Rationale: This strategy may reduce incompatible land use in the DNL 65 contour over Howard Beach.
- The FAA is currently developing and analyzing this procedure to determine feasibility of implementation. This procedure will also be modeled by the ESA Study Team to analyze changes in noise exposure.
- Existing and Potential Procedures: see next slide.

Implement Proposed "Tighten SKORR" Departure Procedure



SOURCE: Google Earth, April 19, 2016, last accessed March 31, 2017; Federal Aviation Administration, 2017.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13
DRAFT – SUBJECT TO CHANGE

Implement Proposed "Tighten SKORR" Departure Procedure: Modeling Approach

- The ESA Study Team has received a diagram of the draft procedure modification from the FAA
- NY TRACON has estimated the following:
  - All aircraft currently flying SKORR3 would be assigned to fly the proposed "Tighten SKORR" procedure if it is implemented
  - After the "SKORR" waypoint, the proposed "Tighten SKORR" procedure has the same en route transition waypoints (named YNKEE and RNGRR) as today
  - Vectoring of aircraft by Air Traffic Control after the departure procedure would remain the same as today
- The ESA Study Team will use NY TRACON's estimations as the modeling assumptions

Turn Runway 31L and 22L/R Departures to Heading 180 as Soon as Possible

- **Description: This proposed strategy would reduce aircraft overflights of incompatible land use during departure by placing more departures over water or land with lower population density.**
- **Suggested By: Public**
- **Rationale: This proposed strategy may reduce incompatible land use within the DNL 65 contour, particularly in Howard Beach and The Rockaways.**
- **Feedback from NY TRACON: This proposed strategy is not feasible for Runway 22L/R departures because it would cause aircraft to turn too soon. For Runway 31L departures, the "Tighten SKORR" proposal should be considered.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13
DRAFT – SUBJECT TO CHANGE

Evenly Distribute Arriving Flights Between Runway 22L and 22R

- **Description: Currently, Runway 22L is used more often than Runway 22R for arrivals. This places more arriving flights over Rosedale.**
- **Suggested By: Public**
- **Rationale: This proposed strategy may change the distribution of noise between Laurelton and Rosedale.**
- **Feedback from NY TRACON: It is not feasible to implement this proposed strategy because it would impact JFK's operational efficiency.**

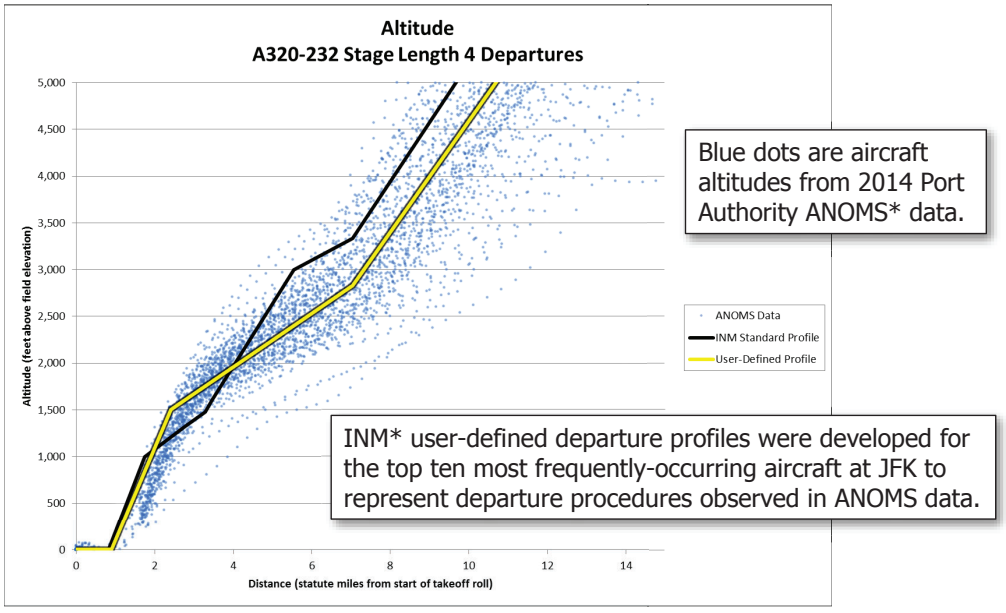
Adopt ICAO NADP1 Measures*

- **Description: ICAO NADP1 is a type of noise abatement departure procedure that may reduce noise exposure for communities close to the airport. This is in contrast to ICAO NADP2, which is a procedure that may reduce noise exposure for communities further from the airport.**
- **Suggested By: TAC**
- **Rationale: The proposed strategy to adopt ICAO NADP1 measures may reduce incompatible land uses within the DNL 65 contour.**
- **The ESA Study Team has modeled noise levels associated with the ICAO NADP1 proposed strategy and will assess changes in population impacts (if any) before the October TAC meeting.**
- **Review by NY TRACON is necessary to check implementation feasibility**

* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

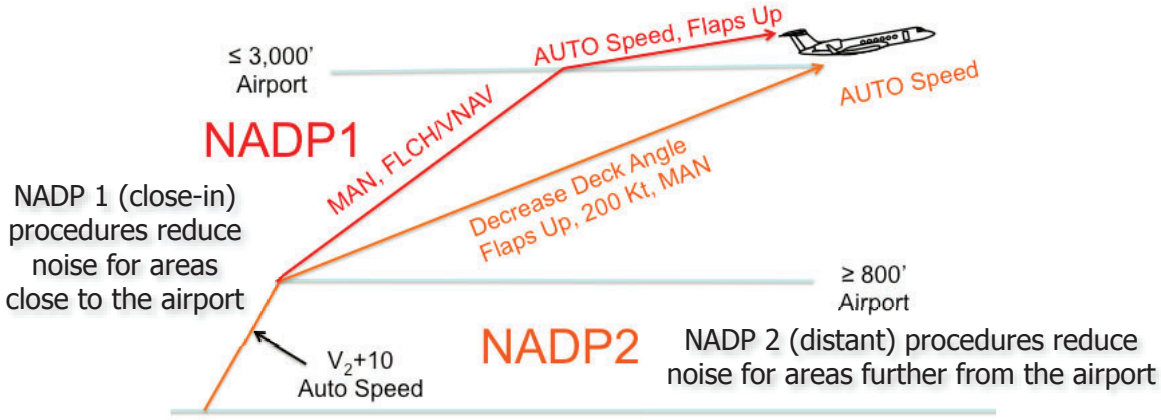
Sample of Existing Departures at JFK



SOURCE: Port Authority ANOMS Data, 2014; ESA, 2016.

* ANOMS: Airport Noise and Operations Management System. INM: Integrated Noise Model.

EXAMPLE: Noise Abatement Departure Procedures (NADPs)



Actual noise abatement departure procedures are aircraft- and operator-specific.

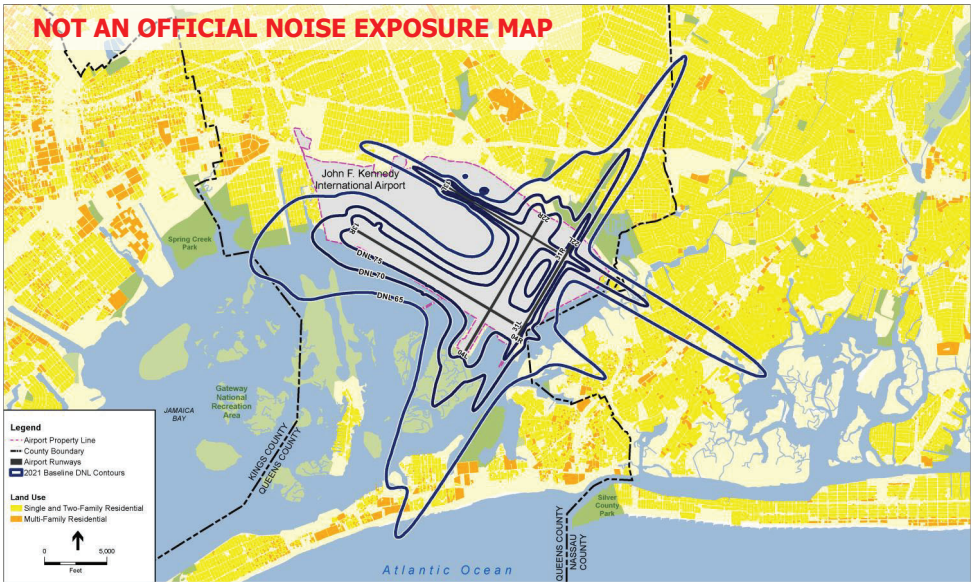
- SOURCE: Flight Operations, Supplement Number GAC-OMS-02: Noise Abatement Departure Procedures for JAA / EASA Operators. Gulfstream. June 25, 2008. Last Accessed: November 30, 2016. http://code7700.com/pdfs/gac_oms_2.pdf
- Image from http://code7700.com/noise_abatement.html. Last Accessed: November 30, 2016.
- Black annotations by ESA.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

Adopt ICAO NADP1 Measures: Modeling Approach

- **The Integrated Noise Model (INM) User Guide provides example NADP1 (close-in) and NADP2 (distant) profiles that conform to FAA Advisory Circular 91-53A, "Noise Abatement Departure Profiles"**
- **Using the INM User Guide, example NADP1 and NADP2 profiles were modeled for the top ten most frequently occurring aircraft types at JFK**
- **The remaining aircraft types were modeled using the same profiles as used during development of the official NEMs submitted to FAA**
- **DNL contours were developed to allow a comparison between NADP1 and NADP2**

Baseline 2021 DNL 65, 70, and 75 Contours

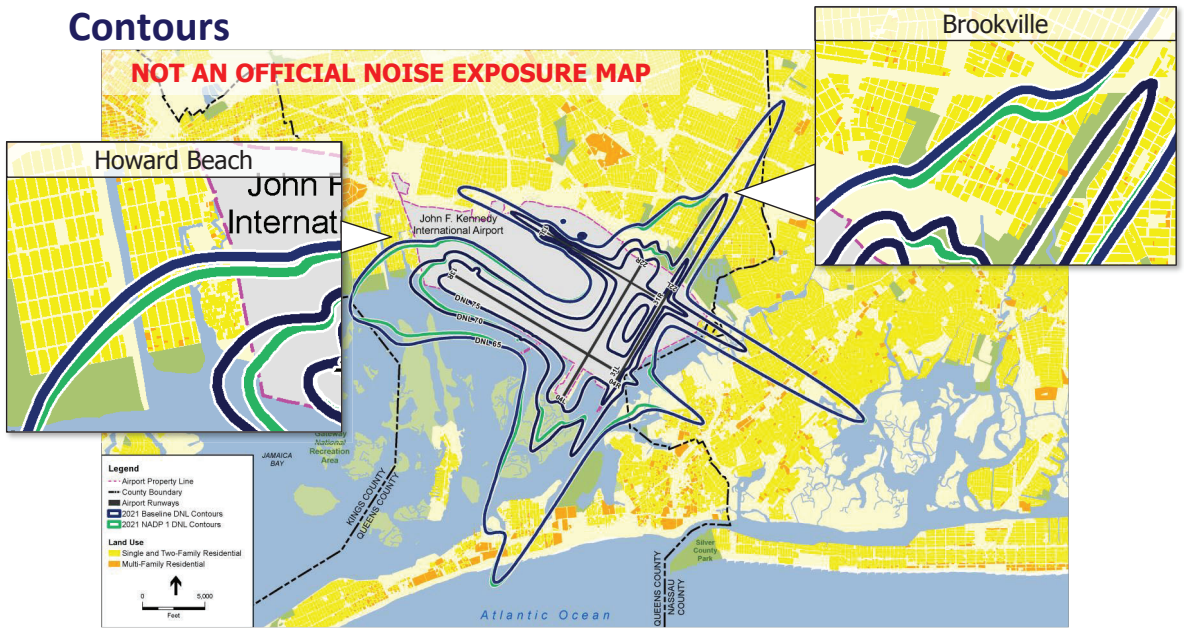


SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping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

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

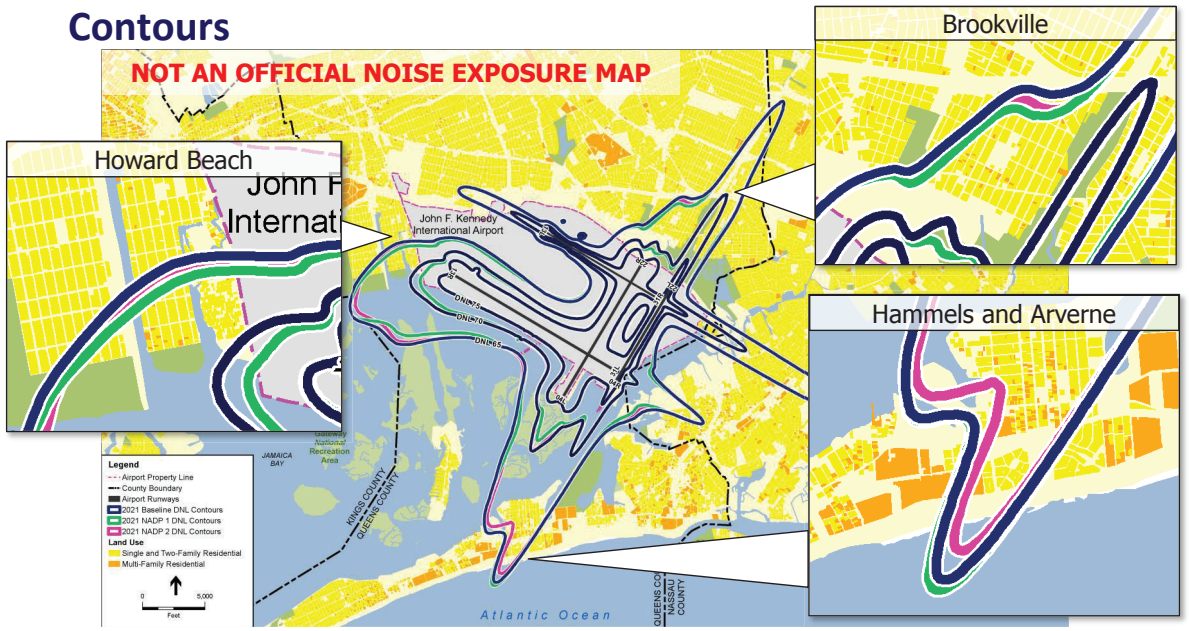
DRAFT – SUBJECT TO CHANGE

Comparison of Baseline and NADP1 DNL 65, 70, and 75 Contours



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016 and 2017.

Comparison of Baseline, NADP1, and NADP2 DNL 65, 70, and 75 Contours



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016 and 2017.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13
DRAFT – SUBJECT TO CHANGE

Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

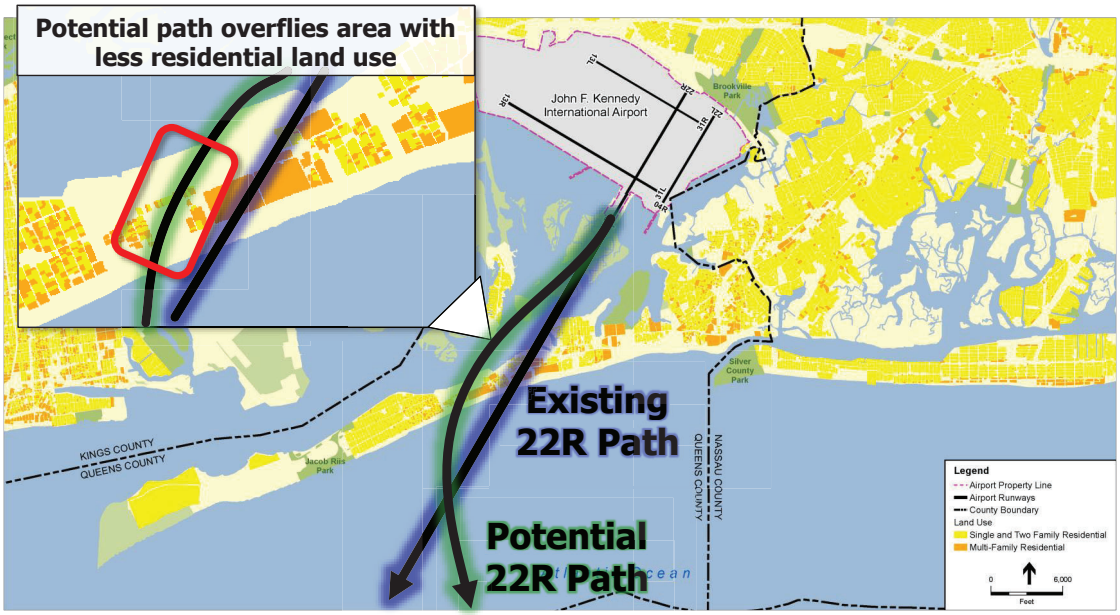
- **Description: This proposed strategy to implement OPDs may keep arriving aircraft at higher altitudes further from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes. OPDs could be considered for all runway ends, in coordination with NY TRACON.**
- **Suggested By: Port Authority**
- **Rationale: The 14 CFR Part 150 process provides an opportunity to explore benefits to residences further from JFK, especially at night.**
- **Feedback from NY TRACON: NY TRACON is currently in the process of developing an OPD for nighttime operations.**

Use Dispersed Departure Headings Off of Runways 22L/R at Night

- **Description: Dispersing departures would reduce overflights of the same incompatible land use repeatedly. This proposed strategy would consist of varying the headings of departing aircraft.**
- **Suggested By: Port Authority**
- **Rationale: This proposed strategy may change the shape of the DNL 65 contour in The Rockaways.**
- **Feedback from NY TRACON: Instead of this proposed strategy, NY TRACON suggested a strategy where aircraft departing Runway 22R would take an alternate flight path that overflies an area in The Rockaways with a lower population density. See next slide.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13
DRAFT – SUBJECT TO CHANGE

Runway 22R Noise Abatement Departure Suggested by FAA



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Federal Aviation Administration, 2017.

Use Procedures Described in New York TRACON SOP to Provide Nighttime Noise Relief*

- **Description: The SOP contains noise abatement procedures, which are to be followed "when traffic, weather, and workload permit." The JFK noise abatement procedures include, but are not limited to:**
  - **Preferred locations and directions for vectoring jet aircraft arrivals and departures**
  - **Advisements to jet aircraft pilots requesting an arrival runway other than the runway in use: "Runway XX, is not the selected noise abatement runway. Advise intentions."**
  - **Variation in headings for Runway 13 L/R jet departures**
  - **Preferred departure procedures between 11:00 P.M. and 7:00 A.M.**
- **Suggested By: Port Authority**

* SOP: Standard Operating Procedures.
Document source: FAA Order N90 7110.1D, February 15, 2016.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13
DRAFT – SUBJECT TO CHANGE

Use Procedures Described in New York TRACON SOP to Provide Nighttime Noise Relief (cont.)

- **Rationale: Using these procedures may reduce incompatible land uses within the DNL 65 contour.**
- **The SOPs are being reviewed in order to determine which procedures may have the greatest potential to reduce incompatible land uses within the DNL 65 contour.**
- **The ESA Study Team is analyzing Airport Noise and Operations Management System (ANOMS) data to investigate current compliance with the SOPs.**

Use Intersecting Runway Operations to Enable More Operating Configurations During Off-Peak Periods

- Description: This proposed strategy would consist of establishing intersecting arrivals and intersecting departures so that all four runways could potentially be used at the same time.
  - Aircraft would be sequenced so that safe separation is always maintained.
  - JFK operating configurations usually have all arrivals perpendicular to all departures (e.g. arrivals on Runways 4L/4R and departures on Runway 31L).
- Suggested By: Port Authority
- Rationale: This proposed strategy may enable more operating configurations that could reduce noise impacts to incompatible land uses.
- Feedback from JFK ATCT: Due to required nighttime airport maintenance activity, this proposed strategy is not feasible to implement.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13
DRAFT – SUBJECT TO CHANGE

Implement Preferential Runway Use Program to Reduce Nighttime Runway 22L/22R Arrivals

- Description: This proposed strategy would reduce aircraft arrivals over Rosedale and Laurelton at night.
- Suggested By: Port Authority
- Rationale: This proposed strategy may reduce incompatible land use in the DNL 65 contour.
- Existing Procedures: At night in calendar year 2014:
  - 2.22% of arrivals landed on Runway 22R
  - 22.78% of arrivals landed on Runway 22L

Implement Preferential Runway Use Program to Reduce Nighttime Runway 22L/22R Arrivals (cont.)

- FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns
- Due to operational efficiency needs, it is not feasible to change the existing runway selection priorities to implement this proposed strategy.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Increase Altitudes of Arrivals to Runways 22L and 22R

- Description: Implementation of this proposed strategy may keep arriving aircraft at higher altitudes further from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes.
- Suggested By: Port Authority
- Rationale: The 14 CFR Part 150 process provides an opportunity to explore benefits to residences further from JFK, especially at night.
- This proposed strategy is under review by NY TRACON.

Preliminary Outline of Noise Compatibility Program Report

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Preliminary Draft JFK NCP Report Table of Contents

- Chapter 1: Introduction
- Chapter 2: Current Aircraft Noise Compatibility Measures
- Chapter 3: Aircraft and Airport Noise Mitigation Measures and Measures Required By 14 CFR Part 150
- Chapter 4: Off-Airport Land Use Compatibility Planning
- Chapter 5: Administrative Measures to Mitigate Aircraft Noise
- Chapter 6: Noise Compatibility Program Implementation and Management
- Chapter 7: Consultation and Public Involvement

Before Table of Contents:

- 14 CFR Part 150 Checklist
- Sponsor's Official Transmittal Letter

Preliminary Draft JFK NCP Report Table of Contents (cont.)

- List of Tables
- List of Figures
- Appendices

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Review the Project Schedule

Review the NEM Schedule

The NEM phase of the JFK 14 CFR Part 150 Study is complete.

The JFK NEMs were submitted to the FAA on April 28, 2017 and were accepted by the FAA on May 19, 2017.

Notice of the FAA's acceptance of the JFK NEMs was published in the Federal Register on May 30, 2017.

Public announcements of the FAA's acceptance of the JFK NEMs were published three times in 15 newspapers of general circulation throughout June 2017.

The project schedules can be viewed online at http://panynjpart150.com/JFK_schedule.asp

John F. Kennedy International Airport – 14 CFR Part 150 Study
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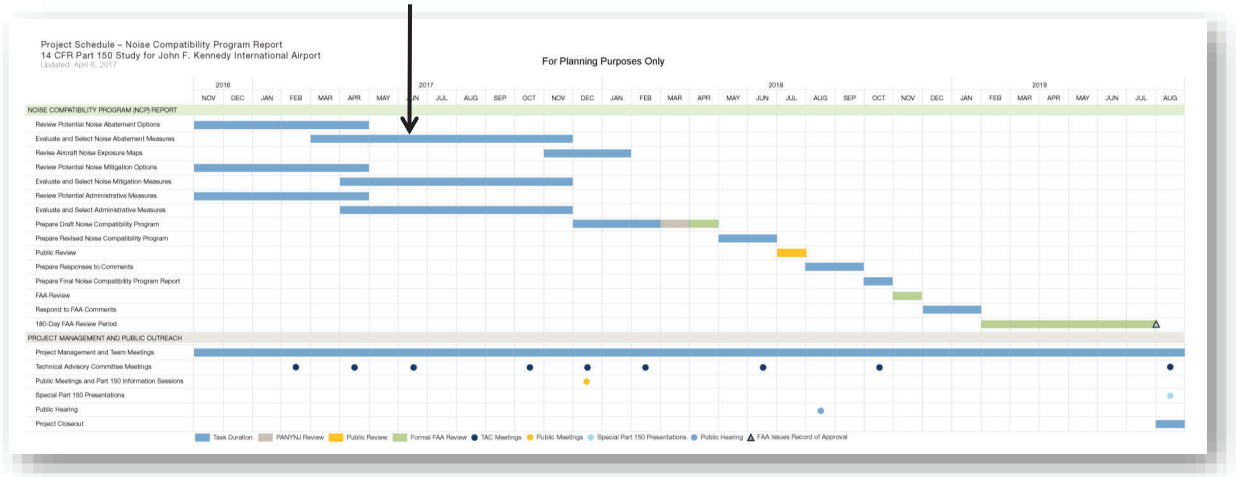
Publication of JFK NEM Acceptance Notices

- **Notice of the FAA's acceptance of the JFK NEMs was published in the Federal Register on May 30, 2017 and is located at 82 FR 24770**
- **The Port Authority announced the FAA's acceptance of the JFK NEMs 3 times in 15 newspapers of general circulation. See table to the right for publication dates.**

Publication	Section	Publish Date
Queens Media		
Daily News (Queens)	legal notices	Jun. 5, 7, 9
Queens Courier (All Editions)	main pages	Jun. 8, 15, 22
Queens Chronicle (All Editions)	main pages	Jun. 8, 15, 22
Queens Tribune (All Editions)	main pages	Jun. 8, 15, 22
South East Queens Press	main pages	Jun. 9, 16, 23
Queens Ledger (All Editions)	main pages	Jun. 8, 15, 22
Queens Gazette (All Editions)	main pages	Jun. 7, 14, 21
Queens Times Ledger (All Editions)	main pages	Jun. 9, 16, 23
Bronx Times Reporter	main pages	Jun. 9, 16, 23
Greek Herald	main pages	Jun. 5, 7, 9
El Especialito	main pages	Jun. 5, 7, 9
Sing Tao	main pages	Jun. 5, 7, 9
Chinese World Journal	main pages	Jun. 5, 7, 9
Long Island Media		
Newsday	Classified	Jun. 5, 7, 9
LI Herald (West / North Zones)	main pages	Jun. 8, 15, 22

Review the NCP Schedule

We Are Here



The Final NCP is expected to be submitted to the FAA for review and approval in early-2019.

The project schedules can be viewed online at
http://panynjpart150.com/JFK_schedule.asp

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

TAC Homework Assignment No. 12

TAC Homework Assignment No. 12

- Review preliminary draft NCP Report outline
- Bring questions and comments to the next TAC meeting

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Future TAC Meeting Dates

Meeting Dates for TAC Meetings 14 and 15

- **TAC Meeting 14 – Tentative: Wednesday, October 18, 2017: 1 P.M. – 4 P.M.**
- **TAC Meeting 15 – Tentative: Wednesday, December 13, 2017: 1 P.M. – 4 P.M.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 13

Preliminary Agenda for TAC Meeting No. 14

- **Review Homework Assignment No. 12 – Preliminary draft NCP Report outline**
- **Selected Noise Abatement Strategies**
- **Draft Noise Abatement Strategy Modeling Results**
- **Selected Land Use Strategies**
- **Selected Programmatic Strategies**

Preliminary Agenda for TAC Meeting No. 14 (cont.)

- Review the Project Schedule
- TAC Homework Assignment No. 13
- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Public Comment

Adjourn

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Project Team and Website

- **Port Authority of New York and New Jersey**
  - **Kelly Mitchell, Project Manager**
  - **Adeel Yousuf, Noise Office Manager**
- **ESA Study Team**
  - **Steve Alverson, Project Director**
  - **Peter Byrne, Deputy Project Director**
  - **Adrian Jones, JFK Technical Director**
- **Website:**

  http://www.panynj.gov/airports/aircraft-noise-information.html
- **E-Mail: NYPart150@panynj.gov**

Supplemental Slides

Proposed Noise Abatement Strategies from TAC Meeting No. 12 (June 21, 2017)

John F. Kennedy International Airport – 14 CFR Part 150 Study
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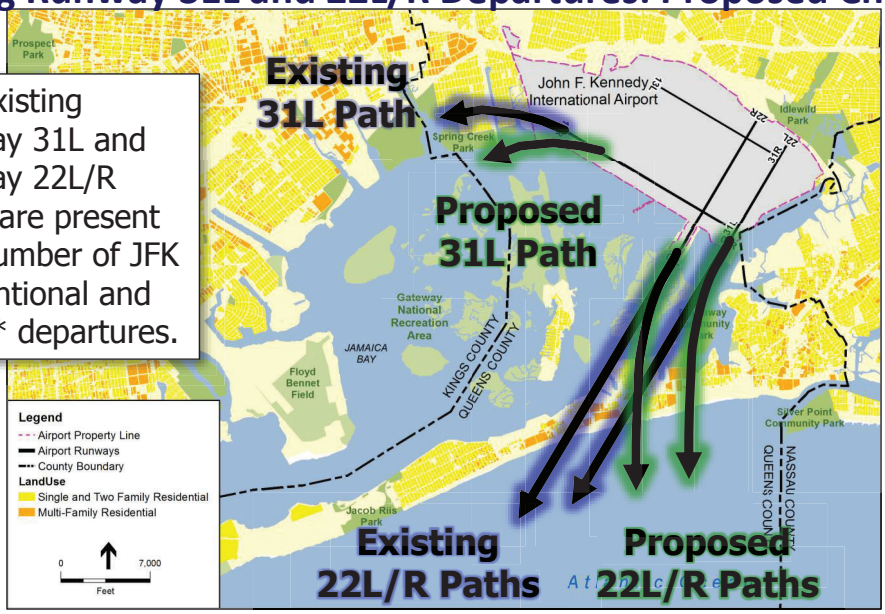
Turn Runway 31L and 22L/R Departures to Heading 180 as Soon as Possible

- **Description: This proposed strategy would reduce aircraft overflights of incompatible land use during departure by placing more departures over water or land with lower population density.**
- **Suggested By: Public**
- **Rationale: This proposed strategy may reduce incompatible land use within the DNL 65 contour, particularly in Howard Beach and The Rockaways (in Queens).**
- **Existing and Potential Procedures: see next slide.**

Existing Runway 31L and 22L/R Departures: Proposed Changes

The existing Runway 31L and Runway 22L/R paths are present in a number of JFK conventional and RNAV* departures.



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

* RNAV: Area Navigation.

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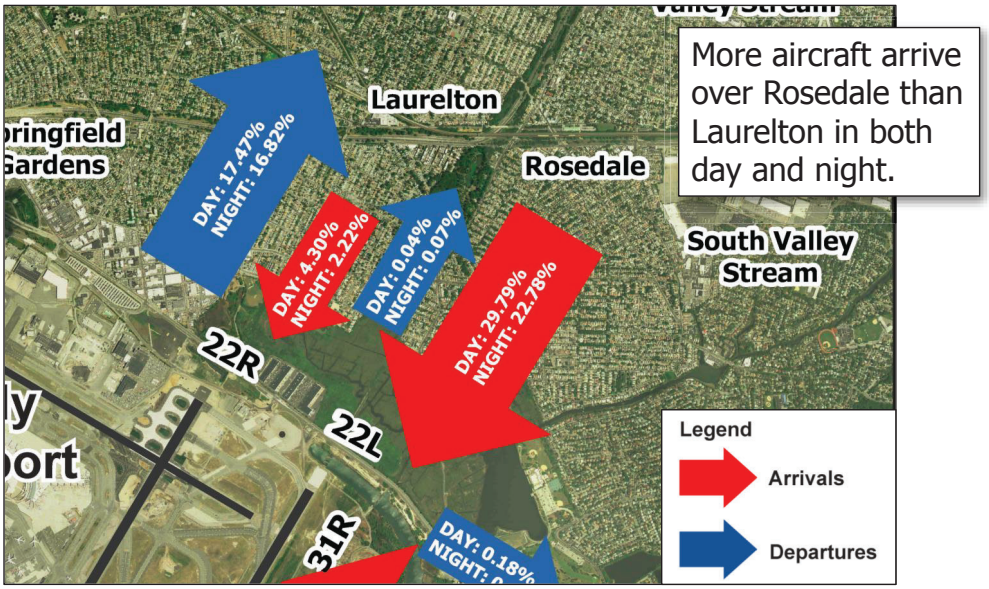
Evenly Distribute Arriving Flights Between Runway 22L and 22R

- **Description: Currently, Runway 22L is used more often than Runway 22R for arrivals. This places more arriving flights over Rosedale (in Queens).**
- **Suggested By: Public**
- **Rationale: This proposed strategy may change the distribution of noise between Laurelton and Rosedale in Queens.**
- **Existing Procedures: see next slide.**

Existing Runway 22L/R Use in the Integrated Noise Model



NOTE: Does not include helicopter operations. Values may not add to 100% due to rounding. Runway utilization values represent calendar year 2014. Day: 7:00 A.M. to 10:00 P.M. Night: 10:00 P.M. to 7:00 A.M.
SOURCE: Environmental Science Associates, 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

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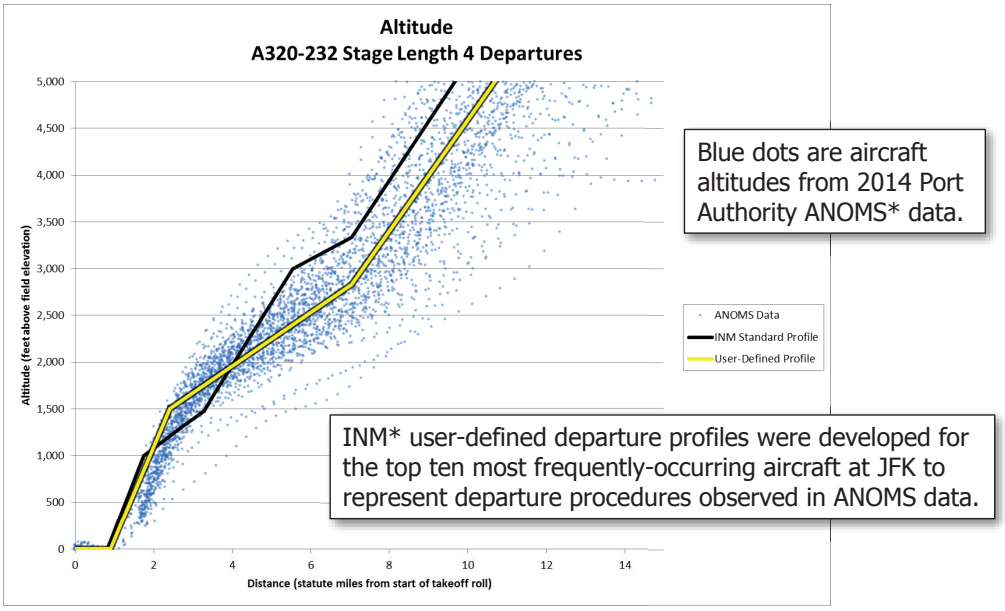
Adopt ICAO NADP1 Measures*

- **Description: ICAO NADP1 is a type of noise abatement departure procedure that may reduce noise exposure for communities close to the airport. This is in contrast to ICAO NADP2, which is a procedure that may reduce noise exposure for communities further from the airport.**
- **Suggested By: TAC**
- **Rationale: This proposed strategy to adopt ICAO NADP1 measures may reduce incompatible land uses within the DNL 65 contour.**
- **Existing and Potential Procedures: see next two slides.**

* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

Sample of Existing Departures at JFK



SOURCE: Port Authority ANOMS Data, 2014; ESA, 2016.

* ANOMS: Airport Noise and Operations Management System. INM: Integrated Noise Model.

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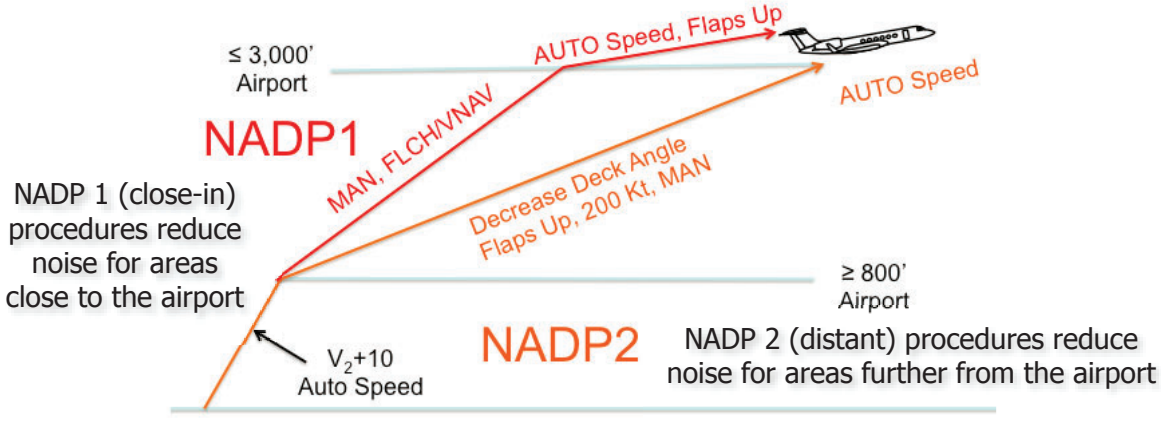
EXAMPLE: Noise Abatement Departure Procedures (NADPs)



Actual noise abatement departure procedures are aircraft- and operator-specific.

- SOURCE: Flight Operations, Supplement Number GAC-OMS-02: Noise Abatement Departure Procedures for JAA / EASA Operators. Gulfstream. June 25, 2008. Last Accessed: November 30, 2016. http://code7700.com/pdfs/gac_oms_2.pdf
- Image from http://code7700.com/noise_abatement.html. Last Accessed: November 30, 2016.
- Black annotations by ESA.

Implement Proposed Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

- **Description: This proposed strategy to implement OPDs may keep arriving aircraft at higher altitudes further from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes. OPDs could be considered for all runway ends, in coordination with FAA New York TRACON.***
- **Suggested By: Port Authority**
- **Rationale: The 14 CFR Part 150 process provides an opportunity to explore benefits to residences further from JFK, especially at night.**
- **Existing and Potential Procedures: see next slide.**

* TRACON: Terminal Radar Approach Control.

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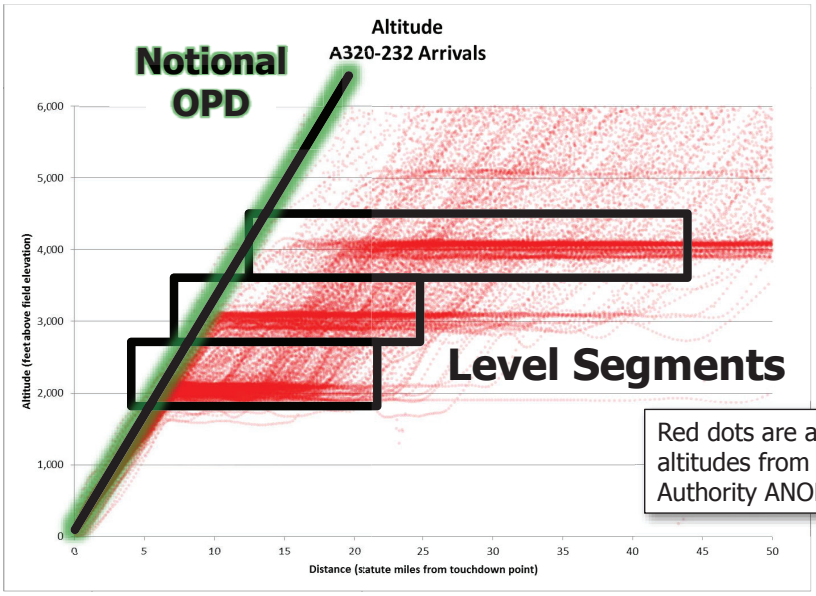
Example of an OPD



SOURCE: Port Authority ANOMS Data, 2014; ESA, 2016.

Use Dispersed Departure Headings Off of Runways 22L/R at Night

- **Description: Dispersing departures would reduce overflights of the same incompatible land use repeatedly. This proposed strategy would consist of varying the headings of departing aircraft.**
- **Suggested By: Port Authority**
- **Rationale: This proposed strategy may change the shape of the DNL 65 contour in The Rockaways (in Queens).**
- **Existing and Potential Procedures: see next slide.**

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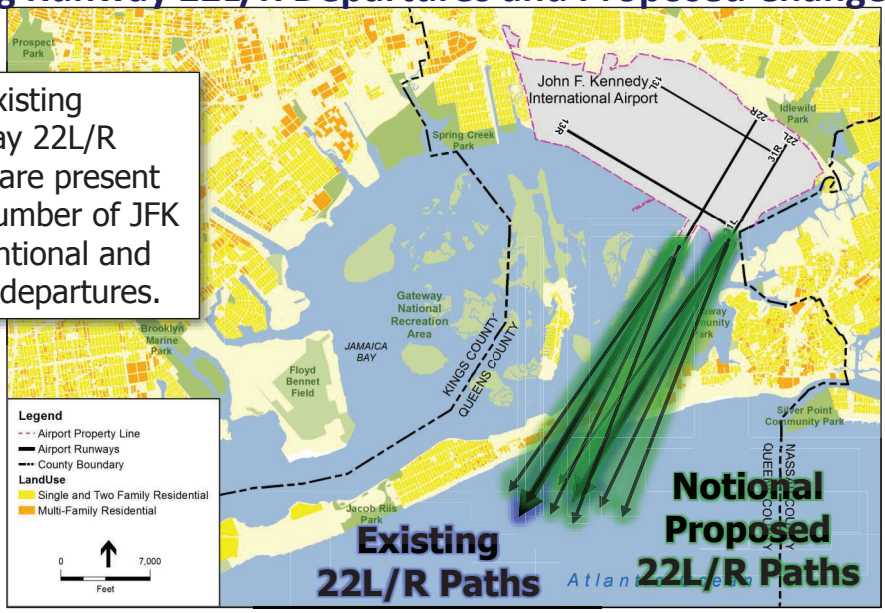
Existing Runway 22L/R Departures and Proposed Changes

The existing Runway 22L/R paths are present in a number of JFK conventional and RNAV departures.



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

Use Procedures Described in New York TRACON SOP to Provide Nighttime Noise Relief*

- **Description: The SOP contains noise abatement procedures, which are to be followed "when traffic, weather, and workload permit." The JFK noise abatement procedures include, but are not limited to:**
  - **Preferred locations and directions for vectoring jet aircraft arrivals and departures**
  - **Advisements to jet aircraft pilots requesting an arrival runway other than the runway in use: "Runway XX, is not the selected noise abatement runway. Advise intentions."**
  - **Variation in headings for Runway 13 L/R jet departures**
  - **Preferred departure procedures between 11:00 P.M. and 7:00 A.M.**
- **Suggested By: Port Authority**

* SOP: Standard Operating Procedures.
Document source: FAA Order N90 7110.1D, February 15, 2016.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Use Procedures Described in New York TRACON SOP to Provide Nighttime Noise Relief (Continued)

- **Rationale: Using these procedures may reduce incompatible land uses within the DNL 65 contour.**
- **The SOPs are being reviewed in order to determine which procedures may have the greatest potential to reduce incompatible land uses within the DNL 65 contour.**

Use Intersecting Runway Operations to Enable More Operating Configurations During Off-Peak Periods

- **Description: This proposed strategy would consist of establishing intersecting arrivals and intersecting departures so that all four runways could potentially be used at the same time.**
  - **Aircraft would be sequenced so that safe separation is always maintained.**
  - **JFK operating configurations usually have all arrivals perpendicular to all departures (e.g. arrivals on Runways 4L/4R and departures on Runway 31L).**
- **Suggested By: Port Authority**
- **Rationale: This proposed strategy may enable more operating configurations that could reduce noise impacts to incompatible land uses.**
- **For Example: see next slide.**

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Notional Intersecting Runway Operations Example

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

Implement Preferential Runway Use Program to Reduce Nighttime Runway 22L/22R Arrivals

- **Description: This proposed strategy would reduce aircraft arrivals over Rosedale and Laurelton (in Queens) at night.**
- **Suggested By: Port Authority**
- **Rationale: This proposed strategy may reduce incompatible land use in the DNL 65 contour.**
- **Existing Procedures: At night in calendar year 2014:**
  - **2.22% of arrivals landed on Runway 22R**
  - **22.78% of arrivals landed on Runway 22L**

John F. Kennedy International Airport – 14 CFR Part 150 Study
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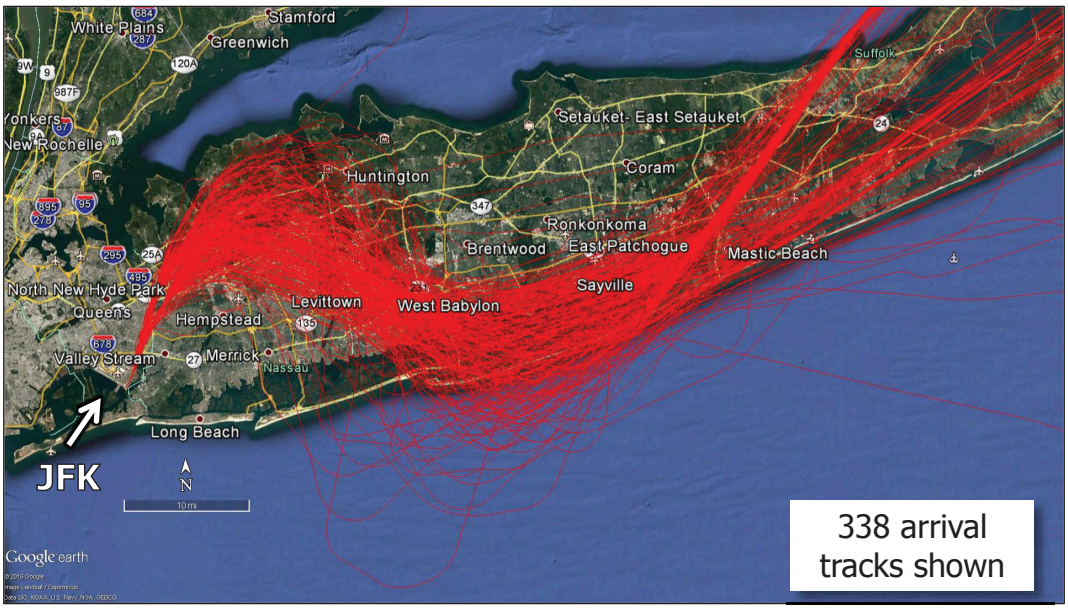
Increase Altitudes of Arrivals to Runways 22L and 22R

- **Description: Implementation of this proposed strategy may keep arriving aircraft at higher altitudes further from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes.**
- **Suggested By: Port Authority**
- **Rationale: The 14 CFR Part 150 process provides an opportunity to explore benefits to residences further from JFK, especially at night.**
- **Existing Procedures: For various reasons (such as air traffic separation), many arriving aircraft are leveled off at low altitudes before landing. See next two slides.**

Top View - Sample of JFK Runway 22L Arrivals



SOURCE: Port Authority ANOMS Data, 2014; Google Earth, 2016, last accessed April 6, 2017.

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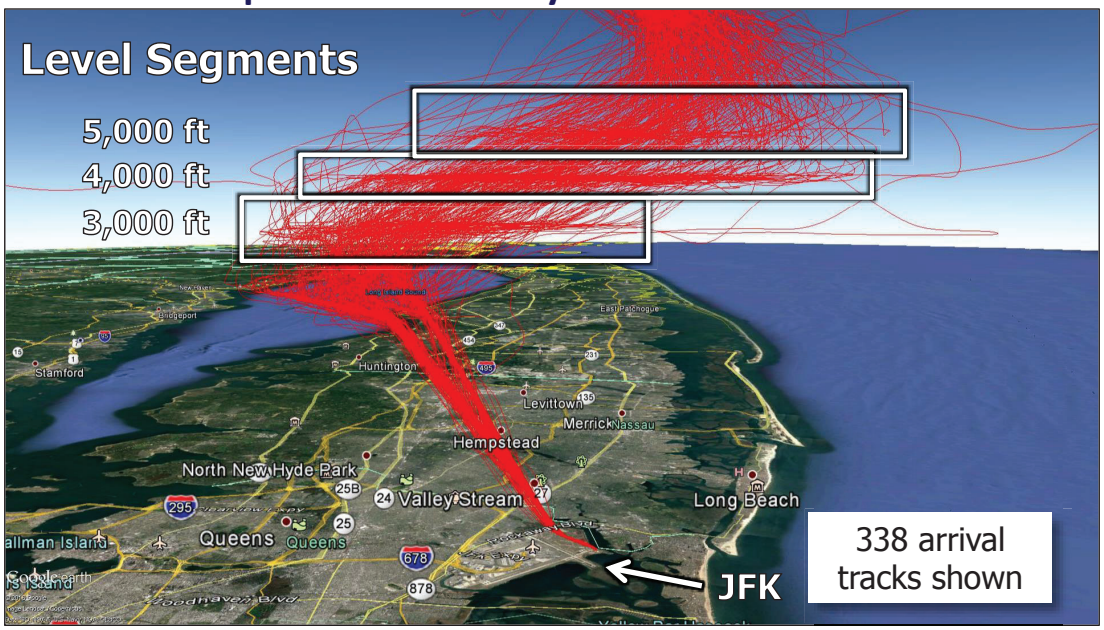
3D View - Sample of JFK Runway 22L Arrivals



SOURCE: Port Authority ANOMS Data, 2014; Google Earth, 2016, last accessed April 6, 2017.
All altitudes are Above Field Elevation (AFE). Altitude depictions are not to scale.

Technical Advisory Committee Meeting #13

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 13

14 CFR Part 150 Study – John F. Kennedy Airport

June 21, 2017 – 1:00 PM to 2:30 PM

Attendees:

TAC Members	
Name	**Representing**
Bill Huisman	Aviation Development Council
Andrew Brooks	FAA – Airport Division
Zack DeLaune	FAA – Environmental Specialist
Steve Kapsalis	FAA – NY ADO
Stephen Everett	New York City Department of City Planning (NYCDCP)
David Hopkins	New York City Economic Development Corp (NYCEDC)
Stacey Gilbert	PANYNJ
Kelly Mitchell	PANYNJ
John Selden	PANYNJ
Adeel Yousuf	PANYNJ
Jack Leibler	Queens Borough President's Office
Jasmine Narang	Queens Borough President's Office
Kevin Denning	Town of Hempstead
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net

Public
Name
Joe Hartigan
Eric Raboin

Study Team	
Name	**Representing**
Steve Alverson	ESA Airports
Mike Arnold	ESA Airports
Chris Sequeira	ESA Airports
Maura Fitzpatrick	FHI
Zainab Kazmi	FHI
Ryan Walsh	FHI
Mike Alberts	KB Environmental
Dave Rickerson	Kimley-Horn
Josh Knoller	Nicholas Lence
Peter Byrne	VHB
Jennifer Hogan	VHB

Welcome and Introductions

Kelly Mitchell (PANYNJ) welcomed the TAC members. She announced that a major milestone in the JFK 14 CFR Part 150 Study had been reached with the FAA acceptance of the JFK 2016 and 2021 Noise Exposure Maps (NEMs). She congratulated the TAC and the Study Team on their hard work that resulted in this significant accomplishment.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He asked the attendees to introduce themselves. He then reviewed the purpose and objectives of the TAC as well as his role as facilitator.

Steve Alverson (ESA Airports) reviewed the meeting agenda.

Review of Homework Assignment #11

Steve Alverson (ESA Airports) reviewed the homework assignment from the previous TAC meeting, which was to review the proposed JFK programmatic measures, and to bring any questions and additional recommendations to this meeting.

David Hopkins (NYCEDC) suggested on behalf of Charles Shamoon (NYCDEP) that Heathrow Airport's arrival procedures could be emulated in the New York airspace. He referred to an article that stated that the airport has changed procedures such that landing gear is lowered later than normal, reducing arrival noise at locations distant from the airport. Mr. Hopkins asked if such a change at JFK would first require a 14 CFR Part 161 Noise and Access Restriction Study. Steve Alverson (ESA Airports) explained a Part 161 Study would not be required if this change in operational procedures is voluntary. He added that most airlines already try to use this strategy whenever possible to enhance efficiency and save fuel. Mr. Alverson requested that Charles Shamoon send specific recommendations directly to Kelly Mitchell (PANYNJ).

Update on Meetings with Land Use Planning Agencies

Dave Rickerson (Kimley-Horn) informed the TAC that the Study Team has continued meetings with land use planning agencies to discuss the feasibility of suggested preventative mitigation measures. The Study Team met with agencies in New York City on June 20, 2017 to discuss building code changes for sound attenuation so that new construction and building modifications conform to an interior Day-Night Average Sound Level (DNL) of 45 dB. He noted that the Study Team will be preparing reference materials for sound attenuation to be distributed to various agencies in the New York City area. Mr. Rickerson explained that fair disclosure notice amendments to provide aviation noise-specific information to buyers were also discussed. This fair disclosure amendment would likely be a requirement separate from the Property Condition Disclosure Act of 2002 (PCDA) law that allows property owners to pay buyers $500 in lieu of the disclosure.

Dave Rickerson (Kimley-Horn) stated that the Study Team is trying to schedule a second meeting with Nassau County agencies

David Hopkins (NYCEDC) reissued his request to be invited to the land use strategy workshops. PANYNJ agreed to send e-mail invites to NYCEDC regarding the follow-up land use discussions.

Update on Proposed Noise Abatement Strategies Selected for Modeling

Chris Sequeira (ESA Airports) stated that on April 20, 2017, the Study Team met with the New York Terminal Radar Approach Control (NY TRACON) to discuss the feasibility of proposed noise abatement strategies presented at the last TAC meeting. JFK Air Traffic Control Tower (ATCT) was also consulted. He stated that these strategies are not final and that the Study Team is awaiting responses to information requests at various levels, so the final list for modeling as well as the modeled strategies themselves may change. He added that the TAC Meeting No. 12 PowerPoint presentation slides include additional details and maps for many of these proposed measures. He noted that in order to maintain the JFK NCP schedule, noise abatement strategy suggestions submitted after today's TAC Meeting (TAC Meeting 13) will be considered for inclusion in the NCP, but cannot be modeled.

Updates on certain proposed measures for modeling are as follows:

- Implement proposed "Tighten SKORR" departure procedure – See presentation slides 12-14.
    - Chris Sequeira stated that the proposed "Tighten SKORR" procedure is a new addition to the list of proposed JFK noise abatement strategies and was not shown at JFK TAC Meeting No. 12.
    - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked where aircraft would fly after following the proposed "Tighten SKORR" procedure. In particular, she asked if the Tighten SKORR procedure would direct aircraft over Jacob Riis Park to reduce residential flyovers. She suggested that if the Tighten SKORR procedure is implemented, aircraft following the procedure may be at a higher altitude by the time they circle back over Long Island. That could then help increase the altitudes of arrivals to Runways 22L and 22R.
    - Dave Rickerson (Kimley-Horn) responded that aircraft following the proposed "Tighten SKORR" procedure would likely fly over Jacob Riis Park. Chris Sequeira (ESA Airports) added that the FAA has indicated that the en-route transitions named YNKEE and RNGRR would remain in the same place as today if the proposed "Tighten SKORR" procedure were implemented. En-route transitions are intended to bring departing aircraft from the airport environment to higher altitudes.

- Turn Runway 31L and 22L/R departures to heading 180 as soon as possible – See presentation slide 15 and TAC presentation # 12, slides 15 & 16

    - Chris Sequeira (ESA Airports) stated that NY TRACON has deemed the strategy infeasible because it would cause aircraft to turn too soon.

- Evenly distribute arriving flights between Runway 22L and 22R – See presentation slide 16 and TAC presentation # 12, slides 17 & 18
    - Chris Sequeira (ESA Airports) stated that NY TRACON has deemed the strategy infeasible because it would impact JFK's operational efficiency.

- Adopt International Civil Aviation Organization (ICAO) Noise Abatement Departure Procedure 1 (NADP1 – close-in noise abatement departure procedure) measures – See presentation slides 17 - 23

    - The Study Team has modeled noise levels associated with the ICAO NADP1 proposed strategy and will assess changes in population and residential unit impacts before the next TAC meeting (currently scheduled for October). Review by NY TRACON would be necessary to check implementation feasibility.
    - Chris Sequeira (ESA Airports) emphasized that the modeled NADPs are conceptual NADPs described in the Integrated Noise Model (INM) user guide, and that actual NADPs are aircraft- and operator-specific.
    - Modeling has shown that the conceptual NADP1 and NADP2 strategies reduce the size of the DNL 65 noise contour in certain areas, but not significantly compared to the year 2021 baseline DNL 65 contour. For safety and consistency, aircraft operators prefer to implement one NADP for the whole airport and the Study Team needs to determine if implementation of NADP1, implementation of NADP2, or no change in current departure procedures would be the most beneficial for the entire community. Implementation of NADPs would be on a voluntary basis. It is possible for the Study Team to recommend one NADP strategy for JFK and a different NADP strategy for LaGuardia Airport (LGA).
    - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) noted that NADP2 would not be a benefit for Broad Channel Island.

- Implement Optimized Profile Descents (OPDs) for various airport operating configurations – See presentation slide 24 and TAC presentation # 12, slides 22 & 23

    - Chris Sequeira (ESA Airports) stated that NY TRACON is currently in the process of developing an OPD for nighttime operations.

- Use dispersed departure headings off of Runways 22L/R at night – See presentation slide 25 & 26 and TAC presentation # 12 slide 24 & 25

- Chris Sequeira (ESA Airports) stated that NY TRACON suggested an alternate flight path (instead of dispersed headings) for departures from Runway 22R that could direct aircraft over an area in the Rockaways with lower population density.

- Use procedures described in NY TRACON Standard Operating Procedures (SOP) document to provide nighttime noise relief - See presentation slide 27 & 28
  - The Study Team is analyzing Airport Noise and Operations Management System (ANOMS) data to investigate current adherence to the noise abatement procedures in the SOP.
  - Jack Leibler (Queens Borough President's Office) asked if slightly altering flight paths would cause a discernible difference in perceived noise. Chris Sequeira (ESA Airports) explained that the proposed strategies would have to be modeled to see if there is any nighttime noise benefit. He added that noise benefits may occur outside the DNL 65 contour. Strategies that do not reduce exposure of incompatible uses to DNL 65 and higher cannot be approved by the FAA within the auspices of 14 CFR Part 150, but such strategies may be recommended for consideration outside of the 14 CFR Part 150 process.

- Use intersecting runway operations to enable more operating configurations during off-peak periods – See presentation slide 29 and TAC presentation # 12 slides 28 & 29

  - Chris Sequeira (ESA Airports) stated that JFK ATCT determined that this strategy is not feasible due to required nighttime airport maintenance activity.

- Implement preferential runway use program to reduce nighttime Runway 22L/22R arrivals – See presentation slides 30 & 31

  - Chris Sequeira (ESA Airports) explained that currently the nighttime arrivals are not balanced across Runways 22R and 22L, with approximately 2% of arrivals landing on Runway 22R and approximately 23% of arrivals landing on Runway 22L. He stated that the FAA has a Runway Rotation Policy for managing aircraft which prioritizes runway selection per: 1) runway availability; 2) prevailing wind and weather patterns; 3) operational efficiency and; 4)

community noise concerns. Mr. Sequeira noted that due to operational efficiency needs, it is not feasible to change the existing runway selection priorities.

- David Hopkins (NYCEDC) asked for a clarification on factors 2 and 3. Chris Sequeira (ESA Airports) explained that prevailing wind and weather patterns affect how arrivals and departures are conducted. Aircraft are designed to take off and land into the wind. Operational efficiency is affected by factors such as traffic volumes and the effects of JFK air traffic upon surrounding airports and vice versa.
- Kevin Denning (Town of Hempstead) asked if the disparity between the arrivals was due to community noise concerns. Chris Sequeira (ESA Airports) explained that safety and operational needs are bigger drivers of the disparity between arrival frequencies at Runway 22L vs. Runway 22R. Steve Alverson (ESA Airports) added that for operational efficiency, the FAA uses the inboard runway (i.e., Runway 22R) for departures and the outboard runway (i.e., Runway 22L) for arrivals. He noted that this is true for airports throughout the United States, not just JFK.

- Increase altitudes of arrivals to Runways 22L and 22R – See presentation slide 32 and TAC presentation # 12 slides 31 – 33

  - Chris Sequeira (ESA Airports) stated that NY TRACON is currently reviewing this proposed measure.
  - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked whether there would be a benefit to combining this measure with the increased use of the Tighten SKORR procedure to increase altitudes for arrivals over Nassau County and enable reductions in hold-downs. Chris Sequeira (ESA Airports) responded that this would have to be analyzed through discussions with NY TRACON.
  - Bill Huisman (Aviation Development Council) stated that communities in Nassau County and on Long Island are concerned by the overuse of Runway 22L arrivals. Chris Sequeira (ESA Airports) explained that hold-downs are lower at nighttime and increased altitudes of arrivals could help alleviate these concerns. He explained that the procedure would not be implemented if it had impacts on other nearby airports.

Preliminary Outline of Noise Compatibility Report

Mike Arnold (ESA Airports) provided a preliminary outline of the NCP Report. He reviewed the table of contents, highlighting that Chapters 3 through 5 document different types of measures, with all required elements addressed in Chapter 3. Mr.

Arnold noted that Chapter 6 consolidates all recommendations and outlines the necessary implementation actions. Transcripts from the future public hearing and responses to all public comments will be contained within the appendices of the Report.

Review the Project Schedule

Mike Arnold (ESA Airports) reviewed the project schedule and noted that the NEM phase of the JFK 14 CFR Part 150 Study is complete. The 2016 and 2021 NEMs were accepted by the FAA on May 19, 2017. Notice of the FAA's acceptance of the JFK NEM was published in the Federal Register on May 30, 2017. The notice can be found in the Federal Register under citation 82 FR 24770. PANYNJ has announced the FAA's acceptance of the JFK NEM three times in fifteen different newspapers in general circulation. He presented a table that showed the names of the newspapers and publication dates – See presentation slide 38.

Mike Arnold (ESA Airports) reviewed the NCP schedule and noted that the NCP phase of the Study is still in its early stages, with the final NCP Report expected to be submitted to the FAA in early 2019. He explained that the next TAC Meeting is tentatively scheduled for October, deviating from the regular "every two months" schedule to allow the Study Team to spend time modeling the proposed strategies for presentation in October. It is anticipated that a public hearing on the NCP will be held in August 2018.

TAC Homework Assignment No. 12

Steve Alverson (ESA Airports) assigned the TAC their homework assignment for this meeting, which is to review the preliminary draft NCP Report outline and bring questions and comments to the next TAC meeting.

Future TAC Meeting Dates

Steve Alverson (ESA Airports) noted the upcoming JFK TAC meeting dates, with TAC Meeting # 14 tentatively scheduled for Wednesday, October 18, 2017 and TAC Meeting # 15 tentatively scheduled for Wednesday, December 13, 2017.

Steve Alverson (ESA Airports) reviewed the preliminary agenda for TAC Meeting # 14 which will focus on selected noise abatement, land use, and programmatic strategies. TAC Meeting # 14 will also highlight draft noise abatement strategy modeling results.

TAC Comments

David Hopkins (NYCEDC) asked if the FAA and NY TRACON feedback, that certain strategies are infeasible to implement, will inhibit these strategies from being modeled. Chris Sequeira (ESA Airports) explained that the feedback is being used as part of the screening process and that measures that are deemed infeasible by the FAA will not be selected for modeling. Andrew Brooks (FAA) added that in addition to this feedback, user input from aircraft operators will also influence whether strategies will be modeled or not.

David Hopkins (NYCEDC) asked if the "Tighten SKORR" proposed strategy will be approved for the next step of modeling and what the timeline for modeling and implementation will be. Chris Sequeira (ESA Airports) explained that the "Tighten SKORR" procedure will be modeled because it is a strategy proposed by the FAA and that timelines for modeling and implementation are currently uncertain. Mr. Sequeira noted that the noise abatement strategies discussed at this TAC Meeting are only the strategies that have had updates in status since TAC Meeting #12.

David Hopkins (NYCEDC) asked if the TAC could be provided with a comprehensive list of all strategies being modeled. Kelly Mitchell (PANYNJ) stated that the TAC will be provided with a list when the list of strategies to be modeled is finalized.

Public Comments

Ryan Walsh (FHI) then asked if there were any comments or questions from the public.

Joe Hartigan (Resident of the Rockaways) referenced proposed noise abatement strategies affecting Runway 22R operations, noting that the population in the area surrounding Runway 22R has been steadily increasing and will continue to increase with the ongoing construction of more apartment buildings. He stated his concerns about air pollution over the area caused by aircraft and the safety of aircraft operations have not been explicitly discussed in the process. He suggested that flights should be directed over parks rather than residential areas and schools. Andrew Brooks (FAA) explained that safety is the primary priority of the FAA and though it has not been explicitly discussed at the TAC Meetings, all recommended noise abatement strategies would be subject to extensive safety review through the FAA's Safety Management System processes prior to approval or disapproval. This safety review would be conducted during the 180-day FAA review process prior to FAA rendering a decision on each strategy. Regarding land use, Mr. Brooks explained that future land use should be reflected in the year 2021 NEM prepared as part of this Study. He further noted that the 14 CFR Part 150 Study is focused exclusively on noise; sometimes strategies to reduce noise indirectly benefit air quality, but this is not always the case. He added the primary way to reduce noise impacts is by moving aircraft away from residential areas. He explained that FAA's approval of recommended strategies within the auspices of 14 CFR Part 150 only means that the strategies can go ahead to the next step of analysis to further

determine feasibility for implementation. The next steps would include additional environmental review before strategies are fully implemented.

Adjournment

Ryan Walsh (FHI) adjourned the meeting and thanked all attendees for their participation.

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D-7 Technical Advisory Committee Meeting #14 October 18, 2017

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Technical Advisory Committee Meeting #14

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF FOURTEENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	**Wednesday, October 18, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor** **Jamaica, NY 11430**

LGA Technical Advisory Committee Meeting

DATE:	**Thursday, October 19, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**LaGuardia Airport, Hangar 7 Center, 3rd Floor** **Flushing, NY 11371**

TAC SIGNIN

JFK TAC Meeting #14 October 18, 2017

First	Last	Representing	Alternates	Primary	Alternate
Tom	Bock	Port Authority		✓	
Andrew	Brooks	FAA - Airport Division	Lindsay Butler	✓	
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans	✓	
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon		
Zack	DeLaune	FAA - Airport Division			
Kevin	Denning	Town of Hempstead		✓	
Stephen	Everett	NYC Department of City Planning	Scott Solomon	✓	
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority			
Stacey	Gilbert	Port Authority			
Robert	Goldman	Delta Airlines	Mark Hopkins		
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
Jane	Herndon	Port Authority			
David	Hopkins	NYC Economic Development Corp		✓	
Bill	Huisman	Aviation Development Council		✓	
Steve	Kapsalis	FAA - NY ADO	Suki Gill	✓	
Michael	Lamprecht	FAA			
Michael	Levine	Town of North Hempstead	Neal Stone		✓
Xiaobo	Liu	Port Authority			

Tom	Malone	FAA - Flight Standards Division	Dave Swanson		
Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		
Kelly	Mitchell	Port Authority		✓	
Rob	Mitchell	Jet Blue	Tom Kuehn		
Glenn	Morse	United Airlines		✓	
Jasmine	Narang	Queens Borough President	Jack Liebler		✓
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead/Quietskies.net	Marilyn Chapoteau	✓	✓
John	Selden	Port Authority		✓	
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Anna	Stachula	Port Authority		✓	
Ralph	Tamburro	Port Authority		✓	
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority		✓	

Consultant Sign In
JFK TAC Meeting 14 - October 18, 2017

First	Last	Representing	In Attendance
Steve	Alverson	ESA Airports	✓
Mike	Arnold	ESA Airports	✓
Chris	Sequeira	ESA Airports	✓
Maura	Fitzpatrick	FHI	✓
Zainab	Kazmi	FHI	✓
Ryan	Walsh	FHI	✓
Mike	Alberts	KB Environmental	
Clint	Morrow	KB Environmental	
Dave	Rickerson	Kimley-Horn	
Andra	Horsch	Nicholas Lence	
Josh	Knoller	Nicholas Lence	✓
Stacey	Gilbert	Port Authority	✓
Jane	Herndon	Port Authority	
Kelly	Mitchell	Port Authority	✓
Ralph	Tamburro	Port Authority	✓
Adeel	Yousuf	Port Authority	✓
Peter	Byrne	VHB	✓
Marwa	Fawaz	VHB	
Jennifer	Hogan	VHB	
Rich	Louis	VHB	
Elizabeth	Thompson	VHB	✓

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #14
October 18, 2017 (1:00 p.m. – 4:00 p.m.)
JFK Airport

Sign-In Sheet
ELECTEDS

Name/Organization	Address	Phone or Email
Madelyn Greene for Kate	Queens Borough Hall	
Justin Connor	Congressman Tom Suozzi	justin.connor@mail.house.gov

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #14
October 18, 2017 (1:00 p.m. – 4:00 p.m.)
JFK Airport

Sign-In Sheet

Name/Organization	Address	Phone or Email
~~Ralph~~		
George Frame	NPS, 210 New York Ave, St Is. 10305	george_frame@nps.gov
ERIC RABOIN	The Jones Payne Group	eraboin@jonespayne.com
Patti Rafferty	NPS 210 New York Ave Staten Island 10305	patricia_rafferty@nps.gov
~~Jason Sa~~		
LARRY Hoppenhauer	Malverne, NY	Lhoppy5@optonline.net
* Dennis Gaskin	Rockaway	DENgraham66@gmail.com
× ~~Justin Connor~~	~~Congressman Tom Suozzi~~	~~Justin.Connor@mail.house.gov~~

Technical Advisory Committee Meeting #14

Materials Presented at Meeting

Agenda
Technical Advisory Committee Meeting No. 14
14 CFR Part 150 Study – John F. Kennedy International Airport

Wednesday, October 18, 2017

1:00 PM to 4:00 PM EDT

1. Review Homework Assignment No. 12 – Preliminary draft NCP Report outline
2. Preliminary Draft Noise Abatement Strategies Selected for Modeling
3. Review the Project Schedule
4. TAC Homework Assignment No. 13
5. Future TAC Meeting Dates
6. Public Comment
7. Adjourn

Purpose and Objectives of the TAC

- TAC members represent the interests of their organization and/or constituents
- The TAC's role is advisory
  - Review study documents
  - Provide input to the Port Authority related to the noise exposure maps and noise compatibility program
- TAC members are also expected to advise their organization and/or constituents of the TAC's discussions

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Meeting Agenda

- Study Status
- Review Homework Assignment No. 12 – Preliminary draft NCP Report outline
- Preliminary Draft Noise Abatement Strategy Modeling Results
- Review the Project Schedule
- TAC Homework Assignment No. 13
- Future TAC Meeting Dates

Meeting Agenda (cont.)

- **Public Comment**
- **Adjourn**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Study Status

Study Status

- During the summer, the ESA Study Team focused on preliminary draft modeling of potential noise abatement strategies that may be feasible to implement
- On September 8, 2017, the Port Authority and ESA Study Team met with several aircraft operators to obtain their thoughts on the flyability of the strategies to be modeled
- On October 6, 2017, the Port Authority and ESA Study Team discussed the aircraft operator feedback with the FAA including the New York TRACON, the Airports District Office, and Eastern Service Center
- The Port Authority has also received initial responses from several New York City agencies related to potential land use strategies

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Review Homework Assignment No. 12

Review Homework Assignment No. 12

- Review preliminary draft NCP Report outline
- Bring questions and comments to the next TAC meeting

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Preliminary Draft
Noise Abatement Strategy
Modeling Results

Preliminary Draft Modeling Results

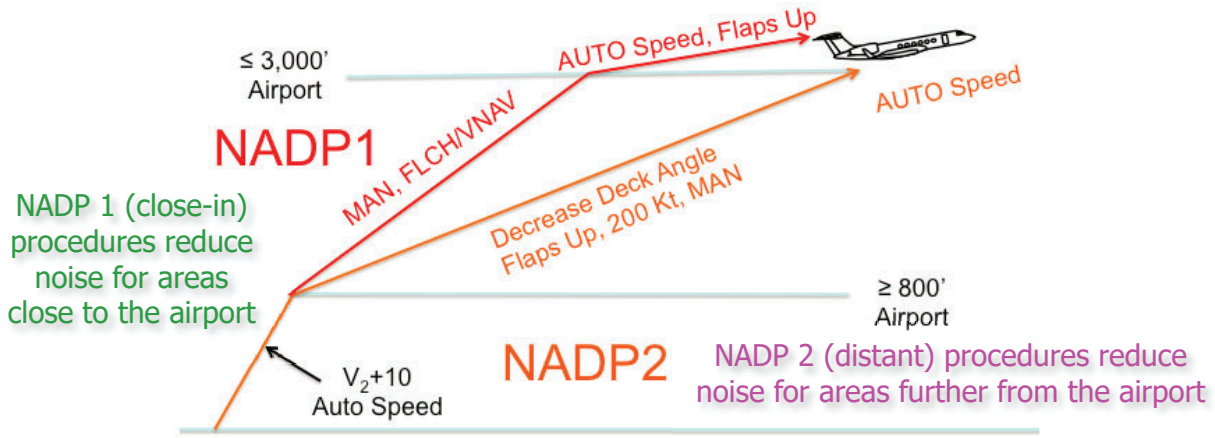
- The Port Authority and ESA Study Team have held several conversations with New York Terminal Radar Approach Control (NY TRACON) about noise abatement strategies
- On September 8th, noise abatement strategies were presented to several aircraft operators, so that initial feedback on flyability could be obtained
- The ESA Study Team modeled the potential noise effects of strategies that may be feasible to implement
- At this time, the Port Authority has not decided which noise abatement strategies to recommend in the JFK NCP Report
- Further details of the noise abatement strategies provided in this presentation can be found in JFK TAC Presentation No. 12

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Reminder: FAA Evaluation Criteria for Noise Abatement Strategies

- Level of noise reduction: must reduce noise within DNL 65
  - Under 14 CFR Part 150, the FAA cannot approve noise abatement strategies that do not reduce noise within the DNL 65 or higher contours
- Effects on capacity, delay, and air traffic control procedures
- Consistency with FAA safety and other standards
- Other environmental effects (environmental review required)
- Operational effects and costs; financial feasibility
- Consistency with policies adopted by Airport Proprietor

EXAMPLE: Noise Abatement Departure Procedures (NADPs)



Actual noise abatement departure procedures are aircraft- and operator-specific.

- SOURCE: Flight Operations, Supplement Number GAC-OMS-02: Noise Abatement Departure Procedures for JAA / EASA Operators. Gulfstream. June 25, 2008. Last Accessed: November 30, 2016. http://code7700.com/pdfs/gac_oms_2.pdf
- Image from http://code7700.com/noise_abatement.html. Last Accessed: November 30, 2016.
- Black annotations by ESA.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

DRAFT – SUBJECT TO CHANGE

Adopt ICAO NADP1*

- **Description: ICAO NADP1 is a type of noise abatement departure procedure that may reduce noise exposure for communities close to the airport. This is in contrast to ICAO NADP2, which is a procedure that may reduce noise exposure for communities further from the airport.**
- **Suggested By: TAC**
- **Rationale: The proposed strategy to adopt ICAO NADP1 measures may reduce incompatible land uses within the DNL 65 contour.**
- **The ESA Study Team has modeled noise levels associated with conceptual NADP1 and NADP2 profiles shown in the Integrated Noise Manual (INM) User Guide, for the top ten most commonly occurring aircraft types at JFK. The remaining types were modeled with baseline profiles.**
- **Actual flight profiles depend on aircraft, operator, and air traffic control.**

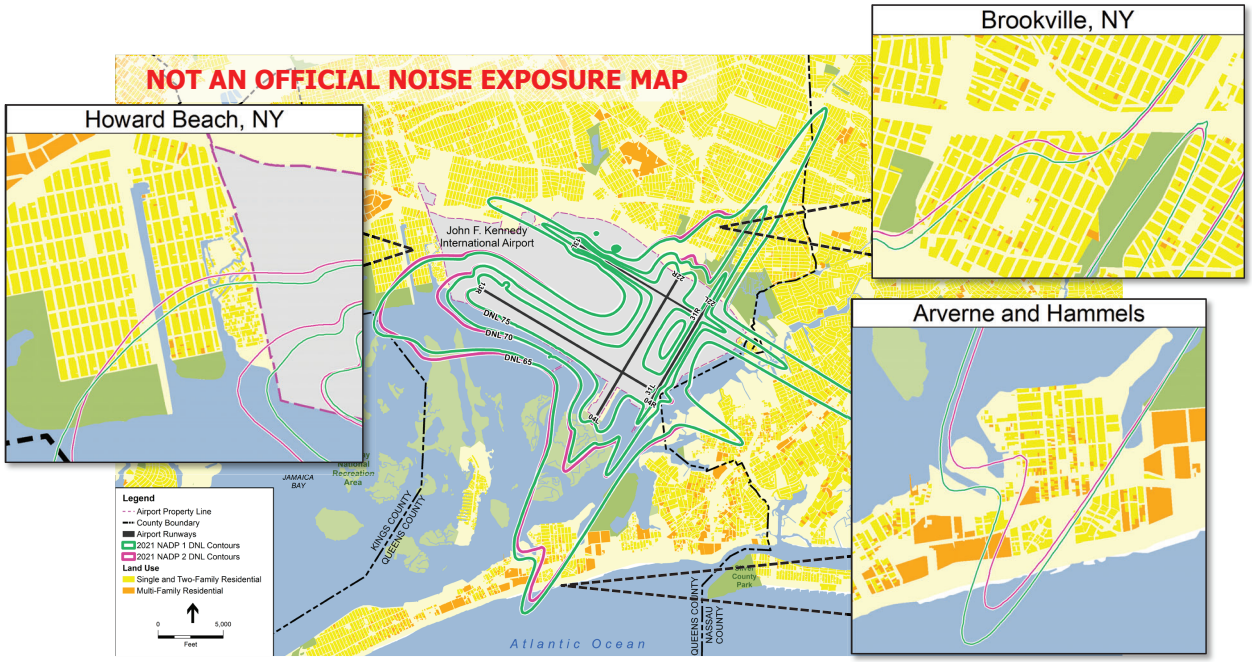
* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

Impacts Comparison Between NADP1 and NADP2

- **NADP1 is compared to NADP2 rather than the JFK 2021 Baseline contours because NADP1 and NADP2 were modeled using conceptual departure profiles specified in the INM User Guide, rather than specific aircraft and airline data**
  - **That is, the 2021 Baseline contours were modeled based on specific aircraft departure profiles observed in the radar data as applied to the top 10 aircraft**
  - **In contrast, NADP1 and NADP2 modeling activities used the INM User Guide NADP1 and NADP2 conceptual profiles as applied to the top 10 aircraft**
- **The next two slides compare the noise impacts of NADP1 against the noise impacts of NADP2**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14
DRAFT – SUBJECT TO CHANGE

Comparison of NADP1 and NADP2 DNL 65, 70, and 75 Contours



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016 and 2017.

Adopt ICAO NADP1: Dwelling Unit and Population Changes
Each table compares NADP1 with NADP2 (NADP1 minus NADP2)

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-133	1	0	-132
Multi-Family	573	0	0	573
Mixed Use	2	0	0	2
Total	**442**	**1**	**0**	**443**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-294	1	0	**-293**
Multi-Family	1,085	0	0	**1,085**
Mixed Use	7	0	0	**7**
Total	**798**	**1**	**0**	**799**

Negative numbers indicate where NADP1 may reduce noise exposure in comparison to NADP2.

Use of NADP1 may cause a net increase of residents within the DNL 65 and higher contours in comparison to the use of NADP2.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14
DRAFT – SUBJECT TO CHANGE

Increase Altitudes of Arrivals to Runway 22L/22R

- **Description: This proposed strategy focuses on nighttime* and may keep arriving aircraft at higher altitudes farther from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes.**
- **Suggested by: FAA**
- **Rationale: May reduce noise exposure outside of DNL 65. If feasible, implementation would be pursued outside of the 14 CFR Part 150 process.**
- **The ESA Study Team modeled whether the procedure would have any effect on noise exposure at DNL 65 or higher.**
- **Potential Procedure: Depicted on the following two slides.**

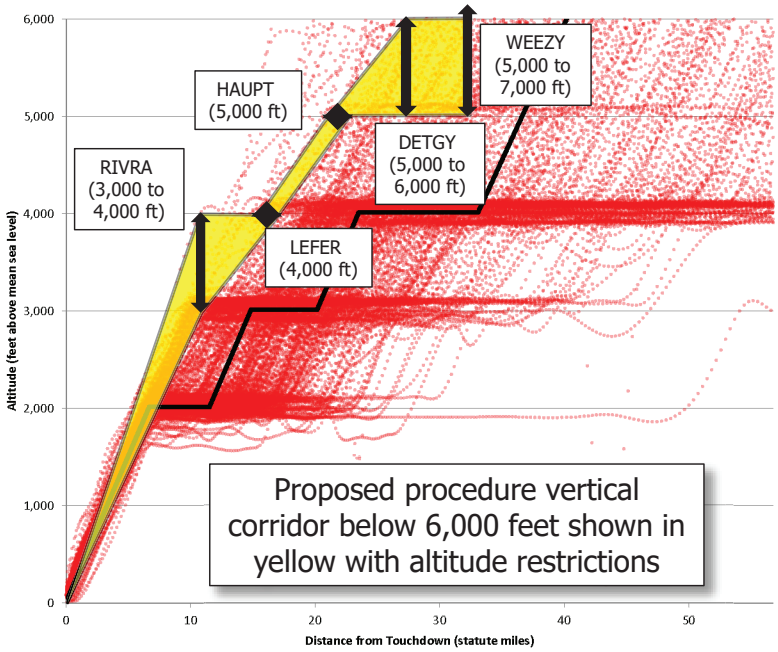
* Nighttime: 10:00 P.M. to 6:59:59 A.M.

Proposed Nighttime Arrival: Example for Runway 22L

SOURCE: Google Earth, last accessed August 31, 2017; FAA, 2017.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14
DRAFT – SUBJECT TO CHANGE

Sample of A320-232 Nighttime Arrivals to Runway 22L

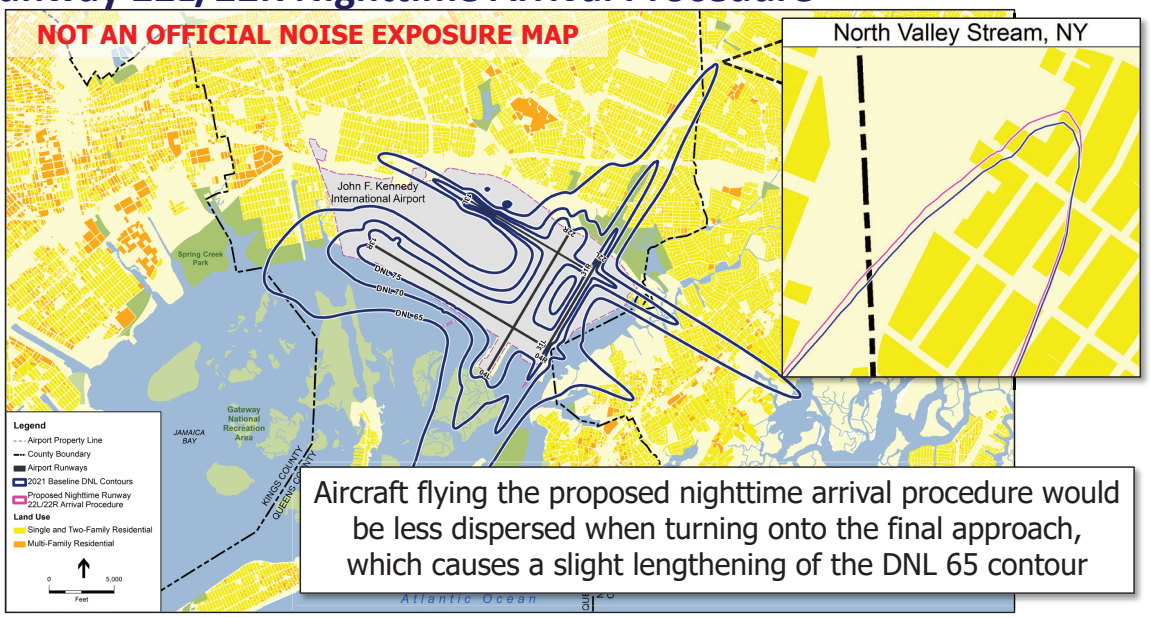


168 Nighttime Operations Shown

Data from January 2014 to September 2014

SOURCE: Port Authority Airport Noise and Operations Management System (ANOMS) data, 2014; FAA, 2017; ESA, 2017

DNL 65, 70, and 75 Contours: 2021 Baseline vs. Proposed Runway 22L/22R Nighttime Arrival Procedure



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

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

DRAFT – SUBJECT TO CHANGE

Increase Altitudes of Nighttime Arrivals to Runway 22L/22R: Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	2	0	0	**2**
Multi-Family	0	0	0	**0**
Mixed Use	0	0	0	**0**
Total	**2**	**0**	**0**	**2**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	5	0	0	**5**
Multi-Family	0	0	0	**0**
Mixed Use	0	0	0	**0**
Total	**5**	**0**	**0**	**5**

Aircraft flying the proposed nighttime arrival procedure would be less dispersed when turning onto the final approach, which causes a slight lengthening of the DNL 65 contour

2 dwelling units and 5 residents may be added to the DNL 65-70 contour

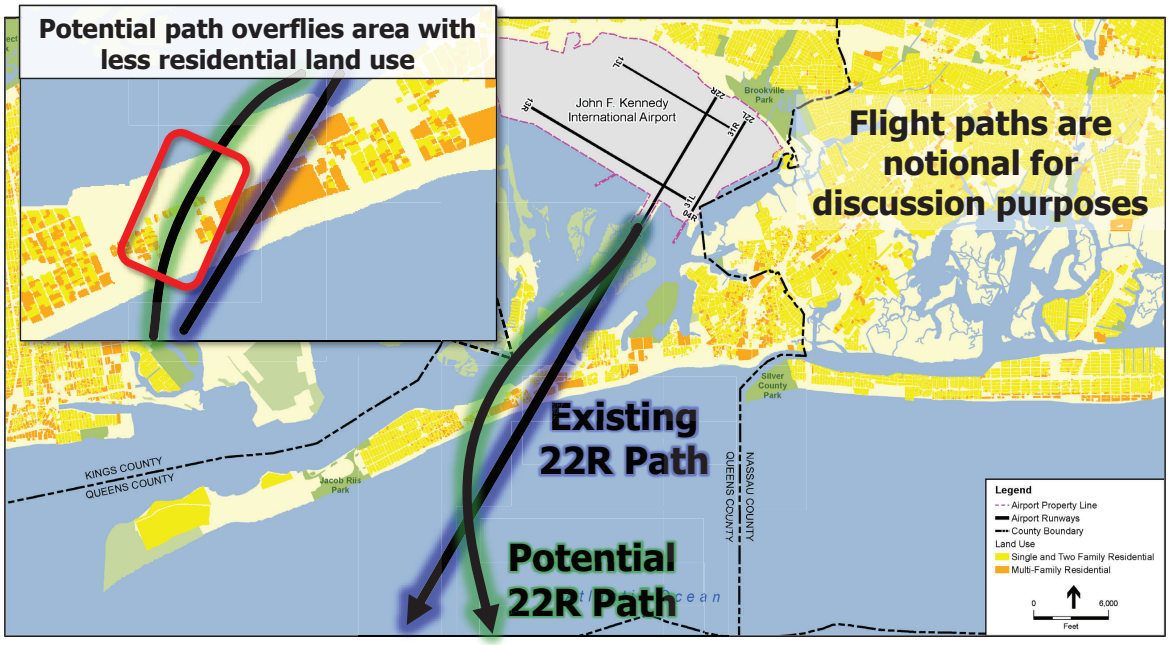
SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

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

- Description: This proposed strategy may enable aircraft to gain more altitude before overflying The Rockaways and also overfly land use with lower population density.
- Suggested by: FAA
- Rationale: This proposed strategy may change the shape of the DNL 65 contour in The Rockaways.
- The ESA Study Team has modeled the potential effects of this procedure.
- Existing and Potential Procedures: Depicted on the next slide

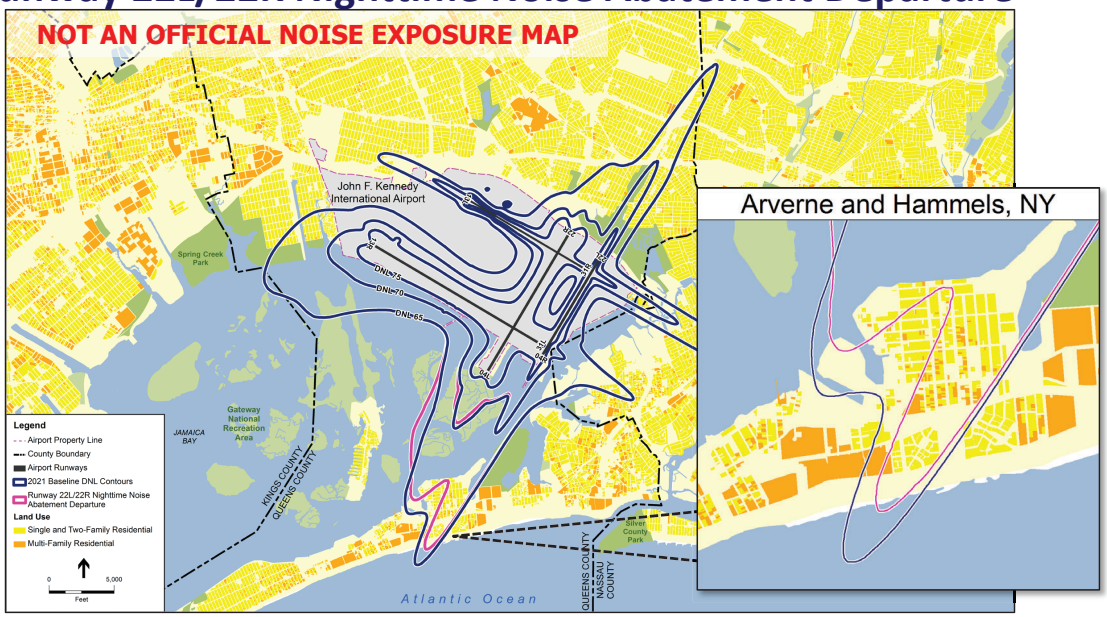
John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14
DRAFT – SUBJECT TO CHANGE

Proposed Procedure: Example for Runway 22R



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Federal Aviation Administration, 2017.

DNL 65, 70, and 75 Contours: 2021 Baseline vs. Proposed Runway 22L/22R Nighttime Noise Abatement Departure



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

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

DRAFT – SUBJECT TO CHANGE

Turn Runway 22L/22R Departures to Heading 240 at Night: Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-658	0	0	**-658**
Multi-Family	-608	0	0	**-608**
Mixed Use	-6	0	0	**-6**
Total	**-1,272**	**0**	**0**	**-1,272**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-1,791	0	0	**-1,791**
Multi-Family	-1,185	0	0	**-1,185**
Mixed Use	-13	0	0	**-13**
Total	**-2,989**	**0**	**0**	**-2,989**

Negative numbers indicate the procedure may reduce noise exposure in comparison to the 2021 Baseline contours.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

IN PROGRESS: "Tighten SKORR" Departure Procedure

- Description: This proposed strategy may reduce departure overflights of Howard Beach.
- Suggested By: FAA
- Rationale: This strategy may reduce incompatible land use in the DNL 65 contour over Howard Beach.
- The modeling methodology may be revised based on aircraft operator feedback about the flyability of the procedure.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14
DRAFT – SUBJECT TO CHANGE

IN PROGRESS: Reduce Runway 31L Intersection Departures at Night

- Description: In calendar year 2014, 25 percent of nighttime departures started their takeoff roll at the intersection of Runway 31L and Taxiway KD rather than at the end of Runway 31L.
- Suggested By: Port Authority
- Rationale: Reducing intersection departures may reduce noise over Howard Beach.
- The modeling methodology may be revised based on aircraft operator feedback about how aircraft takeoff roll, climb profiles, and flight tracks may change with this proposed strategy.

Review the Project Schedule

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Review the NEM Schedule

The NEM phase of the JFK 14 CFR Part 150 Study is complete.

The JFK NEMs were submitted to the FAA on April 28, 2017 and were accepted by the FAA on May 19, 2017.

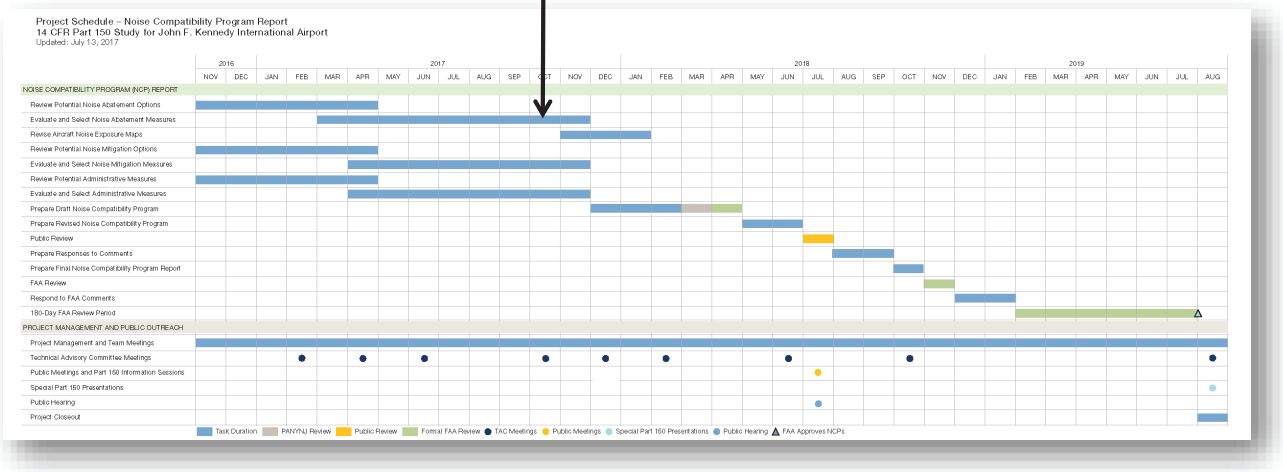
Notice of the FAA's acceptance of the JFK NEMs was published in the Federal Register on May 30, 2017.

Public announcements of the FAA's acceptance of the JFK NEMs were published three times in 15 newspapers of general circulation throughout June 2017.

The project schedules can be viewed online at http://panynjpart150.com/JFK_schedule.asp

Review the NCP Schedule

We Are Here



The Final NCP is expected to be submitted to the FAA for review and approval in early-2019.

The project schedules can be viewed online at
http://panynjpart150.com/JFK_schedule.asp

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

TAC Homework Assignment No. 13

TAC Homework Assignment No. 13

- **Review the preliminary draft noise abatement strategy modeling results**
- **Bring questions and feedback to the next TAC meeting**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Future TAC Meeting Dates

Tentative Meeting Dates for TAC Meetings 15 and 16

- **TAC Meeting 15: Wednesday, December 13, 2017: 1 P.M. – 4 P.M.**
- **TAC Meeting 16: Wednesday, February 21, 2018: 1 P.M. – 4 P.M.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Preliminary Agenda for TAC Meeting No. 15

- **Review Homework Assignment No. 13 – Preliminary draft noise abatement strategy modeling results**
- **Status of Noise Abatement Strategies**
- **Status of Land Use Strategies**
- **Status of Programmatic Strategies**

Preliminary Agenda for TAC Meeting No. 15 (cont.)

- Review the Project Schedule
- TAC Homework Assignment No. 14
- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Public Comment

Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 14

Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Peter Byrne, Deputy Project Director
  - Chris Sequeira, JFK Technical Director
- Website:

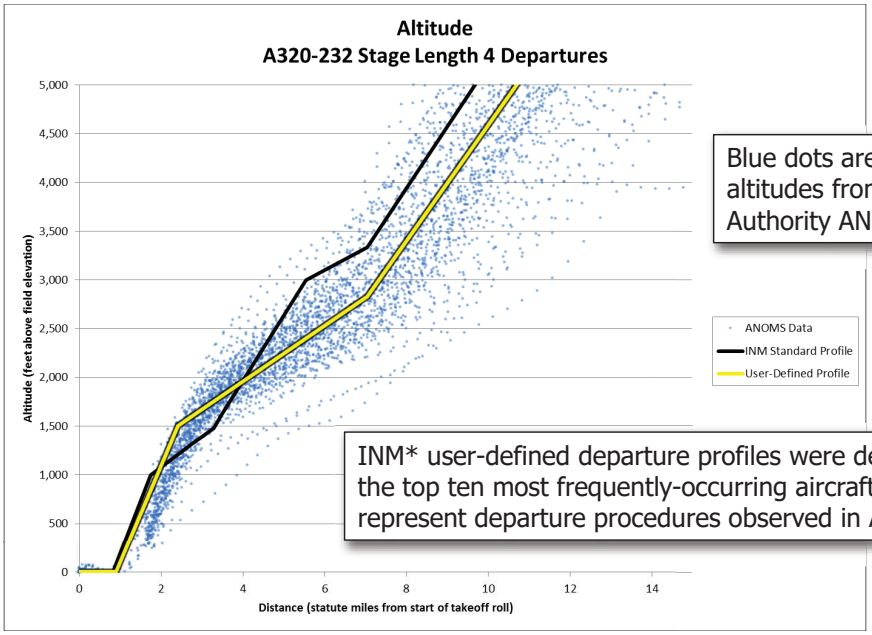
  http://www.panynj.gov/airports/aircraft-noise-information.html
- E-Mail: NYPart150@panynj.gov

Adopt ICAO NADP1*

- **Description: ICAO NADP1 is a type of noise abatement departure procedure that may reduce noise exposure for communities close to the airport. This is in contrast to ICAO NADP2, which is a procedure that may reduce noise exposure for communities further from the airport.**
- **Suggested By: TAC**
- **Rationale: The proposed strategy to adopt ICAO NADP1 measures may reduce incompatible land uses within the DNL 65 contour.**
- **The ESA Study Team has modeled noise levels associated with conceptual NADP1 and NADP2 profiles shown in the Integrated Noise Manual (INM) User Guide, for the top ten most commonly occurring aircraft types at JFK. The remaining types were modeled with baseline profiles.**
- **Actual flight profiles depend on aircraft, operator, and air traffic control.**

* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

Sample of Existing Departures at JFK



SOURCE: Port Authority ANOMS Data, 2014; ESA, 2016.

* ANOMS: Airport Noise and Operations Management System. INM: Integrated Noise Model.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Supplement – Proposed Noise Abatement Strategies

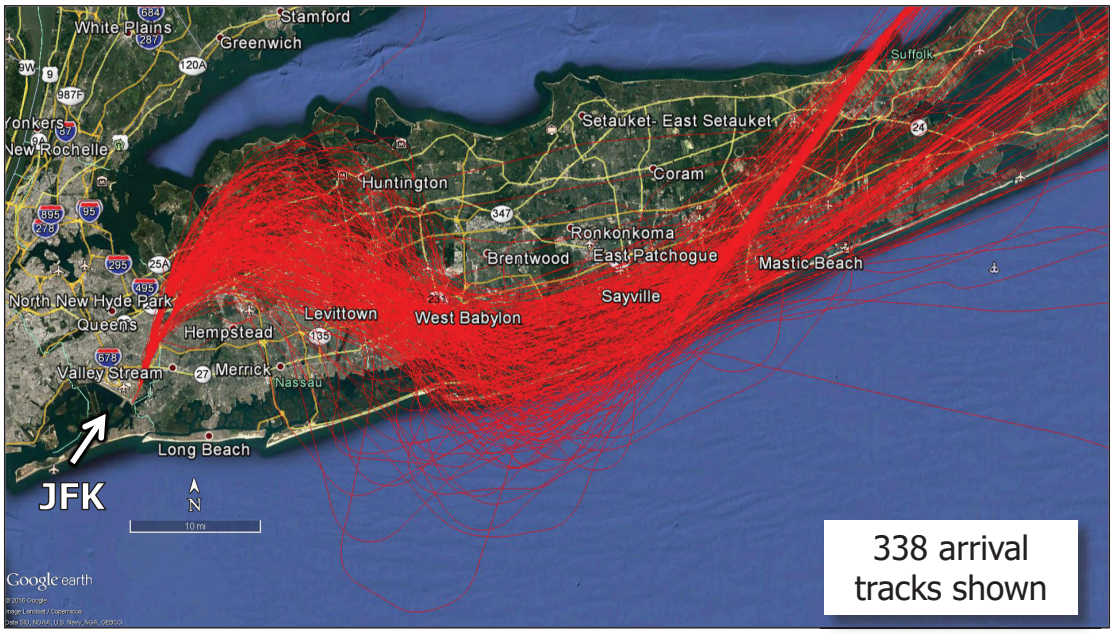
DRAFT – SUBJECT TO CHANGE

Increase Altitudes of Arrivals to Runway 22L/22R

- **Description: This proposed strategy focuses on nighttime* and may keep arriving aircraft at higher altitudes farther from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes.**
- **Suggested by: FAA**
- **Rationale: May reduce noise exposure outside of DNL 65. If feasible, implementation would be pursued outside of the 14 CFR Part 150 process.**
- **The ESA Study Team modeled whether the procedure would have any effect on noise exposure at DNL 65 or higher.**
- **Potential Procedure: Depicted on the following two slides.**

* Nighttime: 10:00 P.M. to 6:59:59 A.M.

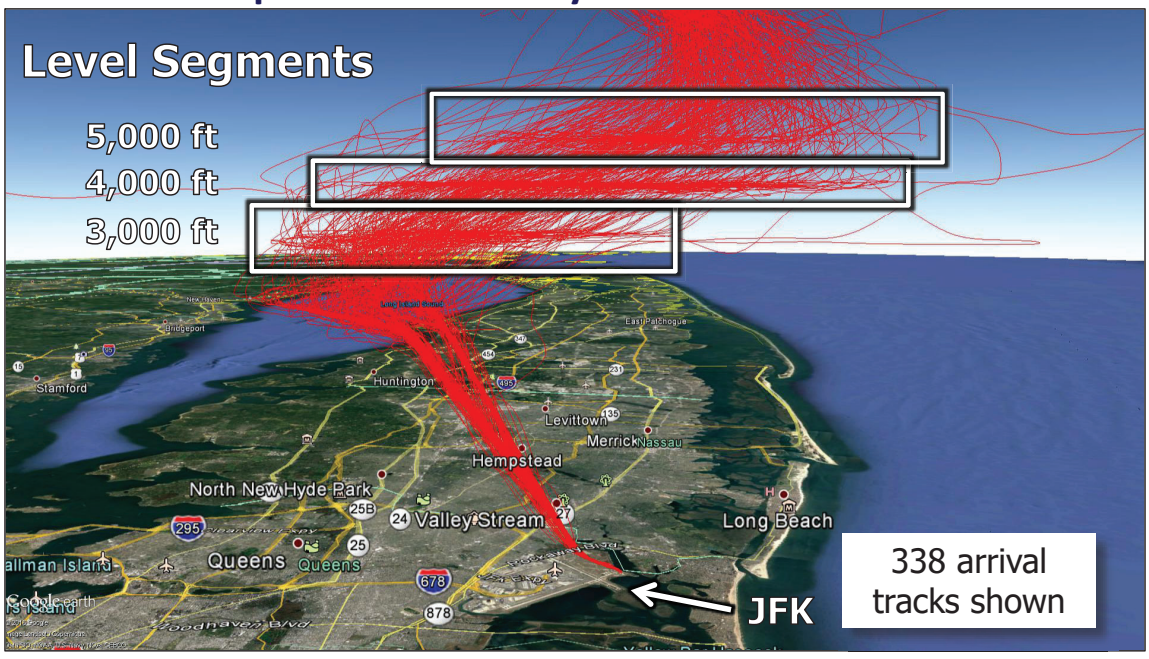
Top View - Sample of JFK Runway 22L Arrivals



SOURCE: Port Authority ANOMS Data, 2014; Google Earth, 2016, last accessed April 6, 2017.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Supplement – Proposed Noise Abatement Strategies
DRAFT – SUBJECT TO CHANGE

3D View - Sample of JFK Runway 22L Arrivals



SOURCE: Port Authority ANOMS Data, 2014; Google Earth, 2016, last accessed April 6, 2017.
All altitudes are Above Field Elevation (AFE). Altitude depictions are not to scale.

Technical Advisory Committee Meeting #14

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 14

14 CFR Part 150 Study – John F. Kennedy Airport

October 18, 2017 – 1:00 PM to 4:00 PM

Attendees:

TAC Members	
Name	**Representing**
Bill Huisman	Aviation Development Council
Andrew Brooks	FAA – Airport Division
Steve Kapsalis	FAA – NY ADO
Stephen Everett	New York City Department of City Planning (NYCDCP)
David Hopkins	New York City Economic Development Corp (NYCEDC)
Barbara Brown	New York Community Aviation Roundtable (NYCAR)
Tom Bock	PANYNJ
Stacey Gilbert	PANYNJ
Kelly Mitchell	PANYNJ
John Selden	PANYNJ
Anna Stachula	PANYNJ
Ralph Tamburro	PANYNJ
Adeel Yousuf	PANYNJ
Jack Leibler	Queens Borough President's Office

Kevin Denning	Town of Hempstead
Neal Stone	Town of North Hempstead
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net
Len Schaier	Town of North Hempstead/Quietskies.net
Glenn Morse	United Airlines

Public	
Name	**Representing**
Eric Raboin	The Jones Payne Group
Larry Hoppenhauer	Malverne, New York
Dennis Graham	Molloy College
George Frame	National Park Service (NPS)
Patti Rafferty	National Park Service (NPS)

Elected Officials	
Name	**Representing**
Justin Connor	Congressman Tom Suozzi
Madelyn Greene	Queens Borough President Melinda Katz

Study Team	
Name	**Representing**
Steve Alverson	ESA Airports
Mike Arnold	ESA Airports
Chris Sequeira	ESA Airports
Maura Fitzpatrick	FHI

Zainab Kazmi	FHI
Ryan Walsh	FHI
Josh Knoller	Nicholas Lence
Peter Byrne	VHB
Elizabeth Thompson	VHB

Welcome and Introductions

Kelly Mitchell (PANYNJ) welcomed the TAC members. She reminded the TAC that the JFK 2016 and 2021 Noise Exposure Maps (NEMs) are no longer draft maps since they were accepted by the FAA on May 19, 2017.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He asked the attendees to introduce themselves. He then reviewed the purpose and objectives of the TAC as well as his role as facilitator.

Steve Alverson (ESA Airports) reviewed the meeting agenda.

Study Status

Steve Alverson (ESA Airports) reviewed the status of the JFK 14 CFR Part 150 Study. He reminded the TAC that no TAC meeting was held in August, to allow the Study Team to focus on preliminary draft modeling of potentially feasible noise abatement strategies. He informed the TAC that the Study Team met with several aircraft operators on September 8, 2017 to obtain their thoughts on the flyability of strategies to be modeled. The Study Team subsequently met with the New York Terminal Radar Approach Control (NY TRACON), the FAA Airports District Office, and FAA Eastern Service Center on October 6, 2017 to discuss aircraft operator feedback. He noted that the Study Team is continuing discussions with New York City agencies regarding potential land use strategies.

Review of Homework Assignment #12

Steve Alverson (ESA Airports) reviewed the homework assignment from the previous TAC meeting, which was to review the preliminary draft Noise Compatibility Program (NCP), and to bring any questions and additional recommendations to this meeting. There were no comments from the TAC.

Preliminary Draft Noise Abatement Strategy Modeling Results

Chris Sequeira (ESA Airports) presented the preliminary draft noise abatement strategy modeling results and reviewed the results of conversations with airline operators and NY TRACON. He noted that the Study is still in the preliminary impact analysis phase and the PANYNJ has not yet decided which noise abatement strategies to recommend in the JFK NCP Report. He reviewed the FAA evaluation criteria for noise abatement strategies, emphasizing that under 14 CFR Part 150, the FAA cannot approve noise abatement strategies that do not reduce noise within the DNL 65 or higher contours. Mr. Sequeira stated that the TAC could find more details on the noise abatement strategies discussed at this meeting in the JFK TAC Presentation No. 12 on the Part 150 Study website.

Glenn Morse (United Airlines) asked if the strategy to implement a preferential runway use program to reduce nighttime Runway 22L/22R arrivals was selected for modeling. Chris Sequeira (ESA Airports) explained that the Study Team had stated at TAC Meeting No. 13 that this strategy would not be carried forward for modeling as it was deemed infeasible due to operational inefficiencies that would result if the existing runway selection priorities were altered. Mr. Morse stated that the PANYNJ may have been the first airport agency in the United States to implement a nighttime preferential runway use system many years ago and he did not understand why the hierarchy of runways was not being analyzed. Mr. Sequeira explained that noise reduction benefit is considered after all operational and safety concerns are satisfied.

Len Schaier (Town of North Hempstead/Quietskies.net) asked why this strategy is not feasible if the PANYNJ selects suitable runways for NY TRACON to use. Chris Sequeira (ESA Airports) explained that FAA is ultimately responsible for runway selection, not the PANYNJ. John Selden (PANYNJ) clarified that the PANYNJ specifies which runways the FAA cannot use due to required/necessary maintenance and leaves the ultimate decision of selection among available runways in the hands of FAA.

Jack Leibler (Queens Borough President's Office) asked if a complete environmental review under the National Environmental Policy Act (NEPA) would be required for evaluating potential strategies. Chris Sequeira (ESA Airports) noted that the required level of environmental review would vary based on the nature of the strategy and its potential impacts. Andrew Brooks (FAA) referenced the FAA Order 1050.1F ("Environmental Impacts: Policies and Procedures"), which delineates policies and procedures for analyzing and documenting potential environmental impacts of FAA projects. He explained that the FAA anticipates that many of the proposed noise abatement procedures will qualify for a categorical exclusion (CATEX) rather than an Environmental Assessment (EA) or Environmental Impact Statement (EIS), signifying that they do not have a significant impact on the environment. The FAA's lists of categorical exclusions cover types of actions that have historically had no significant impact on the environment; the lists were reviewed and approved by the White House Council on Environmental Quality (CEQ). Mr. Brooks added that a categorical exclusion is a level of environmental

review under NEPA, rather than an exemption from NEPA review. Mr. Brooks also emphasized that the FAA is still obligated to analyze whether a proposed action that is shown in the list of categorical exclusions may have extraordinary circumstances that preclude the use of a categorical exclusion. Mr. Leibler asked about the likelihood of litigation resulting from a strategy being categorically excluded from further NEPA review. Mr. Brooks stated that this is impossible to predict, noting however that the FAA had only been sued once in the history of 14 CFR Part 150.

Barbara Brown (NYCAR) asked who is the "administrator" that makes decisions for categorical exclusion. Andrew Brooks (FAA) explained that the actual decisions are delegated down to the service lines and specialists who will determine if there are extraordinary circumstances that may result from a proposed FAA action.

Chris Sequeira (ESA Airports) resumed the presentation of updates on preliminary draft noise abatement strategy modeling results. They are as follows:

- Adopt ICAO (International Civil Aviation Organization) NADP1 (Noise Abatement Departure Procedure 1)
    - Chris Sequeira (ESA Airports) explained that the Study Team modeled NADP1 and NADP2 contours using the conceptual NADP1 and NADP2 vertical profiles described in the Integrated Noise Manual (INM) User Guide, which utilize full thrust at the start of takeoff roll. As such, the NADP contours cannot be compared to the JFK 2021 Baseline contour, which utilizes reduced thrust data derived from actual flights (as recorded by radar). NADP1 reduces noise for communities closer to the airport, while NADP2 benefits communities further away from the airport. The modeled contours demonstrate that the conceptual NADP1 profile is quieter in some areas, while the conceptual NADP2 profile is quieter for others, but the use of NADP1 may cause a net increase of residents within the DNL 65 contour compared to use of NADP2. The results demonstrated that multi-family homes are located in areas that may be impacted more by the conceptual NADP1 profile, while single family homes are located in areas that generally may benefit from the conceptual NADP1 profile. Mr. Sequeira emphasized that actual NADP1 and NADP2 profiles would be aircraft- and operator-specific, in contrast with the conceptual profiles shown in the INM User Guide.
    - Glenn Morse (United Airlines) asked if the NADP contours encompassed both arrivals and departures, and if the contours might be different if only departures were modeled. Chris Sequeira (ESA Airports) explained that the contours show both types of operations. Steve Alverson (ESA Airports) explained that contours are modeled

with arrivals and departures combined so that the FAA can determine the overall benefit of proposed strategies.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if the noise impact of thrust required for NADP1 is considered in the model. Chris Sequeira (ESA Airports) explained that the thrust is accounted for in the model. He clarified that NADP1 would not utilize full thrust for the entirety of the departure.
- Len Schaier (Town of North Hempstead/Quietskies.net) asked if NADP1 uses full thrust for takeoff until it levels off. Chris Sequeira (ESA Airports) explained that this is not necessarily the case as the departure is aircraft- and operator-specific and the thrust level may vary. He explained that both conceptual NADP1 and NADP2 profiles have the same climb rate below 800 feet above the airport field elevation (AFE). Glenn Morse (United Airlines) added that takeoff thrust is a separate consideration and operators will generally use some form of reduced thrust unless there is an obstacle that requires usage of full thrust. He explained that the 800 feet divergence point is a minimum safety standard indicated in FAA Advisory Circular 91-53A and the diversion point of NADP1 and NADP2 may vary beyond that based on operator discretion.
- David Hopkins (NYCEDC) asked about the tradeoff between reduced and full thrust and how the Study Team could make recommendations on NADP1 or NADP2 if the contours could not be compared to the 2021 Baseline. Chris Sequeira (ESA Airports) explained that the Study Team does not have the data at this time to model reduced thrust NADPs but can make a recommendation in the NCP Report to conduct a more detailed study about the impacts, with the intent of incorporating the results in future NCP updates if approved by the FAA. Barbara Brown (NYCAR) asked if the NADP recommendation would be specific to runways or apply to the airport as a whole. She urged that proximity of multi-family homes in the Rockaways be considered as a factor in the recommendation. Steve Alverson (ESA Airports) responded that Advisory Circular 91-53A recommends selecting NADP1 or NADP2 specific to each runway but most airline operators would prefer to implement one profile per airport.
- Len Schaier (Town of North Hempstead/Quietskies.net) asked for clarification on how NADP2 could be more beneficial than NADP1 relative to noise, because the NADP1 aircraft appears to reach a higher altitude more quickly. Glenn Morse (United Airlines) explained that aircraft following NADP1 reduce climb rate and accelerate up to speed farther from the airport, which may produce an increase in

noise, so the noise benefit depends in part on the crossover point of the trajectories of NADP1 and NADP2.

- Stephen Everett (NYCDCP) asked how the Study Team derived their population data for the impact analysis table. He noted that the numbers in the table seemed lower than he expected. Steve Alverson (ESA Airports) explained that parcel maps with 2010 census data were used to determine population estimates. Kelly Mitchell (PANYNJ) added that the population data used for this analysis is identical to data used for the NEM phase of the Study. Andrew Brooks (FAA) noted that the discrepancy could rise from population growth estimates, if some city agencies are using estimated changes in population from the year 2010. Mike Arnold (ESA Airports) stated that the Study Team evaluated foreseeable new developments after the 2010 census collection to understand how population density may change by the year 2021.
- Barbara Brown (NYCAR) asked if the recommended NADP would be mandatory for airlines to implement. Chris Sequeira (ESA Airports) explained that procedure adoption is voluntary on part of the airline. Glenn Morse (United Airlines) added that the airport has the role of recommending an NADP to implement, and that United Airlines would accommodate a recommended NADP if at all feasible.

- Increase altitudes of arrivals to Runway 22L/22R
  - Chris Sequeira (ESA Airports) explained that this proposed strategy focuses on nighttime operations (between 10:00:00 P.M. and 6:59:59 A.M.) and may keep aircraft higher during their arrival to Runways 22L and 22R. The preliminary draft modeling results demonstrate that aircraft flying the proposed nighttime arrival procedure would be less dispersed when turning onto the final approach, which may cause a slight lengthening of the DNL 65 contour. He explained that this is an RNAV (area navigation) arrival. Mr. Sequeira noted that this strategy cannot be recommended as part of the Part 150 Study as benefits are minimal within the DNL 65, but it may provide benefits farther away from the airport. The FAA is currently developing the procedure for potential implementation outside of the Part 150 Study.
  - Len Schaier (Town of North Hempstead/Quietskies.net) asked whether this procedure change will affect aircraft departing from Runway 22R that head south and turn left, causing departure altitudes to be lowered over Roslyn. Chris Sequeira (ESA Airports) explained that NY TRACON did not mention how departure traffic might change with a procedure such as this, so the assumption is that the procedure has been designed both vertically and laterally to accommodate

existing traffic flows in the airspace. He noted that air traffic management needs often necessitate level-offs for arriving aircraft in the New York airspace, which requires an increase in power to fly the level segment; this can cause an increase in noise. The proposed procedure, in contrast, is designed with a vertical profile that is intended to minimize the need for level-offs.

- Len Schaier (Town of North Hempstead/Quietskies.net) recommended that the entire system be evaluated as the noise benefit for individual flights is not meaningful to the community affected. Andrew Brooks (FAA) explained that NY TRACON would not have recommended moving forward with the strategy if they thought it would not be feasible or have no benefit.
- Barbara Brown (NYCAR) asked how the procedure vertical profile could be standardized if there can be a variation in glide slope between 2.5° and 6°. Chris Sequeira (ESA Airports) explained that there are limitations to the glide slope and the steeper it is, the more precise the operator needs to be when landing. He explained that most higher glide slopes are restricted to certain propeller aircraft types. John Selden (PANYNJ) noted that almost all airports require a 3° glide slope on final approach.
- Len Schaier (Town of North Hempstead/Quietskies.net) asked where the RNAV use would start in the flight track. Chris Sequeira (ESA Airports) explained the distinction between a Standard Terminal Arrival Route (STAR) and an Instrument Approach Procedure (IAP). Mr. Sequeira added that the proposed procedure is an RNAV STAR that begins well above 10,000 feet in altitude, and ends by leading aircraft to the localizers for Runways 22L and 22R so that they can begin instrument approaches.

- Turn Runway 22L/22R departures to Heading 240 at night
  - Chris Sequeira (ESA Airports) explained that this proposed strategy may enable aircraft to gain more altitude before overflying the Rockaways and allow for overflight over land with lower population density. The modeling assumption, coordinated with NY TRACON, is that 50% of nighttime Runway 22L departures and 50% of Runway 22R departures would use this procedure. Preliminary draft noise modeling results show essentially no noise change in all quadrants of the airport except to the south, with approximately 1300 units and 3,000 people potentially removed from the DNL 65 contour.
  - Barbara Brown (NYCAR) asked why aircraft could not fly over water for the entirety of the departure by circumventing the land parcels and instead exiting via the Rockaway Inlet. She asked how the

strategy is beneficial if it is overflying a different community. Chris Sequeira (ESA Airports) stated that flying a path via the Rockaway Inlet would cause conflicts with arriving aircraft. He added that the proposed procedure overflies a lower population density at a higher altitude, with mostly single-family homes in the flight path.
    - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) noted that a flight path over the water could be used when there is reduced air traffic.
    - Bill Huisman (Aviation Development Council) asked if this is a RNAV procedure. Chris Sequeira (ESA Airports) confirmed that it is.
    - Glenn Morse (United Airlines) expressed concern over the flyability of this procedure, even though it is RNAV based. He indicated that the ability of aircraft to fly the proposed turns so close to the airport must be analyzed.
    - Stephen Everett (NYCDCP) asked that the Study Team consider the potential for development under current zoning for multi-family units in the flight path before implementing this change, as the area could shift from single-family to multi-family.
    - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) noticed that there are schools in the proposed flight path west of Cross Bay Bridge; presumably these would not be affected by the proposed strategy, since the strategy focuses on nighttime.

Updates on modeling for procedures still in progress are as follows:

- "Tighten SKORR" Departure Procedure
    - Chris Sequeira (ESA Airports) explained that the intention of this procedure is to direct aircraft to turn sooner when departing from Runway 31L/31R and reduce overflight over Howard Beach.
    - Glenn Morse (United Airlines) emphasized that this procedure must be designed with RNAV criteria in mind.

- Reduce Runway 31L intersection departures at night
    - Chris Sequeira (ESA Airports) stated that this procedure involves directing aircraft to use the full length of Runway 31L at night instead of departing from the intersection of Runway 31L and Taxiway KD. He explained that giving aircraft more runway length could allow them to reach a higher altitude over Howard Beach but also allows for other aircraft configuration changes, such as additional weight on the plane, or a reduced thrust departure, that may lead to lower noise benefits than anticipated.

Review of Project Schedule

Steve Alverson (ESA Airports) reviewed the project schedule, noting that the NEM phase of the JFK 14 CFR Part 150 Study is complete and the study is almost midway through the NCP schedule, with the final NCP Report expected to be submitted to the FAA in early 2019. The 2016 and 2021 NEMs were accepted by the FAA on May 19, 2017.

TAC Homework Assignment No. 13

Steve Alverson (ESA Airports) assigned the TAC their homework assignment for this meeting, which is to review the preliminary draft noise abatement strategy modeling results and bring questions and comments to the next TAC meeting.

Future TAC Meeting Dates

Steve Alverson (ESA Airports) noted the upcoming JFK TAC meeting dates, with TAC Meeting # 15 tentatively scheduled for Wednesday, December 13, 2017 and TAC Meeting # 16 tentatively scheduled for Wednesday, February 21, 2017.

Steve Alverson (ESA Airports) reviewed the preliminary agenda for TAC Meeting # 15.

TAC Comments

David Hopkins (NYCEDC) commented that he was pleased to see that some of the proposed nighttime noise abatement strategies may produce some noise benefit as nighttime noise is the largest annoyance for JFK.

Len Schaier (Town of North Hempstead/Quietskies.net) expressed that criteria for noise mitigation needs to change and residents need to know how to direct their complaints and concerns. He noted that the average nature by which the DNL is calculated balances out high noise instances and communities consistently suffer. He explained that the DNL calculation is based on annoyance data from the 1970s, without regard to health concerns. Steve Alverson (ESA Airports) responded that the FAA is conducting studies on the DNL threshold and appropriate levels for noise mitigation. Andrew Brooks (FAA) added that the DNL metric with a threshold of 65 decibels is used by all federal agencies, not just the FAA. He explained that the threshold was reviewed and supported by several federal interagency noise committees that have been convened since the 1970s.

Barbara Brown (NYCAR) noted that many federal agencies have charts showing DNL 55 as the acceptable marker for noise.

Barbara Brown (NYCAR) asked if the TAC could see separate contours for departures and arrivals. Steve Alverson (ESA Airports) responded that the Study

Team had shown these separated contours previously (see TAC Meeting No. 11 presentation slides 9-10).

Len Schaier (Town of North Hempstead/Quietskies.net) asked if vortex generators are still in consideration as part of the Part 150 Study. Steve Alverson (ESA Airports) explained that vortex generators, which help reduce the volume of a high-pitched tone that emanates from aircraft in the Airbus A-320 family, would be difficult for the PANYNJ to require. He noted that since 2014, almost all aircraft in the A-320 family have been factory-installed with vortex generators, and United Airlines has begun voluntarily retrofitting all of its A-320 aircraft with the vortex generators. He explained that the noise benefit is hard to quantify and cannot be modeled as the relevant data is propriety to the creators of the vortex generators.

Public Comments

Justin Connor (Congressman Suozzi) stated that the office of Congressman Tom Suozzi has been inundated with calls from Roslyn regarding continuous overflight of the area. He asked for a plan to disperse these flights so that certain neighborhoods are not unfairly bearing the brunt of the noise. Steve Alverson (ESA Airports) explained that flights are dispersed over the area and follow their flight path within half a mile.

Dennis Graham (Molloy College) explained from a health perspective that the sound levels are less significant than the actual frequency of noise occurrences. He detailed reports of inexplicable consequences in Nassau County and Queens, where a disproportionate number of people suffer from cardiac problems. He urged the Study Team to consider socioeconomic considerations, such as mean household income, when making decisions about affected communities.

Larry Hoppenhauer (Malverne) commented that the airspace for arrivals and departures is the same, and though arrivals and departures do not occur at the same time, it is disruptive for communities to have both overflying them consistently. Chris Sequeira (ESA Airports) explained that it is unusual to have departures and arrivals landing into the same runway from different directions.

Larry Hoppenhauer (Malverne) asked if the Study Team could show maps with community outlines so that the TAC has a better understanding of who is affected with each procedure recommendation.

Larry Hoppenhauer (Malverne) asked why NADP1 would not also decrease noise for communities farther from the airport if aircraft flying NADP1 reach a higher altitude before overflying them. Chris Sequeira (ESA Airports) explained that NADP1 is not guaranteed to be quieter over more distant communities due to variances such as operator discretion and weather. Andrew Brooks (FAA) clarified that air traffic management requirements must be considered as well.

Larry Hoppenhauer (Malverne) asked why the departure noise and arrival noise are modeled in aggregate when the benefit of the proposals would impact one or the other. Steve Alverson (ESA Airports) explained that the shape and extent of the contours may be determine by arrival or departure activity and that a proposal could appear to have benefit by focusing on one of the activities but ultimately not move the contour. Andrew Brooks (FAA) further explained that while some are uncomfortable with the average nature of the DNL metric, the calculation of cumulative noise impact is what allows the Study Team to analyze the procedures and their effects.

Larry Hoppenhauer (Malverne) asked why the NADP procedures are considered nonbinding and how they might be made mandatory. Steve Alverson (ESA Airports) explained that aircraft can be tracked but it is hard to determine through altitude and speed alone if an aircraft is adhering to a specific NADP. Glenn Morse (United Airlines) added that airline operators generally accommodate the request of the airport, but mandatory policies cannot be monitored or enforced as the pilot often needs to use his or her discretion when necessary. Mr. Hoppenhauer questioned why airlines would adhere to a NADP1 recommendation if it uses more fuel for them. Mr. Morse explained that the additional fuel is minimal and operators want to implement changes that better the environment surrounding the airport.

Patti Rafferty (NPS) asked the Study Team if DNL 55 contours could be drawn as a reference point, even though they will not impact recommendation decisions. Steve Alverson (ESA Airports) stated that DNL 55 contours are available for informational purposes within the Appendix of the JFK NEM Report.

Andrew Brooks (FAA) informed the TAC that on October 4, 2017, the FAA published a notice in the federal register that Stage 5 is the new noise standard for aircraft design. He explained that the standards apply to aircraft manufactured after certain dates and do not mandate a phase-out of aircraft that comply with Stage 3 or Stage 4 noise standards.

Adjournment

Ryan Walsh (FHI) adjourned the meeting and thanked all attendees for their participation.

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D-8 Technical Advisory Committee Meeting #15 December 13, 2017

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Technical Advisory Committee Meeting #15

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF FIFTHTEENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	**Wednesday, December 13, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor** **Jamaica, NY 11430**

LGA Technical Advisory Committee Meeting

DATE:	**Thursday, December 14, 2017**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**LaGuardia Airport, Hangar 7 Center, 3rd Floor** **Flushing, NY 11371**

TAC Sign In

JFK TAC Meeting #15 December 13, 2017

First	Last	Representing	Alternates	Primary	Alternate
Tom	Bock	Port Authority		✓	
Andrew	Brooks	FAA - Airport Division	Lindsay Butler		✓
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans	✓	
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon		
Zack	DeLaune	FAA - Airport Division			✓
Kevin	Denning	Town of Hempstead		✓	
Stephen	Everett	NYC Department of City Planning	Scott Solomon		
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority			
Stacey	Gilbert	Port Authority		✓	
Robert	Goldman	Delta Airlines	Mark Hopkins		
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
Jane	Herndon	Port Authority			
David	Hopkins	NYC Economic Development Corp		✓	✓
Bill	Huisman	Aviation Development Council		✓	
Steve	Kapsalis	FAA - NY ADO	Suki Gill		✓
Michael	Lamprecht	FAA			
Michael	Levine	Town of North Hempstead	Neal Stone		✓
Xiaobo	Liu	Port Authority			

TAC Sign In
Pg. 2

Tom	Malone	FAA - Flight Standards Division	Dave Swanson		
Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		
Kelly	Mitchell	Port Authority		✓	
Rob	Mitchell	Jet Blue	Tom Kuehn	✓	
Glenn	Morse	United Airlines		✓	
Jasmine	Narang	Queens Borough President	Jack Liebler		
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead/Quietskies.net	Marilyn Chapoteau	✓	✓
John	Selden	Port Authority		✓	
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Anna	Stachula	Port Authority			
Ralph	Tamburro	Port Authority			
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority		✓	

Consultant Sign In
JFK TAC Meeting 15 - December 13, 2017

First	Last	Representing	In Attendance
Steve	Alverson	ESA Airports	✓
Mike	Arnold	ESA Airports	✓
Chris	Sequeira	ESA Airports	✓
Maura	Fitzpatrick	FHI	✓
Zainab	Kazmi	FHI	✓
Ryan	Walsh	FHI	✓
Mike	Alberts	KB Environmental	
Clint	Morrow	KB Environmental	
Dave	Rickerson	Kimley-Horn	
Andra	Horsch	Nicholas Lence	✓
Josh	Knoller	Nicholas Lence	
Stacey	Gilbert	Port Authority	✓
Jane	Herndon	Port Authority	
Kelly	Mitchell	Port Authority	✓
Ralph	Tamburro	Port Authority	
Adeel	Yousuf	Port Authority	✓
Peter	Byrne	VHB	✓
Marwa	Fawaz	VHB	
Jennifer	Hogan	VHB	
Rich	Louis	VHB	
Elizabeth	Thompson	VHB	✓

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #15
December 13, 2017 (1:00 p.m. – 4:00 p.m.)
JFK Airport

Sign-In Sheet

Name/Organization	Address	Phone or Email
Larry Hoppenbrouwer	LHoppy5@optonline.net	
Kevin Denning TURNSTILE		
Suki Gill FAA		
Lindsay Butler FAA		
Evelyn Martinez FAA		evelyn.martinez@faa.gov
Dennis Graham	DENGraham66@gmail.com	

Technical Advisory Committee Meeting #15

Materials Presented at Meeting

Agenda
Technical Advisory Committee Meeting No. 15
14 CFR Part 150 Study – John F. Kennedy International Airport

Wednesday, December 13, 2017

1:00 PM to 4:00 PM EST

1. Review Homework Assignment No. 13 – Preliminary draft noise abatement strategy modeling results
2. Significant Information from Previous TAC Meetings
3. Summary of Public Involvement to Date
4. Evaluation of JFK Noise Abatement Strategies
5. Update on Meetings with Land Use Planning Agencies
6. Review the Project Schedule
7. TAC Homework Assignment No. 14
8. Future TAC Meeting Dates
9. Public Comment on TAC Presentation
10. Adjourn

Purpose and Objectives of the TAC

- **TAC members represent the interests of their organization and/or constituents**
- **The TAC's role is advisory**
  - **Review study documents**
  - **Provide input to the Port Authority related to the noise exposure maps and noise compatibility program**
- **TAC members are also expected to advise their organization and/or constituents of the TAC's discussions**

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Meeting Agenda

- Review Homework Assignment No. 13 – Preliminary draft noise abatement strategy modeling results
- Significant Information from Previous TAC Meetings
- Summary of Public Involvement to Date
- Evaluation of JFK Noise Abatement Strategies
- Update on Meetings with Land Use Planning Agencies
- Review the Project Schedule

Meeting Agenda (cont.)

- TAC Homework Assignment No. 14
- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Review Homework Assignment No. 13

Review Homework Assignment No. 13

- Review preliminary draft noise abatement strategy modeling results
- Bring questions and comments to the next TAC meeting

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Significant Information from Previous TAC Meetings

TAC Mtg. # 2 (8/5/15): Acoustic Principles and Noise Metrics "Day-Night Average Sound Level (DNL)"

- 24-hour time-weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10:00 P.M. and 6:59:59 A.M. is weighted by an additional 10 decibels (dB)
  - One aircraft event at night is equivalent to ten events in the daytime
  - Weighting was selected to account for the higher sensitivity to noise at night and the expected decrease in background noise levels occurring at night
- FAA specifies DNL for airport noise assessment
- Environmental Protection Agency (EPA) specifies DNL for community noise and airport noise assessment

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Acoustic Principles and Noise Metrics (cont.)

- It takes a 3 dB change in the sound level from a source for most people to notice a difference
- A 10 dB increase or decrease is typically perceived as doubling or halving of the loudness, respectively
- For aircraft, a doubling or halving of the distance from the source to the receiver equates to +/- 3 dB sound level change
- A doubling or halving of the airport operations equates to a +/- 3 dB change in DNL
- People are more sensitive to changes in noise exposure than the absolute noise level

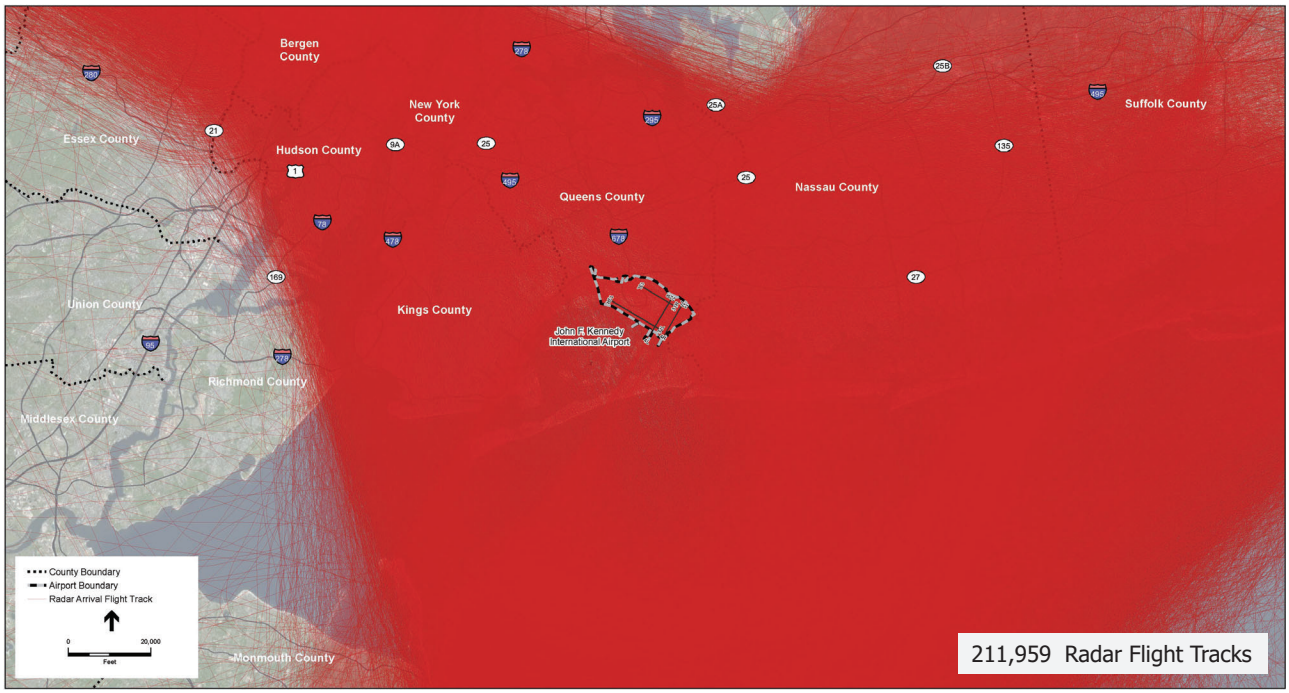
TAC Mtg. # 4 (12/9/15): Air Traffic Associated With JFK

- Aircraft arriving to and departing from JFK overfly communities across the entire compass rose (north, east, south, and west)
- Due to the nature of JFK standard arrival and departure procedures as well as air traffic management in the New York area, many aircraft flight tracks are dispersed over a wide geographic area
- The next three slides show radar data from calendar year 2014, which was used to develop flight tracks for the Noise Exposure Maps

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Draft For Deliberative Purposes Only

Airspace Affected by 2014 JFK Arrivals: Radar Flight Tracks



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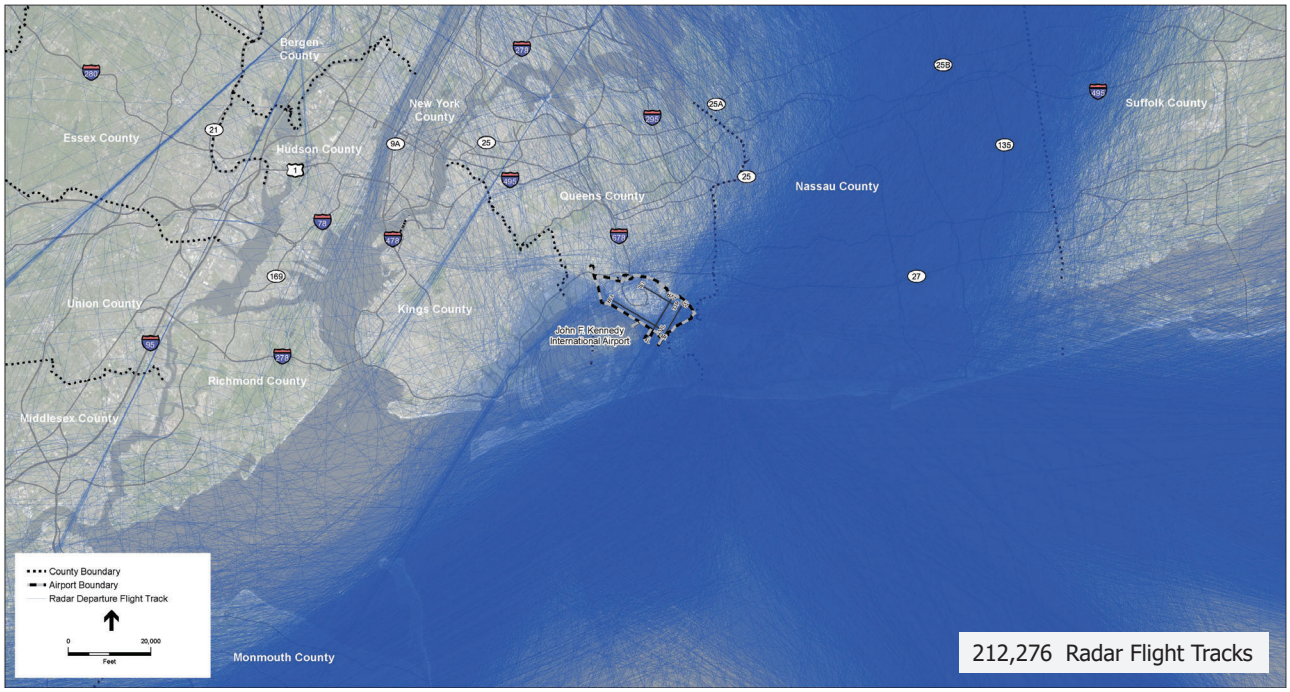
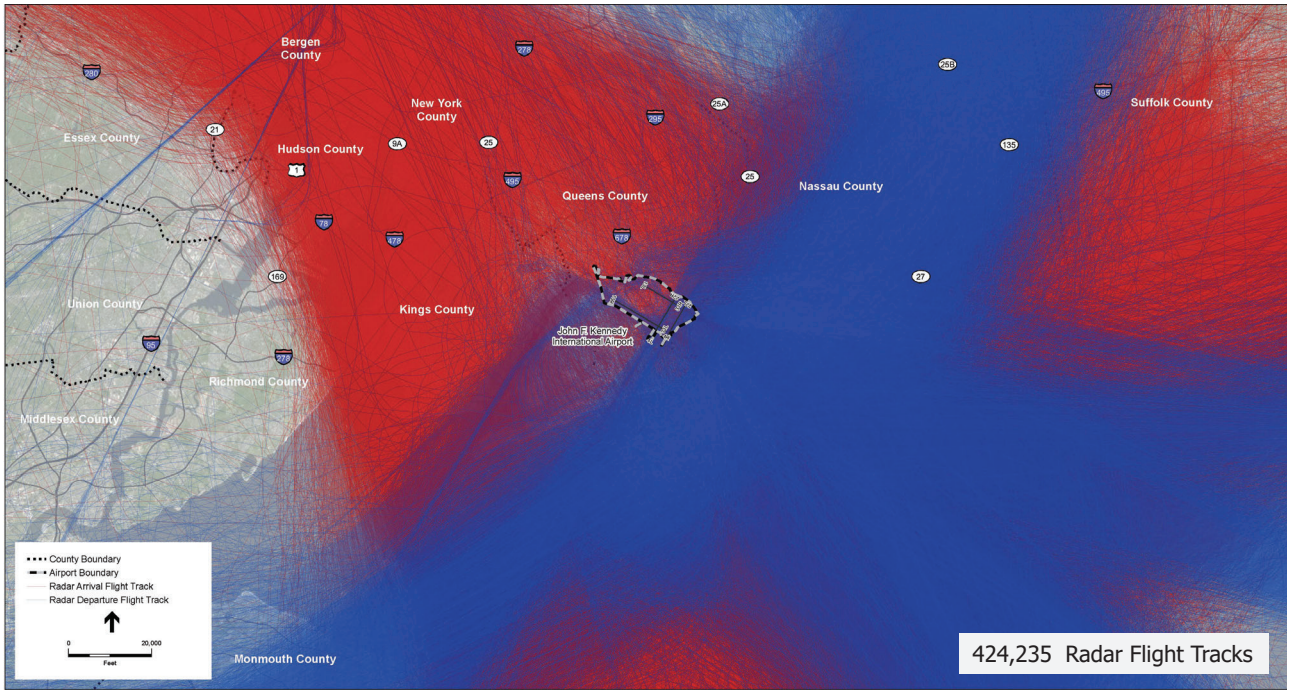
Airspace Affected by 2014 JFK Departures: Radar Flight Tracks



John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Draft For Deliberative Purposes Only

Airspace Affected by 2014 JFK Arrivals & Departures: Radar Flight Tracks



TAC Mtg. # 6 (4/13/16): Comparison of Common Aircraft Types at JFK

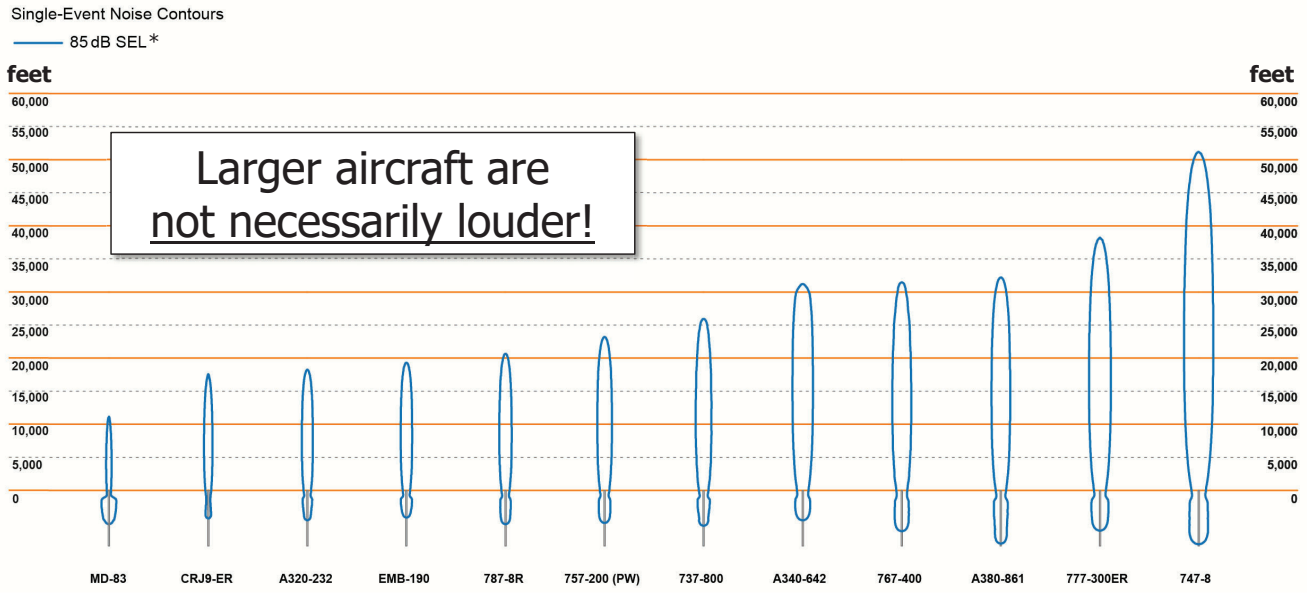
John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

A Diverse Airline Aircraft Fleet at JFK

	A-380	EMB-190
Seats (two-classes)	644	94
Length (feet)	239’	119’
Wingspan (feet)	262’	94’
Maximum Takeoff Weight (pounds)	1,268,000 lbs	105,000 lbs
Maximum Landing Weight (pounds)	869,000 lbs	95,000 lbs
Range (nautical miles)	8,200 nmi	1,850 nmi

Source: Airbus and Embraer

JFK Arrival Sound Exposure Level (SEL) Noise Contour Comparison



Source: Integrated Noise Model (INM) 7.0d
* SEL: Sound Exposure Level.

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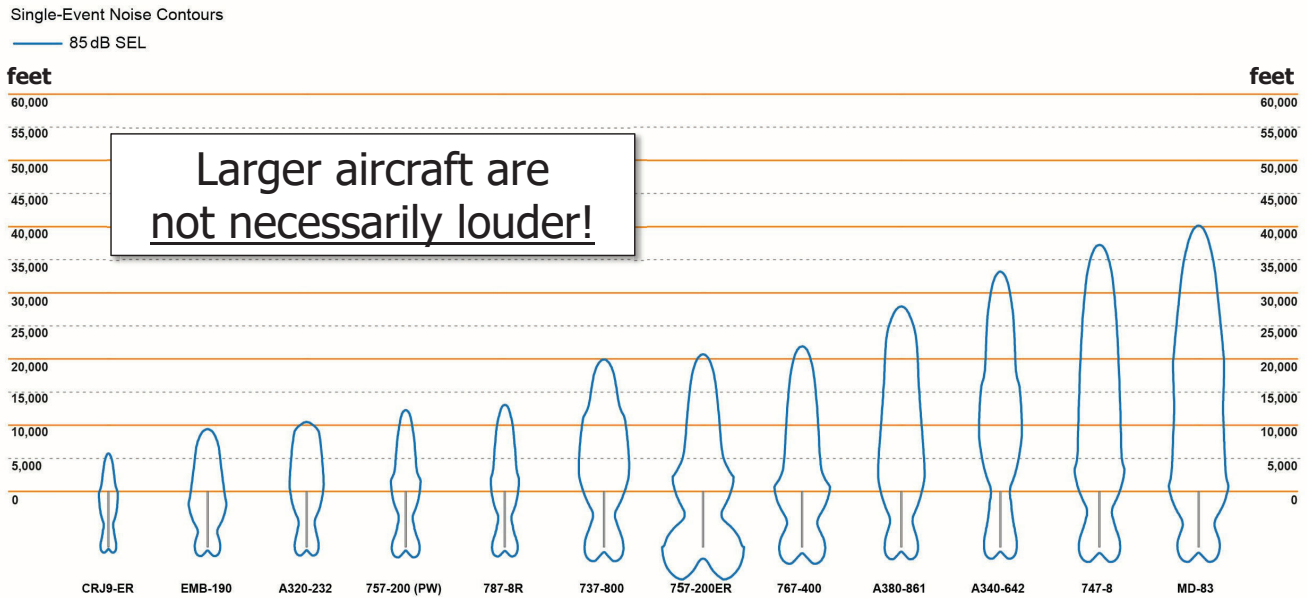
Technical Advisory Committee Meeting No. 15

JFK Departure Sound Exposure Level (SEL) Noise Contour Comparison



Source: INM 7.0d

TAC Mtg. # 7 (6/22/16): Noise Measurement Data

- The Port Authority operates a network of noise monitors surrounding JFK.
- Community DNL – ambient (non-aircraft) noise sources measured by the noise monitors. For example:
  - Road traffic
  - Railroad operations
  - Barking dogs
  - Insects (e.g., cicadas and crickets)
  - Wind in the trees
  - Air conditioning units
  - Residential maintenance (e.g., lawnmowers, leaf blowers, power tools, etc.)
  - Rain and thunder
  - Emergency vehicle sirens

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Noise Measurement Data (cont.)

- Aircraft DNL – noise levels associated with aircraft noise events, but may also include non-aircraft noise at the time of the event
  - When aircraft are near a noise monitor, the airport noise and operations management system (ANOMS) tags the noise level as aircraft noise
  - Any non-aircraft noise (such as street/highway traffic noise) occurring at the same time may contaminate the aircraft noise level reading
  - Once contaminated, it is not possible to efficiently remove the non-aircraft noise from the aircraft noise event
- Total DNL – The sum of Aircraft DNL and Community DNL data

The Final JFK Noise Exposure Map (NEM) Report documented aircraft DNL values in the vicinity of JFK. Information regarding Community DNL values and Total DNL values has been provided for informational purposes only.

Modeled Noise Data

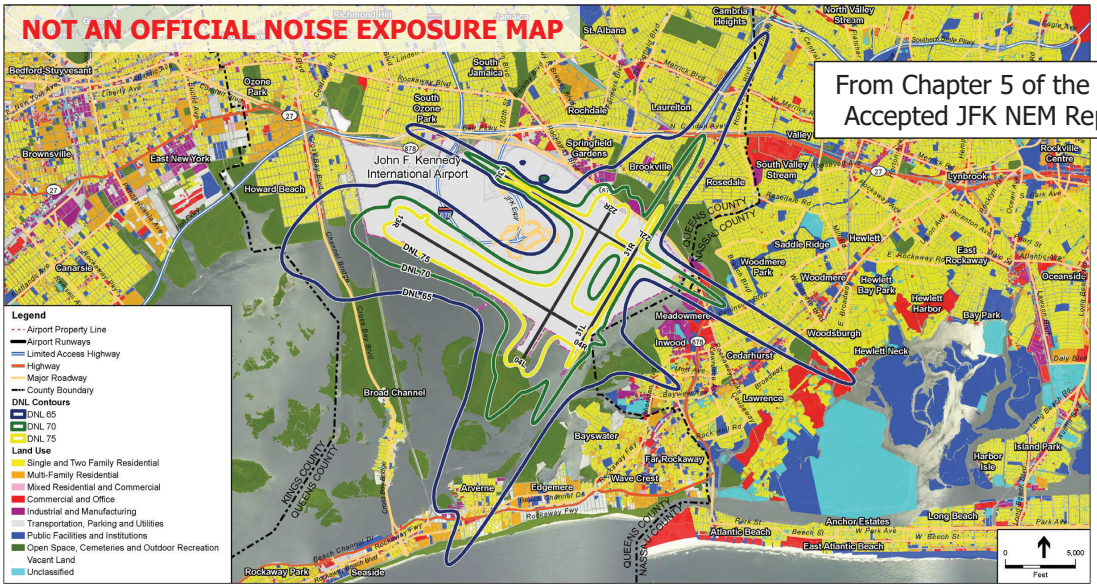
- Represents noise levels associated with aircraft noise events only
- Produced directly by the Integrated Noise Model (INM)
- Driven by the number of aircraft operations, day/night split, fleet mix, runway use, and flight track use for the period modeled
- No influence from non-aircraft noise sources
  - This is in contrast to the "Aircraft DNL" measurements, which may include non-aircraft noise at the time of the measurement

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Why Would Modeled Noise Levels Differ From Measurements?

- The measurements contain less than a full year of data, which:
  - Results in a mismatch between operations, runway use, flight track use, fleet mix, etc.
- In 2015, Runway 13L/31R was closed March 1 through April 9, 2015, while Runway 4L/22R was closed April 10 through September 21, 2015
  - 2014 runway use data was used in the INM
- Measured aircraft DNL values can be contaminated by non-aircraft noise events, which:
  - Artificially increases measured aircraft DNL values
- 14 CFR Part 150 does not permit the use of measured noise data to "calibrate" the noise model

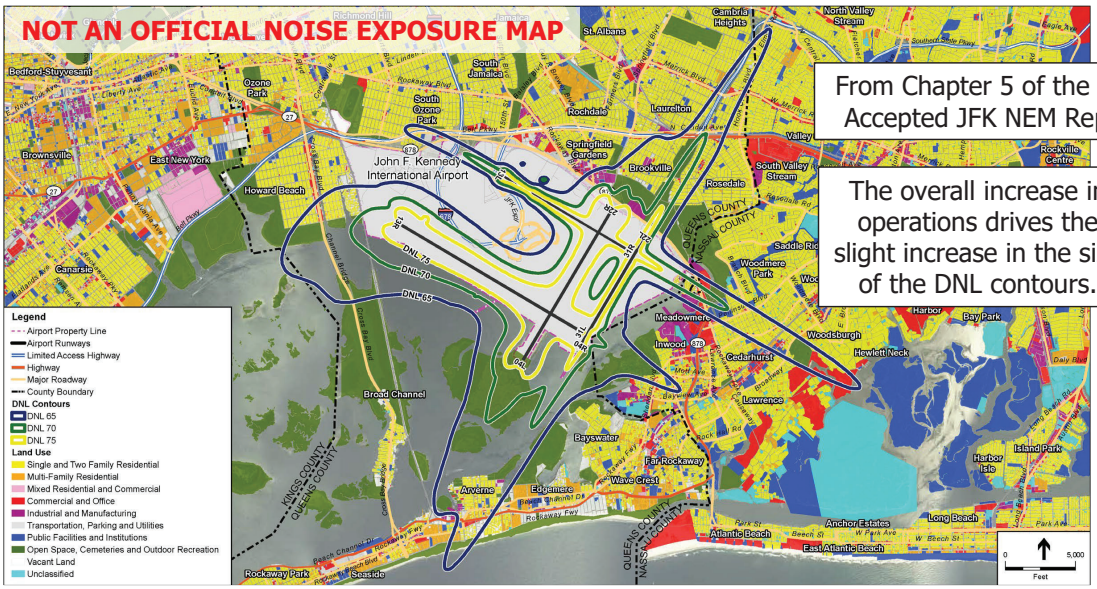
TAC Mtg. # 7 (6/22/17): JFK Existing Condition (2016) DNL 65, 70, and 75 Noise Contours



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

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

TAC Mtg. # 7 (6/22/17): JFK Future Condition (2021) DNL 65, 70, and 75 Noise Contours



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

JFK Existing Condition (2016) Noise Exposure

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care	Library
2016									
DNL 65-70	5,421.3	12,752	35,875	18	12	8	3	16	1
DNL 70-75	1,939.6	740	2,175	0	0	0	0	0	0
DNL 75+	1,553.8	0	0	0	0	0	0	0	0
Total	**8,914.7**	**13,492**	**38,050**	**18**	**12**	**8**	**3**	**16**	**1**

NOTE: The household and population estimates provided above were developed using census block-level demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

[1] Eight of the twelve schools were included in the School Soundproofing Program, and are compatible with DNL 65+ (see Section 2.6.1).

[2] Five schools and places of worship are historic sites, but not included here to avoid double counting; see Table 5-6 for the full list.

SOURCE: Planning Technology, Inc. and Environmental Science Associates, 2016.

From Chapter 5 of the FAA-Accepted JFK NEM Report

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

JFK Future Condition (2021) Noise Exposure

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care	Library
2021									
DNL 65-70	5,503.3	13,059	36,812	19	12	8	3	17	1
DNL 70-75	1,994.2	766	2,262	0	0	0	0	0	0
DNL 75+	1,606.9	0	0	0	0	0	0	0	0
Total	**9,104.4**	**13,825**	**39,074**	**19**	**12**	**8**	**3**	**17**	**1**

NOTE: The household and population estimates provided above were developed using census block demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

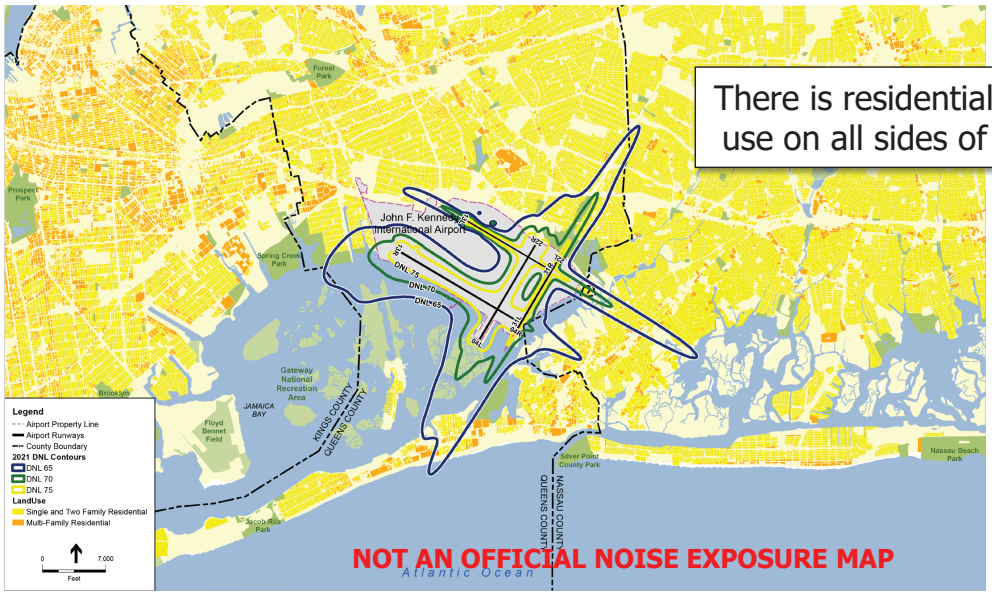
[1] Eight of the twelve schools were included in the School Soundproofing Program, and are compatible with DNL 65+ (see Section 2.6.1).

[2] Five schools and places of worship are historic sites, but not included here to avoid double counting; see Table 5-6 for the full list.

SOURCE: Planning Technology, Inc. and Environmental Science Associates, 2016.

From Chapter 5 of the FAA-Accepted JFK NEM Report

TAC Mtg. # 10 (12/14/16): Residential Land Use in the Vicinity of JFK and the 2021 DNL 65 – 75 Contours



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

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15
DRAFT – SUBJECT TO CHANGE

TAC Mtg. # 10 (12/14/16): Population Density in the Vicinity of JFK and the 2021 DNL 65 – 75 Contours

SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; U.S. Census Bureau, 2010.

TAC Mtg. # 10 (12/14/16): Major Noise Compatibility Program (NCP) Strategy Options

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP strategies required to be considered: NCP Report must document reasons why strategies were not recommended

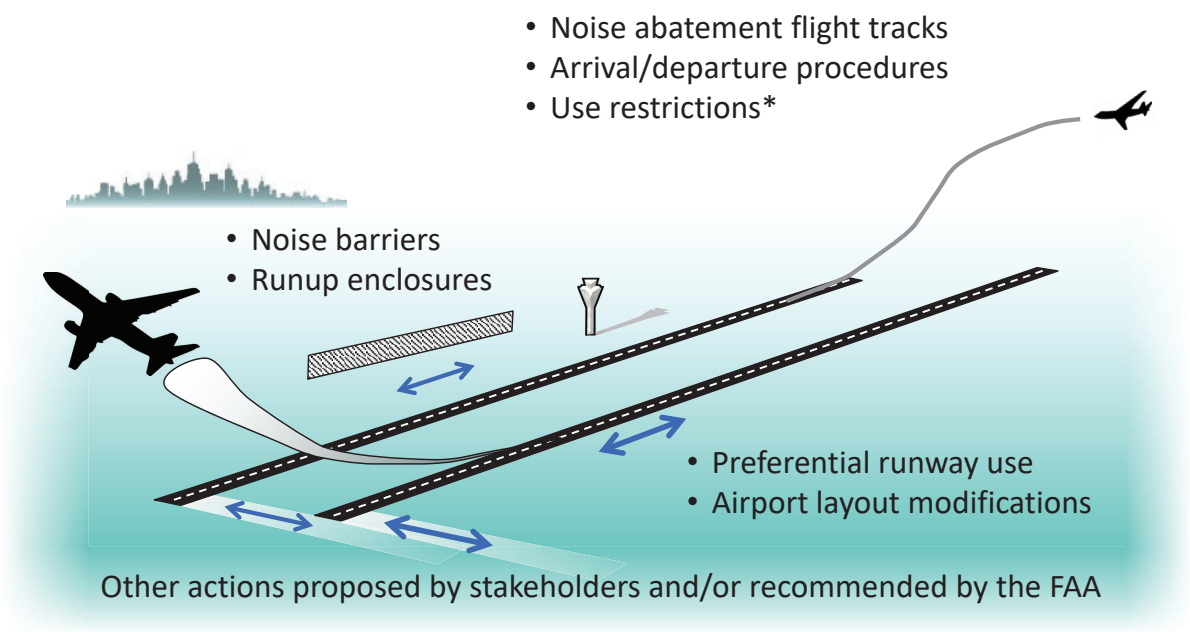
* Subject to further notice, review, and approval requirements in 14 CFR Part 161

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Reiteration on: An analysis of Each Strategy

- **Evaluate effectiveness of each strategy in addressing the study objectives**
  - **The FAA will not approve NCP strategies that do not reduce exposure within noise contours of DNL 65 and higher**
- **Evaluate feasibility (operational, safety, economic, etc.)**
- **Select preferred strategies**
- **Identify implementation schedule, responsibilities, budget, funding sources, etc.**
- **If not recommended, document reasons why**

Types of Noise Abatement Strategies



* Subject to further notice, review, and approval requirements in 14 CFR Part 161

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

Reiteration on: Standard Evaluation Criteria for Noise Abatement Strategies

- **Level of noise reduction: must reduce noise within DNL 65**
- **Effects on airfield capacity and aircraft delay**
- **Effects on airspace/air traffic control procedures**
- **Consistency with FAA safety and other standards**
- **Other environmental effects**
  - **National Environmental Policy Act (NEPA) review required**
- **Operational effects and costs**
- **Financial feasibility**
- **Consistency with policies adopted by Airport Proprietor**

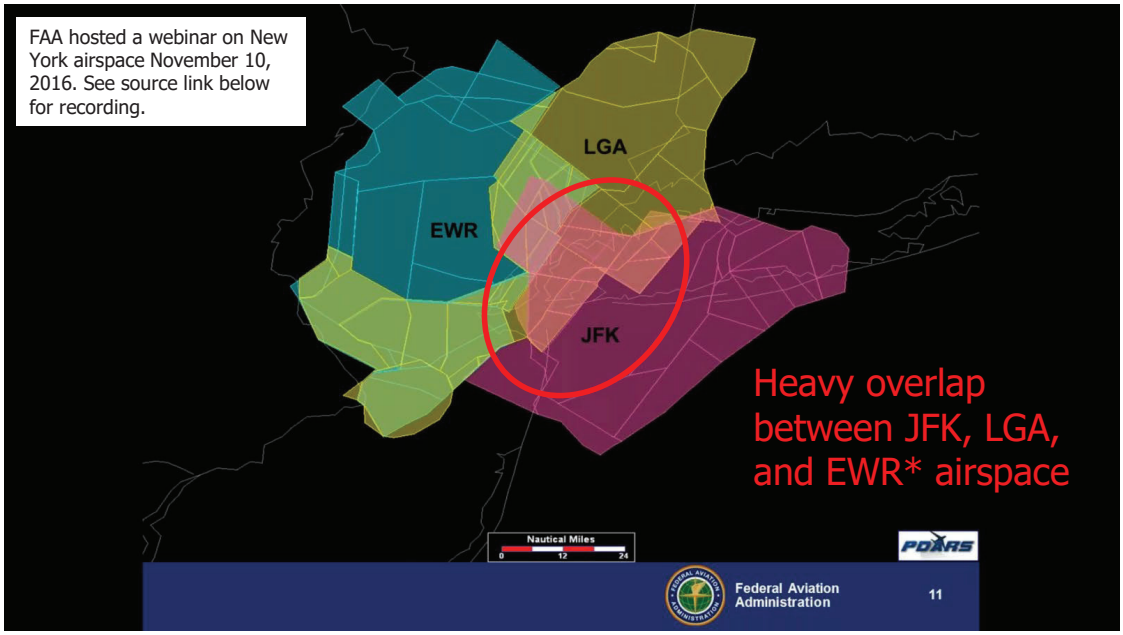
Reminder: Noise Abatement Strategies and the Challenges for JFK

- **Opportunities to revise JFK airspace and flight procedures are constrained by operational requirements of multiple other airports in the New York / New Jersey area**
  - **Airspace and flight procedures are structured to minimize impacts of one airport upon another**
- **Opportunities to change JFK's runway configuration (i.e., directions of takeoffs and landings) and runway use are also constrained by operational requirements of other airports**
  - **Certain JFK approach and departure procedures have interdependent relationships with certain LGA approach and departure procedures**

Noise abatement strategies for JFK and LaGuardia Airport (LGA) are highly interconnected!

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 15

JFK Challenges: Airspace Boundaries



- SOURCE: FAA New York Airspace Webinar, November 10, 2016. http://panynjpart150.com/JFK_links.asp. Last Accessed Nov 10, 2017.
- Zoom-in and annotations by ESA.
- * EWR: Newark Liberty International Airport.

JFK Challenges: Heavy Traffic To/From Multiple Airports

- SOURCE: FAA New York Airspace Webinar, November 10, 2016. http://panynjpart150.com/JFK_links.asp. Last Accessed Nov 10, 2017.
- Zoom-in and annotations by ESA.

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Summary of Public Involvement to Date

Public Involvement – Public Workshops to Date

- First Round of Public Workshops:
  - June 17, 2015 at the Radisson Hotel JFK Airport
  - October 29, 2015 at the Nassau County Community College
- Second Round of Public Workshops:
  - November 2, 2016 at the JFK Hilton
  - November 3, 2016 at the Cradle of Aviation Museum

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Public Involvement – Public Workshop Notifications

- Newspaper Notifications
  - July 2015 Workshop - The Star-Ledger, The Record, Daily News, The Queens Courier, Queens Chronicle, Queens Tribune, Press of Southeast Queens, Queens Ledger, Queens Gazette, Times Ledger, Newsday, Franklin Square/Elmont Herald, Ethnikos Kyrix, El Especialito, World Journal
  - October 2015 Workshop - Daily News, The Queens Courier, Queens Chronicle, Queens Tribune, Press of Southeast Queens, Queens Ledger, Queens Gazette, Times Ledger, Newsday, Nassau Herald, Italian Tribune, El Especialito, World Journal
  - November 2016 Workshops - Daily News, The Queens Courier, Queens Chronicle, Queens Tribune, Press of Southeast Queens, Queens Ledger, Queens Gazette, Times Ledger, Newsday, Franklin Square/Elmont Herald, Ethnikos Kyrix, El Especialito, World Journal
- Project Website
- Project Newsletters
- Emails to Elected Officials and Community Boards

Public Involvement – Workshop Participation/Comments Received

Public Workshop	Attendees
June 17, 2015 - Radisson Hotel JFK Airport	70
October 29, 2015 - Nassau County Community College	43
November 2, 2016 - JFK Hilton	16
November 3, 2016 - Cradle of Aviation Museum	29

- **NEM Public Comments – 55 comment letters in total**
  - **30 were received during the official JFK Draft NEM public comment period (October 26, 2016 to November 28, 2016)**
  - **25 were received before the public comment period, including during/following the first Public Information Workshop**
- **NCP Public Comments – 5 comment letters to date**

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Public Involvement – Additional Public Outreach

- **Project Website (http://panynjpart150.com/JFK_homepage.asp)**
- **Project Newsletters**
  - **Fall 2015**
  - **Winter 2016**
  - **Summer 2016**
  - **Winter 2017**
  - **Spring 2017**

- **15 TAC meetings – Each with an opportunity for providing public comments**

Evaluation of JFK Noise Abatement Strategies

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JFK Noise Abatement Strategy Themes

- **Increase dispersion of flight tracks**
- **Concentrate flight tracks over compatible land use**
- **Change operation times or implement use restrictions**

An evaluation of all noise abatement strategies is provided as a supplemental TAC Meeting No. 15 handout

Common Themes for Strategies that May be Feasible to Implement

- **Flight track modifications that are compatible with existing airspace and procedures**
- **Voluntary changes in departure profiles**
- **Runway use changes that are compatible with existing JFK runway use policy**

At this time, the Port Authority has not determined which noise abatement strategies will be recommended in the NCP Report.

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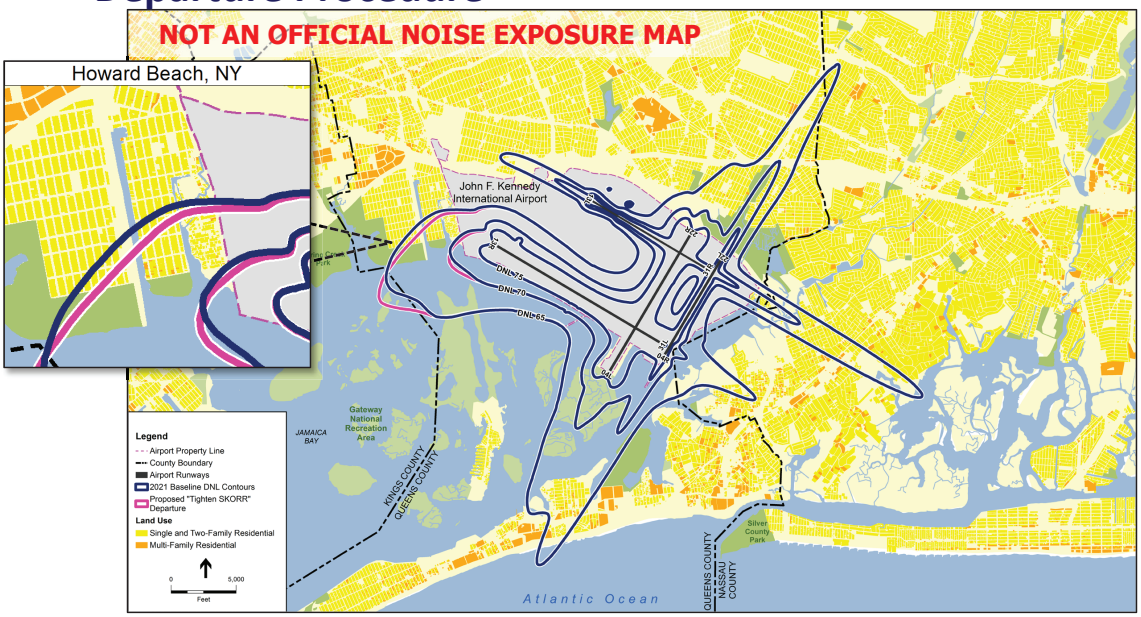
DRAFT – SUBJECT TO CHANGE

Update: "Tighten SKORR" Departure Procedure

- **Description: This proposed strategy may reduce departure overflights of Howard Beach.**
- **Suggested By: FAA**
- **Rationale: This strategy may reduce incompatible land use in the DNL 65 contour over Howard Beach.**
- **Further details of this strategy can be found in JFK TAC Presentation No. 12**
- **The next two slides present potential maximum benefits of this strategy**

DNL 65, 70, and 75 Contours: 2021 Baseline vs. "Tighten SKORR" Departure Procedure



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

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DRAFT – SUBJECT TO CHANGE

"Tighten SKORR" Departure Procedure: Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-350	0	0	**-350**
Multi-Family	0	0	0	**0**
Mixed Use	-1	0	0	**-1**
Total	**-351**	**0**	**0**	**-351**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-921	0	0	**-921**
Multi-Family	0	0	0	**0**
Mixed Use	-2	0	0	**-2**
Total	**-923**	**0**	**0**	**-923**

Negative numbers indicate the procedure may reduce noise exposure in comparison to the 2021 Baseline contours.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

Update: Reduce Runway 31L Intersection Departures at Night

- **Description: In calendar year 2014, 25 percent of nighttime departures started their takeoff roll at the intersection of Runway 31L and Taxiway KD rather than at the end of Runway 31L.**
- **Suggested By: Port Authority**
- **Rationale: Reducing intersection departures may reduce noise over Howard Beach.**
- **The next two slides present potential maximum benefits of this strategy**

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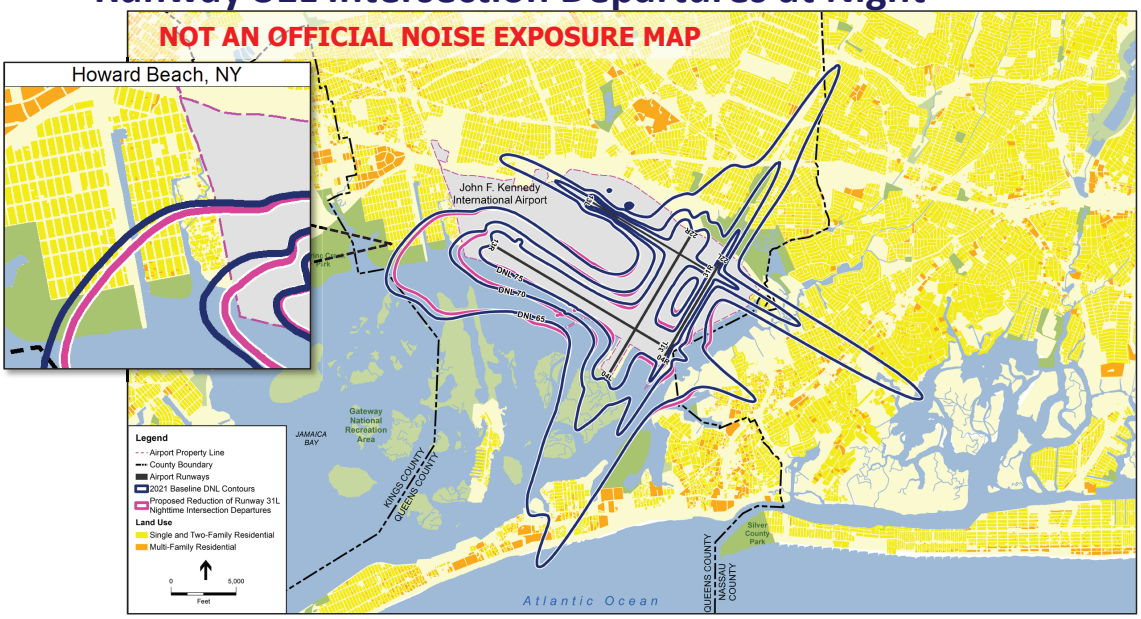
DNL 65, 70, and 75 Contours: 2021 Baseline vs. Reduce Runway 31L Intersection Departures at Night



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

Reduce Runway 31L Intersection Departures at Night: Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-258	0	0	**-258**
Multi-Family	0	0	0	**0**
Mixed Use	-1	0	0	**-1**
Total	**-259**	**0**	**0**	**-259**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-664	0	0	**-664**
Multi-Family	0	0	0	**0**
Mixed Use	-2	0	0	**-2**
Total	**-666**	**0**	**0**	**-666**

Negative numbers indicate the procedure may reduce noise exposure in comparison to the 2021 Baseline contours.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

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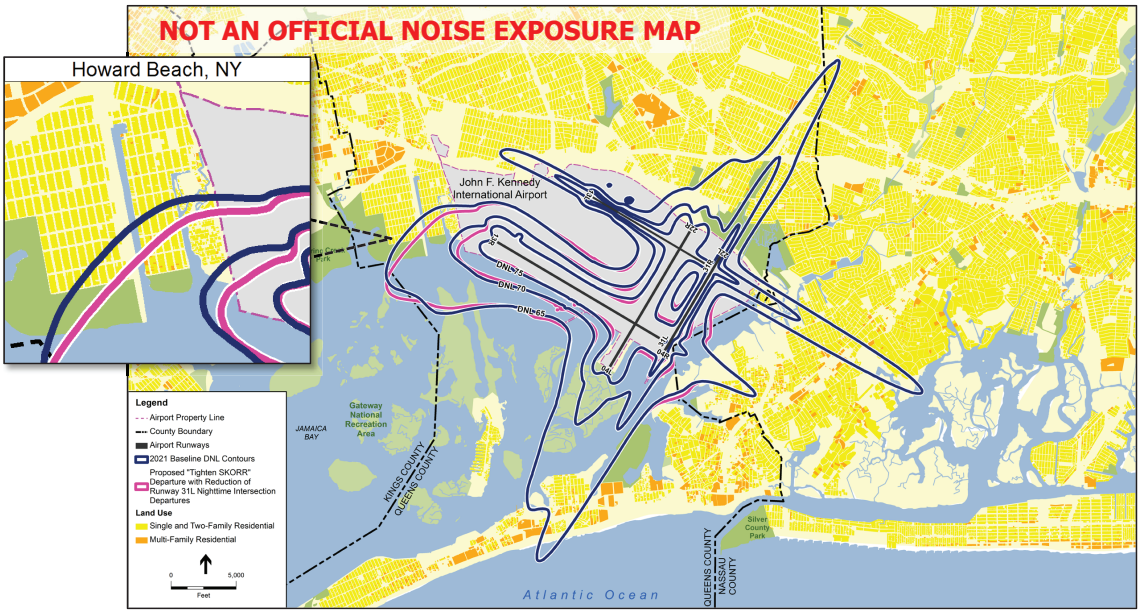
DRAFT – SUBJECT TO CHANGE

Update: Combine "Tighten SKORR" with "Reduce Runway 31L Intersection Departures at Night"

- **Description: Combining the "Tighten SKORR" and "Reduce Runway 31L Intersection Departures at Night" strategies may provide additional benefits to the Howard Beach neighborhood.**
- **Suggested By: ESA**
- **The next two slides present potential maximum benefits of this strategy**

DNL 65, 70, and 75 Contours: 2021 Baseline vs. Combine "Tighten SKORR" with "Reduce Runway 31L Intersection Departures at Night"



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

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DRAFT – SUBJECT TO CHANGE

Combine "Tighten SKORR" with "Reduce Runway 31L Intersection Departures at Night": Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-555	0	0	**-555**
Multi-Family	-3	0	0	**-3**
Mixed Use	-1	0	0	**-1**
Total	**-559**	**0**	**0**	**-559**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-1,488	0	0	**-1,488**
Multi-Family	-8	0	0	**-8**
Mixed Use	-2	0	0	**-2**
Total	**-1,498**	**0**	**0**	**-1,498**

Negative numbers indicate the procedure may reduce noise exposure in comparison to the 2021 Baseline contours.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

Additional Strategies that May be Feasible to Implement

Proposed Strategy	Source of Suggested Strategy	Comments
Turn Runway 22L/22R Departures to Heading 240 at Night	FAA	FAA provided draft procedure for modeling
Adopt International Civil Aviation Organization (ICAO) Noise Abatement Departure Procedure (NADP) 1	TAC	Modeled conceptual profiles from Integrated Noise Model (INM) User Guide (for informational purposes)

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Common Themes for Strategies that are Not Recommended

- Infeasible due to limitations of aircraft performance or procedure design criteria
- Infeasible due to airspace complexity or air traffic conflicts
- Would increase noise over incompatible land use
- Would not reduce noise within DNL 65
- Cannot be implemented without 14 CFR Part 161 Study
- Conflicts with existing JFK runway use policy

Sample of Strategies that are Not Recommended

Proposed Strategy	Source of Suggested Strategy	Comments
Make the locations of departure paths consistent to minimize concentration of flights over a specific area	TAC	Not beneficial over incompatible land uses
Simultaneous independent arrivals to Runway 22L/22R	Port Authority	May shrink Day-Night Average Sound Level (DNL) 65 contour over one neighborhood but increase it over another
Dispersal headings off Runway 4L	Port Authority, TAC	Will increase noise over residential neighborhoods
Descend to JFK over the Atlantic Ocean instead of flying north and turning above Long Island Sound	Public	Unlikely to change DNL 65

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Sample of Strategies that are Not Recommended (cont.)

Proposed Strategy	Source of Suggested Strategy	Comments
Turn Runway 22R departures toward the Rockaway Inlet	TAC	Flight tracks exiting the Rockaway Inlet would conflict with LGA operations and/or JFK arrivals (if JFK is landing Runway 31)
Implement a preferential nighttime runway use program to reduce nighttime Runway 22L/22R arrivals	Port Authority	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.
Have pilots lower landing gear closer to the airport	Public	Final approach procedures such as landing gear and flaps are aircraft- and operator-specific. The PA cannot mandate cockpit management procedures

Sample of Strategies that are Not Recommended (cont.)

Proposed Strategy	Source of Suggested Strategy	Comments
Raise fees for noise violations and use those fees for noise mitigation / abatement	TAC	Implementation unlikely (14 CFR Part 161 Study required)
Multiple suggestions of aircraft technology changes	Public	The Port Authority does not have authority to mandate specific technology upgrades for aircraft

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Update on Meetings with Land Use Planning Agencies

Review the Project Schedule

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Review the NEM Schedule

The NEM phase of the JFK 14 CFR Part 150 Study is complete.

The JFK NEMs were submitted to the FAA on April 28, 2017 and were accepted by the FAA on May 19, 2017.

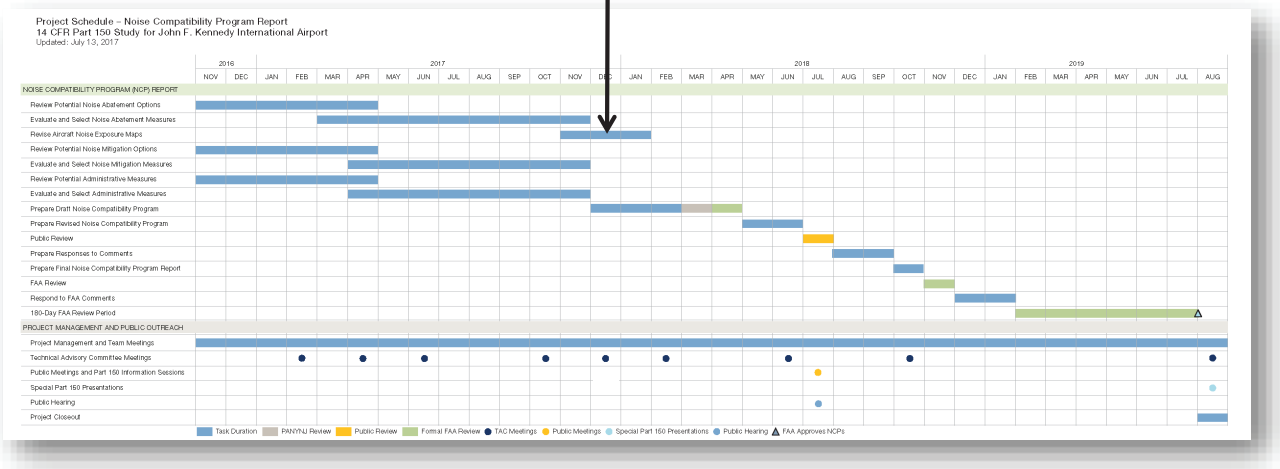
Notice of the FAA's acceptance of the JFK NEMs was published in the Federal Register on May 30, 2017.

Public announcements of the FAA's acceptance of the JFK NEMs were published three times in 15 newspapers of general circulation throughout June 2017.

The project schedules can be viewed online at http://panynjpart150.com/JFK_schedule.asp

Review the NCP Schedule

We Are Here



The Final NCP is expected to be submitted to the FAA for review and approval in early-2019.

The project schedules can be viewed online at
http://panynjpart150.com/JFK_schedule.asp

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TAC Homework Assignment No. 14

TAC Homework Assignment No. 14

- Review the supplementary NCP strategy handout
- Bring questions and feedback to the next TAC meeting

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Future TAC Meeting Dates

Tentative Meeting Dates for TAC Meetings 16 and 17

- **TAC Meeting 16: Wednesday, April 18, 2018: 1 P.M. – 4 P.M.**
- **TAC Meeting 17: To be determined**

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Preliminary Agenda for TAC Meeting No. 16

- **Review Homework Assignment No. 14 – Supplementary NCP strategy handout**
- **Land Use and Programmatic Strategy Development Update**
- **Status of NCP Report Development**
- **Review the Project Schedule**

Preliminary Agenda for TAC Meeting No. 16 (cont.)

- TAC Homework Assignment No. 15
- Future TAC Meeting Dates
- Public Comment
- Adjourn

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Public Comment on TAC Presentation

Adjourn

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Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Peter Byrne, Deputy Project Director
  - Chris Sequeira, JFK Technical Director
- Website:

  http://www.panynj.gov/airports/aircraft-noise-information.html
- E-Mail: NYPart150@panynj.gov

JFK Noise Abatement Strategies

- **There are 56 noise abatement strategies for JFK**
  - **Four are potentially feasible**
  - **One is in the process of being analyzed**
  - **Two may need refinement based on comments related to flyability**
  - **49 strategies are not recommended**
- **Strategies are sorted by category in this supplement. Thus IDs may appear out of order because the IDs roughly reflect the order in which the noise abatement strategies were documented**

Noise Abatement Flight Tracks

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#1	Implement Runway 31L departure to turn over Jamaica Bay / Park / Inlet	Technical Advisory Committee (TAC)	FAA provided similar "Tighten SKORR" concept for modeling.
#2	Make the locations of departure paths consistent to minimize concentration of flights over a specific area	TAC	Not beneficial over incompatible land uses.
#3	Place Runway 13L / 13R arrivals over the Belt Parkway	Public	Arrivals to 13L / 13R are already over water most of the time until it becomes necessary to turn right for alignment with the runway. Placing arrivals over Belt Parkway would bring the arrivals closer to land.
#4	Raise altitudes of helicopters flying the Track Route so that they are above arrivals to Runway 22L / 22R	Public	Not a JFK noise abatement measure.
#5	Turn Runway 31L and 22L/R departures to heading 180 as soon as possible	Public	This concept is infeasible for Runway 22L/R departures because it would cause aircraft to turn too soon. For Runway 31L departures, the "Tighten SKORR" concept should be considered.

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Noise Abatement Flight Tracks

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#6	Disperse flight paths	Public	Not specific enough to analyze.
#27	Implement OPDs for various airport operating configurations	Port Authority	This measure is not feasible to implement due to the complexity of the airspace.
#28	Simultaneous independent arrivals to Runway 22L/22R	Port Authority	May shrink Day-Night Average Sound Level (DNL) 65 contour over one neighborhood but increase it over another.
#29	Dispersal headings off Runway 4L	Port Authority, TAC	Will increase noise over residential neighborhoods.
#30	Use dispersed headings off Runway 22L/R at night	Port Authority	New York Terminal Radar Approach Control (N90) recommends analyzing N90 concept of turning departures to heading 240 instead.

Noise Abatement Flight Tracks

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#36	Increase Altitudes of Arrivals to Runway 22L/22R	Port Authority, TAC, FAA	Does not reduce noise exposure within the DNL 65 contour.
#37	Tighten SKORR Departure Procedure	FAA	FAA provided draft procedure for modeling; potential max benefits were calculated.
#38	Turn Runway 22L/22R Departures to Heading 240 at Night	FAA	FAA provided a draft procedure for modeling.
#39	Turn Runway 22R departures to a heading of 200, then heading 180 to overfly Riis Beach	Public	Heading 200 is a left turn from Runway 22, not a right turn. Following heading 200 would take aircraft further away from Riis Beach (not toward) and place aircraft over residential land use.
#43	Descend to JFK over the Atlantic Ocean instead of flying north and turning above Long Island Sound	Public	Unlikely to change DNL 65.

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Noise Abatement Flight Tracks

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#48	Turn Runway 22R departures toward the Rockaway Inlet	TAC	Flight tracks exiting the Rockaway Inlet would conflict with LGA operations and/or JFK arrivals (if JFK is landing Runway 31).
#49	Consider approaches that fly over less land and fewer residential areas	TAC	Not specific enough to analyze.
#50	Have Runway 31 departures fly over Riis Park or the Rockaway Inlet	TAC	Overflight of Riis Park is an existing noise abatement procedure in the N90 Standard Operating Procedures (SOP) document.
#53	Analyze NY/NJ/PHL Airspace Redesign implementation to see if any noise abatement measures were proposed but not implemented	TAC	Responsibility of FAA environmental decision-making.
#56	Combine "Tighten SKORR" Departure Procedure with "Reduce Runway 31L Intersection Departures at Night"	ESA	Potential max benefits were calculated.

Airport Layout Changes

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#52	Displace Runway 22L landing threshold further south	TAC	Cannot displace threshold due to safety; Runway 22L is the shortest runway at JFK.

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Preferential Runway Use

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#7	Evenly distribute flights between Rosedale (Runway 22L) and Laurelton (Runway 22R)	Public	This measure is not feasible to implement because it would impact JFK's operational efficiency.
#8	Use Runway 31L more often for daytime arrivals October - February and more often for nighttime arrivals in summer	Public	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.
#9	Use Runway 13L more often for morning arrivals in summer	Public	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.
#10	Reduce usage of Runway 22L for arrivals	Public	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.

Preferential Runway Use

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#11	Use Runways 31L and 22L for departures as much as possible	Public	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.
#12	Rotate runways every 4 hours in situations of low wind	Public	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.
#13	Use Runway 22L for nighttime arrivals	Public	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.
#34	Implement a preferential nighttime runway use program to reduce nighttime Runway 22L/22R arrivals	Port Authority	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.

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Preferential Runway Use

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#35	Reduce Runway 31L Intersection Departures at Night	Port Authority	Modeling still in progress; perform modeling in order to access feasibility of this procedure
#40	Restrict flights to more isolated runways after midnight	Public	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.
#51	Increase distribution of nighttime arrivals across various runway ends	TAC	FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. Runway rotation is reviewed in order of priority for runway rotation/selection every 8 hours: 1) Runway availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns.

Arrival and Departure Procedures

Possibly Feasible | Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#14	Adopt International Civil Aviation Organization (ICAO) Noise Abatement Departure Procedure (NADP) 1	TAC	Modeled conceptual profiles from Integrated Noise Model (INM) User Guide (for informational purposes)
#15	Implement consistent climb profiles through changing weather conditions	TAC	Not specific enough to analyze.
#16	Implement steeper glide slopes for arrivals	TAC	Increasing glide slope by several tenths of a degree is unlikely to change the DNL 65 very much. Increasing the glide slope further than this limits the percentage of the fleet that can comply. The Port Authority cannot mandate a change in glide slopes.
#17	Have pilots lower landing gear closer to the airport	Public	Final approach procedures such as landing gear and flaps are aircraft- and operator-specific. The PA cannot mandate cockpit management procedures.
#18	Use steeper glide slopes, including for Runway 22L arrivals	Public	Increasing glide slope by several tenths of a degree is unlikely to change the DNL 65 very much. Increasing the glide slope further than this limits the percentage of the fleet that can comply. The Port Authority cannot mandate a change in glide slopes.

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Arrival and Departure Procedures

Possibly Feasible | Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#19	Have pilots maintain speed rather than decelerate over New Hyde Park	Public	Final approach procedures such as landing gear and flaps are aircraft- and operator-specific.
#20	Have pilots use thrust reduction for departures	Public	Study Team research shows that many operators are already using reduced thrust takeoff.
#31	Create dual approaches to Runway 13L/R at JFK as a new operating configuration	Port Authority	May increase noise exposure in Brooklyn.
#32	Use of procedures described in N90 SOP to provide nighttime noise relief	Port Authority	Analysis of SOP document in progress.
#45	Reduce hold-downs for arrivals and departures	TAC	Not specific enough to analyze; there are other more-specific concepts related to arrival and departure profiles.

Arrival and Departure Procedures

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#55	Voluntary delay in landing gear extension	TAC	The Port Authority would prefer not to recommend cockpit procedures.

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Use Restrictions

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#21	Move cargo operations to Stewart International Airport	TAC	Implementation unlikely (14 CFR Part 161 Study required).
#22	Raise fees for noise violations and use those fees for noise mitigation / abatement	TAC	Implementation unlikely (14 CFR Part 161 Study required).
#23	Prohibit helicopters from flying the Track Route when runways 22L and 22R are in use	Public	Not a JFK noise abatement measure.
#24	Prohibit helicopters from flying the Track Route entirely	Public	Not a JFK noise abatement measure.
#25	Increase landing fees for airlines using older technologies	Public	Implementation unlikely (14 CFR Part 161 Study required).

Use Restrictions

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#42	Shift flights to Newark Airport	Public	Implementation unlikely (14 CFR Part 161 Study required).
#44	Lower landing fee for quieter aircraft / incentives for use of quieter aircraft	TAC	Implementation unlikely (14 CFR Part 161 Study required).
#46	Limit cargo flights to between 11 P.M. and 6 A.M.	TAC	Implementation unlikely (14 CFR Part 161 Study required).
#47	Ban cargo flights altogether	TAC	Implementation unlikely (14 CFR Part 161 Study required).

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Other Actions

Possibly Feasible Not Recommended

ID	Proposed Strategy	Source of Suggested Strategy	Comments
#26	Make airspace more efficient / de-conflict the airspace	TAC	Port Authority will discuss New York airspace de-confliction as a part of the NextGen Advisory Committee, outside of 14 CFR Part 150 process.
#33	Use intersecting runway operations to enable more configurations to be used during off-peak periods	Port Authority	JFK ATCT indicates that this is not feasible due to required nighttime airport maintenance operations.
#41	Multiple suggestions of aircraft technology changes	Public	The Port Authority does not have authority to mandate specific technology upgrades for aircraft.
#54	Evaluate glide slope variations for arriving aircraft	TAC	The Port Authority would prefer not to recommend cockpit procedures.

Technical Advisory Committee Meeting #15

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 15

14 CFR Part 150 Study – John F. Kennedy Airport

December 13, 2017 – 1:00 PM to 3:30 PM

Attendees:

TAC Members	
Name	**Representing**
Bill Huisman	Aviation Development Council
Evelyn Martinez	FAA
Lindsay Butler	FAA – Airport Division
Suki Gill	FAA – NY ADO
Rob Mitchell	JetBlue
David Hopkins	New York City Economic Development Corp (NYCEDC)
Barbara Brown	New York Community Aviation Roundtable (NYCAR)
Tom Bock	PANYNJ
Stacey Gilbert	PANYNJ
Kelly Mitchell	PANYNJ
John Selden	PANYNJ
Adeel Yousuf	PANYNJ
Kevin Denning	Town of Hempstead
Neal Stone	Town of North Hempstead
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net

Len Schaier	Town of North Hempstead/Quietskies.net
Glenn Morse	United Airlines

Public	
Name	**Representing**
Larry Hoppenhauer	Malverne, New York
Dennis Graham	Molloy College

Study Team	
Name	**Representing**
Steve Alverson	ESA Airports
Mike Arnold	ESA Airports
Chris Sequeira	ESA Airports
Maura Fitzpatrick	FHI
Zainab Kazmi	FHI
Ryan Walsh	FHI
Andra Horsch	Nicholas Lence
Peter Byrne	VHB
Elizabeth Thompson	VHB

Welcome and Introductions

Kelly Mitchell (PANYNJ) welcomed the TAC members and commended them for all the input provided thus far in the 14 CFR Part 150 Study. She reviewed the role of the TAC and read some excerpts from the TAC Agreement Charter, reminding TAC members that the Study Team and PANYNJ welcome the feedback and experience of the TAC as a necessary part of the Study but the ultimate responsibility for recommending strategies lies with the PANYNJ.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He asked the attendees to introduce themselves. He then reviewed the purpose and objectives of the TAC as well as his role as facilitator.

Steve Alverson (ESA Airports) reviewed the meeting agenda. He noted that Lindsay Butler will be filling in for Andrew Brooks as the FAA representative for this meeting.

Review of Homework Assignment #13

Steve Alverson (ESA Airports) reviewed the homework assignment from the previous TAC meeting, which was to review the preliminary draft noise abatement strategy modeling results and to bring any questions and additional recommendations to this meeting. There were no comments from the TAC.

Significant Information from Previous TAC Meetings

Steve Alverson (ESA Airports) reviewed some of the important concepts covered at previous TAC meetings to refresh the TAC. He reviewed acoustic principles and sound metrics, providing statistics and information on the Day-Night Average Sound Level (DNL) calculation and explaining the difference between single-event noise levels and cumulative noise exposure.

Len Schaier (Town of North Hempstead/Quietskies.net) asked how a noise meter measurement would change, in terms of decibels (dB), if an aircraft's altitude is halved. Steve Alverson (ESA Airports) explained that the noise meter measurement will increase by 3 dB, noting that for a single event, the change will be barely noticeable. Mr. Alverson clarified that this is the sound exposure level (SEL) measurement, which is related to the total sound energy of the event.

Len Schaier (Town of North Hempstead/Quietskies.net) asked how many aircraft at the original altitude would be equivalent to an aircraft at half the original altitude. Steve Alverson (ESA Airports) explained that it would be equivalent to double the number of aircraft. An aircraft at half the altitude would be equivalent in sound exposure level to two aircraft flying at the original altitude.

Mike Arnold (ESA Airports) reviewed the air traffic associated with JFK, showing radar data from 2014 that was used to develop flight tracks for the Noise Exposure Maps (NEMs). He provided a comparison of common aircraft types at JFK, noting that very few airports have such a wide variation of aircraft sizes. Mr. Arnold explained that larger aircraft are not necessarily louder.

Barbara Brown (NYCAR) commented that she has learned that technology advancements to aircraft hardware have created aircraft that are less noisy. She asked if they are less noisy compared to previous generations of aircraft. Mike Arnold (ESA Airports) explained that technology advancements have led to aircraft that are less noisy compared to previous generations of aircraft of the same size.

Mike Arnold (ESA Airports) reviewed the modeled noise data. He explained the concepts of community DNL, which are non-aircraft noise sources, compared to aircraft DNL, which are noise levels associated with aircraft noise, which combine to give the total DNL. He noted that NEMs reflect the modeled aircraft DNL values only and not the total DNL. Mr. Arnold reviewed the calculation of the JFK noise contours and baseline conditions and summarized Noise Compatibility Program (NCP) strategy options.

Summary of Public Involvement to Date

Steve Alverson (ESA Airports) provided a summary of public involvement efforts executed as part of the requirements of the Part 150 Study, as well as public engagement that was not required by 14 CFR Part 150 but was done voluntarily by the PANYNJ and the Study Team. Public engagement efforts conducted thus far include four public workshops accompanied by newspaper notifications, a project website, project newsletters, emails to elected officials and community boards, as well as the TAC meetings which give the public an opportunity to comment and interact with the Study Team. For more details on the public involvement for this Study, please reference slides 36 through 40 in the presentation for TAC meeting 15.

Evaluation of JFK Noise Abatement Strategies

Chris Sequeira (ESA Airports) presented an evaluation of JFK noise abatement strategies studied thus far. He noted some common themes for noise abatement strategies at the airport that may be feasible to implement, clarifying that the PANYNJ has not yet determined their recommendations regarding these strategies. He also emphasized that all noise abatement strategies are conceptual and may be subject to additional review, analysis, and changes even if eventually approved by the FAA. He also stated that all JFK noise abatement strategies are given in a supplementary handout, which will also be placed onto the PANYNJ website. Mr. Sequeira then provided updates on some of the procedures studied. These procedures are as follows:

- "Tighten SKORR" departure procedure
    - Chris Sequeira (ESA Airports) explained that the intention of this procedure is to direct aircraft to turn sooner when departing from Runway 31L and reduce overflight of the Howard Beach and Hamilton Beach neighborhoods (in Queens). He emphasized that the modeling results show the potential maximum benefits of this proposed concept.
    - Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) inquired how the "Tighten SKORR" procedure extends over the water past Howard Beach. Chris Sequeira (ESA Airports) explained that the flight tracks can vary over the water because the "Tighten SKORR"

procedure ends at the SKORR waypoint and aircraft can be directed in various directions depending on air traffic.

- Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked if the "Tighten SKORR" procedure could be used when aircraft are departing Runway 22R. Chris Sequeira (ESA Airports) explained that when aircraft are departing Runway 31L, aircraft will land at either Runway 4R or Runway 22L. Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) stated that she understood that aircraft arriving at night will often land on Runway 22R, but asked about the situation in which three runways are being used, explaining that usually when aircraft are departing Runway 31L, they are also departing from Runway 22R. She asked if hypothetically the "Tighten SKORR" departure procedure could be used if aircraft depart Runway 22R in these instances. Chris Sequeira (ESA Airports) explained that he thinks that there will be no conflict in using "Tighten SKORR" in this situation, but he would have to confirm with the FAA. He clarified that there are two ways that Runway 31 departures are used, the first being a full-length departure that crosses Runway 4L, or a departure that uses a taxiway intersection north of Runway 4L, which avoids this conflict.
- Barbara Brown (NYCAR) asked if new communities will be impacted by aircraft noise because the "Tighten SKORR" procedure contour extends past the baseline contour at certain points. Chris Sequeira (ESA Airports) stated that the procedure contour does not extend past the baseline contour until it reaches the water. Over residential land use the procedure contour is closer to the airport than the baseline contour, illustrating a potential net benefit.
- Len Schaier (Town of North Hempstead/Quietskies.net) asked if the "Tighten SKORR" procedure would be an RNAV (Area Navigation) procedure. Chris Sequeira (ESA Airports) replied in the affirmative, stating that 95 percent or higher of Runway 31L departures are RNAV departures. He explained that the challenge with this procedure concept is to determine whether aircraft would in fact turn sooner than they do today, due to limitations of RNAV criteria.
- Len Schaier (Town of North Hempstead/Quietskies.net) inquired what the dB reduction in the contour is with the "Tighten SKORR" procedure. Steve Alverson (ESA Airports) explained that there is a potential 1 dB to 1.5 dB reduction, noting that a 1.5 dB change or higher in DNL is significant and noticeable to communities on the ground. He explained that while a 1.5 dB change in a single noise event is not significant, humans perceive cumulative noise levels differently.

- Barbara Brown (NYCAR) asked if the people who are removed from the DNL 65 contour would experience an imperceptible reduction in noise yet still lose eligibility for noise mitigation measures. Steve Alverson (ESA Airports) reiterated that even a small reduction (e.g., 1 dB) in DNL would be noticeable. He also emphasized that while communities outside the DNL 65 contour are not eligible for federally-funded noise mitigation, communities that are within the DNL 65 contour are not automatically eligible for mitigation but are subject to other eligibility criteria. Noise exposure is just one criterion that must be met for eligibility.
- Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) commented on the history of the SKORR procedure, explaining that it was implemented after a plane crash in the Rockaways and was developed as a safety procedure to fly over areas with no residential population. It has also provided noise benefits to people in the Howard Beach area.
- Len Schaier (Town of North Hempstead/Quietskies.net) provided a hypothetical situation that attains a 3 dB DNL noise level reduction by halting a flight route for six months out of a year. He asked how this would be productive or beneficial if a community is overburdened with noise for half the year and has no aircraft noise for the rest of the year. Steve Alverson (ESA Airports) explained that while this hypothetical situation is implausible, the community would still receive a noise benefit because it is better than hearing aircraft noise for the whole year and thus would be a significant improvement to the current situation. Kelly Mitchell (PANYNJ) noted that the DNL benefit would be calculated over the entire year and a 3 dB DNL noise reduction is significant when analyzing changes in DNL.
- Len Schaier (Town of North Hempstead/Quietskies.net) stated that there is often a miscorrelation between the data used in the model and noise levels recorded by noise meters. He inquired if the Study Team was missing opportunities for reducing noise accurately due to this miscalculation. Chris Sequeira (ESA Airports) referenced the presentation from TAC Meeting No. 7 which explained that the larger discrepancies between model data and the PANYNJ's noise meters calculations occurred well outside the DNL 65 contour. The TAC Meeting No. 7 presentation, available on the PANYNJ website also gives multiple reasons why modeled and measured noise levels may differ.
- Glenn Morse (United Airlines) stated that the existing SKORR departure is an RNAV departure and therefore needs to meet RNAV criteria. He stated that he is unsure what the "Tighten SKORR" concept

would entail to tighten the turns of aircraft away from residential areas. He noted that he did not think it would be possible to use this "Tighten SKORR" procedure with departures from Runway 22R as previously discussed.
    - Glenn Morse (United Airlines) explained that the change in the flight path would vary from the middle of the runway and he does not believe there is any intention to change horizontal flight paths after reaching the SKORR waypoint.
    - Len Schaier (Town of North Hempstead/Quietskies.net) asked where the SKORR waypoint is. Chris Sequeira (ESA Airports) pointed out the waypoint on the map on slide 45 and explained that, if implemented, the procedure would physically move the SKORR waypoint.
    - Glenn Morse (United Airlines) explained that the SKORR waypoint is close to the Canarsie "Very High Frequency Omnidirectional Range" (VOR) navigational aid.
    - Steve Alverson (ESA Airports) added that SKORR waypoint is a map coordinate and that the Canarsie VOR would not be moved, but the SKORR waypoint would be moved with this procedure. (The Canarsie VOR navigational aid is a physical structure, while the SKORR waypoint is a GPS point/location in an electronic database.)

- Reduce Runway 31L intersection departures at night
    - Chris Sequeira (ESA Airports) stated that this procedure involves directing aircraft to use the full length of Runway 31L at night instead of departing from the intersection of Runway 31L and Taxiway KD. In the calendar year 2014, 25 percent of overall JFK nighttime departures on Runway 31L started their takeoff roll at the intersection rather than the at the end of Runway 31L. He explained that giving aircraft more runway length could allow them to reach a higher altitude over Howard Beach but also allows for other aircraft configuration changes, such as additional weight on the plane, or a reduced-thrust departure, that may lead to lower noise benefits than anticipated. Thus, the modeled benefits due to this procedure are potential maximum benefits. He explained that there is a slight increase in the noise contour to the southeast of JFK due to this procedure because of noise from start of takeoff roll when the entire runway length is utilized.
    - Larry Hoppenhauer (Malverne) asked if there are any changes to the departure path of flights using this procedure. Chris Sequeira (ESA Airports) explained that flights will follow the same departure path as they did prior to implementation of this procedure but start their

takeoff roll farther away from the Howard Beach community and potentially reach a higher altitude over the community.

- Barbara Brown (NYCAR) asked if the Study Team could show the flight paths that would be used with all proposed noise abatement strategies. Chris Sequeira (ESA Airports) explained that the Study Team is working on a method of presenting these concepts in the Noise Compatibility Program (NCP) Report, noting that they will likely be outlined in an appendix of the document.
- Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) noted that the increase in takeoff noise associated with the "Reduce Runway 31L intersection departures at night" noise abatement strategy affects mostly nonresidential areas on the Inwood side as it crosses over a country club, but affects residences close to the airport on Bayswater side.
- Bill Huisman (Aviation Development Council) asked if the 25 percent of nighttime departures that departed at the intersection were specified to account for aircraft types or vertical departure profiles. Chris Sequeira (ESA Airports) explained that they were not, and the Study Team did not assume any changes to vertical departure profiles with the "Reduce Runway 31L intersection departures at night" noise abatement strategy.

- Combine "Tighten SKORR" with "Reduce Runway 31L intersection departures at night"
  - Chris Sequeira (ESA Airports) explained that combining the "Tighten SKORR" and "Reduce Runway 31L intersection departures at night" strategies may provide additional benefits to the Howard Beach neighborhood. He explained that the modeled data presented the potential maximum benefits of this strategy.
  - David Hopkins (NYCEDC) asked if the Study Team analyzed the noise effect of the takeoff noise increase to determine how many people are affected. Chris Sequeira (ESA Airports) explained that the model demonstrates the net benefit, but the Study Team could show net changes in noise level by municipality (i.e., Queens County and Nassau County). He explained that it is not possible to show net changes by neighborhood in the City of New York, as neighborhoods do not have official boundaries.
  - Larry Hoppenhauer (Malverne) agreed that the Study Team should show the detriment to the neighborhoods affected by the increased takeoff noise caused by the "Reduce Runway 31L intersection departures at night" procedure, showing the disadvantages along with the benefits.

- Turn Runway 22L/22R departures to Heading 240 at night
    - Chris Sequeira (ESA Airports) explained that this proposed strategy may enable aircraft to gain more altitude before overflying the Rockaways and allow for overflight over land with lower population density. He explained that the FAA has provided the draft procedure for modeling.

- Adopt ICAO (International Civil Aviation Organization) NADP1 (Noise Abatement Departure Procedure 1)
    - Chris Sequeira (ESA Airports) explained that the Study Team has modeled conceptual profiles from the Integrated Noise Model (INM) User Guide (for informational purposes).

Chris Sequeira (ESA Airports) presented some common themes for noise abatement strategies at the airport that are not recommended and provided updates on some of the procedures studied. They are as follows:

- Make the locations of departure paths consistent to minimize concentration of flights over a specific area
    - Chris Sequeira (ESA Airports) explained that this procedure is not beneficial over incompatible land uses, while reminding the TAC that there are incompatible land uses on nearly all sides of JFK. He also added that existing flight paths into and out of JFK overfly water to the greatest extent possible.

- Simultaneous independent arrivals to Runway 22L/22R
    - Chris Sequeira (ESA Airports) stated that this procedure may shrink the DNL 65 contour over one neighborhood but increase it over another.

- Dispersal headings off Runway 4L
    - Chris Sequeira (ESA Airports) explained that this procedure will increase noise over residential neighborhoods.
    - Larry Hoppenhauer (Malverne) commented that this strategy seems like an equitable distribution of noise and may alleviate some of the burden over communities. He asked how the determination of infeasibility was decided. Chris Sequeira (ESA Airports) stated that infeasibility was determined with input from the FAA, NY TRACON, and analysis and modeling by the Study Team. Mr. Sequeira (ESA Airports) explained that while it may seem equitable to distribute noise to alleviate the burden on impacted communities, the expectations of the 14 CFR Part 150 Study are to reduce the noise

contours, not increase them or shift them. Steve Alverson (ESA Airports) added that in order to distribute noise over various communities, operations would need to shift to different runways which would effectively increase the size of the DNL 65 contour in certain areas, thus precluding approval by the FAA. Mike Arnold (ESA Airports) stated that there is already a significant dispersal of departure flight tracks from that runway.
    - Barbara Brown (NYCAR) stated that there is a narrow cluster of neighborhood blocks that are currently bombarded with flight tracks. She noted that she understands the goal of the 14 CFR Part 150 Study but the measure would likely be supported by the community. Steve Alverson (ESA Airports) explained that recommendations cannot impact homes that are not currently impacted and therefore the "share the noise" approach is not feasible.

- Descend to JFK over the Atlantic Ocean instead of flying north and turning above the Long Island Sound
    - Chris Sequeira (ESA Airports) expressed that this strategy is unlikely to change the DNL 65 contour and therefore cannot be implemented as part of the 14 CFR Part 150 Study.

- Turn Runway 22R departures toward the Rockaway Inlet
    - Chris Sequeira (ESA Airports) explained that flight tracks exiting the Rockaway Inlet would conflict with LGA operations and/or JFK arrivals if aircraft are landing at JFK using Runways 13L or 13R.

- Implement a preferential nighttime runway use program to reduce nighttime Runway 22L/22R arrivals
    - Chris Sequeira (ESA Airports) explained that the FAA has stated publicly that it has a Runway Rotation Policy while managing air traffic in the region. He stated that runway rotation is reviewed in order of priority for runway rotation and selection every eight hours per runway availability, prevailing wind and weather patterns, operational efficiency and community noise concerns, in that order.
    - Glenn Morse (United Airlines) stated that there is a preferential runway program already in use, but current runway rotation policies do not focus on minimizing noise when there is less air traffic, such as at night; he added that the runway rotation policy currently prioritizes reducing overlapping flight tracks.
    - Larry Hoppenhauer (Malverne) noted that the FAA has a morning conference call amongst NY TRACON and the control towers to decide runway use for the day. He asked how runways can be rotated every

eight hours if it impacts operations at other airports. Chris Sequeira (ESA Airports) explained that JFK operations often impact and influence operations at LGA and the FAA does not have to rotate runways but changes can be considered every eight hours. Mr. Hoppenhauer stated that policy seems to be in name only if it is not required that runways be rotated.

- Bill Huisman (Aviation Development Council) stated that he was under the impression that FAA did have a morning call to discuss runway use for the day. Steve Alverson (ESA Airports) explained that the FAA does have a daily planning meeting to create a general plan but does not make any binding decisions. Lindsay Butler (FAA) added that the eight-hour runway rotation policy is just a benchmark and the rotations could be considered sooner or later depending on the factors to be considered.

- Have pilots lower landing gear closer to the airport
  - Chris Sequeira (ESA Airports) explained that the strategy is not feasible because final approach procedures such as landing gear and flaps are aircraft and operator specific and the PANYNJ cannot mandate cockpit management procedures.

- Raise fees for noise violations and use those fees for noise mitigation and abatement
  - Chris Sequeira (ESA Airports) explained that implementation of such a procedure is unlikely as a 14 CFR Part 161 Study would be required.

- Aircraft technology changes
  - Chris Sequeira (ESA Airports) explained that the PANYNJ does not have authority to mandate specific technology upgrades for aircraft.

Barbara Brown (NYCAR) asked if the Study Team is considering any changes to Runway 4L departures as was done with Runway 31. Steve Alverson (ESA Airports) stated that no strategy recommendations are being considered for those departures. Chris Sequeira (ESA Airports) added that there is residential land use directly to the north of the airport and the only procedure that could bring some relief is ICAO NADP 1, which gets aircraft higher closer to the airport and may reduce the DNL 65 contour.

Barbara Brown (NYCAR) asked if all departures going north from Runway 4L start takeoff from the beginning of the runway. John Selden (PANYNJ) explained that it is possible to have an intersection departure from that runway but almost all departures utilize the full runway.

Updates on Meetings with Land Use Planning Agencies

Steve Alverson (ESA Airports) provided an update on meetings with land use planning agencies in New York. The Study Team is awaiting feedback from certain agencies to wrap up these recommendations. These will be discussed at the next TAC meeting.

Review of Project Schedule

Steve Alverson (ESA Airports) reviewed the project schedule, noting that the NEM phase of the JFK 14 CFR Part 150 Study is complete and the Study is almost midway through the NCP schedule, with the final NCP Report expected to be submitted to the FAA in early 2019. The 2016 and 2021 NEMs were accepted by the FAA on May 19, 2017.

David Hopkins (NYCEDC) asked how the public review process for the NCP will be conducted and how formal the responses to comments will be. Steve Alverson (ESA Airports) explained that the public review process will be similar to the NEM process, with public workshops and a public comment period with responses to comments formally written in the NCP Report.

TAC Homework Assignment No. 14

Steve Alverson (ESA Airports) assigned the TAC their homework assignment for this meeting, which is to review the supplementary NCP strategy handout and bring questions and comments to the next TAC meeting.

Future TAC Meeting Dates

Steve Alverson (ESA Airports) noted the upcoming JFK TAC meeting dates, with TAC Meeting No. 16 tentatively scheduled for Wednesday, April 18, 2017 and the date for TAC Meeting No. 17 still to be determined.

Steve Alverson (ESA Airports) reviewed the preliminary agenda for TAC Meeting No. 16.

TAC Comments

Len Schaier (Town of North Hempstead/Quietskies.net) inquired about the funding process for mitigation measures (e.g., residential sound insulation) developed from the 14 CFR Part 150 Study. Lindsay Butler (FAA) explained that Airport Improvement Program (AIP) funding, a subset of overall FAA funding, is a set aside, but PANYNJ would need to compete nationally against other programs for federal mitigation funds. She stated that there are now a half million homes in the United States that may be eligible for mitigation, but most of them are not currently part of a 14 CFR Part 150 program, so there should be adequate funding once the PANYNJ

submits its recommendations. She noted that it is hard to determine how much mitigation will cost until all NCP recommendations are submitted and reviewed. Ms. Butler explained the differences between a federal authorization and a federal appropriation and added that noise mitigation programs are easier to fund when Congress approves a multi-year authorization for the FAA. Currently, the FAA funding authorization is valid through March 31, 2018 and the appropriations that allow spending are valid through December 22, 2018. Both need to be renewed for the FAA to continue operations.

Len Schaier (Town of North Hempstead/Quietskies.net) asked if the Study Team is concerned about inaccuracies in their modeling and recommendations due to the usage of 2014 flight track data. Steve Alverson (ESA Airports) responded that the Study Team has been in communication with the FAA regarding any flight path updates that could affect the Noise Exposure Maps (NEMs) and is not aware of any. He added that the Port Authority has said that the NEMs would be updated if significant changes in flight tracks or operations occur. Lindsay Butler (FAA) explained that the 2014 flight track data was used to establish the baseline contours and any updates to flight tracks would be incorporated into revised NEMs if the flight track changes cause significant changes in noise exposure. Kelly Mitchell (PANYNJ) noted that any changes to fleet mix would also be considered and NEMs would be updated accordingly, as was done to the 2021 LGA NEM when Delta removed MD-88 aircraft from their LGA fleet.

Barbara Brown (NYCAR) stated that it is critical that any changes to runway use made by PANYNJ be communicated to stakeholders and stakeholder impact analysis be conducted. She cited the northward extension of Runway 4L/22R as an example of a runway change that caused noise exposure changes to the community without a stakeholder impact analysis. John Selden (PANYNJ) explained that the environmental analysis was done, and no significant impacts were determined as a result of the project. He explained that the runway extension was done for safety and did not change the aircraft arrival or departure procedures for that runway; thus, the extension did not change aircraft noise exposure in the community.

Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) stated that people south of JFK have a hard time attending public workshops because of the timing of public transit and noted that it would be beneficial to have a third public workshop in The Rockaways as the potential Runway 22R departure changes affect that area.

Public Comments

Dennis Graham (Molloy College) asked how the Study Team acquired data for creating the NEMs and if it was possible to make available separate contours for daytime and nighttime activity. Steve Alverson (ESA Airports) explained that the NEM contours are created by the Study Team using the Integrated Noise Model (INM), which is the FAA-approved noise model. He noted that the presentation for

TAC Meeting 11 demonstrates a notional diagram of DNL 65 contours if all nighttime operations were shifted to the day.

Adjournment

Ryan Walsh (FHI) adjourned the meeting and thanked all attendees for their participation.

D-9 Technical Advisory Committee Meeting #16 June 6, 2018

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Technical Advisory Committee Meeting #16

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF SIXTEENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	**Wednesday, June 6th, 2018**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor** **Jamaica, NY 11430**

LGA Technical Advisory Committee Meeting

DATE:	**Thursday, June 7th, 2018**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**LaGuardia Airport, Hangar 7 Center, 3rd Floor** **Flushing, NY 11371**

JFK TAC Meeting #16 June 6, 2018

First	Last	Representing	Alternates	Primary	Alternate
Tom	Bock	Port Authority			
Andrew	Brooks	FAA - Airport Division	Lindsay Butler	✓	
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans	✓	✓
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon	✓	
Zack	DeLaune	FAA - Airport Division			
Kevin	Denning	Town of Hempstead			
Stephen	Everett	NYC Department of City Planning	Scott Solomon		✓
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority			
Stacey	Gilbert	Port Authority		✓	
Robert	Goldman	Delta Airlines	Mark Hopkins	✓	
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
Jane	Herndon	Port Authority			
David	Hopkins	NYC Economic Development Corp		✓	
Larry	Hoppenhauer	~~TVASNAC~~ TOWN OF HOMPSTEAD		✓	
Bill	Huisman	Aviation Development Council		✓	
Steve	Kapsalis	FAA - NY ADO	Suki Gill	✓	✓
Michael	Lamprecht	FAA			
Michael	Levine	Town of North Hempstead	Neal Stone		✓

Chung

*

Xiaobo	Liu	Port Authority			
Tom	Malone	FAA - Flight Standards Division	Dave Swanson		
Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		
Kelly	Mitchell	Port Authority		✓	
Rob	Mitchell	Jet Blue	Tom Kuehn		
Glenn	Morse	United Airlines		✓	
Jasmine	Narang	Queens Borough President	Jack Liebler		✓
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead/Quietskies.net	Marilyn Chapoteau	✓	✓
John	Selden	Port Authority			
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Anna	Stachula	Port Authority			
Ralph	Tamburro	Port Authority			
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority		✓	

PICTURES

Consultant Sign In
JFK TAC Meeting 16 - June 6, 2018

First	Last	Representing	In Attendance
Steve	Alverson	ESA Airports	✓
Mike	Arnold	ESA Airports	✓
Chris	Sequeira	ESA Airports	✓
Maura	Fitzpatrick	FHI	✓
Zainab	Kazmi	FHI	✓
Ryan	Walsh	FHI	✓
Mike	Alberts	KB Environmental	
Clint	Morrow	KB Environmental	
Dave	Rickerson	Kimley-Horn	
Andra	Horsch	Nicholas Lence	
Josh	Knoller	Nicholas Lence	✓
Stacey	Gilbert	Port Authority	✓
Jane	Herndon	Port Authority	
Kelly	Mitchell	Port Authority	✓
Ralph	Tamburro	Port Authority	✓
Adeel	Yousuf	Port Authority	✓
Peter	Byrne	VHB	
Marwa	Fawaz	VHB	
Jennifer	Hogan	VHB	
Rich	Louis	VHB	
Elizabeth	Thompson	VHB	✓

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #16
June 6, 2018 (1:00 p.m. – 4:00 p.m.)
JFK Airport

Sign-In Sheet

Name/Organization	Address	Phone or Email
Felipe Ruiz	22608 145th Ave	718 978 4015
MICHAEL HOTALING	2020 Camino del Rio W. SAN DIEGO CA	mhotaling@csrcs.com
Teresa Rizzato	PA JFK	718 244-3771
Justin Connor	Congressman Suozzi - 478 Park Ave	631-923-4107
ALLAN SWISHER	QUEENS BOROUGH PRESIDENT	718 286 2891

D-350

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
John F. Kennedy International Airport

Technical Advisory Committee Meeting #16
June 6, 2018 (1:00 p.m. – 4:00 p.m.)
JFK Airport

Sign-In Sheet
ELECTEDS

Name/Organization	Address	Phone or Email
Justin Comar	Congressman Suozzi - 478 Fulton Ave	631-923-4107
Allan Swisher	Queens Borough President's Office	718-286-2881

Technical Advisory Committee Meeting #16

Materials Presented at Meeting

Agenda
Technical Advisory Committee Meeting No. 16
14 CFR Part 150 Study – John F. Kennedy International Airport

Wednesday, June 6, 2018

1:00 PM to 4:00 PM EDT

1. Review Homework Assignment No. 14 – Supplementary NCP strategy handout
2. Noise Abatement Strategies That May Be Recommended for the JFK Noise Compatibility Program (NCP)
    - Solicit TAC Member Input
3. Status of JFK NCP Report
4. Review the Project Schedule
5. Public Comment
6. Adjourn

Purpose and Objectives of the TAC

- TAC members represent the interests of their organization and/or constituents
- The TAC's role is advisory
  - Review study documents
  - Provide input to the Port Authority related to the noise exposure maps and noise compatibility program
- TAC members are also expected to advise their organization and/or constituents of the TAC's discussions

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Meeting Agenda

- Review Homework Assignment No. 14 – Supplementary NCP strategy handout
- Noise Abatement Strategies That May Be Recommended for the JFK Noise Compatibility Program (NCP)
  - Solicit TAC Member Input
- Status of JFK NCP Report
- Review the Project Schedule

Meeting Agenda (cont.)

- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Review Homework Assignment No. 14

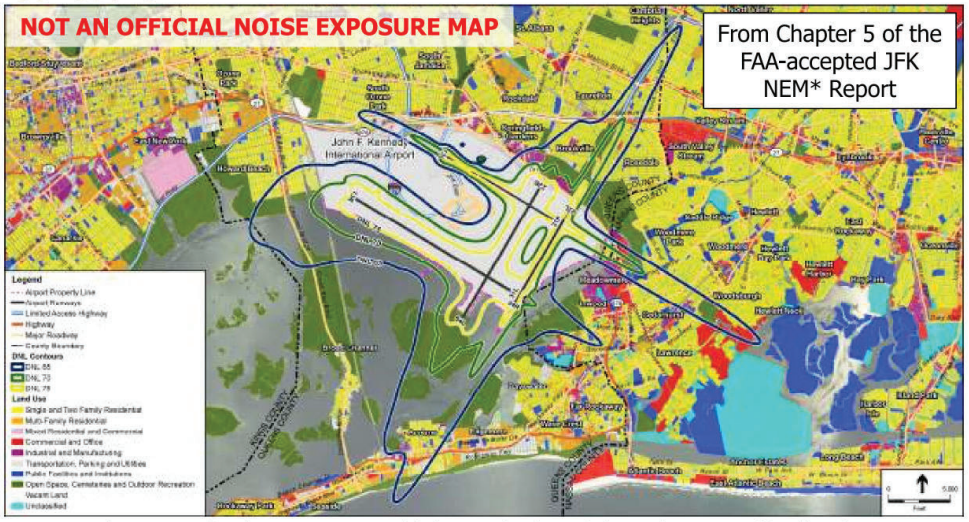
Review Homework Assignment No. 14

- Review the supplementary NCP strategy handout from TAC Meeting No. 15 (available on the JFK 14 CFR Part 150 Study website)
- Bring questions and comments to the next TAC meeting

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Noise Abatement Strategies That May Be Recommended for the JFK Noise Compatibility Program (NCP)

JFK Future Condition (Year 2021) DNL* 65, 70, and 75 Noise Contours



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

* DNL: Day-Night Average Sound Level. NEM: Noise Exposure Map.

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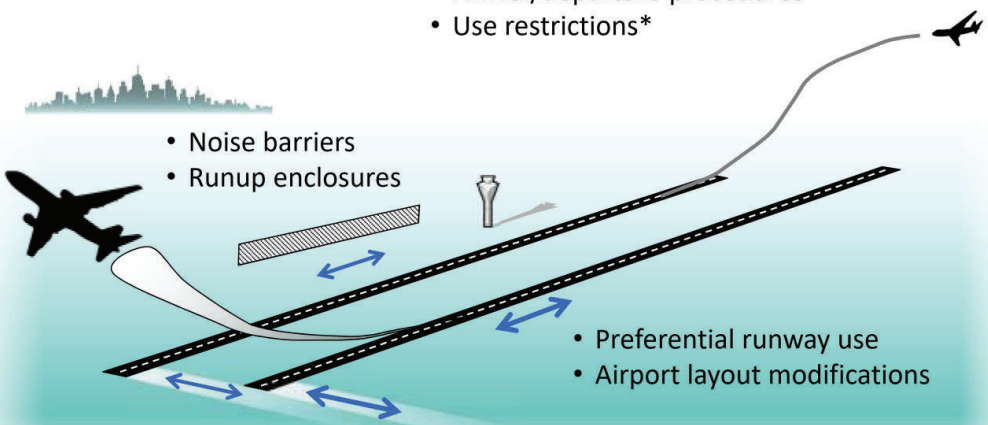
Technical Advisory Committee Meeting No. 16

Reminder: Types of Noise Abatement Strategies

- Noise abatement flight tracks
- Arrival/departure procedures
- Use restrictions*



Other actions proposed by stakeholders and/or recommended by the FAA

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Reminder: Standard Evaluation Criteria for Noise Abatement Strategies*

- Level of noise reduction: must reduce noncompatible land uses within the DNL 65 contour
- Effects on airfield capacity, operational delays, and airspace/air traffic control
- Consistency with FAA safety and other standards

* 14 Code of Federal Regulations (CFR) Part 150, Secs. 150.33(a) and 150.35(b)(3)

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Technical Advisory Committee Meeting No. 16

Reminder: Standard Evaluation Criteria for Noise Abatement Strategies* (cont.)

- Other environmental effects
  - National Environmental Policy Act (NEPA) review may be required
- Operational effects and costs
- Financial feasibility
- Consistency with policies adopted by airport operator

* 14 Code of Federal Regulations (CFR) Part 150, Secs. 150.33(a) and 150.35(b)(3)

Strategies That May Be Recommended Have Been Classified into the Following (3) Categories:

- Flight track modifications that are compatible with existing airspace and procedures
- Runway use changes that are compatible with existing JFK runway use policy
- Voluntary changes in departure profiles

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Sources of Suggested JFK Noise Abatement Strategies

- In total, 59 noise abatement strategies were suggested.
- 1 from ESA
- 2 from the FAA
- 7 from the Port Authority
- 21 from the TAC
- 26 from the public
- 2 suggested by multiple stakeholders

"Tighten SKORR" Departure Procedure

- **Description: The location of a waypoint named SKORR (present in the SKORR and DEEZZ RNAV* departures) causes many aircraft flying RNAV departures from Runways 31L and 31R to overfly neighborhoods in Queens. This strategy would move the SKORR waypoint to reduce such overflights.**
- **Suggested By: FAA**
- **Rationale: This strategy may reduce noncompatible land use in the DNL 65 contour for multiple neighborhoods in Queens.**
- **The next three slides show the proposed procedure and potential maximum noise benefits for this strategy.**

* RNAV: Area Navigation.

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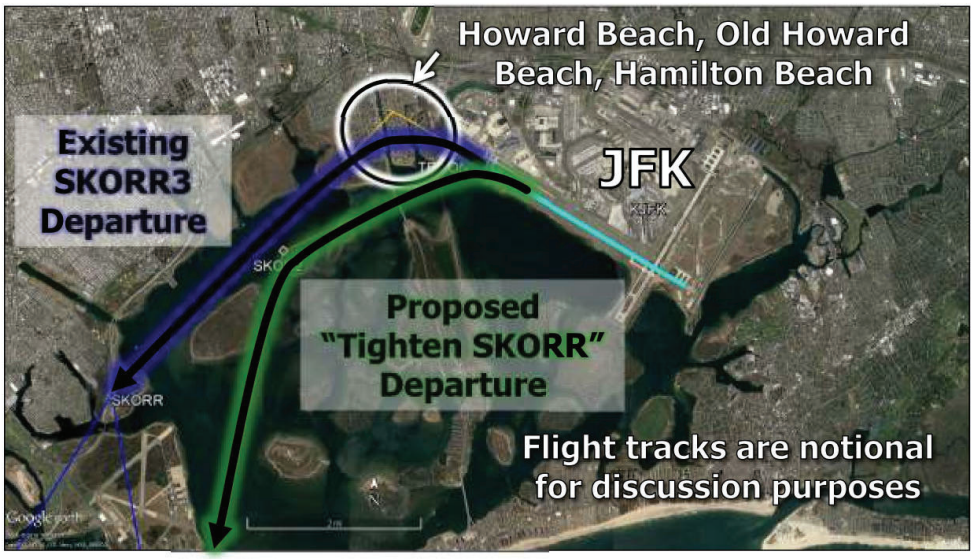
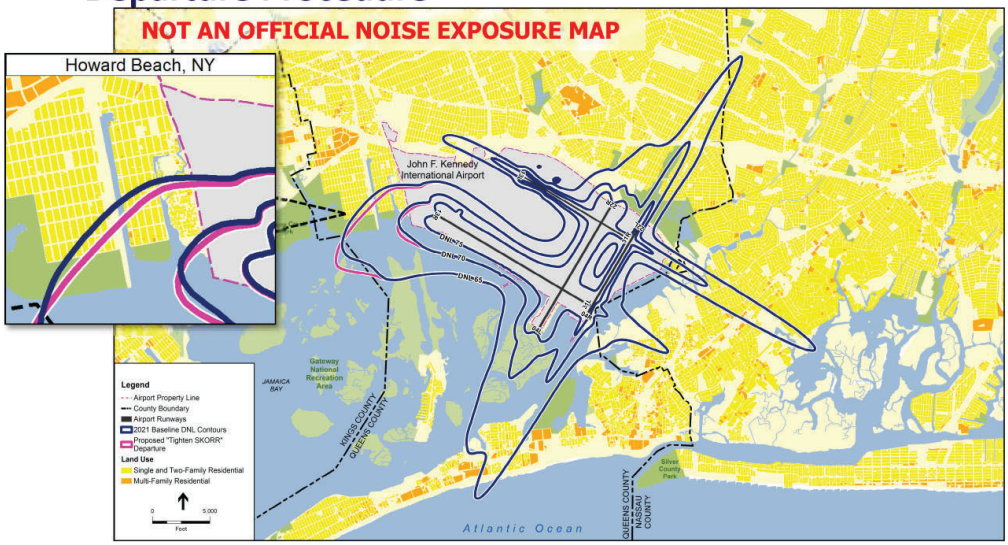
"Tighten SKORR" Departure Procedure: Flight Track



SOURCE: Google Earth, April 19, 2016, last accessed March 31, 2017; Federal Aviation Administration, 2017.

DNL 65, 70, and 75 Contours: 2021 Baseline vs. "Tighten SKORR" Departure Procedure



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

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"Tighten SKORR" Departure Procedure: Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-350	0	0	**-350**
Multi-Family	0	0	0	**0**
Mixed Use	-1	0	0	**-1**
Total	**-351**	**0**	**0**	**-351**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-921	0	0	**-921**
Multi-Family	0	0	0	**0**
Mixed Use	-2	0	0	**-2**
Total	**-923**	**0**	**0**	**-923**

This strategy may remove 351 dwelling units and 923 people from the DNL 65 contour.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

Reduce Runway 31L Intersection Departures at Night*

- **Description: In calendar year 2014, 25 percent of nighttime departures started their takeoff roll at the intersection of Runway 31L and Taxiway KD rather than at the end of Runway 31L. This strategy involves reducing the use of this intersection at night.**
- **Suggested By: Port Authority**
- **Rationale: Reducing intersection departures may reduce noise for multiple neighborhoods in Queens.**
- **The next three slides show the proposed procedure and potential maximum noise benefits for this strategy.**

* Nighttime: 10:00 P.M. to 6:59:59 A.M.

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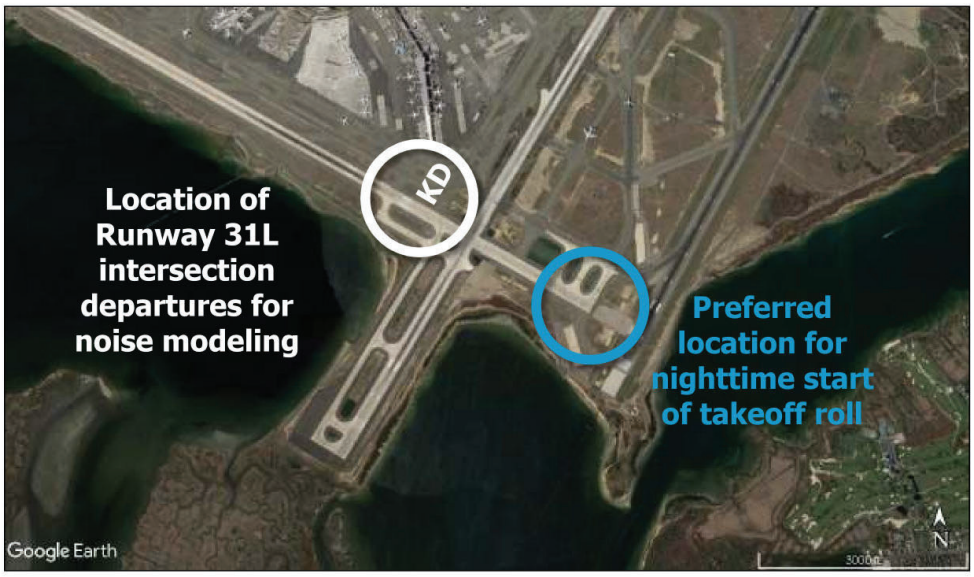
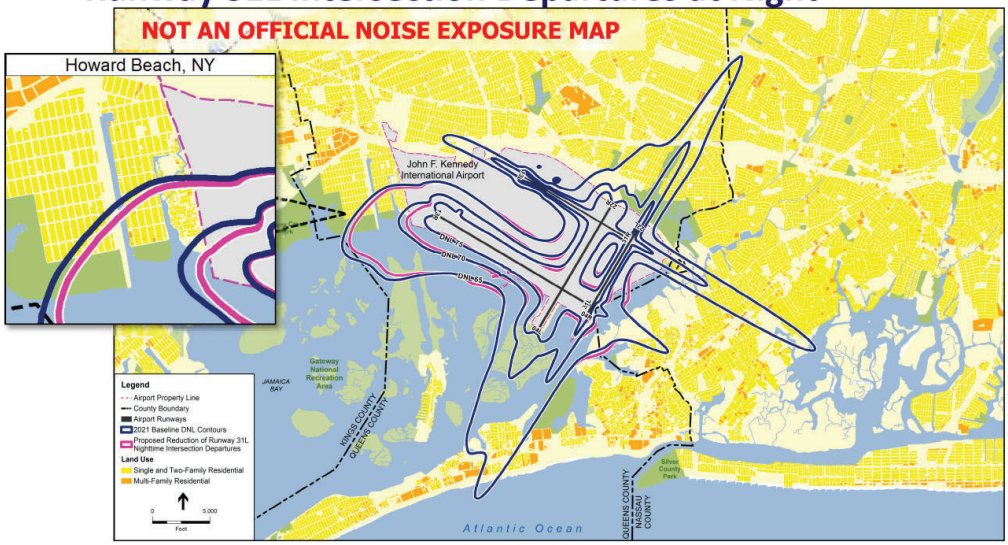
Intersection Departure Location Used in Noise Modeling



SOURCE: Google Earth, last accessed August 31, 2017; ESA, 2016.

DNL 65, 70, and 75 Contours: 2021 Baseline vs. Reduce Runway 31L Intersection Departures at Night



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

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Reduce Runway 31L Intersection Departures at Night: Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-258	0	0	**-258**
Multi-Family	0	0	0	**0**
Mixed Use	-1	0	0	**-1**
Total	**-259**	**0**	**0**	**-259**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-664	0	0	**-664**
Multi-Family	0	0	0	**0**
Mixed Use	-2	0	0	**-2**
Total	**-666**	**0**	**0**	**-666**

This strategy may remove 259 dwelling units and 666 people from the DNL 65 contour.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.
Nighttime: 10:00 P.M. to 6:59:59 A.M.

Combine "Tighten SKORR" with "Reduce Runway 31L Intersection Departures at Night"

- **Description: Combining the "Tighten SKORR" and "Reduce Runway 31L Intersection Departures at Night" strategies may provide additional benefits to multiple neighborhoods in Queens.**
- **Suggested By: ESA**
- **The next two slides show the proposed procedure and potential maximum noise benefits for this strategy.**

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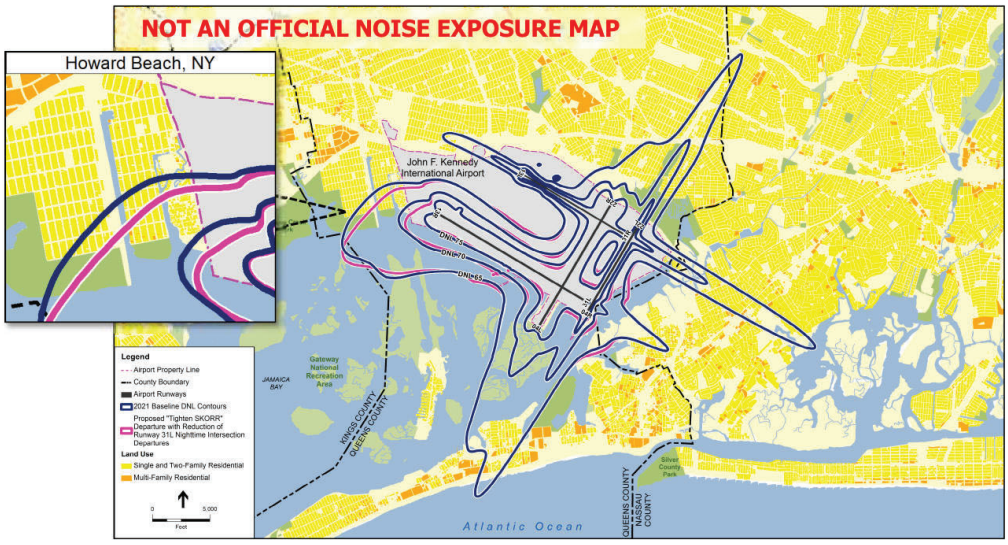
DNL 65, 70, and 75 Contours: 2021 Baseline vs. Combine "Tighten SKORR" with "Reduce Runway 31L Intersection Departures at Night"



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

Combine "Tighten SKORR" with "Reduce Runway 31L Intersection Departures at Night": Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-555	0	0	**-555**
Multi-Family	-3	0	0	**-3**
Mixed Use	-1	0	0	**-1**
Total	**-559**	**0**	**0**	**-559**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-1,488	0	0	**-1,488**
Multi-Family	-8	0	0	**-8**
Mixed Use	-2	0	0	**-2**
Total	**-1,498**	**0**	**0**	**-1,498**

This strategy may remove 559 dwelling units and 1,498 people from the DNL 65 contour.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.
Nighttime: 10:00 P.M. to 6:59:59 A.M.

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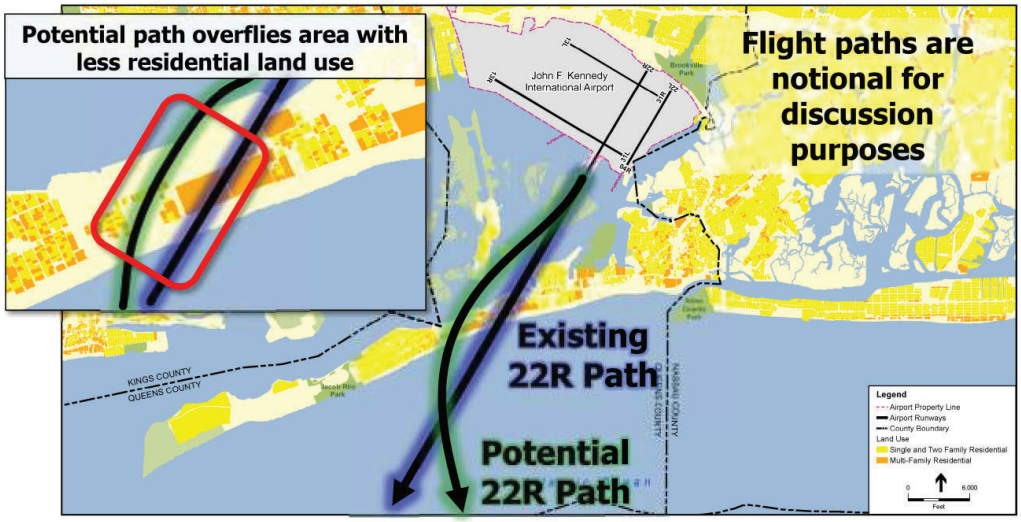
Turn Runway 22L/22R Departures to Heading 240 at Night

- **Description: This strategy may enable aircraft to gain more altitude before overflying The Rockaways and also overfly land use with lower population density.**
- **Suggested by: FAA**
- **Rationale: This strategy may reduce noncompatible land uses in The Rockaways.**
- **The next three slides show the proposed procedure and potential maximum noise benefits for this strategy.**

Turn Runway 22L/22R Departures to Heading 240 at Night: Example for Runway 22R



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Federal Aviation Administration, 2017.

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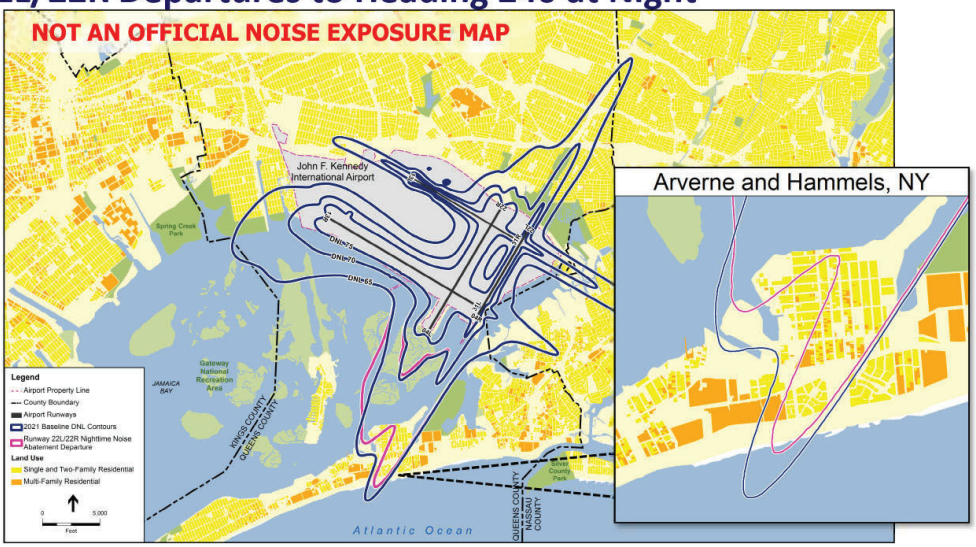
DNL 65, 70, and 75 Contours: 2021 Baseline vs. Turn Runway 22L/22R Departures to Heading 240 at Night



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

Turn Runway 22L/22R Departures to Heading 240 at Night: Dwelling Unit and Population Changes

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-658	0	0	**-658**
Multi-Family	-608	0	0	**-608**
Mixed Use	-6	0	0	**-6**
Total	**-1,272**	**0**	**0**	**-1,272**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-1,791	0	0	**-1,791**
Multi-Family	-1,185	0	0	**-1,185**
Mixed Use	-13	0	0	**-13**
Total	**-2,989**	**0**	**0**	**-2,989**

This strategy may remove 1,272 dwelling units and 2,989 people from the DNL 65 contour.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.
Nighttime: 10:00 P.M. to 6:59:59 A.M.

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Adopt ICAO NADPs* on a Per-Runway-End Voluntary Basis

- **Description: This strategy involves adopting ICAO NADP1 (which may reduce noise exposure for communities close to JFK) or ICAO NADP2 (which may reduce noise exposure for communities farther from JFK) for each runway end as appropriate to maximize noise benefits.**
- **Suggested By: TAC, Port Authority**
- **Rationale: This may reduce noncompatible land uses in multiple neighborhoods.**
- **The ESA Study Team has modeled noise levels associated with generic NADP1 and NADP2 vertical profiles shown in the Integrated Noise Manual (INM) User Guide, for the top ten most commonly occurring aircraft types at JFK. The remaining types were modeled with baseline profiles.**
- **Actual flight profiles depend on aircraft, operator, and air traffic control. Use of NADPs is voluntary and at the discretion of aircraft operators.**

* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

Impacts Comparison Between NADP1 and NADP2

- **NADP1 is compared to NADP2 rather than the JFK 2021 Baseline contours because NADP1 and NADP2 were modeled using generic departure profiles specified in the INM User Guide, rather than specific aircraft and airline data.**
  - **That is, the 2021 Baseline contours were modeled based on specific aircraft departure profiles observed in the radar data as applied to the top 10 aircraft.**
  - **In contrast, NADP1 and NADP2 modeling activities used the INM User Guide NADP1 and NADP2 generic profiles as applied to the top 10 aircraft.**
- **The next two slides compare the <u>potential maximum</u> noise impacts of NADP1 against the noise impacts of NADP2 based on the generic NADP1 and NADP2 profiles.***

* NOTE: The Port Authority cannot mandate the use of NADPs.

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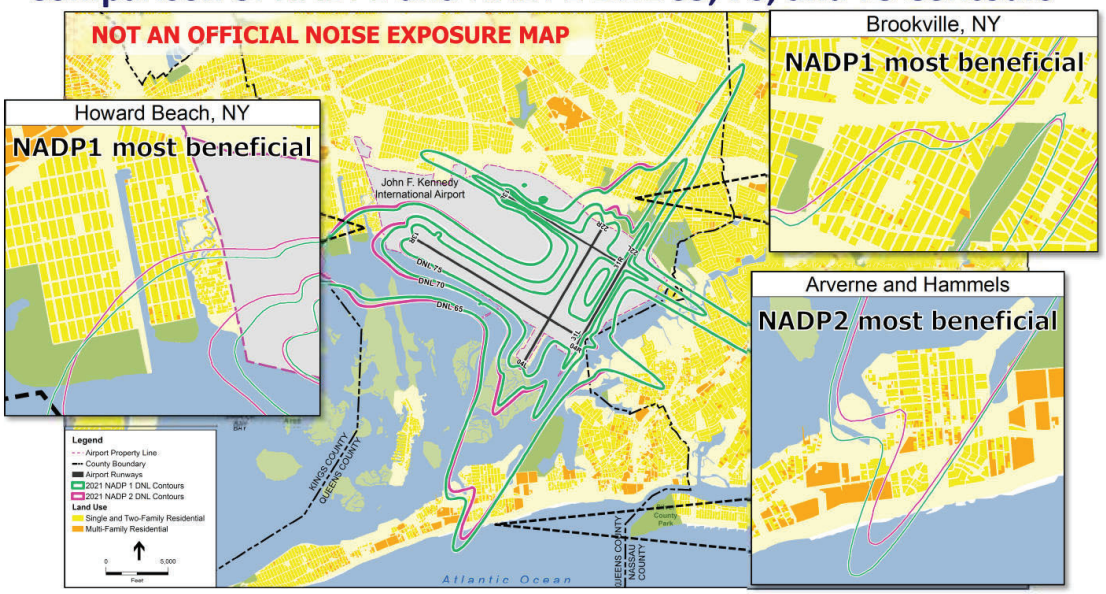
Comparison of NADP1 and NADP2 DNL 65, 70, and 75 Contours



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016 and 2017.

Adopt ICAO NADPs: Dwelling Unit and Population Changes
Each table compares NADP1 with NADP2 (NADP1 minus NADP2)

Dwelling Unit Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-133	1	0	-132
Multi-Family	573	0	0	573
Mixed Use	2	0	0	2
Total	**442**	**1**	**0**	**443**

Population Changes

Type	65-70 DNL	70-75 DNL	75+ DNL	Total
Single-Family	-294	1	0	**-293**
Multi-Family	1,085	0	0	**1,085**
Mixed Use	7	0	0	**7**
Total	**798**	**1**	**0**	**799**

Negative numbers indicate reduction of noise exposure using NADP1 instead of NADP2.
Positive numbers indicate reduction of noise exposure using NADP2 instead of NADP1.

Use of NADP1 for Runway 4L/4R and 31L/31R departures benefits areas northeast and northwest of JFK. Use of NADP2 for Runway 22L/22R departures benefits areas southwest of JFK. Runway 13L/13R departures are infrequent.

SOURCE: Planning Technology, Inc., KB Environmental Sciences, Inc., and Environmental Science Associates, 2017.

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Solicit TAC Member Input

Input Solicitation Process

- Each TAC member was asked to select the strategies that reflect their priorities based on the information presented during the TAC meeting
- The following slides reflect the results of three rounds of polling
- TAC members could identify the same strategies in each round or select different strategies in each round that reflected their range of priorities
- All selections were weighted equally. The final summary slide reflects the overall results of the polling

John F. Kennedy International Airport – 14 CFR Part 150 Study
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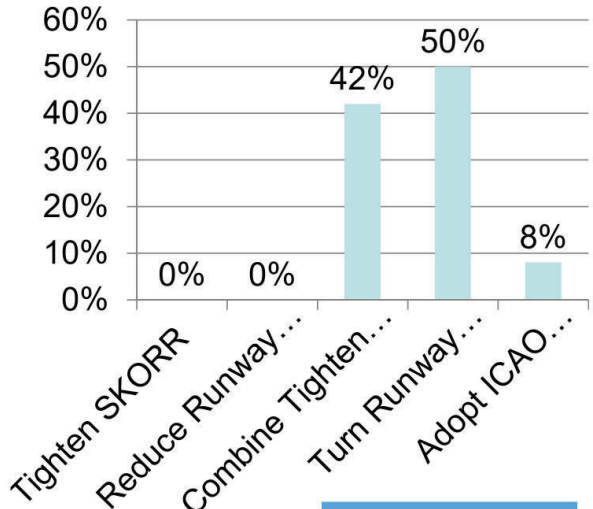
Select your top priority Noise Abatement Measure

We will do this three times.

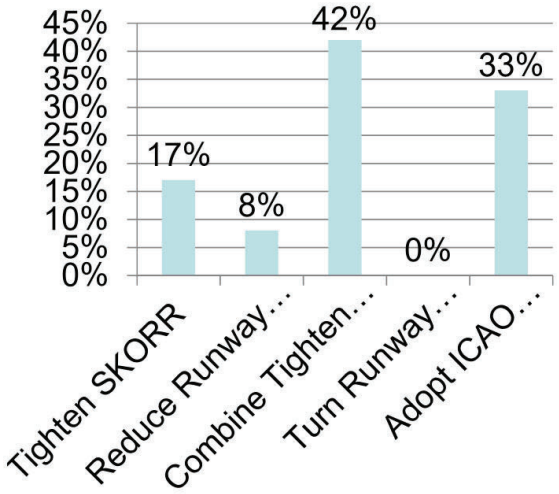
1. Tighten SKORR
2. Reduce Runway 31L Intersection Departures at Night
3. Combine Tighten SKORR and Runway 31L Measures
4. Turn Runway 22L/22R Departures to Heading 240 at Night
5. Adopt ICAO NADPs on a Per-Runway-End Voluntary Basis



Select your top priority Noise Abatement Measure

This is the second of three rounds.

1. Tighten SKORR
2. Reduce Runway 31L Intersection Departures at Night
3. Combine Tighten SKORR and Runway 31L Measures
4. Turn Runway 22L/22R Departures to Heading 240 at Night
5. Adopt ICAO NADPs on a Per-Runway-End Voluntary Basis



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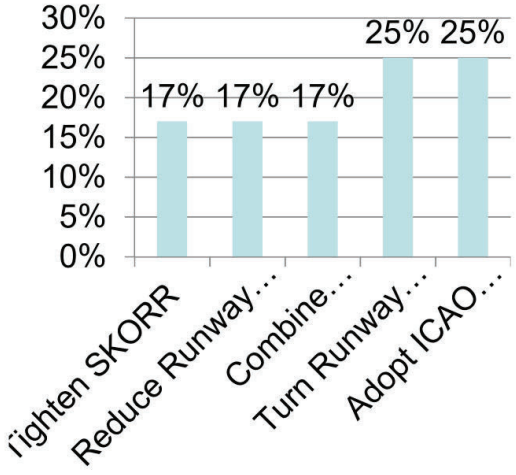
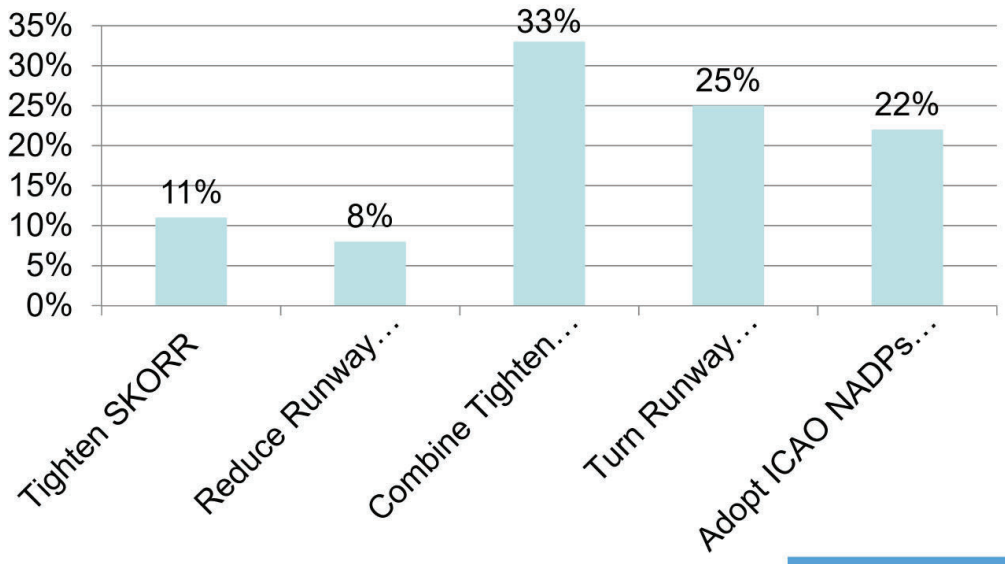
Select your top priority Noise Abatement Measure

This is the third of three rounds.

1. Tighten SKORR
2. Reduce Runway 31L Intersection Departures at Night
3. Combine Tighten SKORR and Runway 31L Measures
4. Turn Runway 22L/22R Departures to Heading 240 at Night
5. Adopt ICAO NADPs on a Per-Runway-End Voluntary Basis



Cumulative Results of the Three Rounds of Polling



John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Status of JFK NCP Report

Draft JFK NCP Report Structure, Revised from TAC Meeting No. 13

- Chapter 1: Introduction
- Chapter 2: Noise Compatibility Program: Noise Abatement Measures
- Chapter 3: Noise Compatibility Program: Land Use Management Measures
- Chapter 4: Noise Compatibility Program: Program Management Measures
- Chapter 5: Noise Compatibility Program: Implementation Program
- Chapter 6: Stakeholder Engagement (Consultation and Public Involvement)

Before Table of Contents:
- 14 CFR Part 150 Checklist
- Sponsor's Official Transmittal Letter

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16
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Draft JFK NCP Report Structure (cont.)

- List of Tables
- List of Figures
- Appendices

Status of JFK NCP Report

- The Port Authority and Study Team are producing draft chapters for the JFK NCP Report.
- Most of the Study Team's focus has been on analyzing the noise abatement strategies that have been proposed to the Port Authority.
- The Port Authority has not yet determined which strategies will become recommended NCP measures.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Review the Project Schedule

Review the NEM Schedule

JFK 14 CFR Part 150 Study – NEM Phase Milestones	
Date	**Milestone**
2014 – 4th Quarter	Beginning of NEM phase
2014 – 4th Quarter to 2015 – 4th Quarter	Study Protocol development
2015 – 1st Quarter to 2016 – 2nd Quarter	NEM data-gathering and noise analysis
2016 – 1st Quarter to 2016 – 4th Quarter	Preparation of Draft NEM Report
2016 – 4th Quarter	Public workshops and public comment period
2016 – 4th Quarter to 2017 – 2nd Quarter	Preparation of Final NEM Report
	FAA review
	Response to FAA comments
May 19, 2017	FAA acceptance of the JFK NEMs
May 30, 2017	Federal Register notice of FAA acceptance of the JFK NEMs
2017 – 2nd Quarter	Public announcements of FAA acceptance were published 3 times in 15 newspapers of general circulation

COMPLETE

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

FOR PLANNING PURPOSES ONLY

Review the NCP Schedule

NCP Phase Milestones	
Date	**Milestone**
2016 – 4th Quarter	Beginning of NCP phase
2017 – 1st Quarter to 2018 – 4th Quarter*	Development and evaluation of NCP strategies
2018 – 4th Quarter*	Completion of noise abatement, land use management, and program management strategy evaluation and selection
	TAC Meeting No. 17
2019 – 1st Quarter*	Preliminary Draft 14 CFR Part 150 Study NCP Report for FAA
	Final Draft 14 CFR Part 150 Study NCP Report for formal public review
2019 – 2nd Quarter*	Public comment period and public workshop/hearing
	Submission of Final 14 CFR Part 150 Study to FAA
2019 – 3rd Quarter*	FAA's 180-day review period begins
2020 – 1st Quarter*	Completion of FAA's 180-day review period
	Release of FAA's Record of Approval
	Release of the Final 14 CFR Part 150 Study NCP Report to the public
	TAC Meeting No. 18

* Subject to change.

Future TAC Meeting Dates

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Tentative Meeting Dates for TAC Meetings 17 and 18

- **TAC Meeting 17: TBD**
- **TAC Meeting 18: TBD**

Preliminary Agenda for TAC Meeting No. 16

- Land Use and Programmatic Strategy Development Update
- Status of NCP Report Development
- Review the Project Schedule
- Future TAC Meeting Dates
- Public Comment
- Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Public Comment on TAC Presentation

Adjourn

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 16

Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Chris Sequeira, Deputy Project Director & JFK Technical Director
- Website:

  http://www.panynj.gov/airports/aircraft-noise-information.html
- E-Mail: NYPart150@panynj.gov

Technical Advisory Committee Meeting #16

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 16

14 CFR Part 150 Study – John F. Kennedy Airport

June 6, 2018 – 1:00 PM to 3:15 PM

Attendees:

TAC Members	
Name	**Representing**
Bill Huisman	Aviation Development Council
Robert Goldman	Delta Airlines
Andrew Brooks	FAA – Airport Division
Suki Gill	FAA – NY ADO
Steve Kapsalis	FAA – NY ADO
Scott Solomon	New York City Department of City Planning (NYCDCP)
Chung Chan	New York City Department of Environmental Protection (NYCDEP)
David Hopkins	New York City Economic Development Corp (NYCEDC)
Barbara Brown	New York Community Aviation Roundtable (NYCAR)
Patrick Evans	New York Community Aviation Roundtable (NYCAR)
Stacey Gilbert	PANYNJ
Kelly Mitchell	PANYNJ
Teresa Rizzuto	PANYNJ
Adeel Yousuf	PANYNJ

Jack Leibler	Queens Borough President's Office
Allan Swisher	Queens Borough President's Office
Larry Hoppenhauer	Town of Hempstead - TVASNAC
Neal Stone	Town of North Hempstead
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net
Len Schaier	Town of North Hempstead/Quietskies.net
Glenn Morse	United Airlines

Elected Officials	
Name	**Representing**
Justin Connor	Congressman Tom Suozzi

Public
Name
Michael Hotaling
Felipe Ruiz

Study Team	
Name	**Representing**
Steve Alverson	ESA Airports
Mike Arnold	ESA Airports
Chris Sequeira	ESA Airports
Maura Fitzpatrick	FHI
Zainab Kazmi	FHI
Ryan Walsh	FHI

Josh Knoller	Nicholas Lence
Elizabeth Thompson	VHB

Welcome and Introductions

Kelly Mitchell (PANYNJ) welcomed the TAC members and commended them for all the input provided thus far to the 14 CFR Part 150 Study.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He asked the attendees to introduce themselves. He then reviewed the purpose and objectives of the TAC as well as his role as facilitator.

Steve Alverson (ESA Airports) reviewed the meeting agenda.

Review of Homework Assignment #14

Steve Alverson (ESA Airports) reviewed the homework assignment from the previous TAC meeting, which was to review the supplementary NCP strategy handout from TAC Meeting No. 15.

There were no additional comments from the TAC on the homework.

Noise Abatement Strategies that May Be Recommended for the JFK Noise Compatibility Program

Chris Sequeira (ESA Airports) presented the noise abatement strategies that may be recommended for the JFK Noise Compatibility Program (NCP). Mr. Sequeira noted that all of the noise abatement strategies were evaluated against JFK's 2021 DNL 65 and higher contours. He then indicated that the PANYNJ has not yet finalized which strategies will be recommended in the JFK NCP Report. In reviewing the FAA evaluation criteria for noise abatement strategies, he emphasized that under 14 CFR Part 150, the FAA cannot approve noise abatement strategies that do not reduce noncompatible land uses within the DNL 65 or higher contours. [1]

Chris Sequeira (ESA Airports) stated that between the TAC, FAA, PANYNJ, the Study Team, and the public, a total of 59 noise abatement strategies were suggested. Of those strategies, five are being considered for recommendation in the JFK NCP Report. He also added that prior to implementation of any of these strategies, FAA

[1] A summary of the standard evaluation criteria for noise abatement strategies under 14 Code of Federal Regulations (CFR) Part 150 can be found in JFK Part 150 TAC #16 presentation on slides 11 & 12.

requires further review including an environmental review as required under the National Environmental Policy Act (NEPA). These strategies are as follows:

- "Tighten SKORR" departure procedure (JFK Part 150 TAC # 16 presentation slides #15 – 18)

  Chris Sequeira (ESA Airports) explained that the intention of this procedure is to move the SKORR waypoint in an attempt to direct aircraft to turn sooner when departing from Runway 31L and reduce overflight of the Howard Beach, Old Howard Beach and Hamilton Beach neighborhoods in Queens. This procedure may remove 351 dwelling units and 923 people from the DNL 65 contour. He emphasized that the modeling results show the potential maximum benefits of this proposed concept. He also indicated that the SKORR waypoint is currently used in two RNAV departure procedures for Runway 31L called DEEZZ and SKORR.

  <u>TAC Comments:</u>

  - Barbara Brown (NYCAR) commented that the NYCAR JFK Airport Committee met regarding the SKORR waypoint location and wanted confirmation that aircraft continue overflight of Riis Park and do not turn left to overfly the Far Rockaway and Broad Channel neighborhoods. Chris Sequeira (ESA Airports) responded that this strategy only proposes to change the SKORR waypoint location, while keeping en-route transitions the same. The en-route transitions, called YNKEE and RNGRR, connect the departure procedure with the cruise environment. The Tighten SKORR waypoint would be moved out over Jamaica Bay but the en-route transitions would have aircraft continue to overfly the Rockaway peninsula around Riis Park. Per the FAA's analysis, 95 percent of aircraft departing from Runway 31L are currently flying the RNAV departures and could fly this updated path.

  - Larry Hoppenhauer (Town of Hempstead/TVASNAC) asked if the "Tighten SKORR" procedure increases noise levels for communities outside of the DNL 65 contour. Chris Sequeira (ESA Airports) responded that it does not, as the departure procedure intends to maximize the time that aircraft would fly over water, without overflight of any neighborhoods that were previously not impacted.

- Reduce Runway 31L intersection departures at night (JFK Part 150 TAC # 16 presentation slides #19 – 22)

- Chris Sequeira (ESA Airports) explained that this procedure involves directing aircraft to use the full length of Runway 31L at night instead of departing from the intersection of Runway 31L and Taxiway KD (Kilo Delta). In the calendar year 2014, 25 percent of overall JFK nighttime departures on Runway 31L started their takeoff roll at the intersection rather than at the end of Runway 31L. He explained that providing aircraft with the additional runway length may allow them to reach a higher altitude over Howard Beach resulting in less noise; however this may also allow for the aircraft operators to consider other aircraft configuration changes, such as carrying additional weight on the plane, or using a reduced-thrust departure, that may lead to less noise benefits than anticipated. The modeled benefits due to this procedure represent the potential maximum benefits. He explained that there is a slight increase in the noise contour to the southeast of JFK due to this procedure because of noise from the start of the takeoff roll when the entire runway length is utilized. This strategy may remove net counts of 259 dwelling units and 666 people from the DNL 65 contour. He added that this strategy impacts nighttime operations; the noise benefit for reducing these operations is higher since a single nighttime operation is equivalent to 10 daytime operations per the DNL calculation.

  <u>TAC Comments:</u>

- Robert Goldman (Delta Airlines) asked what hours are considered nighttime in this calculation and added that intersection departures are often used to facilitate two simultaneous departures. Chris Sequeira (ESA Airports) responded that within the confines of the DNL calculation, nighttime hours are between 10 P.M. and 7 A.M. then acknowledged that the intersection departure procedure is typically used during times of high air traffic volume, but the proposal, if recommended by the PANYNJ and implemented by the FAA, would only apply to nighttime operations when the traffic volume is lower. He clarified that the modeling removes all intersection departure procedures between 10 P.M. and 7 A.M., but maintains the same departure profiles for those flights.

  Robert Goldman (Delta Airlines) also commented that pilots could alter their departure profile to utilize reduced power settings that may produce less noise than the original intersection departure

profile. Mr. Sequeira responded by explaining that alternate departure profiles could produce an additional noise benefit that is not modeled in the notional calculations.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if the Runway 31L full-length runway departure could be used with the "Tighten SKORR" departure procedure. Chris Sequeira (ESA Airports) responded that one of the recommendations discussed later in the agenda is a combination of those two procedures.

- Larry Hoppenhauer (Town of Hempstead) asked if reducing Runway 31L intersection departures increases noise levels for communities outside of the DNL 65 contour. Mr. Sequeira responded by explaining that there is an extension of takeoff roll noise because the aircraft departure point gets closer to Nassau County when the entirety of Runway 31L is used. He stated that about six new residents are included in the DNL 65 contour according to the noise modeling, but the increases in noise exposure outside of the DNL 65 contour were not modeled. Note: A later review of noise results showed an addition of 7 dwelling units and 23 residents to the DNL 65 contour in Nassau County with potential implementation of this strategy.

- Combine procedures "Tighten SKORR" and "Reduce Runway 31L intersection departures at night" (JFK Part 150 TAC # 16 presentation slides #23 – 25)

  - Chris Sequeira (ESA Airports) explained that combining the "Tighten SKORR" and "Reduce Runway 31L intersection departures at night" strategies may provide additional benefits to multiple neighborhoods in Queens, especially Howard Beach. This strategy, if recommended by the PANYNJ and implemented by the FAA, may remove 559 dwelling units and 1,498 people from the DNL 65 contour. He added that the modeled results show the potential maximum benefits of this proposed concept.

    TAC Comments:

  - David Hopkins (NYCEDC) acknowledged that it is up to the TAC members to decide if the reduction in the noise contour is worth pursuing and then commented that this procedure produces significant benefits and could be worth evaluating further.

- Steve Kapsalis (FAA – NY ADO) reemphasized that the noise benefit from this procedure could be greater than currently modeled. He explained that pilots would have an additional 3,000 feet of runway length to depart from and would adjust their climb and thrust profiles accordingly, which in turn, would create a quieter departure. He added that the extension of the DNL 65 contour towards Nassau County is unlikely to occur in practice. Chris Sequeira (ESA Airports) agreed, explaining that the NCP Report recommendations are modeled concepts at this stage and their precise impacts would be better understood following further evaluation after submittal.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if PANYNJ can require that aircraft utilize the entire runway length of Runway 31 and then determine independently the necessary power settings to reach a high altitude. Chris Sequeira (ESA Airports) replied that the PANYNJ advises the FAA on runway availability and then the aircraft operator ultimately decides what thrust to use to meet safety and navigation requirements. Steve Alverson (ESA Airports) added that the PANYNJ cannot recommend power settings as it is the responsibility of the pilot and air carrier as they know what is best for their aircraft. He concluded by stating that the PANYNJ and FAA would work together to create an implementation procedure for this strategy if it is ultimately approved in the NCP. It could then become a standard operating procedure that the FAA would implement whenever possible subject to the FAA's priorities on runway use.

- Turn Runway 22L/22R departures to Heading 240 at night (JFK Part 150 TAC # 16 presentation slides #26 – 29)

  - Chris Sequeira (ESA Airports) explained that this proposed strategy may enable aircraft to gain more altitude before overflying the Rockaways and allow for flights over land with lower population density. He stated that this strategy, if recommended by the PANYNJ and implemented by the FAA, may remove 1,272 dwelling units and 2,989 people from the DNL 65 contour, emphasizing that the modeled results show the potential maximum benefits for this proposed concept.

    TAC Comments:

- Barbara Brown (NYCAR) commented that this procedure was discussed at the NYCAR JFK Airport Committee Meeting and it was determined that the neighborhood of Broad Channel would be adversely impacted by this change. She then mentioned that Broad Channel is already heavily impacted by departures from that runway and this strategy would only add to the existing burden. Chris Sequeira (ESA Airports) replied that the procedure is still under deliberation because the Study Team is aware of this drawback. Mike Arnold (ESA Airports) stated that changing flight paths always comes with the risk of redistributing noise outside the DNL 65 contour.

- Bill Huisman (Aviation Development Council) asked if the procedure would increase noise over the neighborhood of Broad Channel. Chris Sequeira (ESA Airports) replied that Broad Channel neighborhood is not within the DNL 65 contour and this strategy does not add any new residents or dwellings to the DNL 65 contour. He added that it is possible for noise to increase in the vicinity of Broad Channel without extending the DNL 65 contour into that neighborhood. Kelly Mitchell (PANYNJ) mentioned that under the auspices of the 14 CFR Part 150 Study, noise is analyzed as it affects the DNL 65 contour, though it is understood that noise may increase beyond this DNL contour. And that the FAA may conduct further noise analysis to determine these impacts. Ms. Mitchell then expressed that the public comment period for the draft NCP report will be integral to getting feedback on potential adverse effects, noting that the FAA considers all public comments as part of their decision-making process.

- Adopt ICAO (International Civil Aviation Organization) NADPs (Noise Abatement Departure Procedures) on a per-runway-end voluntary basis (JFK Part 150 TAC # 16 presentation slides #30 – 33)

  - Chris Sequeira (ESA Airports) explained that this strategy involves adopting ICAO NADP1 (which may reduce noise exposure for communities closer to JFK) or ICAO NADP2 (which may reduce noise exposure for communities farther from JFK) for each runway end as appropriate to maximize noise benefits. He added that actual flight profiles depend on aircraft type, aircraft operator, and air traffic control, and that the use of NADPs is voluntary and at the discretion of aircraft operators.

TAC Comments:

Len Schaier (Town of North Hempstead/Quietskies.net) asked if the departure procedures need any specific aircraft technology to be implemented successfully. Chris Sequeira (ESA Airports) replied that no special technology is involved as the procedure only involves the aircraft climb profile. Mr. Sequeira added that the FAA does not prescribe specific departure profiles because the aircraft operator decides what departure profile to use based on a number of factors unique to each flight and that the NADPs are vertical profiles which are not difficult for any pilot to follow with standard aircraft technology. Len Schaier (Town of North Hempstead/Quietskies.net) then asked if the modeling demonstrates the added noise benefit of the "Tighten SKORR" procedure implementation. Chris Sequeira (ESA Airports) responded that it does not.

- Larry Hoppenhauer (Town of Hempstead) made a comment expressing disbelief that the NADP2 procedure could increase noise for communities. He stated that NADP2 is used almost exclusively in Europe to create a quieter airport environment. Chris Sequeira (ESA Airports) explained that it is challenging to do a noise benefit analysis for NADPs because it has to be assumed, for modeling purposes, that all other factors of the departure remain the same except for the climb profile. And added that NADP1, by design, reduces noise for communities close to the airport and NADP2 reduces noise for communities further away from the airport. He then stated that all aircraft have to increase altitude and speed in order to reach a cruising altitude and speed; the aircraft operator needs to decide how engine thrust is distributed between climbing and accelerating at any given time. Mr. Hoppenhauer then asked why aircraft cannot accelerate and climb at the same time. In response, Chris Sequeira (ESA Airports) explained that aircraft using NADP1 are higher near the airport than if they were to use NADP2, and lower farther from the airport than if they were to use NADP2. The pilot is responsible for managing a variety of factors that affect the aircraft speed and altitude, and at some point, needs to reach cruising speed. In order to do that, the pilot adjusts the engine thrust, flap setting and the pitch angle of the aircraft. The relationships between these factors can be counter-intuitive; for example, aircraft can reduce thrust and yet still accelerate simultaneously by changing the pitch angle of the aircraft. Glenn Morse (United Airlines) commented that NADP1 is generally

required in Europe. Mr. Morse stated that there is usually a crossover point between the two profiles as they are managed differently, but ultimately reach the same cruising altitude and speed. Mike Arnold (ESA Airports) added that the noise benefit occurs as the aircraft reduces its climb angle. Andrew Brooks (FAA) then reiterated, as outlined in the presentation, that this analysis is comparing one NADP procedure to another, not to JFK's existing baseline noise contour.

- Glenn Morse (United Airlines) asked if the Study Team could share the single event noise levels associated with each procedure. Chris Sequeira (ESA Airports) replied that the single event noise contours were not used to determine the noise benefits because each departure will produce a different single event noise contour depending on aircraft type, weather, and other external factors. Mr. Morse then asked if this recommendation would be subject to additional review before approval and implementation. Andrew Brooks (FAA) replied that an environmental review is likely to occur only if implementation of the new procedure would potentially impact existing airspace and/or procedures.

- Barbara Brown (NYCAR) asked if residents who are removed from the DNL 65 contour would experience an imperceptible reduction in noise yet still lose potential eligibility for noise mitigation measures. Chris Sequeira (ESA Airports) replied that eligibility requirements have not yet been evaluated, noting that the 14 CFR Part 150 Study requires that both noise abatement and noise mitigation strategies be examined prior to implementation of noise mitigation measures. Len Schaier (Town of North Hempstead/Quietskies.net) then commented that any property outside of the DNL 65 contour will not be eligible for mitigation efforts. Kelly Mitchell (PANYNJ) emphasized that the objective of the 14 CFR Part 150 Study for the noise abatement measures, is to reduce the size of the DNL 65 and higher contours. Andrew Brooks (FAA) added that it is hard to say whether residents immediately outside of the DNL 65 contour will experience a perceptible reduction in noise levels, but it is the requirement of the Study to reduce the contour.

  Ms. Brown also asked if the Study Team has considered restrictions to nighttime operations at JFK as a potential noise abatement strategy. She noted that this would be particularly beneficial for departures from Runway 4L/22R as those flights often get delayed

and depart closer to 2:30 A.M. Mr. Sequeira responded that this is an operational restriction and airports cannot restrict when aircraft fly without obtaining prior FAA approval. He mentioned that this type of use restriction is covered by 14 CFR Part 161, which was created by the FAA in response to the Airport Noise and Capacity Act (ANCA) of 1990. And added that in the history of 14 CFR Part 161, there has only been one successful implementation of access restrictions through the 14 CFR Part 161 process. The 14 CFR Part 161 process is not an easy process, especially since noise certificated Stage 2 aircraft have been eliminated from the current fleet. Andrew Brooks (FAA) added that implementation of use restrictions at the Naples airports in Florida (the successful implementation referenced by Mr. Sequeira) is a mixed success because it was originally denied and then was revisited due to litigation. He added that that prior to ANCA, use restrictions were a viable noise abatement strategy, however, as a Congressional compromise to phase out Stage 2 aircraft, ANCA removed the ability of airports to establish additional operational restrictions without completion of a process later established in 14 CFR Part 161. Nevertheless, there are some airports that have been grandfathered to continue their operational use restrictions; one such example is JFK's 112 PNDB departure noise limit. He concluded by stating that use restrictions are tied to noise certification stage of aircraft which is based on aggregate noise calculated at three different measuring points. Currently, the entirety of the current fleet is Stage 3 compliant, and many are Stage 4 compliant. So, with this being said, the 14 CFR Part 161 process is a difficult, costly, and timely process to follow through.

Ms. Brown then asked if any recommendation relating to use restrictions be considered under a separate 14 CFR Part 161 Study. Mr. Sequeira responded that nighttime curfews are a use restriction that could prompt a 14 CFR Part 161 Study. And added that it can be proposed but it is highly unlikely that benefits could be derived that would not be gained by NADP implementation. Mr. Brooks clarified by stating that use restrictions can be recommended under the 14 CFR Part 150 Study but an NCP Report would need to note that a 14 CFR Part 161 Study will follow

- David Hopkins (NYCEDC) asked if the NADPs would have any additional effect if combined with all other strategies that are being considered. Chris Sequeira (ESA Airports) replied that the Study Team has not analyzed the potential benefit of combining all

strategies. And added that the assumption would be that overall noise would decrease, but it cannot be confirmed without proper modeling and analysis.

Solicit TAC Member Input

Ryan Walsh (FHI) introduced a ranking exercise which asked TAC members to select three of their top strategies from the five presented. TAC members could select the same strategy more than once to indicate it as a higher priority than the other strategies. Ryan Walsh (FHI) clarified that the exercise is not a vote, but instead a medium to help the PANYNJ understand the TAC's priorities.

Len Schaier (Town of North Hempstead/Quietskies.net) asked why the Study Team is only considering five strategies for submittal in the JFK NCP Report when the Study protocol stated that ten strategies would be recommended. Chris Sequeira (ESA Airports) responded that the Study protocol stated that up to ten strategies would be analyzed in detail before submittal in the NCP Report, not that ten strategies would be recommended. Mr. Schaier expressed that all five of these strategies should be included in the NCP Report.

Barbara Brown (NYCAR) asked how the five strategies presented earlier were selected from the complete list of recommendations. Chris Sequeira (ESA Airports) explained that all the strategies were analyzed and these five were determined to be feasible and impactful.

Len Schaier (Town of North Hempstead/Quietskies.net) asked why certain strategies have been dismissed. Chris Sequeira (ESA Airports) responded to Mr. Schaier to refer to TAC presentation 15 and its supplemental slides for additional details on why some strategies were not proposed forward. He then added that detailed analysis will be published in the NCP Report.

Larry Hoppenhauer (Town of Hempstead) asked for clarification on who decided which strategies to propose and which to dismiss. Chris Sequeira (ESA Airports) explained that ultimately, the NCP Report is the voice of the airport operator. Kelly Mitchell (PANYNJ) reiterated that as part of the evaluation process for noise abatement strategies, the Study Team and Port Authority consulted with FAA Air Traffic for feasibility before conducting modeling analysis. She noted that TAC presentations 13, 14, and 15 provide the outcome of their review & comments as to why strategies were recommended or not recommended. She emphasized that the five strategies presented in today's TAC meeting are still in the conceptual phase of analysis but were determined through review of modeling results to be the most feasible and most impactful in reducing the DNL 65 contour.

David Hopkins (NYCEDC) commented that he would like to see more details on why certain strategies were not recommended. He stated that the previous TAC presentations present different levels of specificity of reasoning. Kelly Mitchell (PANYNJ) replied that most strategies were determined not feasible because of airspace conflicts. Andrew Brooks (FAA) added that the FAA and the PANYNJ have had discussions during the development of the NCP to examine operational concerns that may restrict proposals moving forward. He also stated that detailed notes of these conversations will be available on record as part of the NCP Report. He explained that it is difficult to convey airspace conflicts in a simple manner, noting also that many strategies were dismissed because they shifted noise exposure instead of reducing it, and that some proposals were not flyable.

Chung Chan (NYCDEP) requested that the Study Team make available the overall impacts of each strategy, not just the net benefit. He expressed interest in seeing how many people may be added to the DNL 65 contour, compared to how many may be removed.

Len Schaier (Town of North Hempstead/Quietskies.net) commented that FAA's criteria for approving strategies is net noise reduction. Chris Sequeira (ESA Airports) responded by affirming that the 14 CFR Part 150 Study states that the airport is responsible for reducing noncompatible land uses within the DNL 65 and higher contours, along with reducing the possibility of additional noncompatible land use. He emphasized that net noise reduction is not the only factor considered and is ultimately not the deciding factor. Andrew Brooks (FAA) concurred that the guideline for approval of recommendations is a reduction in noncompatible land uses within the DNL 65 contour and then added that measures not qualified for approval within the guidelines for the 14 CFR Part 150 Study may still have other avenues that could be explored for implementation outside of the Study.

Ryan Walsh (FHI) introduced the ranking exercise which asked TAC members to select three of their top strategies from the five presented. He reiterated that TAC members could select the same strategy more than once to indicate it as a higher priority. Ryan Walsh (FHI) also reemphasized that the exercise is not a vote, but instead is a medium to help understand the TAC's priorities.

Ryan Walsh (FHI) then conducted the ranking exercise wherein TAC members selected which of the five noise abatement strategies they believed would be most effective. The results are as follows, displayed in the order presented and its percentage:

1. Tighten SKORR – 11%
2. Reduce Runway 31L Intersection Departures at Night – 8%
3. Combine Tighten SKORR and Runway 31L Measures – 33%
4. Turn Runway 22L/22R Departures to Heading 240 at Night – 25%
5. Adopt ICAO NADPs on a Per-Runway-End Voluntary Basis – 22%

Status of JFK NCP Report

Steve Alverson (ESA Airports) reviewed the status of the JFK NCP Report. He discussed the Report's Table of Contents, noting that it has been amended slightly so that the JFK, LGA, TEB, and EWR 14 CFR Part 150 Study NCP Reports will be of the same structure. He explained that the PANYNJ and Study Team are producing draft chapters which will be consistent with the language used in the TEB and EWR 14 CFR Part 150 Study NCP Reports.

Review of Project Schedule

Steve Alverson (ESA Airports) reviewed the project schedule for the NEM Report and the NCP Report.

Future TAC Meeting Dates

Kelly Mitchell (PANYNJ) reviewed the future TAC meeting dates. She stated that TAC Meeting No. 17 will focus on soliciting input from the TAC on programmatic and land use strategies, and TAC Meeting No. 18 will wrap up the Study and present final recommendations.

Steve Alverson (ESA Airports) reviewed the preliminary agenda for TAC Meeting No. 17.

TAC Comments

Barbara Brown (NYCAR) asked for clarification on the length of the schedule for the Study. Kelly Mitchell (PANYNJ) acknowledged that the process has taken a little longer than expected and that reviewing the noise abatement and land use strategies is taking considerable time than anticipated, but the Study Team is still on course regarding the progression of a Part 150 study and its NCP submittal.

Larry Hoppenhauer (Town of Hempstead) asked if "Dispersal headings off Runway 4L" was dismissed as a procedure because of the possibility of increasing noise in previously unaffected neighborhoods. Chris Sequeira (ESA Airports) responded that while this procedure may reduce the DNL 65 contour in certain areas, it would also widen the contour to encompass neighborhoods that were previously not in the contour.

Len Schaier (Town of North Hempstead/Quietskies.net) asked if there was any update on vortex generators as a noise abatement measure. Chris Sequeira (ESA Airports) replied that vortex generators may be a programmatic strategy and the PANYNJ cannot mandate aircraft equipment. Other strategies include a potential Fly Quiet Program (which would encompass a range of strategies), and other voluntary recommendations that some aircraft operators and airports are beginning to implement.

Public Comments

Felipe Ruiz asked the Study Team for clarification on noise created by NADP1. Chris Sequeira (ESA Airports) explained that aircraft flying an NADP1 profile climb more rapidly than NADP2, but the noise impact can be non-intuitive and requires analysis to determine. He explained that climbing rapidly utilizes more engine power, as demonstrated by the NADP1 profile. Thus, since the flaps stay lowered for longer in NADP1 profiles in comparison with NADP2 profiles, aircraft can obtain a higher climb rate near the airport than if they were to fly an NADP2 profile. Further analysis is needed to determine whether there is a noise benefit or drawback.

Felipe Ruiz asked what constitutes rival operations. Chris Sequeira (ESA Airports) explained that rival operations constitute operations at JFK that may impact surrounding airports. He explained that any strategy recommended in the NCP will be analyzed further to understand impacts to existing procedures at JFK and the surrounding airports.

Patrick Evans (NYCAR) asked if the 59 initial strategies were all unique, or if some of them were similar to each other. Chris Sequeira (ESA Airports) explained that some strategies were very similar, but they were all individually analyzed because the recommendations came from different groups.

Patrick Evans (NYCAR) asked if the five strategies presented are the best ones. Chris Sequeira (ESA Airports) explained that they were the best in terms of feasibility and potential noise benefit.

Adjournment

Ryan Walsh (FHI) thanked all attendees for their participation and adjourned the meeting.

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D-10 Technical Advisory Committee Meeting #17 October 16, 2019

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Technical Advisory Committee Meeting #17

Meeting Notice and Attendance Roster

THE PORT AUTHORITY OF NY & NJ

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF SEVENTEENTH TECHNICAL ADVISORY COMMITTEE MEETING
14 CODE OF FEDERAL REGULATION (CFR) PART 150 AIRPORT NOISE AND LAND USE COMPATIBILITY STUDIES
FOR JOHN F. KENNEDY AND LAGUARDIA AIRPORTS

The Port Authority has formed a Technical Advisory Committee (TAC) to provide input into the 14 Code of Federal Regulations (CFR) Part 150 Study for John F. Kennedy International (JFK) and LaGuardia (LGA) Airports. The 14 CFR Part 150 Study will quantify existing and future aircraft noise exposure levels, assess land use impacts according to federal standards, and seek ways to minimize those impacts to the greatest extent practical within 14 CFR Part 150 guidelines. The Port Authority has invited a cross section of key stakeholders to serve on the TAC to represent the interests of their organization and to provide technical input to the Port Authority on the Study.

The purpose of the TAC is to provide technical input to the Port Authority on the JFK and LGA 14 CFR Part 150 Studies by having appointed and committed representation from all affected airport stakeholders (experts in land use airport and aircraft operations, air traffic control, community relations, etc.). The TACs will be a reasonable size of no more than two dozen members to enable efficient meetings and dialogue. The Port Authority respects the opinions, advice, and suggestions made by TAC members and considers the TAC's technical input, but that input is non-binding and are advisory in nature. The Port Authority has the sole discretion to approve or reject recommendations made from the committee and it shall retain its responsibility for decision making authority on the JFK and LGA 14 CFR Part 150 Studies.

The TAC meetings will be held at the time, date, and locations listed below. In order to use the technical expertise of the TAC in the most effective manner, TAC meetings will be facilitated by a professional meeting facilitator. TAC members are encouraged to express their opinions and expected to respect the range of opinions expressed by their fellow TAC members. The Port Authority expects that the TAC will operate on a consensus basis. The facilitator will assist the TAC in reaching a consensus.

Space for the TAC meetings will be limited. However, it will be open to the public. A brief comment period will be held at the end of each TAC meeting regarding that meeting's proceedings. In order to promote balanced and constructive interaction among the TAC members, members of the public will be asked to refrain from commenting during TAC member discussions.

JFK Technical Advisory Committee Meeting

DATE:	**Wednesday, October 16th, 2018**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**John F. Kennedy International Airport, South Service Road, Bldg. #14 - 2nd Floor** **Jamaica, NY 11430**

LGA Technical Advisory Committee Meeting

DATE:	**Thursday, October 17th, 2018**
TIME:	**1:00PM - 4:00PM**
LOCATION:	**LaGuardia Airport, Hangar 7 Center, 3rd Floor** **Flushing, NY 11371**

JFK TAC Meeting #17 October 16, 2019

First	Last	Representing	Alternates	Primary	Alternat
Tom	Bock	Port Authority			
Andrew	Brooks	FAA - Airport Division	Lindsay Butler	✓	
Barbara	Brown	New York Community Aviation Roundtable (NYCAR)	Patrick Evans	✓	
Rich	Burkhardt	Air Cargo			
Chung	Chan	NYC Department of Environmental Protection (NYCDEP)	Charles Shamoon	✓	
Zack	DeLaune	FAA - Airport Division			
Kevin	Denning	Town of Hempstead			
Stephen	Everett	NYC Department of City Planning	Scott Solomon	✓	✓
Sophia	Ganosis	Queens Chamber of Commerce			
April	Gasparri	Port Authority		✓	
Stacey	Gilbert	Port Authority		✓	
Robert	Goldman	Delta Airlines	Mark Hopkins		
Thomas	Grech	Queens Chamber of Commerce			
Mark	Guiod	FAA - TRACON	Ed Sosa		
Jane	Herndon	Port Authority		✓	
David	Hopkins	NYC Economic Development Corp		✓	
Larry	Hoppenhauer	TVASNAC		✓	
Bill	Huisman	Aviation Development Council		✓	
Steve	Kapsalis	FAA - NY ADO	Suki Gill	✓	
Ed	Knoessel	FAA		✓	
Michael	Lamprecht	FAA			
Aryeh	Lemberger	Nassau County			
Michael	Levine	Town of North Hempstead	Neal Stone		
Xiaobo	Liu	Port Authority			

Tom	Malone	FAA - Flight Standards Division	Dave Swanson		
Ron	Marsico	Port Authority			
Robert	McAdams	Shelt Air	Eugene Pereira		
Kelly	Mitchell	Port Authority		✓	
Rob	Mitchell	Jet Blue	Tom Kuehn		
Glenn	Morse	United Airlines			
Jasmine	Narang	Queens Borough President	Jack Liebler		
Teresa	Rizzuto	Port Authority			
David	Sanchez	FAA - NY ADO			
Sean	Sallie	Nassau County Planning	Mark Buttice		
Len	Schaier	Town of North Hempstead/Quietskies.net	Marilyn Chapoteau	✓	✓
John	Selden	Port Authority			
David	Siewart	FAA - JFK Airport Traffic Control Tower)	Claude Viera		
Anna	Stachula	Port Authority			
Ralph	Tamburro	Port Authority		✓	
Clyde	Vanel	Eastern Queens Alliance			
Ian	Van Praagh	Port Authority			
Adeel	Yousuf	Port Authority		✓	

✓ ✓ ✓ ✓

Nick Day... PA ✓

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

14 CFR Part 150 Study
JFK Airport

Technical Advisory Committee Meeting #17
October 16, 2019
JFK Airport

Sign-In Sheet
PUBLIC

Name/Organization	Address	Phone or Email
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Yvette Greene-Dennis		ydennis@crescentconsult.com
Hermanoschy Bernard		hbernard@nyc.edc
Jane Abrandon		

Technical Advisory Committee Meeting #17

Materials Presented at Meeting

Purpose and Objectives of the TAC

- **TAC members represent the interests of their organization and/or constituents**
- **The TAC's role is advisory**
  - **Review study documents**
  - **Provide input to the Port Authority related to the noise exposure maps and noise compatibility program**
- **TAC members are also expected to advise their organization and/or constituents of the TAC's discussions**

Role of the TAC Meeting Facilitator

- To ensure that the TAC meetings are effective they will be facilitated by a professional meeting facilitator
- The meeting facilitator is responsible for ensuring that the TAC meetings adhere to the published meeting agenda
- The meeting facilitator may extend or shorten the length of a discussion related to an agenda item based on advice from the TAC or at his or her sole discretion
- The facilitator will assist the TAC in reaching a consensus on items brought before the TAC

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

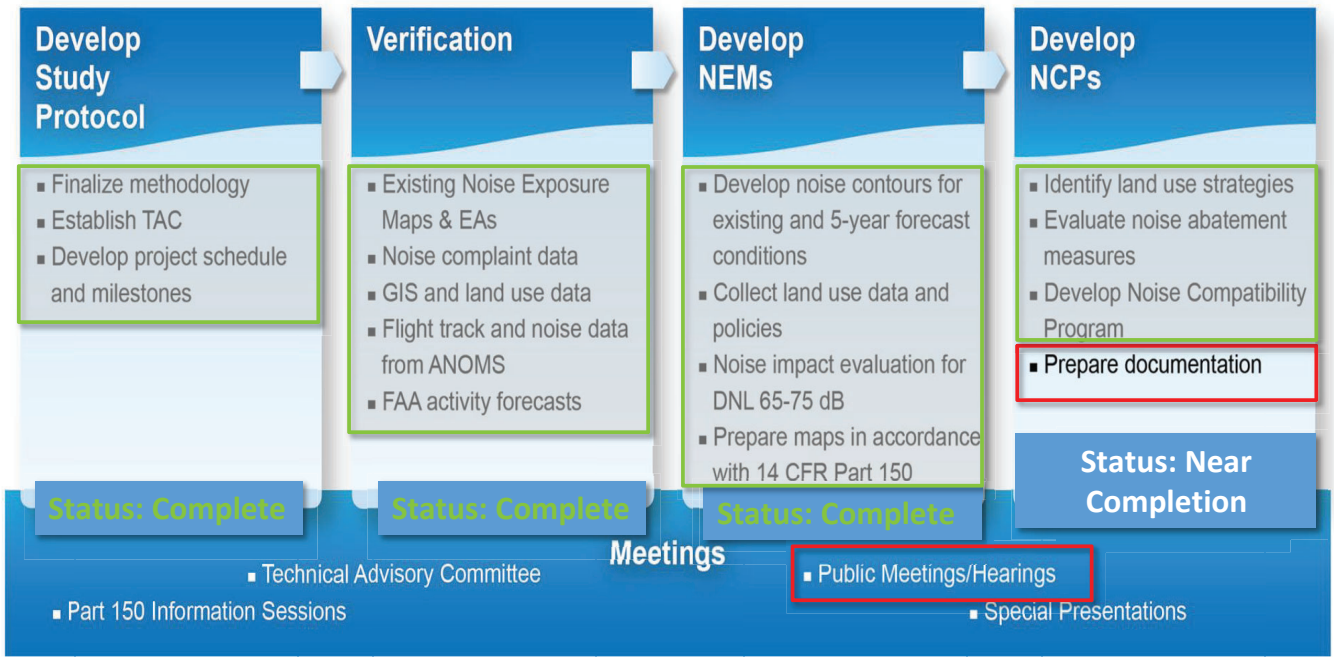
Meeting Agenda

- Noise Abatement Measures Update
- Land Use Measures Being Recommended for the JFK Noise Compatibility Program (NCP)
  - Solicit TAC Member Input
- Program Management Measures Being Recommended for the JFK Noise Compatibility Program (NCP)
  - Solicit TAC Member Input
- Status of JFK NCP
- Review the Project Schedule
- Public Comment
- Adjourn

No Homework Assigned in TAC Meeting No. 16

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

Reminder: The Study Process for Airport Noise Compatibility Planning



Reminder: Major NCP Strategy Options

TAC Meetings 10 - 16

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

TAC Meetings 11 & 17

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

TAC Meetings 12 & 17

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

Noise Abatement Measures Update

Noise Abatement Measures Being Recommended for the JFK NCP

- Implement "Tighten SKORR" departure procedure
- Turn Runway 22L and 22R departures to heading 240 at night
- Reduce Runway 31L intersection departures at night
- Combine "Tighten SKORR" departure procedure with "Reduce Runway 31L intersection departures at night"
- Implement Noise Abatement Departure Procedures (NADPs) on a voluntary basis for each runway end

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17
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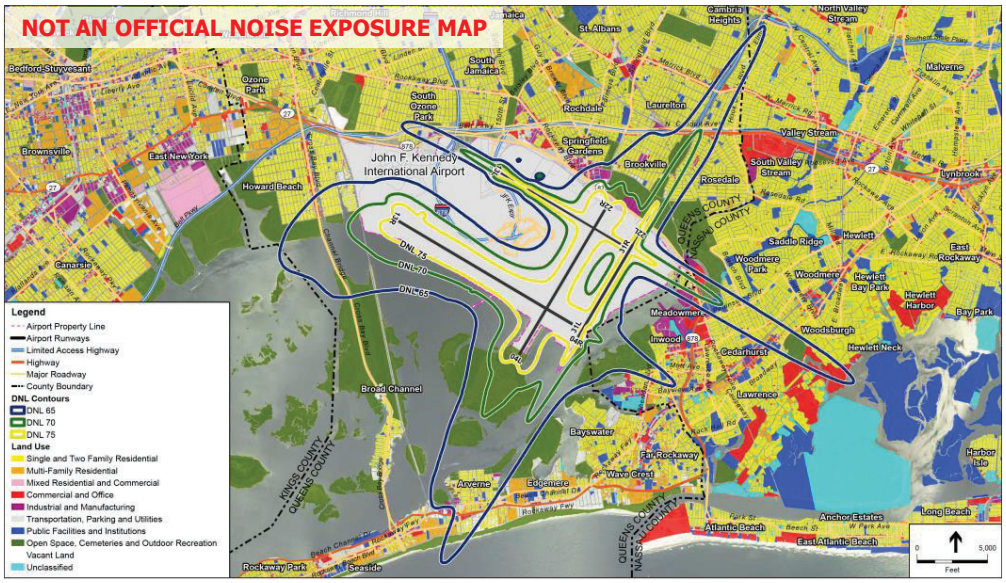
Noise Abatement Measures Being Recommended for the JFK NCP: New Since TAC Meeting No. 16

- Implement nighttime Optimized Profile Descent (OPD) procedures
  - The Port Authority will engage with the NextGen Advisory Committee (NAC) to request development of OPD procedures that could reduce aircraft noise exposure for areas beyond the DNL 65 contour.
- FAA to coordinate with Port Authority on implementation of NextGen procedures
  - This could allow the Port Authority to be aware of potential flight path changes that could affect aircraft noise exposure and land use compatibility around JFK. The Port Authority would engage with the FAA through the NAC.

Land Use Strategies

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

JFK Future Condition (Year 2021) DNL* 65, 70, and 75 Contours



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; INM 7.0d; ESA, 2016 and 2019; ESRI Mapping Services, 2019.

The FAA accepted the JFK Noise Exposure Maps (NEMs) on May 19, 2017.

* DNL: Day-Night Average Sound Level

Reminder: Types of Land Use Strategies

- Corrective strategies: Mitigate noise impacts on existing noncompatible land uses.
  - Land acquisition
  - Sound insulation
- Preventive strategies: Prevent the introduction of new noncompatible land uses.
  - Zoning
  - Building codes
  - Real estate disclosures

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

Sources of Suggested JFK Land Use Strategies

- In total, 23 land use strategies were suggested:
  - 3 from land use agencies
  - 3 from the Port Authority / ESA
  - 9 from the public
  - 8 from the TAC
- A number of these strategies were suggested by multiple stakeholders

Land Use Measures Being Recommended for the JFK NCP

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Acquire Noncompatible Residential Parcels

- **Description: This corrective measure involves acquiring noncompatible residential parcels then changing the designated land use so that it is compatible with aircraft noise, or modifying residential structures so that they are compatible without a change in land use.**
- **Suggested by: TAC**
- **Rationale: This measure may reduce noncompatible land use in the DNL 65 contour in the vicinity of JFK.**
- **The Port Authority has not identified any areas or residential parcels for acquisition at this time.**

Sound Insulate Eligible Dwelling Units

- **Description: This corrective measure involves insulating noncompatible dwelling units to reduce average interior noise to DNL 45 and provide at least a 5 dB improvement to the structures' noise level reduction.**
- **Suggested by: TAC, Public**
- **Rationale: This measure may reduce noncompatible land use in the DNL 65 contour for multiple neighborhoods in the vicinity of JFK.**
- **Approximately 14,000 dwelling units may be eligible* for sound insulation.**
- **The Port Authority anticipates that it would take several decades to complete the insulation of all eligible dwelling units in the communities near JFK due to availability of FAA funding, the length of the construction season in the region, and other factors that limit the pace of construction.**

* Eligibility determination is set forth in FAA Order 5100.38D *Airport Improvement Program Handbook (AIP Handbook)*, Appendix R.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Sound Insulate Eligible Dwelling Units (cont.)

- **To be eligible for federal funding, the FAA requires that the dwelling unit be within the DNL 65 contour and that the average interior noise level of habitable rooms with windows closed be at or above DNL 45.[1] Other factors that influence eligibility may include, but are not limited to[1]:**
  - **Previous sound reduction treatments**
  - **Ambient and self-generated noise levels**
  - **Whether a given use is considered temporary or permanent**
  - **Time frame within which the structure was constructed**
    - **DNL contours for JFK were first published on August 4, 2008.[2] Properties constructed within those DNL contours after August 4, 2008 would not be eligible for federally funded noise mitigation.[3]**
  - **Compliance with the local building code[4]**
- **An avigation easement would be required in exchange for sound insulation.**

[1] *AIP Handbook*, Appendix R.
[2] Notice of Availability and Request for Comment, Environmental Assessment, Delay Reduction Program– New Taxiways, Improvements to Existing Taxiways, and Runway 13R Threshold Relocation, John F. Kennedy International Airport, Jamaica, New York. Newsday, August 4, 2008.
[3] Final Policy on Part 150 Approval of Nosie Mitigation Measures: Effect on the Use of Federal Grants for Noise Mitigation Projects. 63 FR 16409.
[4] Areas within a structure that do not meet the local building code are not "habitable" under FAA requirements and therefore are not eligible for sound insulation under the AIP. Example: "A resident has converted part of a basement to a bedroom and the bedroom conversion does not meet the building code requirements to be categorized as a bedroom. The converted bedroom is not considered habitable space."

Sound Insulate Eligible Non-Residential Noise-Sensitive Structures

- **Description: This corrective measure involves insulating noncompatible non-residential noise-sensitive structures to reduce average interior noise levels to DNL 45 and provide at least a 5 dB improvement to the structures' noise level reduction. Examples include schools, places of worship, healthcare facilities, day care facilities, and libraries.**
- **Suggested by: The Port Authority**
- **Rationale: This measure may reduce noncompatible land use in the DNL 65 contour for multiple neighborhoods in the vicinity of JFK.**
- **Approximately 47 facilities may be eligible* for sound insulation.**

* Eligibility determination is set forth in FAA Order 5100.38D *Airport Improvement Program Handbook (AIP Handbook)*, Appendix R.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Sound Insulate Eligible Non-Residential Noise-Sensitive Structures (cont.)

- **To be eligible for federal funding, the FAA requires that the structure be within the DNL 65 contour and that the average interior noise level of noise-sensitive rooms with windows closed be at or above DNL 45 during the times of day when the facility is in use[1]**
- **Other factors that influence eligibility may include but are not limited to[1]:**
  - **Previous sound reduction treatments**
  - **Ambient and self-generated noise levels**
  - **Whether a given use is considered temporary or permanent**
  - **Time frame within which the structure was constructed**
    - **DNL contours for JFK were first published on August 4, 2008.[2] Properties constructed within those DNL contours after August 4, 2008 would not be eligible for federally funded noise mitigation.[3]**
  - **Compliance with the local building code**

[1] *AIP Handbook*, Appendix R.
[2] Notice of Availability and Request for Comment, Environmental Assessment, Delay Reduction Program– New Taxiways, Improvements to Existing Taxiways, and Runway 13R Threshold Relocation, John F. Kennedy International Airport, Jamaica, New York. Newsday, August 4, 2008.
[3] Final Policy on Part 150 Approval of Noise Mitigation Measures: Effect on the Use of Federal Grants for Noise Mitigation Projects. 63 FR 16409.

Provide Positive Ventilation to Eligible Residential and Non-Residential Noise-Sensitive Structures

- **Description: This corrective measure involves providing ventilation systems to allow for air circulation inside structures that have been sealed for noise mitigation purposes. These could include structures within the DNL 65 contour that do not qualify for sound insulation, but obtain necessary noise level reduction when their existing doors and windows are fully closed.**
- **Suggested by: The Port Authority**
- **Rationale: This measure may provide noncompatible structures with improved conditions for indoor activities.**

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Provide Positive Ventilation to Eligible Residential and Non-Residential Noise-Sensitive Structures (cont.)

- **For the 14,000 dwelling units and 47 facilities that may be eligible for sound insulation, positive ventilation may be provided to units/facilities that do not have existing positive ventilation systems.**
- **Some dwelling units and non-residential noise-sensitive structures within the DNL 65 contour may not qualify for sound insulation but could obtain necessary noise level reduction if:**
  - **Windows and doors are closed**
  - **Positive ventilation is provided**

Sound Insulation

- **Purpose: provides a compatible indoor living environment through installation of acoustical treatments (e.g., acoustical doors and windows) to obtain at least a 5 dB improvement in exterior-to-interior noise-level reduction**
- **Results: the parcel becomes "compatible" with airport operations; better interior living environment**
- **Examples of sound insulation treatments**
  - **Acoustical windows**
  - **Acoustical doors**
  - **Central air conditioning***
  - **Ventilation upgrade***
  - **Ceiling/closet/wall modifications***
  - **Attic insulation***

* Depending on existing conditions

How Noise Enters a Home

SOURCE: ESA, 2019.

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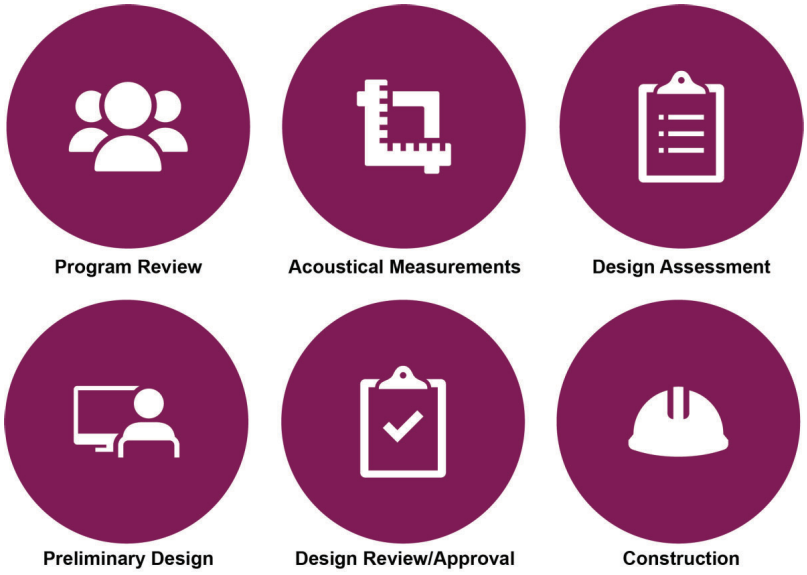
Residential Sound Insulation Program (RSIP)

Typical Program Process



Include Aircraft Noise in Real Estate Disclosures

- **Description: This preventive measure involves including aircraft noise in disclosure documents associated with the buying and selling of property in the vicinity of JFK.**
- **Suggested by: TAC, Public**
- **Rationale: This measure may help inform potential property buyers about aircraft noise in the vicinity of JFK.**
- **The Port Authority does not have authority over local land use or State real estate disclosure law. If State and/or local governments wish to evaluate this preventive land use measure, the Port Authority would be available to assist in any such evaluation.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Real Estate Disclosure: Advantages and Disadvantages

- **Advantages**
  - **Potential buyers can make informed decision about noise**
  - **May remove buyer's claim of not knowing about airport noise**
  - **May reduce seller's risk of post-sale claims since buyer signs disclosure before purchase**
  - **Rules and framework for real estate disclosure are already established, as found in the 2002 Property Condition Disclosure Act (PCDA)**
- **Disadvantages**
  - **Disclosures do not reduce noise**
  - **Property owners may be concerned with buyers walking away**
  - **To be successful, implementation of policies is necessary**
  - **The PCDA enables a seller to provide $500 to a buyer instead of disclosing property issues, which could negate the benefit of real estate disclosure**

Land Use Strategies

Not Recommended for the JFK NCP

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Strategies Not Recommended

Proposed Strategy	Source of Suggested Strategy	Comments
Acquire Avigation Easements	Port Authority / ESA	The Port Authority prefers to focus noise mitigation on the installation of sound insulation, which would actually reduce interior noise levels.
Implement Rezoning of Land Uses	Public	In general, land use agencies did not support rezoning to promote compatible land use.*
Establish Transferrable Development Rights	TAC	Not supported by land use agencies.
Provide Purchase Assurances for Properties in the DNL 65 Contour	Public	The Port Authority is instead recommending the acquisition of noncompatible residential parcels, but has not identified parcels for acquisition at this time.

* The Port Authority does not have jurisdiction over zoning codes, but would work with land use and regulatory agencies if they are interested in pursuing noise-related zoning code changes.

Strategies Not Recommended (cont.)

Proposed Strategy	Source of Suggested Strategy	Comments
Implement Sound Attenuation for New Development	Public	Land use agencies are not interested in amending building codes at this time.
Place a Moratorium on Development, Growth, and Expansion of JFK Until Noise Mitigation Measures Have Been Implemented	Public	The intent of 14 CFR Part 150 is to reduce noncompatible land use rather than restrict airport growth and development.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Solicit TAC Member Input

Input Solicitation Process

- Each TAC member is asked to select the measures that reflect their priorities based on the information presented during the TAC meeting
- The following slides will contain three rounds of polling
- TAC members can identify the same measures in each round or select different measures in each round that reflect their range of priorities
- All selections are weighted equally. A summary slide will reflect the overall results of the polling

John F. Kennedy International Airport – 14 CFR Part 150 Study
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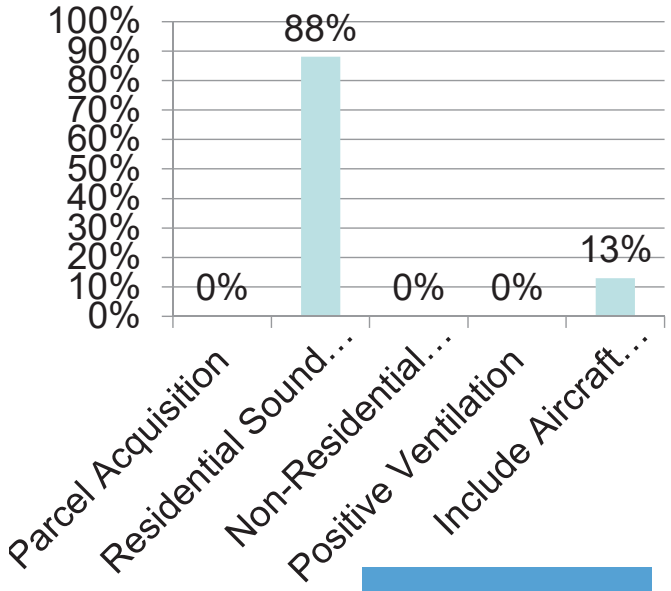
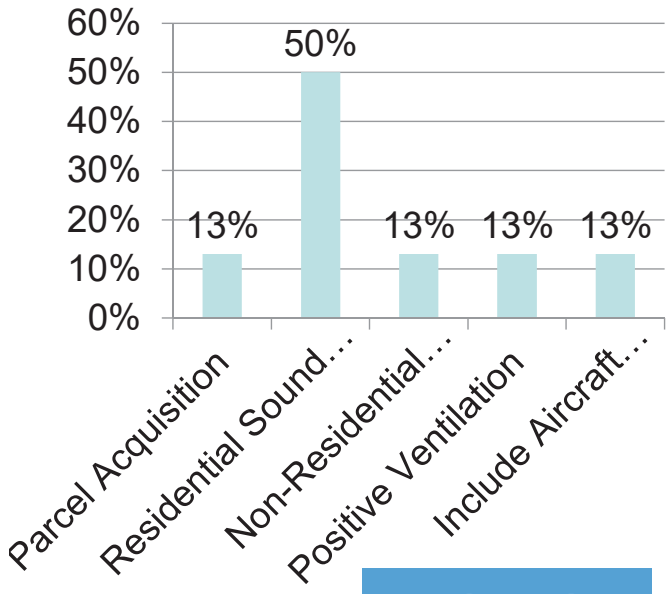
Select your top-priority Land Use measure. We will do this three times.

1. Parcel Acquisition
2. Residential Sound Insulation
3. Non-Residential Sound Insulation
4. Positive Ventilation
5. Include Aircraft Noise in Sales Disclosures



Select your top-priority Land Use measure. This is the second of three rounds of polling.

1. **Parcel Acquisition**
2. **Residential Sound Insulation**
3. **Non-Residential Sound Insulation**
4. **Positive Ventilation**
5. **Include Aircraft Noise in Sales Disclosures**



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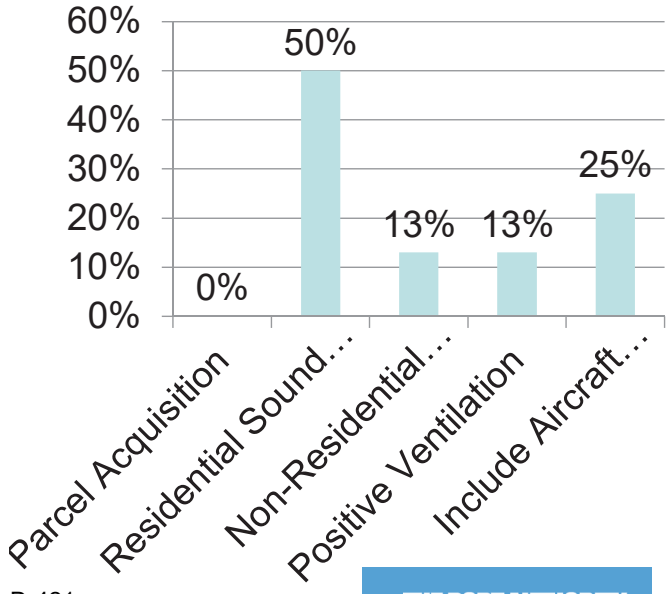
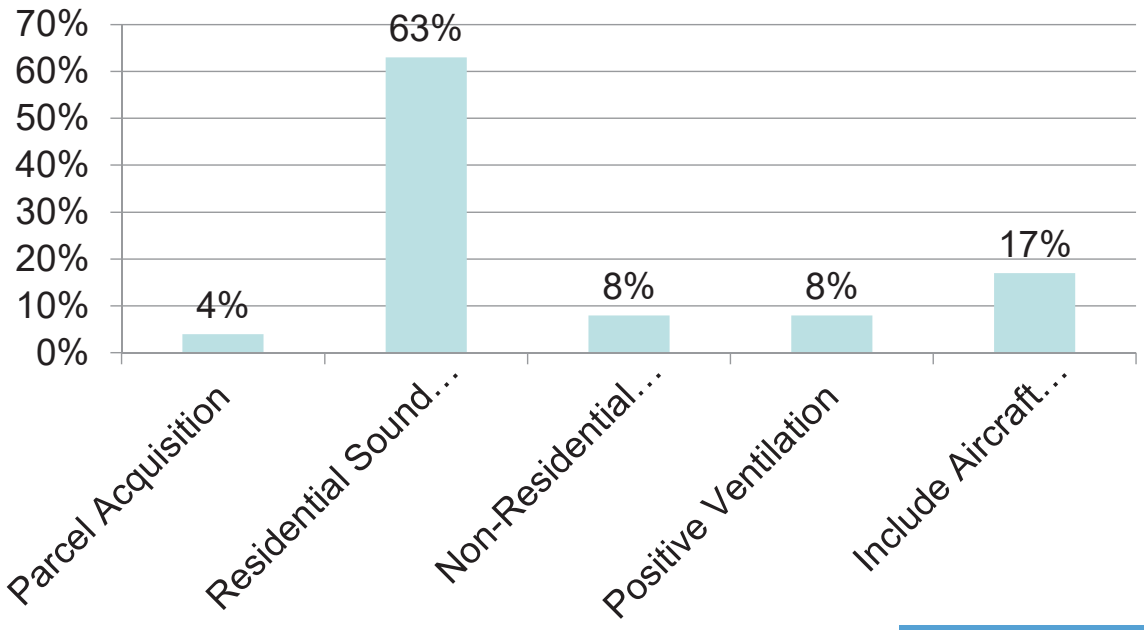
Select your top-priority Land Use measure. This is the third of three rounds of polling.

1. **Parcel Acquisition**
2. **Residential Sound Insulation**
3. **Non-Residential Sound Insulation**
4. **Positive Ventilation**
5. **Include Aircraft Noise in Sales Disclosures**



Cumulative Results of the Three Rounds of Polling



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Program Management Strategies

Reminder: Types of Program Management Strategies

- NCP implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Sources of Suggested JFK Program Management Strategies

- In total, 14 program management strategies were suggested
- 8 from the Port Authority
- 1 from the public
- 5 from the TAC

Program Management Measures Being Recommended for the JFK NCP

John F. Kennedy International Airport – 14 CFR Part 150 Study
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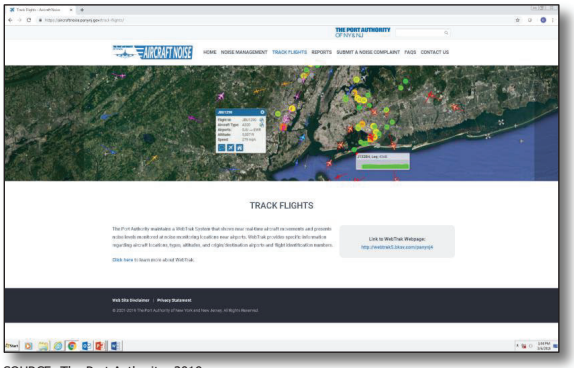
Maintain the Existing Noise Office

- **Description: This measure involves continuing to operate the existing Noise Office, which is a vital link between the Port Authority and communities on aircraft noise concerns.**
- **Suggested by: The Port Authority**
- **Rationale: This measure would enable maintenance of the principal Port Authority office for interfacing with stakeholders on aircraft noise.**

Maintain Public Flight Tracking Portal

- **Description: This measure involves continuing to operate the existing public flight tracking portal, which provides information about aircraft operations and associated noise levels at JFK.**

- **Suggested by: The Port Authority**



SOURCE: The Port Authority, 2019.

- **Rationale: This measure would enable the Noise Office to continue providing public information about aircraft operations and their associated noise levels. The Port Authority would continue to explore future flight tracking technologies that may be beneficial to the functions of the Noise Office and the needs of communities.**

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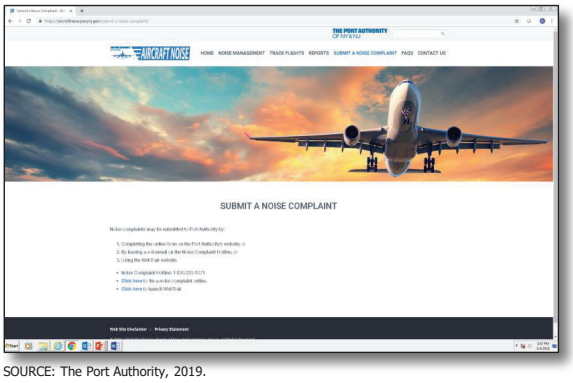
Maintain Noise Complaint Management System

- **Description: This measure involves continuing to operate the existing noise complaint management system, which the Port Authority uses to collect and manage noise complaint information for each of the airports in its system.**

- **Suggested by: The Port Authority**

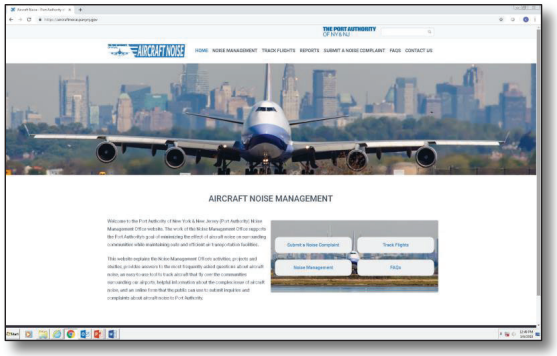


SOURCE: The Port Authority, 2019.

- **Rationale: This measure would enable the Noise Office to continue efficient collection and reporting of noise complaints associated with aircraft operations at JFK. The Port Authority would continue to explore future noise complaint management functionality that may be beneficial to the functions of the Noise Office and the needs of communities.**

Maintain Noise Office Website

- **Description: This measure involves continuing to operate the existing Noise Office website, which serves as a single point of entry to all of the publicly-available information and services provided by the Noise Office.**
- **Suggested by: The Port Authority**



SOURCE: The Port Authority, 2019.

- **Rationale: This measure would enable the Noise Office to continue providing a single point of entry to all of the publicly-available information and services associated with JFK provided by the Noise Office. The Port Authority would continue to upgrade the website to incorporate future functionality that would be beneficial to the Noise Office and the needs of communities.**

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DRAFT – SUBJECT TO CHANGE

Continue Community Outreach Activities

- **Description: This measure involves the Port Authority's continued participation in the New York Community Aviation Roundtable, which exists to establish a meaningful dialogue between the airport community and residential communities.**
- **Suggested by: The Port Authority**
- **Rationale: This measure would enable the Noise Office to support and maintain meaningful dialogue with communities, the FAA, and other aviation stakeholders regarding aircraft noise at JFK.**

Establish and Manage a Fly Quiet Program

- **Description: This measure involves developing a program that encourages pilots and air traffic controllers to use noise abatement techniques for JFK operations. The program would also document the enforcement of the existing $250 penalty for aircraft departures that exceed the 112 PNdB* departure noise limit at JFK.**

SOURCE: The Port Authority, 2019.

- **Suggested by: TAC**
- **Rationale: This measure would enable the collaborative development and management of solutions to abate noise from aircraft operations at JFK.**

* PNdB: Perceived noise decibels.

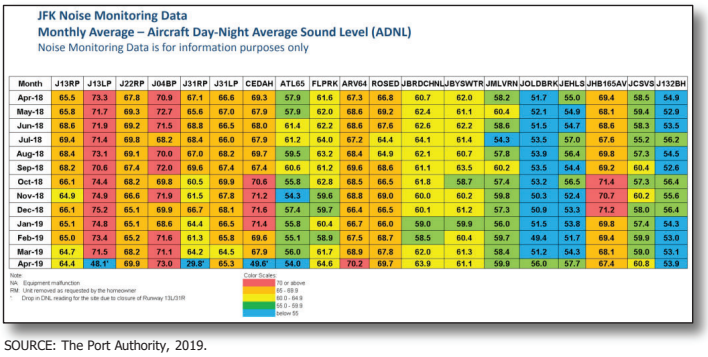
John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17
DRAFT – SUBJECT TO CHANGE

Make Aircraft Noise Contours Available in a Geographic Information System (GIS)

- **Description: This measure involves making JFK DNL 65, 70, and 75 contours publicly available in an electronic form.**
- **Suggested by: TAC**
- **Rationale: This measure could provide the public, land use planning agencies, and other stakeholders with easy access to future condition JFK noise contours to enhance awareness and decision-making regarding aircraft noise.**
- **This measure has already been implemented; a web page was produced during the NEM phase of the JFK 14 CFR Part 150 Study. The Port Authority would maintain access to the existing web page.**

Post Monthly Color-Coded DNL Values on Port Authority Website

- **Description: This measure involves modifying the Port Authority's reports of monthly noise monitor DNL values to incorporate a color intensity scale.**
- **Suggested by: TAC**



JFK Noise Monitoring Data
Monthly Average – Aircraft Day-Night Average Sound Level (ADNL)
Noise Monitoring Data is for information purposes only

Month	J13RP	J13LP	J22RP	J04BP	J31RP	J31LP	CEDAH	ATL65	FLPRK	ARV64	ROSED	JBRDCHNL	JBYSWTR	JMLVRN	JOLDBRK	JEHLS	JHB165AV	JCSVS	J132BH
Apr-18	65.5	73.3	67.8	70.9	67.1	66.6	69.3	57.9	61.6	67.3	66.8	60.7	62.0	58.2	51.7	55.0	69.4	58.5	54.9
May-18	65.8	71.7	69.3	72.7	65.6	67.0	67.9	57.9	62.0	68.6	69.2	62.4	61.1	60.4	52.1	54.9	68.1	59.4	52.9
Jun-18	68.6	71.9	69.2	71.5	68.8	66.5	68.0	61.4	62.2	68.6	67.6	62.6	62.2	58.6	51.5	54.7	68.6	58.3	53.5
Jul-18	69.4	71.4	69.8	68.2	68.4	66.0	67.9	61.2	64.0	67.2	64.4	64.1	61.4	54.3	53.5	57.0	67.6	55.2	56.2
Aug-18	68.4	73.1	69.1	70.0	67.0	68.2	69.7	59.5	63.2	68.4	64.9	62.1	60.7	57.8	53.9	56.4	69.8	57.3	54.5
Sep-18	68.2	70.6	67.4	72.0	69.6	67.4	67.4	60.6	61.2	69.6	68.6	61.1	63.5	60.2	53.5	54.4	69.2	60.4	52.6
Oct-18	66.1	74.4	68.2	69.8	60.5	69.9	70.6	55.8	62.8	68.5	66.5	61.8	58.7	57.4	53.2	56.5	71.4	57.3	56.4
Nov-18	64.9	74.9	66.6	71.9	61.5	67.8	71.2	54.3	59.6	68.8	69.0	60.0	60.2	59.8	50.3	52.4	70.7	60.2	55.6
Dec-18	66.1	75.2	65.1	69.9	66.7	68.1	71.6	57.4	59.7	66.4	66.5	60.1	61.2	57.3	50.9	53.3	71.2	58.0	56.4
Jan-19	65.1	74.8	65.1	68.6	64.4	66.5	71.4	55.8	60.4	66.7	66.0	59.0	59.9	56.0	51.5	53.8	69.8	57.4	54.3
Feb-19	65.0	73.4	65.2	71.6	61.3	65.8	69.6	55.1	58.9	67.5	68.7	58.5	60.4	59.7	49.4	51.7	69.4	59.9	53.0
Mar-19	64.7	71.5	68.2	71.1	64.2	64.5	67.9	56.0	61.7	68.9	67.8	62.0	61.3	58.4	51.2	54.3	68.1	59.0	53.1
Apr-19	64.4	48.1*	69.9	73.0	29.8*	65.3	49.6*	54.0	64.6	70.2	69.7	63.9	61.1	59.9	56.0	57.7	67.4	60.8	53.9

Note:
NA: Equipment malfunction
RM: Unit removed as requested by the homeowner
*: Drop in DNL reading for the site due to closure of Runway 13L/31R

Color Scales:
70 or above
65 - 69.9
60 0 - 64.9
55 0 - 59.9
below 55

SOURCE: The Port Authority, 2019.

- **Rationale: This measure could provide the public, land use planning agencies, and other stakeholders with noise monitoring reports that are easier to read and interpret.**
- **This measure has already been implemented; the Port Authority's monthly DNL reports are now color-coded.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17
DRAFT – SUBJECT TO CHANGE

Update the Noise Exposure Maps

- **Description: This measure involves updating the JFK NEMs in the future if any change in the operation of the airport creates one or both of the following*:**
  - **A "substantial, new noncompatible use" (increase of 1.5 dB that creates a new noncompatible use)**
  - **A "significant reduction in noise over existing noncompatible uses" (reduction of 1.5 dB that changes a noncompatible use into a compatible use)**
- **Suggested by: The Port Authority**
- **Rationale: This measure is required by 14 CFR Part 150, Section 150.21(d).**

* 14 CFR Part 150, Section 150.21(d).

Update the Noise Compatibility Program

- **Description: This measure involves updating the NCP if a revised NEM deems it necessary. Examples of changes that may require an NCP update include:**
  - **Large additions of noncompatible land uses**
  - **New NCP elements required to achieve land use compatibility**
- **Suggested by: The Port Authority**
- **Rationale: This measure is required by 14 CFR Part 150, Section 150.23(e)(9).**

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Solicit TAC Member Input

Input Solicitation Process

- Each TAC member is asked to select the measures that reflect their priorities based on the information presented during the TAC meeting
- The following slides will contain three rounds of polling
- TAC members can identify the same measures in each round or select different measures in each round that reflect their range of priorities
- All selections are weighted equally. A summary slide will reflect the overall results of the polling

John F. Kennedy International Airport – 14 CFR Part 150 Study
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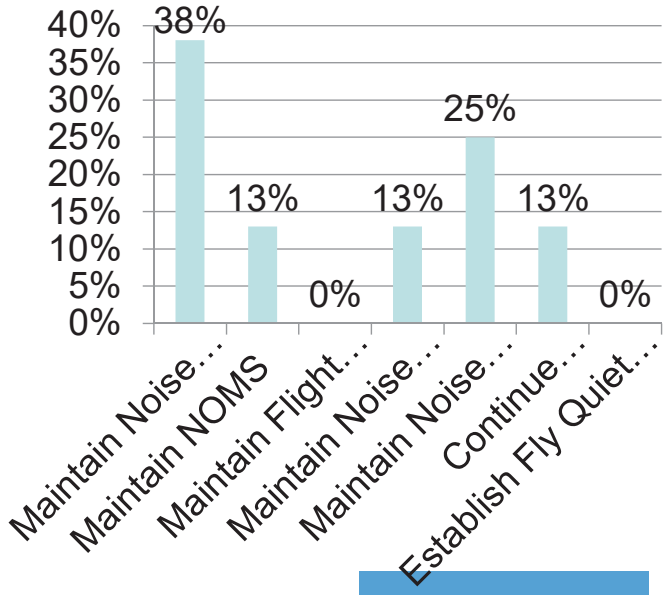
Select your top-priority Program Management measure.* We will do this three times.

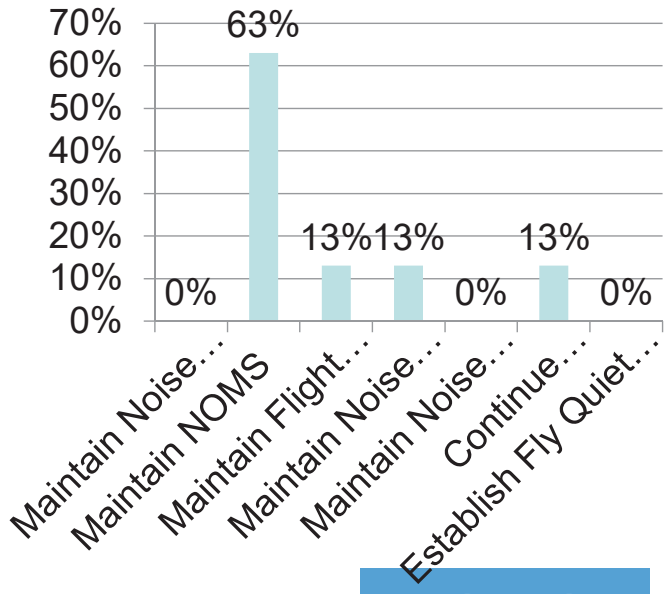
1. Maintain Noise Office
2. Maintain NOMS
3. Maintain Flight Tracking Portal
4. Maintain Noise Complaint System
5. Maintain Noise Office Website
6. Continue Community Outreach
7. Establish Fly Quiet Program



* GIS and color-coded DNL measures excluded because they have already been implemented. Regulatory-required measures excluded because they must be present in the NCP.

Select your top-priority Program Management measure.* This is the second of three rounds of polling.

1. Maintain Noise Office
2. Maintain NOMS
3. Maintain Flight Tracking Portal
4. Maintain Noise Complaint System
5. Maintain Noise Office Website
6. Continue Community Outreach
7. Establish Fly Quiet Program



* GIS and color-coded DNL measures excluded because they have already been implemented. Regulatory-required measures excluded because they must be present in the NCP.

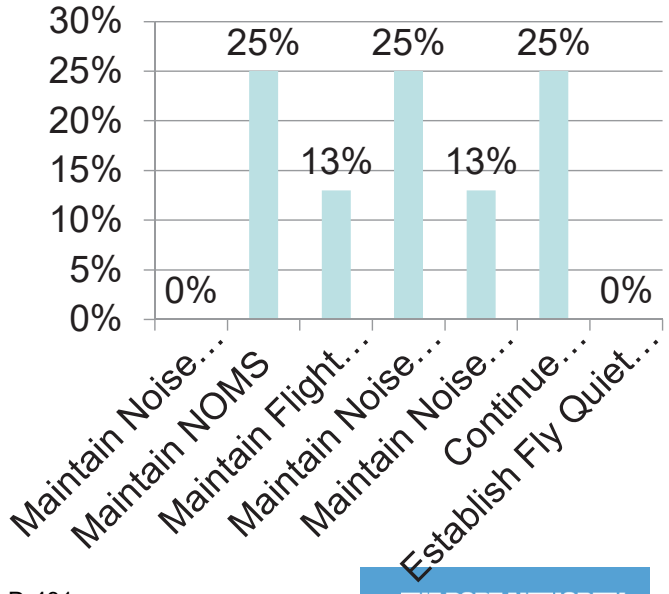
ESA Study Team

THE PORT AUTHORITY OF NY & NJ

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

Select your top-priority Program Management measure.* This is the third of three rounds of polling.

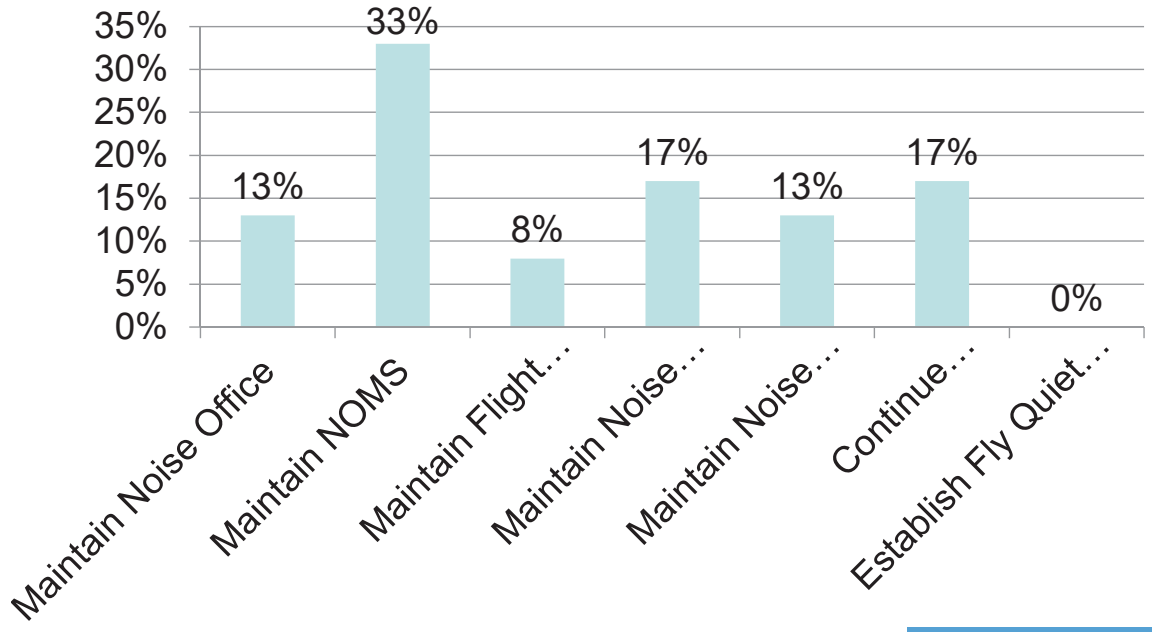
1. Maintain Noise Office
2. Maintain NOMS
3. Maintain Flight Tracking Portal
4. Maintain Noise Complaint System
5. Maintain Noise Office Website
6. Continue Community Outreach
7. Establish Fly Quiet Program



* GIS and color-coded DNL measures excluded because they have already been implemented. Regulatory-required measures excluded because they must be present in the NCP.

ESA Study Team

THE PORT AUTHORITY OF NY & NJ



John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

Status of JFK NCP

Status of JFK NCP

- **The Port Authority submitted the preliminary draft JFK NCP to the FAA on August 30, 2019**
- **The Port Authority and Study Team expect to release the Draft JFK NCP for public review: During the 2nd Quarter of 2020***
- **The Port Authority and Study Team expect the public workshop and public hearing to be held: During the 2nd Quarter of 2020***

* All years are calendar years.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Review the Project Schedule

Review the NCP Schedule

NCP Phase Milestones	
Date	**Milestone**
2017 – 1st Quarter to 2018 – 4th Quarter*	Development and evaluation of NCP strategies
2018 – 4th Quarter to 2019 – 4th Quarter*	Completion of noise abatement, land use, and program management strategy evaluation and selection
	Preliminary Draft 14 CFR Part 150 Study NCP for FAA review
	TAC Meeting No. 17
2020 – 2nd Quarter to 3rd Quarter*	Final Draft 14 CFR Part 150 Study NCP for formal public review
	Public comment period and public workshop/hearing
	Submission of Final 14 CFR Part 150 Study NCP to FAA
2020 – 3rd Quarter*	FAA's 180-day review period begins
2021 – 1st Quarter*	Completion of FAA's 180-day review period
	Release of FAA's Record of Approval
	Release of the Final 14 CFR Part 150 Study NCP to the public
	TAC Meeting No. 18 TBD (after JFK NCP approval has been announced in the Federal Register)
* Subject to change. All years are calendar years.	

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

Future TAC Meeting Dates

- **TAC Meeting 18: TBD (after JFK NCP approval has been announced in the Federal Register)**

Public Comment on TAC Presentation

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

Adjourn

Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Chris Sequeira, Deputy Project Director & JFK Technical Director
- Website: https://aircraftnoise.panynj.gov/
- E-Mail: NYPart150@panynj.gov

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17

SUPPLEMENTAL SLIDES

Highlights from Previous JFK TAC Meetings

- TAC Meeting No. 1 (June 10, 2015) - Introduction to the Technical Advisory Committee
  - Committee member introductions
  - Background, purpose, and objectives of the JFK 14 CFR Part 150 Study
  - Role of the TAC
  - TAC charter and participation agreement
- TAC Meeting No. 2 (August 5, 2015) - Principles of Noise
  - Acoustics principles, noise metrics, and aircraft noise assessment methods
  - JFK 14 CFR Part 150 Study data collection process
- TAC Meeting No. 3 (October 6, 2015) - 14 CFR Part 150 Study Requirements
  - 14 CFR Part 150 federal regulation
  - Noise modeling inputs and airport activity forecast
  - Update on Study Protocol development process

Highlights from Previous JFK TAC Meetings (cont.)

- **TAC Meeting No. 4 (December 9, 2015) - Land Use and Noise Model Inputs**
  - Review the preliminary Existing Land Use map
  - Review the preliminary noise modeling inputs (flight tracks and departure/arrival altitude profiles)

- **TAC Meeting No. 5 (March 15, 2016) - Noise Model Inputs**
  - Review the aviation activity forecast
  - Samples of "custom" (user-defined) arrival and departure profiles

- **TAC Meeting No. 6 (April 13, 2016) - Aircraft Noise Levels**
  - Status of FAA approval for forecast and noise modeling inputs
  - Review of user-defined profiles
  - Comparison of sound levels produced by common aircraft at JFK

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17
SUPPLEMENTAL SLIDES

Highlights from Previous JFK TAC Meetings (cont.)

- **TAC Meeting No. 7 (June 22, 2016) – Aircraft Noise Contours**
  - Update on development of user-defined profiles
  - Review of the preliminary draft noise exposure contours

- **TAC Meeting No. 8 (August 17, 2016) – Noise Exposure Analysis**
  - Further details on preliminary draft noise exposure analysis
  - Description of preliminary draft JFK Noise Exposure Map (NEM) Report
  - Overview of NCP phase

- **TAC Meeting No. 9 (October 19, 2016) – JFK Noise Control Measures**
  - Status of Draft JFK NEM Report
  - Importance of TAC involvement during NCP phase
  - Summary of existing noise control measures associated with JFK
  - Initial TAC input on potential noise control measures to consider

Highlights from Previous JFK TAC Meetings (cont.)

- **TAC Meeting No. 10 (December 14, 2016) – Noise Abatement Strategies**
  - Summary of TAC meetings #1 through #9
  - Hypothetical "what-if" scenarios involving operational changes and noise
  - Summary of key JFK flight procedures
  - Discussion of potential JFK noise abatement strategies

- **TAC Meeting No. 11 (February 15, 2017) – Land Use Strategies**
  - Contributions of arrivals and departures to JFK noise exposure
  - Summary of FAA responses to NCP strategies submitted for approval by other airport operators from 2000 through 2016
  - Summary of land use strategy types
  - Discussion of potential JFK land use strategies

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17
SUPPLEMENTAL SLIDES

Highlights from Previous JFK TAC Meetings (cont.)

- **TAC Meeting No. 12 (April 19, 2017) – Noise Abatement and Program Management Strategies**
  - Several noise abatement strategies to be modeled
  - Types of program management strategies
  - Existing JFK program management strategies
  - Program management strategies suggested by the TAC and the public

- **TAC Meeting No. 13 (June 21, 2017) – Noise Abatement Strategies**
  - Additional noise abatement strategies to be modeled
  - Notification to the TAC that noise abatement strategies submitted after TAC Meeting 13 will be considered for inclusion in the NCP but cannot be modeled
  - Preliminary draft noise results for noise abatement strategies where modeling has been completed
  - JFK NCP preliminary outline

Highlights from Previous JFK TAC Meetings (cont.)

- **TAC Meeting No. 14 (October 18, 2017) – Noise Abatement Strategies**
  - Update on overall Study status
  - Indication that the Port Authority has discussed noise abatement strategies with the FAA and aircraft operators
  - Preliminary draft noise results for additional noise abatement strategies where modeling has been completed
- **TAC Meeting No. 15 (December 13, 2017) – Noise Abatement Strategies**
  - Significant information from previous TAC meetings
  - Common themes for JFK noise abatement strategies
  - List of all noise abatement strategies received by the Port Authority thus far
- **TAC Meeting No. 16 (June 6, 2018) – Noise Abatement Strategies**
  - Noise abatement strategies that may be recommended for the JFK NCP
  - Status of JFK NCP

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17
SUPPLEMENTAL SLIDES

Structural Soundproofing

- Retrofitting existing structures to reduce exterior-to-interior noise levels
- Significant data available on construction techniques and building materials
- Retrofitting actions vary but may include:
  - Insulation
  - Walls and roofs (thicker roof sheeting, added depth of sheetrock)
  - Windows meeting a higher Structural Transmission Class (STC) rating (generally rating 54 or above)
  - Solid-core exterior doors
  - Closure of external openings (e.g. baffling of vents and flues, caulking around windows and doors, weather-stripping)
  - Forced-air systems (to reduce the need to open windows)
- May include an upper limit on per-unit soundproofing cost
- Avigation easement routinely required as a condition of receiving soundproofing

Structural Soundproofing: *Benefits*

- Mitigates key contributors to noise impact:
  - Sleep disruption
  - Interference with normal conversation
  - TV and audio entertainment impacts
- Improved ***interior*** quality of life for residents
- Can increase energy efficiency resulting from soundproofing upgrades to homes
- Improvements add to the value of residential uses
- Airport receives avigation easement in exchange for providing soundproofing assistance
- Provides a positive economic impact (jobs and housing values)

John F. Kennedy International Airport – 14 CFR Part 150 Study
Technical Advisory Committee Meeting No. 17
SUPPLEMENTAL SLIDES
DRAFT - For Preliminary Discussion Purposes Only

Structural Soundproofing: *Challenges*

- Opening windows/doors negates value of soundproofing
- Does not mitigate impacts to outdoor activities
- Not all homes within noise contour will qualify for soundproofing
  - Appendix R of the AIP Handbook provides eligibility requirements
- Historic structures have more-stringent ordinance requirements that may prevent certain improvements and increase costs significantly
- Programs typically take decades to complete
  - O'Hare International – 10,925 homes, 22 years
  - Los Angeles International – over 20,000 homes, 31 years, almost $1 billion spent
  - San Francisco International – 15,000 homes, 30 years
  - San Diego International – over 2,694 homes, 19 years
  - Seattle Tacoma International – 9,636 homes, 31 years

Structural Soundproofing: *Challenges* (cont.)

- **Soundproofing typically focuses on structures in contours of highest noise exposure first, then proceeds outward**
- **Costs can be significant, and implementation is based on availability of funding to achieve an interior noise level of DNL 45**
- **Soundproofing actions can vary considerably from structure to structure**
- **Significant administrative requirements with the program**
- **Noncompatible land uses constructed after October 1, 1998 are generally not eligible for mitigation, as described in the FAA's March 27, 1998 policy published in the Federal Register at 63 FR 16409**
  - **DNL contours for JFK were first published on August 4, 2008. Properties constructed within those DNL contours after August 4, 2008 would not be eligible for federally funded noise mitigation.**

Technical Advisory Committee Meeting #17

Meeting Summary

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Technical Advisory Committee No. 17

14 CFR Part 150 Study – John F. Kennedy Airport

October 16, 2019 – 1:00 PM to 4:15 PM

Attendees:

TAC Members	
Name	**Representing**
Andrew Brooks	FAA – Airport Division
Ed Knoesel	FAA – NY ADO
Steve Kapsalis	FAA – NY ADO
Aryeh Lemberger	Nassau County, Traffic Engineering/Planning
Scott Solomon	New York City Department of City Planning (NYCDCP)
Chung Chan	New York City Department of Environmental Protection (NYCDEP)
Hermanoschy Bernard	New York City Economic Development Corp (NYCEDC)
David Hopkins	New York City Economic Development Corp (NYCEDC)
Barbara Brown	New York Community Aviation Roundtable (NYCAR)
Nick Dmytryszyn	PANYNJ
Stacey Gilbert	PANYNJ
Jane Herndon	PANYNJ
Kelly Mitchell	PANYNJ
Hersh Parekh	PANYNJ

Ralph Tamburro	PANYNJ
Adeel Yousuf	PANYNJ
Allan Swisher	Queens Borough President's Office
Larry Hoppenhauer	Town of Hempstead - TVASNAC
Marilyn Chapoteau	Town of North Hempstead/Quietskies.net
Len Schaier	Town of North Hempstead/Quietskies.net

Public
Name
Eric Raboin – Jones Payne Group
Yvette Greene-Dennis – Crescent Consulting

Study Team	
Name	**Representing**
Steve Alverson	ESA
Mike Arnold	ESA
Chris Sequeira	ESA
Leslie Black	FHI
Maura Fitzpatrick	FHI
Ryan Walsh	FHI
Andra Horsch	Nicholas & Lence

Welcome and Introductions

Kelly Mitchell (PANYNJ) welcomed Technical Advisory Committee (TAC) members to the 17th JFK 14 CFR Part 150 Study TAC meeting. She noted that the Noise Compatibility Program (NCP) consists of three categories of NCP measures: noise abatement, land use, and program management measures. The PANYNJ has considered noise abatement, land use, and program management strategies. Since the June 2018 TAC Meeting #16, the Study Team has conducted analysis of land use and program management strategies in particular for the four ongoing 14 CFR Part 150 Studies, including JFK, EWR, and TEB. Kelly thanked all TAC members for their continued participation in and commitment to the study process.

Ryan Walsh (FHI) served as the meeting's facilitator and welcomed TAC members as well. He reviewed the purpose and objectives of the TAC as well as his role as facilitator. He then asked the attendees to introduce themselves.

Steve Alverson (ESA) reviewed the meeting agenda and the 14 CFR Part 150 study process (Slide 6).

TAC Comments:

- Len Schaier (Town of North Hempstead/Quietskies.net) noted that Slide 6 references the term "Prepare documentation" under the topic of "Develop NCPs". He asked if documentation materials are at FAA for review. Steve Alverson (ESA) responded that the FAA is reviewing the preliminary draft NCP document.

Steve Alverson (ESA) reviewed major NCP strategy options (Slide 7) that were covered at previous TAC meetings.

Noise Abatement Measures Update (Presentation slides #8 – 10)

Chris Sequeira (ESA) presented noise abatement measures being recommended for the JFK 14 CFR Part 150 NCP. Mr. Sequeira reminded the TAC that graphics are included in previous TAC Meeting presentations and can be reviewed on the project website: (http://panynjpart150.com/JFK_TAC.asp - TAC Meeting Nos. 10 through 16).

Noise abatement measures being recommended for the JFK NCP include:

- Implement "Tighten SKORR" departure procedure
- Turn Runway 22L and 22R departures to heading 240 at night
- Reduce Runway 31L intersection departures at night
- Combine "Tighten SKORR" departure procedure with "Reduce Runway 31L intersection departures at night"

- Implement Noise Abatement Departure Procedures (NADPs) on a voluntary basis for each runway end

Additional noise abatement measures being recommended for the JFK NCP that are new since TAC Meeting #16 include (Slide #10):

- Implement nighttime Optimized Profile Descent (OPD) procedures
- FAA to coordinate with PANYNJ on implementation of NextGen procedures

TAC Comments:

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if OPD is the same as Continuous Descent Approach (CDA). Chris Sequeira (ESA) responded affirmatively.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if benefits to the DNL 55 contour from these measures could be shown on the contour map. Chris Sequeira (ESA) stated that the potential noise benefits of the nighttime OPD procedures had not been modeled for DNL 60 and 55 contours.

- Barbara Brown (NYCAR) stated that NYCAR had made a request for a 14 CFR Part 161 Study to restrict nighttime flights over residential areas north of JFK, which was considered as part of the 14 CFR Part 150 study but not recommended. NYCAR was told that a 14 CFR Part 161 study could not be pursued until after the 14 CFR Part 150 Study was finished. Ms. Brown noted southeast Queens concerns regarding noise from aircraft departures. Steve Alverson (ESA) responded that there has only been one successful 14 CFR Part 161 Study (for the Naples Airport) conducted to date. The 14 CFR Part 150 NCP documentation will contain a section about measures that are not being recommended. Kelly Mitchell (PANYNJ) added that uses of the Airport by aircraft cannot be restricted because of federal grant assurance requirements.

- Barbara Brown (NYCAR) noted that communities in the Rosedale-Elmont corridor are impacted by aircraft noise. Steve Alverson (ESA) noted that this area may benefit from sound insulation. He added that all other less-restrictive measures have to be implemented before more-restrictive measures included in any FAA-approved 14 CFR Part 161 Study can be implemented (such as nighttime operational restrictions).

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) commented on the noise abatement measures being recommend for the JFK NCP (Slide 9) stating his concern that only five recommendations were being moved

forward. NYCAR members were told at their last meeting that the FAA was reviewing all measures. Steve Alverson (ESA) explained that PANYNJ makes the recommendations to be carried forward to FAA, and then provided the timeline for review. Andrew Brooks (FAA) noted that the documentation the FAA has is a summation of progress to date. Measures not being recommended are also documented in the record. The appendices will include documentation of discussions that supported PANYNJ's recommendations.

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) stated his disappointment that the TAC is not hearing more about noise abatement measures, as objections were strongly raised at the previous TAC meeting that the noise abatement measures being recommended affected the areas with the lowest populations. He stated that the areas to the west, north, and east of JFK would not be benefited by the recommended measures.

- Aryeh Lemberger (Nassau County) commented that Nassau County is primarily impacted in the Five Towns area by arrivals to Runway 31R. He asked if the NCP would detail what was and was not recommended. Chris Sequeira (ESA) responded affirmatively. Mr. Lemberger expressed the hope that the document will look at differences between operational and land use measures in terms of costs and time-of-day impacts.

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) asked when the TAC voted on these recommendations, as he did not recall voting on them. Chris Sequeira (ESA) noted that feedback from the TAC on the noise abatement recommendations was received during TAC Meeting #16.

Land Use Measures (Presentation slides #11 – 35)

Chris Sequeira (ESA) presented the JFK Future Condition (Year 2021) DNL 65, 70, and 75 contours (Slide 12). He then reviewed two types of land use strategies (Slide 13): corrective strategies that mitigate noise impacts on existing noncompatible land uses; and preventative strategies to prevent the introduction of new noncompatible land uses. In total, 23 land use strategies were suggested for analysis, with five being carried forward as recommendations for the NCP.

Those measures are:

- Acquire noncompatible residential parcels
- Sound insulate eligible dwelling units

- Sound insulate non-residential noise-sensitive structures
- Provide positive ventilation to eligible residential and non-residential noise-sensitive structures
- Include aircraft noise in real estate disclosures

Land Use Measures Being Recommended for the JFK NCP (LGA 14 CFR Part 150 TAC # 17 presentation slides #15 – 26)

Chris Sequeira (ESA) presented the first corrective measure, acquisition of noncompatible residential parcels (Slide 16). Land acquisition involves acquiring noncompatible residential parcels then changing the designated land use so that it is compatible with aircraft noise or modifying residential structures so that they are compatible without a change in land use. The PANYNJ has not identified any areas or residential properties for acquisition to date.

TAC Comments:

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) asked if there is a timeframe for the land acquisition decision. Steve Alverson (ESA) responded that the intention is to have the land acquisition measure approved in the NCP so that land acquisition decisions could be made by the PANYNJ at a later time in the future. Any land acquisitions, if made, would likely be small in number.

- Barbara Brown (NYCAR) asked whether this measure is feasible as there are no vacant properties to acquire. Steve Alverson (ESA) stated that there would be limited properties eligible for acquisition. Jane Herndon (PANYNJ) added that the PANYNJ does not intend to acquire any significant number of neighborhood properties. Instead, the PANYNJ prefers sound insulation for noise mitigation, as maintaining community cohesion is a priority.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked whether the land use measures would only be applied within the DNL 65 and higher contours. Chris Sequeira (ESA) responded that the corrective measures would only be applied in areas exposed to noise levels of DNL 65 and higher, but that preventative measures are not restricted to the DNL 65 contour.

Chris Sequeira (ESA) presented the corrective measure of sound insulation of eligible dwelling units (Slides 17-18) that involves insulating noncompatible

dwelling units to reduce average interior noise to DNL 45 and provide at least a 5 dB improvement to the structures' noise level reduction. He then reviewed the federal funding requirements for sound insulation eligibility. He noted that property owners would be required to convey an avigation easement to the Port Authority in exchange for receiving sound insulation. He added that the schedule for implementation of this type of program can be several decades.

TAC Comments:

- Barbara Brown (NYCAR) asked for clarification about the avigation easements for aircraft overflights on properties. Andrew Brooks (FAA) explained that a permanent easement would be conveyed to the PANYNJ in exchange for sound insulation.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked for further clarification of the 5 dB improvement. Andrew Brooks (FAA) responded that corrective action could be taken if interior measurements exceed 45 dB. After the insulation is installed, post-installation noise measurements are conducted to confirm that the interior noise levels are 5 dB lower than prior to installation. The PANYNJ's sound insulation program contractor would work with an acoustics engineer to measure exterior and interior noise levels to reach that determination.

- David Hopkins (NYCEDC) asked how the noise level testing is conducted. Steve Alverson (ESA) noted that acoustic engineers use speakers to generate a constant noise source and then measure the exterior and interior noise levels at several locations in the dwelling being evaluated to determine that the dB reduction has been achieved.

  Barbara Brown (NYCAR) noted that the Study Team stated that homes constructed after August 4, 2008 would not be eligible for federally funded noise mitigation. She asked how the contours published on August 4, 2008 were made publicly available. She added that it is likely that anyone building new housing might not be aware that they are within the DNL 65 contour. Andrew Brooks (FAA) responded that the FAA policy cited has been in effect since 1998, but JFK did not have publicly available noise contours until August 4, 2008. He added that remodeled homes may still be eligible for sound insulation so long as they were constructed before August 4, 2008.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked whether the Department of Buildings is notified of aircraft noise exposure levels

and whether residents need to ask the Department the question of whether or not they are within the DNL 65 contour. Andrew Brooks (FAA) responded that the contour maps are publicly available, and the expectation is that someone could learn that they are located within the DNL 65 contour. The Department of Buildings is not directly notified.

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) stated that certain buildings such as hospitals, schools, and nurseries have already received insulation from the PANYNJ and asked how that occurred. Jane Herndon (PANYNJ) responded that the PANYNJ conducted a school insulation sound program, which began in the mid-1980s, as a separate initiative. There has been no other sound insulation program around the Airport using FAA grants to date. Andrew Brooks (FAA) noted that government agency airport sponsors such as the PANYNJ are eligible to receive federal FAA Airport Improvement Program (AIP) grants for improvements such as sound insulation for schools in the vicinity of an airport.

- Barbara Brown (NYCAR) asked whether the sound insulation already installed in schools would need to be reevaluated. Andrew Brooks (FAA) responded that the standards for sound insulation have not changed since the PANYNJ school sound insulation program was implemented, so the schools continue to be compatible.

- Aryeh Lemberger (Nassau County) stated that the sound insulation program, if applied to 14,000 units, would be very costly and asked whether the PANYNJ had done an analysis to utilize this money for airport improvements rather than noise mitigation for residences. Jane Herndon (PANYNJ) responded that, as part of the potential noise abatement measures analysis, there were some suggestions to reorient runways, but these recommendations have not been carried forward by PANYNJ. She added that sound insulation is very effective in addressing quality of life issues and added that the estimated weighted average cost would be $76,000 per dwelling for the construction aspect of the JFK program (that is, excluding soft costs).

- Aryeh Lemberger (Nassau County) asked what happens if sound insulation cannot sufficiently reduce the DNL within a dwelling unit. Steve Alverson (ESA) responded that the sound insulation treatment is designed to be effective. Andrew Brooks (FAA) added that above DNL 75, sound insulation is not an option because it is not effective in reducing such noise levels.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked whether it made more sense to give building owners money to make improvements on their own. Steve Alverson (ESA) responded that homeowners may then sell the property without making changes, meaning that the high interior noise levels would persist.

- Barbara Brown (NYCAR) asked about people waiting for mitigation that could take years. Mike Arnold (ESA) responded that mitigation would likely be prioritized in order of highest noise levels.

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) asked why PANYNJ expects to receive real feedback from the public on the sound insulation measure when funding and timing for the program are undecided. Mike Arnold (ESA) responded that the sound insulation measure must first be approved by the FAA before funding and timelines can be determined.

Chris Sequeira (ESA) presented the corrective measure of positive ventilation to eligible residential and non-residential noise-sensitive structures (Slides 21-22).

TAC Comments:

- David Hopkins (NYCEDC) asked if the sound insulation program included air conditioning. Andrew Brooks (FAA) responded that dwelling units may be eligible for air conditioning if air conditioning is not already present in the structure.

Steve Alverson (ESA) reviewed the Residential Sound Insulation Program process (Slide 24) with the TAC.

Chris Sequeira (ESA) then presented the preventative measure to include aircraft noise in real estate disclosures associated with the buying and selling of property in the vicinity of JFK. The PANYNJ does not have authority over local land use or State real estate law but can assist municipalities with evaluation if they express an interest in implementing this preventative measure. Mr. Sequeira reviewed the advantages and disadvantages of real estate disclosure (Slides 25-26).

TAC Comments:

- Aryeh Lemberger (Nassau County) asked if conveying avigation easements in exchange for sound insulation is required by law and what

is the potential impact on property values. He stated that Nassau County is not in favor of any requirement that would negatively impact property values. Kelly Mitchell (PANYNJ) explained that avigation easements are not required by law, but are the PANYNJ's preference in exchange for sound insulation.

- Barbara Brown (NYCAR) called attention to LAX, noting that people there were not asked to sign avigation easements in order to receive sound insulation. Steve Alverson (ESA) noted that the LAX sound insulation program is funded by Los Angeles World Airports but administered by various cities surrounding LAX. He noted that the case Barbara Brown (NYCAR) cited was in relation to the City of El Segundo's sound insulation program.

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if homeowners do not sign an avigation easement whether they are then denied insulation. Steve Alverson (ESA) responded affirmatively and noted that residents at other airports are interested in signing avigation easements to get sound insulation because the improvements add to their property value in addition to reducing the interior aircraft noise levels.

- David Hopkins (NYCEDC) asked whether implementation of real estate disclosures would require a change in NY State law, or whether the City of New York has the authority to implement the disclosures. Jane Herndon (PANYNJ) responded that the legal issues are outside of the scope of the Study, and that stakeholders can talk to their local government officials and associated municipal legal counsels about how real estate disclosures could be implemented.

- Aryeh Lemberger (Nassau County) asked if implementation of real estate disclosures is recommended in the NCP. Chris Sequeira (ESA) responded affirmatively and added that PANYNJ cannot implement this program but would support the land use agencies if they choose to do so. The PANYNJ cannot dictate what a municipality or land use agency does. Andrew Brooks (FAA) added that in the NCP, for each recommendation there is a full description and rationale for the recommendation. In addition, it will be identified who is responsible for implementing the recommendation, the funding sources necessary, and a schedule for implementation.

- Aryeh Lemberger (Nassau County) noted that an avigation easement simply protects the PANYNJ from legal exposure going forward.

Land Use Strategies Not Recommended for the JFK NCP (Presentations slides #27 - 29)

Chris Sequeira (ESA) reviewed strategies evaluated but not recommended in the NCP (Slide 28) including:

- Acquire avigation easements – Mr. Sequeira emphasized that this item is related to acquiring stand-alone avigation easements without sound insulation.
- Implement rezoning of land uses
- Establish transferrable development rights
- Provide purchase assurances for properties in the DNL 65 Contour
- Implement sound attenuation for new development
- Place a moratorium on development, growth, and expansion of JFK until noise mitigation measures have been implemented

TAC Comments:

- Aryeh Lemberger (Nassau County) stated that if acquiring avigation easements as a stand-alone measure is not recommended, then it does not make sense to include this as part of other measures recommended for the program. Mike Arnold (ESA) responded that the avigation easement also serves to inform a property buyer that there will be aircraft noise exposure to the property both inside and outside of enclosed structures (such as in the yards of the property).

Solicit TAC Member Input

Ryan Walsh (FHI) introduced a ranking exercise, which asked TAC members to select their three top strategies from the five presented. TAC members could select the same strategy more than once to indicate it as a higher priority than the other strategies. Ryan Walsh (FHI) clarified that the exercise is not a vote, but instead is advisory to help the PANYNJ understand the TAC's priorities.

Ryan Walsh (FHI) then conducted the ranking exercise wherein TAC members selected which of the five land use strategies they believed should be the top priority. The results were as follows, displayed in the order presented along with the percentage of TAC members who considered it a top priority:

- Parcel Acquisition – 4%
- Residential Sound Insulation – 63%
- Non-Residential Sound Insulation – 8%

- Positive Ventilation – 8%
- Include Aircraft Noise in Sales Disclosures – 17%

Program Management Measures Being Recommended for the JFK NCP (Presentation slides #39-49)

Mike Arnold (ESA) presented program management strategies to the TAC. In total, 14 program management strategies were suggested and 10 were carried forward that include:

- Maintain existing Noise Office for interfacing with stakeholders on aircraft noise
- Maintain public flight tracking portal (Noise and Operations Management System) which provides information about aircraft operations
- Maintain noise complaint management system to collect and manage noise complaint information for each of the airports in the system
- Continue community outreach activities
- Establish and manage a Fly Quiet program
- Make aircraft noise contours available in a Geographic Information System
- Post monthly color-coded DNL Values on PANYNJ website
- Update Noise Exposure Map (NEM) in the future if any change in operation of the airport creates a "substantial, new noncompatible use" and/or a "significant reduction in noise over existing noncompatible uses"
- Update the Noise Compatibility Program (NCP) if a revised NEM deems it necessary as required by 14 CFR Part 150, Section 150.23(e)(9)

TAC Comments:

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if noise monitors will continue to be maintained. Steve Alverson (ESA) responded affirmatively.

- Barbara Brown (NYCAR) asked if these recommendations include doing something with all the data that is collected. She stated that communities need to be kept informed of shifts in flight patterns.

- Aryeh Lemberger (Nassau County) thanked Kelly Mitchell, Adeel Yousuf and the PANYNJ for providing GIS data in a very timely and helpful manner.

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) asked for more

inclusive language for community outreach than just NYCAR.

Solicit TAC Member Input

Ryan Walsh (FHI) introduced a ranking exercise that asked TAC members to select three of their top program management strategies from the first seven presented (the final three are either already implemented or are 14 CFR Part 150 requirements). TAC members could select the same strategy more than once to indicate it as a higher priority than the other strategies. Ryan Walsh (FHI) clarified that the exercise is not a vote, but instead is advisory to help the PANYNJ understand the TAC's priorities.

Ryan Walsh (FHI) then conducted the ranking exercise wherein TAC members selected which of the seven program management strategies they believed should be a top priority. The results are as follows, displayed in the order presented along with the percentage of TAC members who considered it a top priority*:

- Maintain Noise Office – 13%
- Maintain NOMS – 33%
- Maintain Flight Tracking Portal – 8%
- Maintain Noise Complaint System – 17%
- Maintain Noise Office Website – 13%
- Continue Community Outreach – 17%
- Establish Fly Quiet Program – 0%

*Totals do not equal 100% due to rounding.

Review of JFK NCP Project Schedule (Presentation slides #58 - 60)

Steve Alverson (ESA) reviewed the NCP Schedule with the TAC.

- The PANYNJ submitted the preliminary draft JFK NCP to the FAA on August 30, 2019.
- The PANYNJ and study team expect to release the draft JFK NCP for public review during the 2nd quarter of 2020.
- The PANYNJ and study team expect the public workshop and public hearing to be held during the 2nd quarter of 2020.

A future TAC Meeting #18 date is to be determined after FAA approval of the JFK NCP has been announced in the *Federal Register*. Andrew Brooks (FAA) noted that the FAA has 180 days to review the NCP except for recommended noise abatement

flight procedures, which the FAA has more than 180 days to review.

TAC Comments:

- Len Schaier (Town of North Hempstead/Quietskies.net) asked if anyone has considered increasing the use of Stewart Airport and providing a rail link between Stewart Airport and New York City. Chris Sequeira (ESA) responded that the PANYNJ does not have control over which airports airlines choose to serve. Kelly Mitchell (PANYNJ) added that under the auspices of the 14 CFR Part 150 Study process, the PANYNJ could only look at the operations of JFK. She added that the 14 CFR Part 150 Study process is not the right vehicle for advancing the suggestion of increasing the use of Stewart Airport.

- Larry Hoppenhauer (Town of Hempstead – TVASNAC) noted concern with holding a public workshop and public hearing on the same day.

- Aryeh Lemberger (Nassau County) asked for PANYNJ to seek input from Nassau County on the location for the public workshop/hearing, as it would make sense to have public meetings in the area where people are most impacted by aircraft noise.

- Barbara Brown (NYCAR) asked that the study team consult Queens residents, as the best location for a public meeting would be in communities where people are most impacted.

- Barbara Brown (NYCAR) asked that since a 14 CFR Part 161 Study is not included as a recommendation in the 14 CFR Part 150 Study, what are the next steps to proceed to get the 14 CFR Part 161 Study process implemented. This is a request of the JFK NYCAR Committee. Andrew Brooks (FAA) responded that the request needs to be sent to the PANYNJ. The 14 CFR Part 161 process is a voluntary process to be undertaken by the sponsor, who would be the PANYNJ. Steve Alverson (ESA) added that before a 14 CFR Part 161 Study is initiated, the PANYNJ would have to first take all reasonable actions to abate and mitigate noise impacts. Barbara Brown asked to whom should the NYCAR Committee address the request. Stacy Gilbert (PANYNJ) responded that the request should be sent to her office.

- Marilyn Chapoteau (Town of North Hempstead/Quietskies.net) asked about the noise abatement measure being recommended for the JFK NCP shown on Slide 9 “Implement Noise Abatement Departure

Procedures (NADPs) on a voluntary basis for each runway end". She asked if the FAA accepts this 'voluntary basis', and who would implement the measure. Steve Alverson (ESA) responded that this a PANYNJ responsibility to carry out by notifying airlines which noise abatement procedure it would like the airline to fly for a particular runway end. Typically, airlines prefer to select just one noise abatement procedure for an airport.

Public Comments:
None were presented by the public.

Kelly Mitchell (PANYNJ) concluded the meeting with thanks to all for participation in the 14 CFR Part 150 process. She encouraged all to stay involved and continue to review the website at http://www.panynjpart150.com/JFK_homepage.asp.

Adjournment

Ryan Walsh (FHI) thanked all attendees for their participation and adjourned the meeting.

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Appendix E
Public Outreach

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APPENDIX E
Public Outreach

This Appendix includes documentation of the public outreach program implemented for the Noise Compatibility Program (NCP) phase of the John F. Kennedy International Airport (JFK) Title 14 Code of Federal Regulations (CFR) Part 150 Study. Documentation in this Appendix includes copies of public information workshop materials, stakeholder meeting notes, project newsletters, and published news articles.

Public Information Workshop

- Appendix E-1 Public Information Workshop Materials – September 29, 2021

New York Community Aviation Roundtable (NYCAR) and Community Group Meetings

- Appendix E-2 Presentation to NYCAR – July 12, 2017
- Appendix E-3 Presentation to Eastern Queens Alliance (EQA) – July 26, 2017
- Appendix E-4 Presentation to NYCAR – June 4, 2018

Local Jurisdiction Meetings and Correspondence

- Appendix E-5 Land Use Agency Meeting – April 11, 2017
- Appendix E-6 Land Use Agency Meeting – June 20, 2017
- Appendix E-7 Land Use Agency Meeting – June 27, 2017
- Appendix E-8 Land Use Agency Correspondence

Study-Specific Meetings

- Appendix E-9 FAA Meeting – January 20, 2017
- Appendix E-10 FAA Meeting – February 22, 2017
- Appendix E-11 FAA Meeting – April 20, 2017
- Appendix E-12 FAA Meeting – July 5, 2017
- Appendix E-13 FAA and Aircraft Operator Meeting – September 8, 2017

- Appendix E-14 FAA Meeting – October 6, 2017
- Appendix E-15 FAA and Aircraft Operator Meeting – November 3, 2017
- Appendix E-16 FAA Meeting – November 16, 2017
- Appendix E-17 FAA Meeting – February 5, 2018
- Appendix E-18 FAA Meeting – February 16, 2018
- Appendix E-19 FAA Meeting – April 12, 2018

Newsletters

- Appendix E-20 JFK 14 CFR Part 150 Study NCP Phase Newsletters

Project-Related Articles

- Appendix E-21 Project-Related Newspaper Articles and Electronic Publications

E-1 Public Information Workshop Materials

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Welcome!

John F. Kennedy International Airport
Title 14 Code of Federal Regulations Part 150 Study
Public Hearing
September 29, 2021

Technical Support Help

Using Zoom

Please use the Q&A feature found at the bottom of your screen and someone will help troubleshoot.

By Text

Please text 205-697-3432

Materials

This Hearing is being recorded and the recording, as well as other materials, will be made available on the project website at:

http://panynjpart150.com/JFK_DNCP.asp.

PORT AUTHORITY NY NJ AIR LAND RAIL SEA

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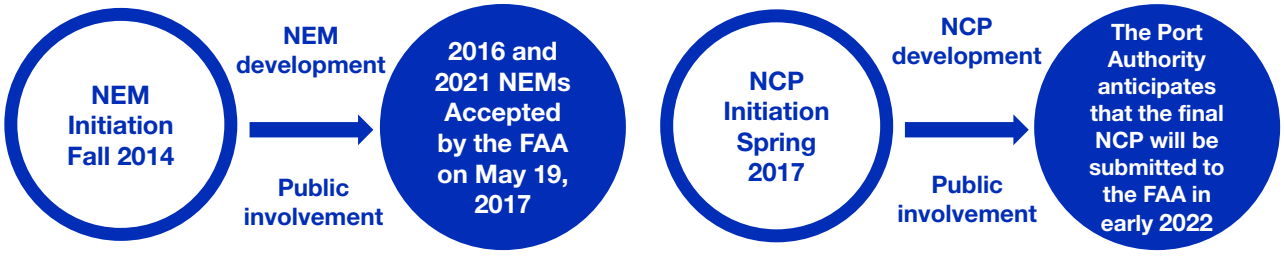
The JFK 14 CFR Part 150 Study Timeline



Each comment received on the Draft NCP Report will be addressed by the Port Authority and considered equally by the FAA in their decision-making process.

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Noise Compatibility Program (NCP)

An **NCP** contains recommended noise control strategies that have been selected by an airport operator as measures for possible implementation, subject to FAA review and approval.

Noise abatement strategies address noise at the source to lessen the impact on noncompatible land uses.

Noise mitigation strategies address noise at the receiver.

Land use strategies refer to the way an airport operator may implement changes to improve or reduce noncompatible land uses.

Programmatic strategies refer to the way an airport operator implements its noise abatement, noise mitigation, and community outreach efforts.

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Submitting Comments

All formal comments on the JFK Draft NCP Report will become part of the official record and must be submitted to the Port Authority by October 15, 2021.

Public Hearing:
Comments can be submitted at this Public Hearing.

Regular Mail:
The Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street
18th Floor
New York, NY 10007
Attn: Kelly Mitchell

Email:
NYPART150@panynj.gov

Please visit the study website for more information:
http://panynjpart150.com/JFK_DNCP.asp

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Public Hearing Information

Hearing Facilitator: Ryan Walsh

Time Limit: 3 minutes

Additional Information:

- Please use the “raise your hand” feature or notify us via the Q&A feature if you are unable to use the raise your hand feature and would like to speak.
- Call-in users press *9 to request to speak.
- At the beginning of your comment, state your name and address for the court reporter to accurately capture your information for the record.

PORT AUTHORITY NY NJ AIR LAND RAIL SEA

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Attn: Kelly Mitchell

Email:
NYPART150@panynj.gov

Please visit the study website for more information:
http://panynjpart150.com/JFK_DNCP.asp

PORT AUTHORITY NY NJ AIR LAND RAIL SEA

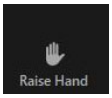
Materials

Today's Public Hearing materials will be posted on the project website at:

http://panynjpart150.com/JFK_DNCP.asp.

PORT AUTHORITY NY NJ AIR LAND RAIL SEA

The Public Hearing is currently on hold and will resume when additional attendees join the meeting (please raise your digital hand or press *9 if you would like to provide a comment).



The Public Hearing will conclude at **9:00 pm**.

Welcome!

John F. Kennedy International Airport
Title 14 Code of Federal Regulations Part 150 Study
Public Workshop
September 29, 2021

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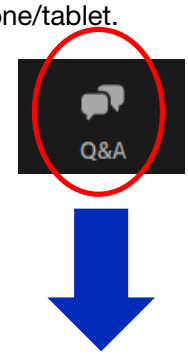
Submitting a Question

By Zoom:

During the question and answer period, please select the Q&A chat box found at the bottom of your computer screen or on your smart phone/tablet.



By Text

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PORT AUTHORITY NY NJ AIR LAND RAIL SEA

Hearing to begin at 7:00 PM

Shortly after the conclusion of Public Information Workshop, the Port Authority will be holding a separate virtual Public Hearing that will begin at 7:00 pm.

Please use the same Zoom link you used to join this workshop to rejoin for the Public Hearing.

Submitting Comments

All formal comments on the JFK Draft NCP Report will become part of the official record and must be postmarked by **October 15, 2021**.

Public Hearing:

Comments can be submitted at the Public Hearing, which starts at 7pm tonight – use the same Zoom link to join.

Regular Mail:

The Port Authority of New York and New Jersey
4 World Trade Center
150 Greenwich Street
18th Floor
New York, NY 10007
Attn: Kelly Mitchell

Email:

NYPART150@panynj.gov

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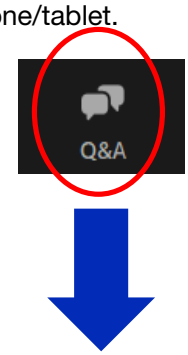

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纽约与新泽西港口事务管理局
可用性通知 -《噪声兼容性计划草案》及
公共信息研讨会和公共听证会通知
《联邦法规》第 14 篇第 150 部分
肯尼迪国际机场 (JFK) 和拉瓜迪亚机场 (LGA) 机场噪声兼容性规划研究

作为正在进行的机场噪声兼容性规划研究（第 150 部分研究）的一部分，纽约与新泽西港口事务管理局（港务局）已根据《联邦法规》第 14 篇第 150 部分的要求为 JFK 和 LGA 完成了《噪声兼容性计划草案》(NCP)。特此通知，JFK 和 LGA NCP 草案文件可于 2021 年 9 月 1 日至 2021 年 10 月 15 日在线获取：

JFK NCP 草案：http://panynjpart150.com/JFK_DNCP.asp

LGA NCP 草案：http://panynjpart150.com/LGA_DNCP.asp

关于 JFK 和 LGA NCP 草案的书面评议应送交：The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell。此外，也可将评议电邮至 NYPART150@panynj.gov。**所有评议的邮戳日期都必须在 2021 年 10 月 15 日之前**。

关于 NCP 草案的虚拟公共信息研讨会和公共听证会

将通过公共信息研讨会和公开听证会向公众提供有关每份 NCP 草案的信息和进行评议的机会。

格式：公共信息研讨会和公开听证会将通过 Zoom 平台虚拟进行，并将进行记录以备记录。

肯尼迪国际机场 (JFK)

公众信息研讨会：
日期： 2021 年 9 月 29 日（周三）
时间：下午 5 点至 6 点 30 分

公开听证会：
日期：2021 年 9 月 29 日（周三）
时间：晚上 7 点至 9 点

JFK 研讨会和听证会注册：
https://bit.ly/jfkpart150

拉瓜迪亚机场 (LGA)

公众信息研讨会：
日期：2021 年 10 月 5 日（周二）
时间：下午 5 点至 6 点 30 分

公开听证会：
日期：2021 年 10 月 5 日（周二）
时间：晚上 7 点至 9 点

LGA 研讨会和听证会注册：
https://bit.ly/lgapart150

需要提前注册：要获得研讨会和听证会登录信息或希望在虚拟公开听证会上发表口头评议，都需要提前注册。如果无法上网但希望参加，请致电 (212) 435-3880 联系港务局噪音办公室注册并接收研讨会和听证会获取信息。请注意，JFK 公开听证会上发言注册的截止日期为 2021 年 9 月 29 日晚上 9 点，LGA 的截止日期为 2021 年 10 月 6 日晚上 9 点。只有在所有注册发言人都有机会发言后，公开听证会才会结束。

内容：每场虚拟公共信息研讨会都将先进行情况介绍，包括有关《联邦法规》第 14 篇第 150 部分流程的信息以及 NCP 草案文件中建议的噪音消除、土地使用和计划管理措施的详细信息。参加研讨会的人员将能够提出问题并与项目团队互动。在每场公开听证会期间，公众将有机会就 NCP 草案文件发表口头评议。所有评议都将由速记员记录并包含在 NCP

终稿文件中。根据听证会开始时登记的发言者人数，每位发言人将有相同的 1 到 3 分钟的发言时间限制。

公共信息研讨会的情况介绍将在以下地点提供：

JFK：2021 年 9 月 27 日，网址：http://panynjpart150.com/JFK_PIW.asp

LGA：2021 年 10 月 4 日，网址：http://panynjpart150.com/LGA_PIW.asp

所有（书面和口头）评议及港务局准备的答复都将包含在 JFK 和 LGA NCP 终稿中，并将由联邦航空管理局 (FAA) 在其关于这些 NCP 终稿文件所含港务局推荐措施的决策过程中考虑。

收到寄至上述地址向港务局提出的书面要求后，可为那些明确表示没有计算机或无法上网的人提供 JFK 或 LGA NCP 草案文件和研讨会情况介绍的硬拷贝、光盘或闪存盘。

公共信息研讨会和听证会的中文、希腊语、西班牙语和美国手语口译服务可应提前要求提供。要安排此类服务，请在公共信息研讨会（即 JFK 为 2021 年 9 月 22 日，LGA 为 2021 年 9 月 29 日）前至少一周电邮 NYPART150@panynj.gov 或致电 (212) 435-3880 联系港务局噪音办公室。

有关 JFK 和 LGA 第 150 部分研究的更多信息，请访问项目网站：
JFK：http://panynjpart150.com/JFK_homepage.asp
LGA：http://panynjpart150.com/LGA_homepage.asp

Λιμενική Αρχή της Νέας Υόρκης και του Νιού Τζέρσεϋ
ΕΙΔΟΠΟΙΗΣΗ ΔΙΑΘΕΣΙΜΟΤΗΤΑΣ – ΣΧΕΔΙΟ ΠΡΟΓΡΑΜΜΑΤΟΣ ΣΥΜΒΑΤΟΤΗΤΑΣ ΘΟΡΥΒΟΥ και
ΕΙΔΟΠΟΙΗΣΗ ΓΙΑ ΔΗΜΟΣΙΑ ΣΕΜΙΝΑΡΙΑ ΠΛΗΡΟΦΟΡΗΣΗΣ και ΔΗΜΟΣΙΕΣ ΑΚΡΟΑΣΕΙΣ
Τίτλος 14 του Κώδικα Ομοσπονδιακών Κανονισμών, Μέρος 150 (14 CFR Part 150)
Μελέτες Σχεδιασμού Συμβατότητας Θορύβου Αεροδρομίου για τα Αεροδρόμια John F. Kennedy (JFK) και LaGuardia (LGA)

Ως μέρος των συνεχιζόμενων Μελετών Σχεδιασμού για τη Συμβατότητα Θορύβου Αεροδρομίου, η Λιμενική Αρχή της Νέας Υόρκης και του Νιού Τζέρσεϋ ολοκλήρωσε το Σχέδιο Προγράμματος Συμβατότητας Θορύβου (NCP) σύμφωνα με τις απαιτήσεις του τίτλου 14 CFR Μέρος 150 τόσο για το JFK όσο και για το LGA. Με το παρόν δίνεται ειδοποίηση ότι τα Σχέδια NCP για το JFK και LGA είναι διαθέσιμα ονλάιν από την 1η Σεπτεμβρίου 2021 έως τις 15 Οκτωβρίου 2021 στις ιστοσελίδες:

Σχέδιο NCP για το JFK: http://panynjpart150.com/JFK_DNCP.asp

Σχέδιο NCP για το LGA: http://panynjpart150.com/LGA_DNCP.asp

Τα γραπτά σχόλια για τα Σχέδια NCP για το JFK και LGA πρέπει να αποσταλθούν στη διεύθυνση: The Port Authority of New York & New Jersey, 4 World Trade Center,150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. Συμπληρωματικά, τα σχόλια δύνανται να σταλθούν μέσω ηλεκτρονικού ταχυδρομείου στη διεύθυνση NYPART150@panynj.gov. **Όλα τα σχόλια πρέπει να φέρουν ταχυδρομική σφραγίδα αποστολής έως τις 15 Οκτωβρίου 2021**.

ΗΛΕΚΤΡΟΝΙΚΑ ΔΗΜΟΣΙΑ ΣΕΜΙΝΑΡΙΑ ΠΛΗΡΟΦΟΡΗΣΗΣ ΚΑΙ ΔΗΜΟΣΙΕΣ ΑΚΡΟΑΣΕΙΣ ΓΙΑ ΤΑ ΣΧΕΔΙΑ NCP

Θα παρασχεθούν στο κοινό πληροφορίες και μια ευκαιρία για σχόλια σχετικά με τα Σχέδια NCP μέσω Δημόσιων Σεμιναρίων και Ακρόασης.

ΤΥΠΟΣ: Τα Δημόσια Σεμινάρια Πληροφόρησης και οι Δημόσιες Ακροάσεις θα διεξαχθούν ηλεκτρονικά μέσω Zoom και θα καταχωρηθούν για σκοπούς τήρησης αρχείων.

ΔΙΕΘΝΕΣ ΑΕΡΟΔΡΟΜΙΟ JOHN F. KENNEDY

Δημόσιο Σεμινάριο Πληροφόρησης:
ΗΜΕΡΟΜΗΝΙΑ: Τετάρτη, 29 Σεπτεμβρίου 2021
ΩΡΑ: 5:00 Μ.Μ. – 6:30 Μ.Μ.

Δημόσια Ακρόαση:
ΗΜΕΡΟΜΗΝΙΑ: Τετάρτη, 29 Σεπτεμβρίου 2021
ΩΡΑ: 7:00 Μ.Μ. – 9:00 Μ.Μ.

Εγγραφή για το Σεμινάριο και την Ακρόαση για το JFK: https://bit.ly/jfkpart150

ΑΕΡΟΔΡΟΜΙΟ LAGUARDIA

Δημόσιο Σεμινάριο Πληροφόρησης:
ΗΜΕΡΟΜΗΝΙΑ: Τρίτη, 5 Οκτωβρίου 2021
ΩΡΑ: 5:00 Μ.Μ. – 6:30 Μ.Μ.

Δημόσια Ακρόαση:
ΗΜΕΡΟΜΗΝΙΑ: Τρίτη, 5 Οκτωβρίου 2021
ΩΡΑ: 7:00 Μ.Μ. – 9:00 Μ.Μ.

Εγγραφή για το Σεμινάριο και την Ακρόαση για το LGA: https://bit.ly/lgapart150

ΑΠΑΙΤΕΙΤΑΙ Η ΕΓΓΡΑΦΗ ΕΚ ΤΩΝ ΠΡΟΤΕΡΩΝ: Απαιτείται η εγγραφή εκ των προτέρων για τη λήψη πληροφοριών σύνδεσης (log-in) στο σεμινάριο και την ακρόαση και για όσα άτομα θέλουν να κάνουν προφορικά σχόλια κατά τη διάρκεια της εικονικής Δημόσιας Ακρόασης. Εάν δεν έχετε πρόσβαση στο διαδίκτυο και θέλετε να συμμετάσχετε, παρακαλούμε να

τηλεφωνήσετε στο Γραφείο Θορύβου της Λιμενικής Αρχής (Port Authority Noise Office) στον αριθμό (212) 435-3880 για να εγγραφείτε και να λάβετε πληροφορίες σχετικά με την πρόσβαση στο σεμινάριο και στην ακρόαση. Λάβετε υπόψη ότι η προθεσμία για συμμετοχή ομιλίας στη Δημόσια Ακρόαση είναι έως τις 9:00 μ.μ. στις 29 Σεπτεμβρίου 2021 για το JFK και έως τις 9:00 μ.μ. στις 6 Οκτωβρίου 2021 για το LGA. Η Δημόσια Ακρόαση θα κλείσει μόνο αφότου όλοι οι εγγεγραμμένοι ομιλητές είχαν την ευκαιρία να μιλήσουν.

ΠΕΡΙΕΧΟΜΕΝΟ: Κάθε εικονικό Δημόσιο Σεμινάριο Πληροφόρησης θα ξεκινήσει με μια παρουσίαση που θα περιλαμβάνει πληροφορίες σχετικά με τη διαδικασία 14 CFR Μέρος 150 και λεπτομέρειες σχετικά με τη μείωση θορύβου, τη χρήση εδάφους, και τα μέτρα προγράμματος διαχείρισης που συνιστώνται στο έγγραφο Σχεδίου NCP. Οι παρευρισκόμενοι στο Σεμινάριο θα έχουν τη δυνατότητα να κάνουν ερωτήσεις και να συζητήσουν με την Ομάδα Σχεδίου. Κατά τη διάρκεια κάθε Δημόσιας Ακρόασης, το κοινό θα έχει την ευκαιρία να παρέχει προφορικά σχόλια σχετικά με το έγγραφο Σχεδίου NCP. Όλα τα σχόλια θα καταχωρηθούν από στενογράφο και θα περιληφθούν στα Τελικά έγγραφα NCP. Κάθε ομιλητής θα έχει το ίδιο χρονικό διάστημα για να μιλήσει, που θα είναι από 1 έως 3 λεπτά, ανάλογα με το πόσοι ομιλητές έκαναν εγγραφή κατά την έναρξη της ακρόασης.

Οι παρουσιάσεις του Δημόσιου Σεμιναρίου Πληροφόρησης θα είναι διαθέσιμες ως εξής:

JFK: 27 Σεπτεμβρίου 2021 στη διεύθυνση: http://panynjpart150.com/JFK_PIW.asp

LGA: 4 Οκτωβρίου 2021 στη διεύθυνση: http://panynjpart150.com/LGA_PIW.asp

Όλα τα σχόλια (γραπτά και προφορικά), μαζί με τις απαντήσεις της Λιμενικής Αρχής, θα περιληφθούν στα Τελικά NCP για το JFK και το LGA και θα ληφθούν υπόψη από την Ομοσπονδιακή Διοίκηση Αεροπορίας [Federal Aviation Administration (FAA)] στην τελική διαδικασία λήψης αποφάσεών τους σχετικά με τα μέτρα που συνιστά η Λιμενική Αρχή και τα οποία περιέχονται σε αυτά τα Τελικά έγγραφα NCP.

Με γραπτή αίτηση στη Λιμενική Αρχή στη διεύθυνση που παρέχεται ανωτέρω, θα παρασχεθούν ένα γραπτό αντίγραφο, CD-ROM, ή στικάκι και παρουσιάσεις του σεμιναρίου για τα έγγραφα Σχεδίων NCP είτε του JFK ή του LGA, σε όσα άτομα έχουν υποδείξει συγκεκριμένα ότι δεν έχουν υπολογιστή ή πρόσβαση στο διαδίκτυο.

Με αίτηση εκ των προτέρων θα είναι διαθέσιμοι διερμηνείς στα Κινέζικα, Ελληνικά, Ισπανικά και στην Αμερικανική Νοηματική Γλώσσα για τα Δημόσια Σεμινάρια Πληροφόρησης και τις Ακροάσεις. Για να διευθετήσετε αυτές τις υπηρεσίες διερμηνείας, επικοινωνήστε με το Γραφείο Θορύβου της Λιμενικής Αρχής στη διεύθυνση NYPART150@panynj.gov ή στον αριθμό (212) 435-3880 τουλάχιστον μια εβδομάδα πριν από τα Δημόσια Σεμινάρια Πληροφόρησης, που είναι στις 22 Σεπτεμβρίου 2021 για το JFK και στις 29 Σεπτεμβρίου 2021 για το LGA.

Για περισσότερες πληροφορίες σχετικά με τις μελέτες Μέρος 150 για το JFK και το LGA, παρακαλούμε να επισκεφθείτε την ιστοσελίδα του σχεδίου:
JFK: http://panynjpart150.com/JFK_homepage.asp
LGA: http://panynjpart150.com/LGA_homepage.asp

La Autoridad Portuaria de Nueva York y Nueva Jersey
(The Port Authority of New York and New Jersey)
AVISO DE DISPONIBILIDAD - PLAN PRELIMINAR DEL PROGRAMA DE COMPATIBILIDAD DE RUIDO y
AVISO DE TALLERES INFORMATIVOS PÚBLICOS y AUDIENCIAS PÚBLICAS
Título 14 del Código de Reglamentos Federales Parte 150 (14 CFR Parte 150)
Estudios de planificación de compatibilidad de ruido de aeropuertos para el
Aeropuerto Internacional John F. Kennedy (JFK) y Aeropuerto LaGuardia (LGA)

En conformidad con los requisitos de 14 CFR Parte 150 tanto para JFK como para LGA, y como parte de Estudios continuos de planificación de compatibilidad de ruido de aeropuertos (Estudio Parte 150), la Autoridad Portuaria de Nueva York y Nueva Jersey (Autoridad Portuaria) ha completado el Plan preliminar del Programa de compatibilidad de ruido (NCP, por sus siglas en inglés). Por medio del presente se informa que los documentos del Plan preliminar de JFK y LGP NCP estarán disponibles en línea del 1 de septiembre de 2021 al 15 de octubre de 2021 en:

Plan preliminar de JFK NCP: http://panynjpart150.com/JFK_DNCP.asp

Plan preliminar de LGA NCP: http://panynjpart150.com/LGA_DNCP.asp

Los comentarios escritos sobre el Plan preliminar de JFK y LGA NCP deben enviarse a: The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. Adicionalmente los comentarios se pueden enviar por correo electrónico a NYPART150@panynj.gov. **Todos los comentarios deben tener el sello postal a más tardar el 15 de octubre de 2021.**

TALLERES INFORMATIVOS PÚBLICOS Y AUDIENCIAS PÚBLICAS VIRTUALES SOBRE EL PLAN PRELIMINAR DE LOS NCP

Se proveerá información al público y se le dará la oportunidad de hacer comentarios sobre los Planes preliminares de los NCP a través de Talleres informativos y audiencias públicos.

ARREGLO: Los Talleres informativos públicos y las audiencias públicas se llevarán a cabo a través de la plataforma Zoom y se grabarán para propósitos de registro.

AEROPUERTO INTERNACIONAL JOHN F. KENNEDY

Taller informativo público:
FECHA: Mié., 29 de septiembre de 2021
HORARIO: 5:00 a 6:30 p.m.

Audiencia pública:
FECHA: Mié., 29 de septiembre de 2021
HORARIO: 7:00 a 9:00 p.m.

Registro para el Taller y la Audiencia de JFK: https://bit.ly/jfkpart150

AEROPUERTO LAGUARDIA

Taller informativo público:
FECHA: Martes, 5 de octubre de 2021
HORARIO: 5:00 a 6:30 p.m.

Audiencia pública:
FECHA: Martes, 5 de octubre de 2021
HORARIO: 7:00 a 9:00 p.m.

Registro para el Taller y la Audiencia de LGA: https://bit.ly/lgapart150

REGISTRO ANTICIPADO REQUERIDO: Es obligatorio registrarse anticipadamente para obtener la información de cómo conectarse al taller y a la audiencia y para todas las personas que deseen hacer comentarios verbales durante la audiencia pública virtual. Si no tiene acceso a Internet y desea participar, por favor llame a la Oficina de Ruido de la Autoridad Portuaria al (212) 435-3880 para registrarse y recibir información de acceso al taller y a la audiencia. Sírvase observar que la fecha límite para registrarse para hablar en la Audiencia pública es el 29 de septiembre de 2021 a las 9:00 p.m. para JFK y el 6 de octubre de 2021 a las 9:00 p.m. para LGA. La Audiencia pública cerrará únicamente después de que todas las personas registradas para hablar hayan tenido la oportunidad de hacerlo.

CONTENIDO: Cada Taller informativo público virtual iniciará con una presentación con información referente al proceso 14 CFR Parte 150 y detalles sobre el abatimiento del ruido, uso de terrenos y medidas recomendadas de la administración del programa en el Plan preliminar de NCP. Los asistentes al taller podrán hacer preguntas y participar con el Equipo del Proyecto. Durante cada la Audiencia pública, el público tendrá la oportunidad de dar sus comentarios verbales sobre el Plan preliminar de NCP. Un estenógrafo grabará todos los comentarios y los incluirá en los documentos Finales de NCP. Cada orador tendrá el mismo límite de tiempo para hablar, lo cual será de 1 a 3 minutos, dependiendo del número de oradores registrados al inicio de la audiencia.

Las presentaciones del Taller informativo público estarán disponibles en:

JFK: 27 de septiembre de 2021 en: http://panynjpart150.com/JFK_PIW.asp

LGA: 4 de octubre de 2021 en: http://panynjpart150.com/LGA_PIW.asp

Todos los comentarios (verbales y escritos), junto con las respuestas desarrolladas por la Autoridad Portuaria, se incluirán en los NCP finales de JFK y LGA y serán considerados por la Administración Federal de Aviación (FAA) en su proceso de toma de decisiones con respecto a las medidas recomendadas de la Autoridad Portuaria contenidas en estos documentos Finales de NCP.

Con solicitud previa por escrito a la Autoridad Portuaria a la dirección indicada anteriormente, se proporcionará una copia impresa, CD-ROM o flash drive de los documentos del Plan preliminar de JFK o LGA NCP y de las presentaciones de los talleres a quienes indiquen específicamente que no tienen una computadora o acceso a Internet.

Habrá disponibles servicios de interpretación al chino, griego, español y lenguaje americano de señas para los Talleres informativos y Audiencias públicos con solicitud anticipada. Para hacer arreglos para dichos servicios, comuníquese a la Oficina de ruido de la Autoridad Portuaria a NYPART150@panynj.gov o al (212) 435-3880 a más tardar una semana antes de los Talleres informativos públicos, lo cual es el 22 de septiembre de 2021 para JFK y 29 de septiembre para LGA.

Para obtener más información acerca de los estudios JFK y LGA Parte 150, sírvase visitar el sitio web del proyecto:
JFK: http://panynjpart150.com/JFK_homepage.asp
LGA: http://panynjpart150.com/LGA_homepage.asp

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The Port Authority of New York and New Jersey
NOTICE OF AVAILABILITY –
DRAFT NOISE COMPATIBILITY PROGRAM and
NOTICE OF PUBLIC INFORMATION WORKSHOPS and PUBLIC HEARINGS
Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150)
Airport Noise Compatibility Planning Studies for
John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA)

As part of the on-going Airport Noise Compatibility Planning Studies (Part 150 Study), the Port Authority of New York and New Jersey (Port Authority) has completed the Draft Noise Compatibility Program (NCP) pursuant to the requirements of 14 CFR Part 150 for both JFK and LGA. Notice hereby is given that the Draft JFK and LGA NCP documents are available online from September 1, 2021 to October 15, 2021 at:

Draft JFK NCP: http://panynjpart150.com/JFK_DNCP.asp

Draft LGA NCP: http://panynjpart150.com/LGA_DNCP.asp

Written comments on the Draft JFK and LGA NCPs should be sent to: The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. In addition, comments may be emailed to NYPART150@panynj.gov. **All comments must be postmarked by October 15, 2021.**

VIRTUAL PUBLIC INFORMATION WORKSHOPS
AND PUBLIC HEARINGS ON THE DRAFT NCPs

Information and an opportunity to comment on each of the Draft NCPs will be provided to the public through Public Information Workshops and Hearings.

FORMAT: The Public Information Workshops and Public Hearings will be conducted virtually via the Zoom platform and will be recorded for record keeping purposes.

JOHN F. KENNEDY INTERNATIONAL AIRPORT

Public Information Workshop:
DATE: Wednesday, September 29, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Wednesday, September 29, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the JFK Workshop and Hearing: https://bit.ly/jfkpart150

LAGUARDIA AIRPORT

Public Information Workshop:
DATE: Tuesday, October 5, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Tuesday, October 5, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the LGA Workshop and Hearing: https://bit.ly/lgapart150

ADVANCE REGISTRATION REQUIRED: Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make oral comments during the virtual Public Hearing. If you do not have internet access and wish to participate, please call the Port Authority Noise Office at (212) 435-3880 to register and to receive workshop and hearing access information. Please note that the deadline to register to speak at the Public Hearing is by 9:00 p.m. on September 29, 2021 for JFK and by 9:00 p.m. on October 6, 2021 for LGA. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

CONTENT: Each virtual Public Information Workshop will begin with a presentation that will include information regarding the 14 CFR Part 150 process and details on the noise abatement, land use, and program management measures recommended in the Draft NCP document. Workshop attendees will be able to ask questions and engage with the Project Team. During each Public Hearing, the public will have an opportunity to provide oral comments on the Draft NCP document. All comments will be recorded by a stenographer and included in the Final NCP documents. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes, depending on the number of speakers registered at the start of the hearing.

The Public Information Workshop presentations will be available on:

JFK: September 27, 2021 at: **http://panynjpart150.com/JFK_PIW.asp**

LGA: October 4, 2021 at: **http://panynjpart150.com/LGA_PIW.asp**

All comments (written and oral), along with responses developed by the Port Authority, will be included in the Final JFK and LGA NCPs and will be considered by the Federal Aviation Administration (FAA) in their decision-making process on the Port Authority-recommended measures contained in these Final NCP documents.

Upon written request to the Port Authority at the address provided above, a hardcopy, CD-ROM, or flash drive of either the Draft JFK or LGA NCP documents and workshop presentations will be provided for those who specifically indicate that they do not have a computer or access to the internet.

Chinese, Greek, Spanish, and American Sign Language interpretation services for the Public Information Workshops and Hearings are available upon advance request. To make arrangements for such services, contact the Port Authority Noise Office at NYPART150@panynj.gov or at (212) 435-3880 no less than one week prior to the Public Information Workshops, which is September 22, 2021 for JFK and September 29, 2021 for LGA.

For more information about the JFK and LGA Part 150 studies, please visit the project website:
JFK: http://panynjpart150.com/JFK_homepage.asp
LGA: http://panynjpart150.com/LGA_homepage.asp

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NOTICE OF PUBLIC AUCTION OF TAXI MEDALLION

Medallion Bank (the "Secured Party") vs. Bharpoor Singh ("Debtor"). The amount of said debt as of August 23, 2021 due to Secured Party is a principal balance, plus accrued and unpaid interest, late charges and other fees in the amount of $585,346.92 plus a per diem thereafter, as well as attorney's fees, costs and expenses of sale. The collateral in which the Secured Party has a security interest consists of the following: New York City Taxi Medallion No. 2F48 including all medallion license rights and all other assets of Debtor (the "Medallion"). The estimated value of said collateral is $105,000.00.

The Medallion and related items of equipment will be sold at a public security agreement foreclosure sale and auction on September 15, 2021 at 10:00 a.m. conducted by WILLIAM E. MANNION, licensed auctioneer, NYC DCA License No. 796322 and/or MATTHEW D. MANNION, NYC DCA License No. 1434494 at the base of the front steps of the New York County Supreme Court, 60 Centre Street, New York, New York 10007 or such adjourned date/location thereafter. The Secured Party further claims an additional security interest for costs, charges, expenses and legal services incurred in enforcing its security interests herein described. The Secured Party reserves the right to bid and/or confirm this public sale and auction.

The Medallion will be sold "as is", without representation or warranty of any kind. The sale is subject to the conditions set forth in certain Terms of Sale available upon request from the undersigned and such revisions thereto as may be announced at the start of the auction. The successful bidder at auction must pay a deposit of Twenty Thousand Dollars ($20,000.00) per medallion as follows: at the auction an official bank or certified check drawn to Ellen M. Walker & Associates, P.C., attorneys for the Secured Party or by wire transfer to Ellen M. Walker & Associates, P.C., wire instructions to be provided at the time of the auction (the "Deposit"). Note: Only bona fide bidders who exhibit the Initial Deposit, lienholders and the Debtor will be permitted to participate in the auction.

ELLEN M. WALKER & ASSOCIATES, P.C., Attorneys for the Secured Party
2000 Island Boulevard, Suite 2902, Aventura, Florida 33160, (212) 421-2111.
9/1,8/21 7031350

NOTICE OF PUBLIC AUCTION OF TAXI MEDALLION

Medallion Financial Corp. (the "Secured Party") vs. Eustache Romain ("Debtor"). The amount of said debt as of August 23, 2021 due to Secured Party is a principal balance, plus accrued and unpaid interest, late charges and other fees in the amount of $530,121.02 plus a per diem thereafter, as well as attorney's fees, costs and expenses of sale. The collateral in which the Secured Party has a security interest consists of the following: New York City Taxi Medallion No. 7F89, including all medallion license rights and all other assets of Debtor (the "Medallion"). The estimated value of said collateral is $105,000.00.

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2000 Island Boulevard, Suite 2902, Aventura, Florida 33160, (212) 421-2111.
9/1,8/21 7031300

NOTICE OF PUBLIC AUCTION OF TAXI MEDALLION

Medallion Bank (the "Secured Party") vs. Johnny Chan a/k/a Johnny S. Chan ("Debtor"). The amount of said debt as of August 23, 2021 due to Secured Party is a principal balance, plus accrued and unpaid interest, late charges and other fees in the amount of $533,331.57 plus a per diem thereafter, as well as attorney's fees, costs and expenses of sale. The collateral in which the Secured Party has a security interest consists of the following: New York City Taxi Medallion No. 1E28 including all medallion license rights and all other assets of Debtor (the "Medallion"). The estimated value of said collateral is $105,000.00.

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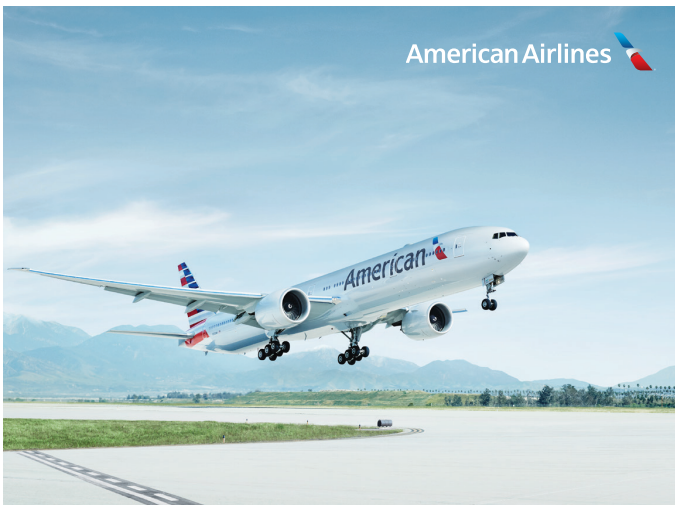

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Draft LGA NCP: http://panynjpart150.com/LGA_DNCP.asp

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VIRTUAL PUBLIC INFORMATION WORKSHOPS AND PUBLIC HEARINGS ON THE DRAFT NCPs

Information and an opportunity to comment on each of the Draft NCPs will be provided to the public through Public Information Workshops and Hearings.

FORMAT: The Public Information Workshops and Public Hearings will be conducted virtually via the Zoom platform and will be recorded for record keeping purposes.

JOHN F. KENNEDY INTERNATIONAL AIRPORT

Public Information Workshop:
DATE: Wednesday, September 29, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Wednesday, September 29, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the JFK Workshop and Hearing: https://bit.ly/jfkpart150

LAGUARDIA AIRPORT

Public Information Workshop:
DATE: Tuesday, October 5, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Tuesday, October 5, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the LGA Workshop and Hearing: https://bit.ly/lgapart150

ADVANCE REGISTRATION REQUIRED: Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make oral comments during the virtual Public Hearing. If you do not have internet access and wish to participate, please call the Port Authority Noise Office at (212) 435-3880 to register and to receive workshop and hearing access information. Please note that the deadline to register to speak at the Public Hearing is by 9:00 p.m. on September 29, 2021 for JFK and by 9:00 p.m. on October 6, 2021 for LGA. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

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For more information about the JFK and LGA Part 150 studies, please visit the project website:

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LGA: http://panynjpart150.com/LGA_homepage.asp

NYPD Commissioner Dermot Shea, center, joined by state Sen. John Liu, left, Gov. Hochul, U.S. Rep. Greg Meeks, Public Advocate Jumaane Williams and Mayor de Blasio were at a press conference in Hollis. SCREENSHOT VIA NYC VIDEO

Ida's torrential rain kills eight in Queens

Most victims died at home, in Rego Park, Woodside, Elmhurst and Hollis

by Naeisha Rose
Associate Editor

Hurricane Ida may have been downgraded to a tropical depression when it hit several states with flash flooding in the Northeast on Sept. 1, but it was just as dangerous as when it decimated Louisiana on Aug. 28.

Eight people in Queens have died since the torrential downpour hit New York City with nearly 10 inches of rain and 35 mph of sustained wind on Sept. 1, according to the NYPD and Accuweather, a weather news outlet.

Seven people ranging from 2 to 86 in age died on Wednesday within six precincts, according to the NYPD.

"It took place in residential homes in basements," said NYPD Commissioner Dermot Shea at a press conference at noon in Hollis on Sept. 2.

A 2-year-old boy, 48-year-old woman and 50-year-old man died in Woodside at 44-60 64 St. within the 108th Precinct at approximately 10 p.m., according to the police. The child was found unconscious and unresponsive, the woman was removed by EMS to NYC Health + Hospitals/Queens, but both were later declared dead. The man was pronounced dead at the scene.

Forty minutes later, within the 112th Precinct, police responded to a 911 call of a flooding condition at 61-20 Grand Central Pkwy. in Rego Park, where a 48-year-old woman was found unresponsive. EMS members brought the woman, Darlene Hsu, to Forest Hills Hospital, where she was pronounced dead, according to the NYPD.

At 11:15 p.m., a 22-year-old male and a 43-year-old woman at 90-11 183 St. in Hollis within the 103rd Precinct, were discovered unconscious. The male, Khrishah Ramskriet, was declared dead at the scene and the older woman, his mother, Phamatee Ramskriet, was pronounced dead at H+H/Queens.

Police responded to another call about flood conditions at 11:59 p.m. at 55-35 84 St. in Elmhurst, where officers observed an 86-year-old woman, Yue Lian Chen, unconscious and EMS later pronounced her dead at the scene, said the NYPD.

The eighth deceased person was found in his car on Sept. 2, according to Shea.

"The latest victim passed away after a vehicle accident on the Grand Central Parkway," said Shea. "That individual was discovered in the backseat of the car within the last hour. Again, we pray the number does not go up from there ... our hearts go out to everybody."

At 10:45 a.m. police responded to a motor vehicle collision on the Grand Central Parkway at the Brooklyn Queens Expressway within the confines of the 114th Precinct, which encompasses Jackson Heights, Astoria, Long Island City and Woodside, and observed the unidentified unconscious individual in a burnt vehicle, according to the NYPD. Police believe the individual was involved in a previous accident and EMS pronounced the victim dead at the scene.

The NYPD Highway Collision Investigation Squad is further investigating the incident.

President Biden approved New York's emergency declaration on Sept. 2 and the state is expected to receive federal assistance. On Sept. 7, the president went to East Elmhurst to survey the damage caused by Tropical Storm Ida.

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Registration for the JFK Workshop and Hearing: https://bit.ly/jfkpart150

LAGUARDIA AIRPORT

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TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Tuesday, October 5, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the LGA Workshop and Hearing: https://bit.ly/lgapart150

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For more information about the JFK and LGA Part 150 studies, please visit the project website:

JFK: http://panynjpart150.com/JFK_homepage.asp

LGA: http://panynjpart150.com/LGA_homepage.asp

Deciding The Fate Of Open Restaurants

BY RICHARD GENTILVISO

When COVID-19 restrictions forced a ban on indoor dining, New York City suspended existing outdoor dining regulations, including zoning rules governing their locations, providing a necessary lifeline to 11,000 restaurants and allowing New Yorkers to continue to enjoy dining outdoors.

Now, a joint application by the Department of Transportation (DOT) and the Department of City Planning to amend the Zoning Resolution to establish and allow DOT to administer a permanent Open Restaurants program was presented to the Land Use & Zoning Committee of Community Board 1 on September 1.

This text amendment will remove from the City's Zoning Resolution any geographic restrictions on zoning for sidewalk cafes. It will also require new DOT criteria and rules for siting cafes, administrative procedures, and additional legislative actions separate from the application.

While the City is working to create a permanent, streamlined Open Restaurants program it would not change the process by which sidewalk cafes are reviewed by local community boards. However, it would expand the areas where they can be considered to all neighborhoods.

To be eligible for a sidewalk cafe, restaurants would need to meet physical criteria, such as "clear path" requirements, including ensuring that tables and chairs are appropriately distanced from fire hydrants and neighboring businesses. Existing zoning rules restrict where sidewalk cafes are eligible and what types of cafes can exist in different areas. The zoning text amendment would eliminate geographic restrictions and applications for the sidewalk cafe program and a new "roadway" cafe program will be considered by one agency – the DOT.

The Open Restaurants text amendment review process began on June 21, and like all proposals to change the City Zoning Resolution, will be reviewed by all 59 Community Boards and each of the five Borough Presidents through public meetings. Community Board 1 is scheduled to meet on September 21.

Astoria Sports Complex Sold, To Become Self-Storage

A plan to build a new ice skating rink and soccer field above popular batting cages at the Astoria Sports Complex in Astoria has been replaced with a new plan - one that that calls for the addition of seven stories atop the original structure at 34-38 37th Street – opening-up 125,000-square-feet of storage space at the location by early 2023, according to information posted on The Real Deal real estate website.

Storage Deluxe acquired the building on August 17th for $20 million, according to The Real Deal.

"It's a heartbreaking situation," attorney Mitch Ross said. Ross, who helped the sports complex owner, Steve Poliseno, petition the city's Board of Standards and Appeals (BSA) to exempt his plan from a rear-yard zoning requirement that stood in the way of the expansion.

Setbacks required by New York City zoning rules prevented full-floor additions to the complex, thus voiding Poliseno's dream of an expanded sports complex at the site.

The sale ends years of frustration and battles between Poliseno and officials from several NYC administrations, The Real Deal said.

Poliseno's plan had the backing of the Queens Borough President's office, the Queens Chamber of Commerce, Community Board 1 in Astoria and the nearby Kaufman Astoria Studios – but approval by the BSA, which has the power to exempt properties from local zoning regulations, never came through, Ross said.

Ross said the BSA approved the expansion under Mayor Michael Bloomberg's tenure, but a family dispute over ownership of the property led to litigation that eventually derailed the progress.

By the time Poliseno won his court case, the BSA under Mayor Bill de Blasio refused to grant an economic hardship exemption to Poliseno, who had pleaded his case directly to de Blasio, The Real Deal said.

The case filed by the Astoria Sports Complex to the BSA has been withdrawn, Ross said. The Astoria Sports Complex closed its doors in July.

"I just wanted to give the people of Astoria a really great place to bring their kids," Poliseno said in a 2019 interview with the Queens Gazette.

While the Astoria Complex case wasn't out of the ordinary in New York City, which over the last decade saw the second-largest increase in storage spaces nationwide, it was, "heartbreaking," Ross said. **—Liz Goff**

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As part of the on-going Airport Noise Compatibility Planning Studies (Part 150 Study), the Port Authority of New York and New Jersey (Port Authority) has completed the Draft Noise Compatibility Program (NCP) pursuant to the requirements of 14 CFR Part 150 for both JFK and LGA. Notice hereby is given that the Draft JFK and LGA NCP documents are available online from September 1, 2021 to October 15, 2021 at:

Draft JFK NCP: http://panynjpart150.com/JFK_DNCP.asp

Draft LGA NCP: http://panynjpart150.com/LGA_DNCP.asp

Written comments on the Draft JFK and LGA NCPs should be sent to: The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. In addition, comments may be emailed to NY-PART150@panynj.gov. **All comments must be postmarked by October 15, 2021.**

VIRTUAL PUBLIC INFORMATION WORKSHOPS AND PUBLIC HEARINGS ON THE DRAFT NCPs

Information and an opportunity to comment on each of the Draft NCPs will be provided to the public through Public Information Workshops and Hearings.

FORMAT: The Public Information Workshops and Public Hearings will be conducted virtually via the Zoom platform and will be recorded for record keeping purposes.

JOHN F. KENNEDY INTERNATIONAL AIRPORT

Public Information Workshop:
DATE: Wednesday, September 29, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Wednesday, September 29, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the JFK Workshop and Hearing: https://bit.ly/jfkpart150

LAGUARDIA AIRPORT

Public Information Workshop:
DATE: Tuesday, October 5, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Tuesday, October 5, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the LGA Workshop and Hearing: https://bit.ly/lgapart150

ADVANCE REGISTRATION REQUIRED: Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make oral comments during the virtual Public Hearing. If you do not have internet access and wish to participate, please call the Port Authority Noise Office at (212) 435-3880 to register and to receive workshop and hearing access information. Please note that the deadline to register to speak at the Public Hearing is by 9:00 p.m. on September 29, 2021 for JFK and by 9:00 p.m. on October 6, 2021 for LGA. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

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LGA: http://panynjpart150.com/LGA_homepage.asp

GOREN BRIDGE

WITH BOB JONES

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SECOND-HAND LOW?

Both vulnerable, South deals

NORTH
♠ 9 7 5 2
♡ A J 10 6 4
◇ J 5
♣ 7 2

WEST
♠ Void
♡ Q 9 8 2
◇ Q 10 7 6
♣ K J 8 5 4

EAST
♠ Q 10 6 4
♡ 7 5
◇ A 8 3
♣ A 10 9 3

SOUTH
♠ A K J 8 3
♡ K 3
◇ K 9 4 2
♣ Q 6

The bidding:

SOUTH	WEST	NORTH	EAST
1♠	Pass	2♠	Pass
3◇	Pass	3♠	All pass

Opening lead: Five of ♣

An early part of learning the game is memorizing "rules" that serve as useful guidelines for new players. "Second hand low" and "third hand high" are useful tips for defenders and they are usually right. A good defender, however, will look for opportunities to break those "rules" when circumstances call for it. West in today's deal was Danish expert Knut Blakset.

Blakset started with a low club to his partner's ace and East found the deceptive shift to a low diamond. South could have risen with his king, but he cannot be seriously faulted for playing low. Blakset won with his queen, cashed the king of clubs, and led a diamond to East's ace. Another diamond was ruffed in dummy and South now had to play the trump suit for no losers.

The normal play holding nine trumps is to play for the drop of the queen. South led a spade to his ace and got the bad news. South's trumps were good enough to pick up all of East's trumps, but he needed two entries to dummy to take two finesses. South led the three of hearts from his hand intending to insert dummy's jack. This would give him two dummy entries if West held the queen of hearts.

West held the queen of hearts all right, but he played it when South led the three! No second hand low for him. South won with dummy's ace, but that was his only dummy entry and he drifted down one. Nice play by West!

(Bob Jones welcomes readers' responses sent in care of this newspaper or to Tribune Content Agency, LLC., 16650 Westgrove Dr., Suite 175, Addison, TX 75001.)

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The Port Authority of New York and New Jersey
NOTICE OF AVAILABILITY - DRAFT NOISE COMPATIBILITY PROGRAM and NOTICE OF PUBLIC INFORMATION WORKSHOPS and PUBLIC HEARINGS
Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150)
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NORTH SHORE ANIMAL LEAGUE AMERICA

north shore animalleague america

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LEGAL NOTICES

Legal Notice # 21669052
HARDBODY AUTOMOTIVE AND DETAILING LLC. Arts. of Org. filed with the SSNY on 06/07/21. Office: Queens County. SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 4013 10th St - Apt 2D, Long Island City, NY 11101. Purpose: Any lawful purpose.

Legal Notice # 21669488
YASB LLC, Arts. of Org. filed with the SSNY on 07/29/2021. Office loc: Queens County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 249-18 88th Dr, Bellerose, NY 11426. Purpose: Any Lawful Purpose.

Legal Notice # 21669502
Notice of formation of D&R EXPRESS MOLD REMOVAL LLC. Articles of Org. filed with the Sec.of State of NY. SSNY on 7/19/2021. Office located in Queens. SSNY has been designated for service of process. SSNY shall mail copy of any process to 7014 13TH AVE, SUITE 202, BROOKLYN, NY, 11228. Purpose: any lawful purpose

Legal Notice # 21669809
Notice of Formation of 38 Tiara LLC Arts of Org. filed with Sect'y of State of NY (SSNY) on 7/28/2021. Office in Nassau County. SSNY has been designated as agent of the LLC upon whom process against it may be served. SSNY shall mail process to: 707 Westchester Ave, Ste 207, White Plains, NY 10604 Purpose: any lawful activity.

Legal Notice # 21670591
18 TUDOR LLC. Arts. of Org. filed with the SSNY on 07/27/21. Office: Queens County. SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 180-19 Tudor Road, Jamaica, NY 11432. Purpose: Any lawful purpose.

Legal Notice # 21670764
Trina Martinez Pediatric Nurse Practitioner, PLLC, Arts of Org. filed with Sec. of State of NY (SSNY) 4/22/2021. Cty: Queens. SSNY desig. as agent upon whom process against may be served & shall mail process to Trina Martinez, 2534 73rd St., East Elmhurst, NY 11370. Purpose: Nurse Practitioner in Pediatrics

Legal Notice # 21670801
AFP Engineering PLLC, Arts of Org. filed with Sec. of State of NY (SSNY) 6/10/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 50 St Marks Pl, Massapequa, NY 11758. Purpose: Professional Engineering

Legal Notice # 112027
Notice of Formation of SHOPICK LLC. Arts of Org. filed with New York Secy of State (SSNY) on 7/23/21. Office location: Queens County. SSNY is designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: 8502 139th St, Apt 4C, Briarwood, NY, 11435. Purpose: any lawful purpose.

Legal Notice # 21670372
82-19 NB LLC filed w/ SSNY on 7/23/21. Office: Queens Co. SSNY designated as agent for process & shall mail to: 25-76 48th St., Astoria, NY 11103. Purpose: any lawful.

Legal Notice # 21670787
Namdar 14th Street Realty LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/14/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 150 Great Neck Rd, Ste. 304, Great Neck, NY 11021. General Purpose

Legal Notice # 21670474
30 Astoria Property LLC filed w/ SSNY on 7/28/21. Office: Queens Co. SSNY designated as agent for process & shall mail to: 47-29 Bell Blvd., Bayside, NY 11361. Purpose: any lawful.

Legal Notice # 21670804
BM Remsen Realty, LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 6/14/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 320 Nassau Blvd., Garden City, NY 11530. General Purpose

Legal Notice # 21670835
344 N. Hickory St LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 4/14/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 344 N. Hickory St., North Massapequa, NY 11758. General Purpose

Legal Notice # 21673381
Li & Cheng Realty Group LLC filed w/ SSNY on 7/14/21. Office: Queens Co. SSNY designated as agent for process & shall mail to: 35-24 93rd St., Jackson Heights, NY 11372. Purpose: any lawful.

Legal Notice # 21670812
Chreg, LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 7/2/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 67 Stevens Ave., Hempstead, NY 11550. General Purpose

Legal Notice # 21670841
430 Lexington Avenue BK LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 6/29/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 1581 Franklin Ave., P.O. Box 149, Garden City, NY 11530. General Purpose

Legal Notice # 21670884
CH 96 LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/13/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to Robert Raphael, 55 Water Mill Ln., Great Neck, NY 11021. General Purpose

Legal Notice # 21666312
Request For Proposal
A not-for-profit organization in Woodmere, NY is seeking sealed bids for the sales and installation of: (i) CCTV System; (ii) anti-ramming barriers; (iii) Perimeter fencing; (iv) Alarm system and related equipment; (v) Impact resistant doors; (vi) Blast resistant film; and (vii) Access control system.
Selection of providers in each category will be based on knowledge of security, adherence to projected work schedule, prior experience, references, and cost. Specifications and bid requirements can be obtained by contacting us at SHEELD812@GMAIL.COM. All interested firms must sign for the proposal documents and provide primary contact and email address. Bids will be accepted until November 1, 2021.

DID YOU KNOW THAT YOU CAN SEE NEWSDAY'S BUY & SELL ADS ON THE INTERNET?
www.newsday.com/classifieds

Legal Notice # 21670885
Carly's Mason Jars LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 6/3/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 224 Home St., Valley Stream, NY 11580. General Purpose

Legal Notice # 21671979
Sacha Sauda 105 LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 4/21/2021. Cty: Queens. SSNY desig. as agent upon whom process against may be served & shall mail process to 105-14 Jamaica Ave., Jamaica, NY 11418. General Purpose

Old Brookville LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 6/18/2021. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 4 Harris Ct., Great Neck, NY 11021. General Purpose

Legal Notice # 21674880
NOTICE TO BIDDERS
Revised 08-30-21

NOTICE IS HEREBY GIVEN, that sealed Bids, in duplicate, are sought and requested by the Board of Education, Wyandanch Union Free School District (hereinafter called "Owner"), for the Reconstruction to Martin L. King Jr. Elementary School / LaFrancis Hardiman School and Bus Garage.
Bids are requested for a single Prime Contract for Plumbing Work in accordance with the Drawings, Project Manual (including Conditions of the Contract and Specifications), and other Bidding and Contract Documents prepared by:
Tetra Tech Engineers, Architects & Landscape Architects, P.C. d/b/a
Tetra Tech Architects & Engineers
500 Bi-County Boulevard (North Entrance), Suite 104
Farmingdale, New York 11735
A Pre-Bid Walk Through for potential Bidders and other interested parties will be scheduled by Savin Engineers, PC, 3 Campus Drive, Pleasantville, NY
Sealed Bids will be received by the Owner until **September 23, 2021 at 2:00 pm.,** in the Administrative Office, Wyandanch Union Free School District, 1445 Martin Luther King, Jr. Blvd., Wyandanch, New York 11798, at which time and place Bids received will be publicly opened and read aloud by REMOTE conference call.
For the convenience of potential Bidders and other interested parties, **the Bidding Documents will be available beginning August 24, 2021,** and may be examined at www.tetratechaeplanroom.com.
Complete digital sets of Bidding Documents, drawings and specifications, may be obtained online as a download at www.tetratechaeplanroom.com 'public projects' for a non--refundable fee of 49.00 (Forty Nine Dollars), **beginning August 24, 2021.**
Hard copy of Bidding Documents, drawings and specifications, may be obtained from REV by emailing a copy of the executed deposit check to **projects@revplans.com** and TAE.Wyandanch @tetratech.com . Checks shall be made payable **to Wyandanch Union Free School District** in the sum of 100.00 (One Hundred Dollars) for each set of documents. Include in the email the company name, address, email address, phone number and interested contract. Once the scanned copy of the executed deposit check is received, Bidding Documents will be shipped. Mail checks to Lohrius Blueprint, 226 Newtown Road, Plainview, New York 11803. Plan deposit is refundable in accordance with the terms in the Instructions to Bidders to all submitting bids. Any bidder requiring documents to be shipped shall make arrangements with the printer and pay for all packaging and shipping costs (either by providing FedEX/UPS account number or being charged a flat rate by the printer).
Please note REV www.tetratechaeplanroom.com is the designated location and means for distributing and obtaining all bid package information, electronic or hard copy. Only those Contract Documents obtained in this manner will enable a prospective bidder to be identified as a registered plan holder.
The Provider takes no responsibility for the completeness of Contract Documents obtained from other sources. Contract Documents obtained from other sources may not be accurate or may not contain addenda that may have been issued.
All bid addenda will be transmitted to registered plan holders, regardless of receiving electronic or hard copy Bid Documents, via email and will be available at www.tetratechaeplanroom.com . Registered plan holders who have paid for hard copies of the bid documents will need to make the determination if hard copies of the addenda are required for their use and coordinate directly with REV for hard copies of addenda to be issued. There will be no charge for registered plan holders to obtain hard copies of the bid addenda.
As bid security, each Bid shall be accompanied by a certified check or Bond made payable to the Owner, in accordance with the amounts and terms described in the Instructions to Bidders.
The Owner requires Bids comply with bidding requirements indicated in the Instructions to Bidders. The Owner may, at its discretion, waive informalities in Bids, but is not obligated to do so, nor does it represent that it will do so. The Owner also reserves the right to reject any and all Bids. The Owner will not waive informalities which would give one Bidder substantial advantage or benefit not enjoyed by all affected Bidders. Bids may not be withdrawn before 45 days following the Bid opening thereof, unless an error is claimed by the Bidder in accordance with the Instructions to Bidders.

Legal 2167477501

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LGA: http://panynjpart150.com/LGA_homepage.asp

Legal Notice # 21674862
Nassau County
New York
NOTICE TO BIDDERS

Sealed Proposals, invited by the County of Nassau, will be received by the County Executive of Nassau County, in the office of the Clerk of the Nassau County Legislature, Room 117, in the Theodore Roosevelt Executive and Legislative Building, 1550 Franklin Avenue, Mineola, New York, on **Tuesday, October 19, 2021 until 10:30 AM**, at which time the Proposals where accompanied with and presented separate from the required Bid Security will be publicly opened and read aloud, in the Meeting Room of the Nassau County Legislature, and the contract awarded as soon thereafter as practicable for:

BAY PARK SEWAGE TREATMENT PLANT
SCADA SYSTEM IMPROVEMENTS
CAPITAL PROJECT 35114
CONTRACT NO.: S35117-04G – GENERAL CONSTRUCTION

The principal features of the work to be performed under this Contract consists of the furnishing and installing a Supervisory Control and Data Acquisition (SCADA) system at the Bay Park STP as noted in the Contract plans and specifications.
There will be a pre-bid meeting/walk-through at the project site on Wednesday, September 22, 2021, at 10:00AM for prospective bidders. Prospective bidders are to meet at the Bay Park STP Construction Trailer 4. Interested parties shall contract Mr. Christopher Vella, Project Manager II at cvella@nassaucountyny.gov. All prospective bidders are encouraged to attend and must wear all appropriate PPE including hard hat, safety toe boots, eye protection, safety vest, and face mask.
In order to comply with New York State Executive Order 202.11, which reads, in part:
"I hereby temporarily suspend or modify, for the period from the date of this Executive Order... the following: Section 103(2) of the General Municipal Law, Section 144(1) of the State Finance Law, Section 376(8)(a) of the Education Law, and Section 359(1) of the Public Authorities Law to the extent necessary to allow the non-public opening of bids; provided, however, that, where practical, public entities shall record or live stream bid openings so that the public has the opportunity to view such bid openings;"
No public, including vendors, will be allowed to be present for the bid opening for the aboveidentified contract scheduled to take place at 1550 Franklin Ave. in Mineola at 10:30 am. Upon receipt of vendors' bids, the County will open and read aloud said bids at 1550 Franklin, to which the vendors can call in and remotely participate. Vendors are still required to submit bids prior to 10:30 am at the Clerk of the Legislature. The instructions are indicated below:
Join online meeting (web, audio): https://otconference.nassaucountyny.gov:443/call/0142148
Join by phone: +1-516-572-2631
OR dial 22631 internally:
Access codes: 0142148 Participant
Questions must be submitted no later than 4:45 P.M. on Friday, October 1, 2021. All questions should be directed to Christopher Vella at cvella@nassaucountyny.gov.
No interpretation of the meaning of the Drawings, Specifications or other Contract Documents will be made to any Bidder orally. Prospective bidders must request in writing such interpretation from the Commissioner and such interpretation will be given in writing in the form of written addenda, to all prospective bidders, in accordance with the Instructions to Bidders, Item G.
This Contract will be subject to Nassau County Local Laws No. 14-2002, "Participation by Minority Group Members and Women in Nassau County Contracts," which requires submission of a Utilization plan prior to the award of a County contract, No. 2-2016, "Participation of Service-Disabled Veterans in County Contracts," and No. 9-2002, as amended by No. 3-2015, which require that firms entering into contracts with Nassau County must participate in registered and approved apprenticeship training programs unless such requirement are supplanted by requirements specified in the bidding instructions. At the time of bid submission, the Contractor shall submit, as part of its bid, documents in compliance with Title 51 of the Nassau County Miscellaneous Laws demonstrating participation in approved apprenticeship training programs that are appropriate for the type and scope of work to be performed pursuant to the Contract. Such apprenticeship training programs appropriate for the scope of this Contract shall include, but are not limited to the following: Laborers, Electricians, Carpenter, Operating Engineer, Plumber or any other trade appropriate for the type of work proposed. The apprenticeship training programs shall be registered with, and approved by, the New York State Commissioner of Labor in accordance with Article 23 of the New York State Labor Law. Note that if the Contractor does not comply with these requirements, the Commissioner may declare the Contractor's bid proposal non-responsive and award the Contract to the next lowest responsible Bidder.
SUBCONTRACTOR LISTS - In accordance with GML § 101, for projects (1) to which a project labor agreement applies, (Labor Law Section 222) and, additionally, (2) on a public work contract for which separate specifications have not been prepared, each Bidder shall submit with its bid a separate sealed list on the forms provided with the proposal forms that names each subcontractor (for the following enumerated work, if applicable) that the Bidder intends to use to perform work on the contract, and the agreed-upon amount to be paid to each, for: (1) plumbing and gas fitting, (2) steam heating, hot water heating, ventilating and air conditioning apparatus and (3) electric wiring and standard illuminating fixtures. Notwithstanding the forgoing, all subcontractors must be approved by the Commissioner in writing prior to such subcontractor's performance of any work.
Instructions to Bidders, Form of Bid Bond, Proposal, Form of Agreement, Specifications and the Plans, herein called the "Contract Documents", may be examined at the Permit Office of the Department of Public Works, first floor, 1194 Prospect Avenue, Westbury, Nassau County, New York, (516)590-2723, Phone No. (516) 571-6840, from **9:00 AM on September 3, 2021 until 3:45 PM on October 15, 2021.** County Offices will be closed on September 6th for the Labor Day Holiday and October 11th, 2021 for the Columbus Day Holiday. Copies of the Contract Documents will be available at the time and place indicated. **Furthermore, a downloadable set of the technical specifications can be found on the County solicitation board at no charge for all registered users at: https://apps.nassaucountyny.gov/eProc/index.php.**
In order to ensure that you are submitting bids based on the plans and specifications provided by the Department, bidders must be advised that the Department will only accept bids from bidders who are on the "List of Bidders" who purchased the plans and specifications from the Department.
For bidding purposes, a non-refundable fee of **300.00** by check or money order, payable to the Nassau County Treasurer, will be required for each set of Contract Documents requested. Prospective bidders requesting Contract Documents by mail must remit an additional, non--refundable, fee of 30.00 per set to cover handling and first-class mailing. **ONLY BID PROPOSALS PURCHASED IN THIS MANNER WILL BE ACCEPTED/CONSIDERED.**
Vendors doing business with Nassau County, including those responding to this solicitation, must register with the County. Vendors may register at https://www.nassaucountyny.gov/3153/e-Services by clicking on the "Vendor Portal Registration". In addition, any vendor submitting an offer for this solicitation should submit the required vendor disclosures in the Vendor Portal as well.
Security for Bid as set forth herein must be presented with the Bid.
"FAILURE TO PROVIDE THE REQUIRED SECURITY WILL RENDER THE BIDDER NONRESPONSIVE AND THE BID WILL NOT BE ACCEPTED, OPENED OR READ ALOUD. IN ADDITION, FAILURE TO PROVIDE THE REQUIRED SUBCONTRACTOR INFORMATION AT THE TIME OF BID OPENING MAY RENDER THE BIDDER NONRESPONSIVE".
Dated at Mineola, LI
September 1, 2021
By Order of, County Executive, Laura Curran
By Michael C. Pulitzer, Clerk of the Legislature

A season of fresh starts

Guest Column

Rabbi Susan Elkodsi

On Sept. 6, it is not only the beginning of the new Jewish year of 5782, it's the beginning of the Shmita year. In the Torah we read that every seven years the land is supposed to lie fallow; we don't plant or harvest, but we can eat what grows naturally. In addition, everyone — rich and poor — is welcome to glean from what grows. The wild animals get whatever is left. (Ex. 23:10-11). In Deuteronomy 15:1, the laws of this Sabbatical year extend to the remission of debts in order to allow people — as well as the land — to have a fresh start.

The High Holy Days of Rosh Hashanah and Yom Kippur are also about fresh starts. In the weeks leading up to these days, Jewish tradition asks us to engage in a process called *heshbon ha-nefesh*, "an accounting of the soul," or a life-review. While we should always be striving to be our best selves, this is an opportunity for more intense self-examination. To quote former New York City Mayor Ed Koch, of blessed memory, "How am I doing?" Have I helped to make the world a better place? Have I worked to be my best self, and to bring out the best in others?

If so, great! How do I do even better? If not, what do I need to do differently? It's not about beating ourselves up for being imperfect humans, but recognizing that we're works in progress, and having compassion for ourselves, and others.

For those of us living outside of the land of Israel, Shmita is something we read about but don't practice. Even in Israel's, since her economy today is based on high tech, not agriculture, the concept of observing Shmita has needed to be reimagined in order to stay relevant. Several initiatives were begun during the last Shmita year (2014-2015) including creating funds to help with debt and making non-proprietary technology from major tech companies available to entrepreneurs free of charge.

How can we — in our lives today — observe the spirit of Shmita? The word shmita means "release." In the Torah it's used with respect to releasing someone from a debt, but what if we look at this as letting go of things that no longer serve us? We pray for forgiveness on Yom Kippur, but are we still holding onto resentment and anger over past hurts? Are we stuck in comfortable ruts because we're afraid of change?

Shmita also reminds us that the land on which we live, which sustains us, belongs to God, not to us, and that just like we, and God, need to rest and not be productive, so does the land, and by extension, the entire environment, earth, air and water. How will reduce our footprint this year, carbon and otherwise? Can we reduce consumption by renting or borrowing things, or buying them second-hand?

A new year, a new beginning. May it bring blessing, and may we be the blessing. From my family to yours, I wish you a happy, healthy, peaceful and sweet new year.

Susan Elkodsi is the rabbi for the Malverne Jewish Center, which is located at 1 Norwood Ave., Malverne.

Bi-partisan bill filed for new Disabilities Awareness Group

Members of the Nassau County Legislature joined Disability Advocates, residents with disabilities, and others to announce the formation of a Disabilities Awareness Advisory Group. This bi-partisan group will meet quarterly, to discuss different ways Nassau County can work better for those with disabilities. The bill will come before legislative committees on September 13th and before the full legislature on September 24th where It is expected to pass.

"As an advocate for disabilities, this legislation is very important," Wantagh Disabilities Advocate Gina Barbara said. "This has been an ongoing process for many years and will establish a connection between the County and people with disabilities and give them a voice. Thank you to the Legislature for doing this."

"By creating this advisory group we will make sure Nassau County lives up to its promise to include all of our citizens in the legislative process, and give them a voice." Legislator Steve Rhoads said. "Officials do a lot of talking, but we need to do more listening. This is an opportunity for us to continue to listen to those with disabilities and take any necessary legislative action to make sure Nassau County is working for everyone."

"Whether it is adding additional programs, or altering the infrastructure at Nassau facilities, We want to let everyone know that no matter your disability, here at the legislature, you have a voice." Said Legislator Bill Gaylor, who Co-sponsored the legislation. "I look forward to the bill's passage later in September, and working with advocates and residents to bring about meaningful change in Nassau."

The Port Authority of New York and New Jersey
NOTICE OF AVAILABILITY –
DRAFT NOISE COMPATIBILITY PROGRAM and
NOTICE OF PUBLIC INFORMATION WORKSHOPS and PUBLIC HEARINGS
Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150)
Airport Noise Compatibility Planning Studies for
John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA)

As part of the on-going Airport Noise Compatibility Planning Studies (Part 150 Study), the Port Authority of New York and New Jersey (Port Authority) has completed the Draft Noise Compatibility Program (NCP) pursuant to the requirements of 14 CFR Part 150 for both JFK and LGA. Notice hereby is given that the Draft JFK and LGA NCP documents are available online from September 1, 2021 to October 15, 2021 at:

Draft JFK NCP: http://panynjpart150.com/JFK_DNCP.asp

Draft LGA NCP: http://panynjpart150.com/LGA_DNCP.asp

Written comments on the Draft JFK and LGA NCPs should be sent to: The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. In addition, comments may be emailed to NYPART150@panynj.gov. **All comments must be postmarked by October 15, 2021.**

VIRTUAL PUBLIC INFORMATION WORKSHOPS AND PUBLIC HEARINGS ON THE DRAFT NCPs

Information and an opportunity to comment on each of the Draft NCPs will be provided to the public through Public Information Workshops and Hearings.

FORMAT: The Public Information Workshops and Public Hearings will be conducted virtually via the Zoom platform and will be recorded for record keeping purposes.

JOHN F. KENNEDY INTERNATIONAL AIRPORT

Public Information Workshop:
DATE: Wednesday, September 29, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Wednesday, September 29, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the JFK Workshop and Hearing: https://bit.ly/jfkpart150

LAGUARDIA AIRPORT

Public Information Workshop:
DATE: Tuesday, October 5, 2021
TIME: 5:00 P.M. – 6:30 P.M.

Public Hearing:
DATE: Tuesday, October 5, 2021
TIME: 7:00 P.M. – 9:00 P.M.

Registration for the LGA Workshop and Hearing: https://bit.ly/lgapart150

ADVANCE REGISTRATION REQUIRED: Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make oral comments during the virtual Public Hearing. If you do not have internet access and wish to participate, please call the Port Authority Noise Office at (212) 435-3880 to register and to receive workshop and hearing access information. Please note that the deadline to register to speak at the Public Hearing is by 9:00 p.m. on September 29, 2021 for JFK and by 9:00 p.m. on October 6, 2021 for LGA. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

CONTENT: Each virtual Public Information Workshop will begin with a presentation that will include information regarding the 14 CFR Part 150 process and details on the noise abatement, land use, and program management measures recommended in the Draft NCP document. Workshop attendees will be able to ask questions and engage with the Project Team. During each Public Hearing, the public will have an opportunity to provide oral comments on the Draft NCP document. All comments will be recorded by a stenographer and included in the Final NCP documents. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes, depending on the number of speakers registered at the start of the hearing.

The Public Information Workshop presentations will be available on:

JFK: September 27, 2021 at: **http://panynjpart150.com/JFK_PIW.asp**

LGA: October 4, 2021 at: **http://panynjpart150.com/LGA_PIW.asp**

All comments (written and oral), along with responses developed by the Port Authority, will be included in the Final JFK and LGA NCPs and will be considered by the Federal Aviation Administration (FAA) in their decision-making process on the Port Authority-recommended measures contained in these Final NCP documents.

Upon written request to the Port Authority at the address provided above, a hardcopy, CD-ROM, or flash drive of either the Draft JFK or LGA NCP documents and workshop presentations will be provided for those who specifically indicate that they do not have a computer or access to the internet.

Chinese, Greek, Spanish, and American Sign Language interpretation services for the Public Information Workshops and Hearings are available upon advance request. To make arrangements for such services, contact the Port Authority Noise Office at NYPART150@panynj.gov or at (212) 435-3880 no less than one week prior to the Public Information Workshops, which is September 22, 2021 for JFK and September 29, 2021 for LGA.

For more information about the JFK and LGA Part 150 studies, please visit the project website:
JFK: http://panynjpart150.com/JFK_homepage.asp
LGA: http://panynjpart150.com/LGA_homepage.asp

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- LAB Technician

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- Medical Biller

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118315/20166/9-15

LINE COOKS στο NEW MUNSON DINER στο Liberty, NY. Θα είναι υπεύθυνοι για τον πάγκο τους, να προετοιμάζουν έγκαιρα τα τρόφιμα και να ακολουθούν τις οδηγίες του chef. Απαραίτητα προσόντα: εμπειρία, ευελιξία και διάθεση για ομαδική εργασία. Παρέχουμε ανταγωνιστικούς μισθούς, αμειβόμενη άδεια, βοήθεια μετεγκατάστασης και ευκαιρία ανάπτυξης. Τηλ. τον Chris στο (917) 843-8214.

118398/22304/9-8

Ζητείται ΑΤΟΜΟ, εσωτερικό, 24/7, για να φροντίζει και να συντροφεύει κυρία 83 ετών. Αγγλικά απαραίτητα. Τηλ. :(215) 771-8521 ζητήστε την Donna.

118397/22308/9-7

ΨΗΣΤΗΣ ή ΑΤΟΜΟ για να παίρνει παραγγελίες σε food truck. Πλήρη απασχόληση, τουλάχιστον 5 μέρες την εβδομάδα στο QUEENS. Τηλεφωνήστε στο (516) 424-7112 ή στο (516) 424-2685 ζητήστε τον Σωτήρη.

118393/21830/9-3

ΕΛΑΙΟΧΡΩΜΑΤΙΣΤΗΣ, πεπειραμένος, για μερική απασχόληση σε ελληνική εργαλαβική επιχείρηση στο BRONX. Τηλ.: (718) 863-2448

118392/20147/9-16

Το TITAN FOODS ζητά για πλήρη ή μερική απασχόληση ΑΤΟΜΑ για το TAMEIO, BAKERY και το DELI. Αποταθείτε προσωπικά ώρες καταστήματος 8-7 ζητήστε τον manager 25-56 31 Street, ASTORIA, NY 11101

118390/118/9-8

Το Ελληνικό καθημερινό απογευματινό σχολείο (5 μέρες/εβδομάδα) του Αγίου Γεωργίου στο PISCATAWAY NJ ζητά ΔΑΣΚΑΛΑ/Ο ελληνικών. Πρέπει να είναι απόφοιτος ακαδημίας ή πανεπιστημίου από την Ελλάδα ή την Αμερική, να έχει 2 χρόνια προϋπηρεσία και να είναι μόνιμος κάτοικος Αμερικής. Αποστείλετε βιογραφικό: fmektar@aol.com

118372/13601/9-17

Building Supplies Company in ASTORIA seeks:

- BOOKKEEPER/ADMINISTRATIVE ASSISTANT: Knowledge of bank & accounting basics, Sage PCor, Quickbooks F/T, M-Fr. Health Insurance & 401K.
- Also outside SALES PERSON. Tel.: (718) 726-1527. Email Resume: internationalgeo@gmail.com

118371/7053/9-17

MANAGERS και ΣΕΡΒΙΤΟΡΟΙ/ΕΣ, πεπειραμένοι για πλήρη ή μερική απασχόληση στο Atlantic Diner στο QUEENS. Τηλ. (718) 849- 6673 και ζητήστε τον John.

118366/116/9-15

Ο Εθνικός Κήρυκας ζητά ΠΩΛΗΤΗ/ΤΡΙΑ για το τμήμα των συνδρομών για πλήρη απασχόληση. Ατομο δραστήριο, με εμπειρία στην εξυπηρέτηση πελατών, πρέπει να μιλάει ελληνικά/ αγγλικά, απαραίτητη η γνώση υπολογιστών. Βιογραφικό και πληροφορίες: s.lagoudi@ekirikas.com ή (718) 784-5255, ζητήστε την Σοφία.

118314/2/9-15

ΨΗΣΤΗΣ πεπειραμένος, γνώστης της ελληνικής τουζίνας για το εστιατόριο BAHARI στην ΑΣΤΟΡΙΑ. Πλήρης απασχόληση. Αποταθείτε προσωπικά στο 31-14 Broadway Astoria, NY 11106.

118283/9514/9-6

Ενοικιάσεις Διαμερισμάτων

ΣΤΟΥΝΤΙΟ για ενοικίαση στο FRESH MEADOWS QUEENS 50 τ.μ. με ενοίκιο $1.400 και επιπλέον εγγύηση έναν μήνα. Διαθέτει κουζίνα, μπάνιο, european air condition, χωρίς parking. Μέσα στην τιμή συμπεριλαμβάνεται το ρεύμα και το γκάζι. Τηλεφωνήστε στον Παναγιώτη (917) 775-0861.

457693/22302/9-3

Ενοικιάσεις Επαγγελματικών Χώρων

Ενοικιάζεται ΕΠΑΓΓΕΛΜΑΤΙΚΟΣ ΧΩΡΟΣ συνολικής επιφάνειας 10,000 sq. ft. εντός Μ1 ζώνης, επί της Northern Boulevard, μεταξύ 33rd Street & 34th Street στην ΑΣΤΟΡΙΑ. Το κτίριο διαθέτει ισόγειο κατάστημα 2,500 sq. Ft. και επιπλέον 7,500 sq. Ft. Ημιυπόγειο,με άδεια για τη χρήση του, που μπορει να στεγάσει/ χρησιμοποιηθεί τόσο ως βιομηχανικός χώρος όσο και για κάθε είδους γραφείο, επιχείρηση ή σχολ. Μόλις ένα λεπτό μακρία από σταθμό 36TH STREET (E, F M, R) και 3 λεπτά από το 39 Αv-DUTCH KILLS (N & W). Τιμή $16 / sq. ft. Για πληροφορίες καλέστε στο (917) 682-8649 ή μέσω email στο info@tkmanagement.com.

457689/1131/9-21

Πωλήσεις Επιχειρήσεων

Ευκαιρία για οικογένεια που επιθυμεί να ζήσει σε μικρή πόλη.

CHESTER SC, πολύ κοντά στην πόλη ROCK HILL και σε ραγδαία αναπτυσσόμενη περιοχή. Πωλείται δυο αντ ιδιοκτήτη με τον εξοπλισμό, το φημισμένο CYCLONE RESTAURANT που φέτος γιορτάζει 51 χρόνια λειτουργίας. Ετήσιες εισπράξεις 800 με 900 χιλιάδες δολάρια με προοπτική να καλύτερα. 125 καθίσματα, πάρκινγκ για 45 αυτοκίνητα. Ανοιχτά 7 ημέρες, Παρασκευή 11π.μ.-9μ.μ. και Κυριακή 11π.μ.-4μ.μ. Σοβαρά ενδιαφέρομενοι μόνο. Τηλ.: (803) 377-1500 8-11 π.μ. και (843) 540-1225 στείλατε text message.

204622/22291/9-2

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- STATEN ISLAND, DINER/LOUNCE. 42 year lease, over 200 car parking. 2 Liquer Licence, approximately $4,500,000 per year. Price reduced to $2,850,000, 1/3 down payment.
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- ΜΕΤΑΝΑΣΤΕΥΤΙΚΑ
- ΕΚΠΡΟΣΩΠΗΣΗ ΣΤΟ ΔΙΚΑΣΤΗΡΙΟ (Criminal/Municipal)
- ΧΡΕΩΚΟΠΩΣΕΙΣ (Bankruptcy)

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Bronx, NY. Τηλ.: (718) 299-7555

707313/1949/12-31

Legal Notice

NOTICE OF FORMATION of A & S Startup, LLC. Arts. Of Org. filed with Sec. of State of NY (SSNY) on 07/28/2021. Office Location: Westchester County. SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail process to: Adrian R.Hamblin, 415 S. 3rd Ave Mt. Vernon, NY 10550. Purpose: any lawful activity

281321/22263

Legal Notice

Notice of Formation of CITY SCRIPTURES LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 7/6/2021. Office location: Westchester County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to Evon Grandison 530 South 9th Ave Mount Vernon NY 10550. Purpose: Any lawful purpose.

281319/22262

Legal Notice

Notice of Formation of BUDGETING TO BOLIIE LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 5/18/2021. Office location: Westchester County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to Cortney B. Jackson-Harris P.O. Box 1301 New Rochelle, NY 10801. Purpose: Any lawful purpose.

281325/22266

Legal Notice

Caggie Enterprises LLC Arts of Org. filed SSNY 7/23/21, Westchester Co. SSNY design agent for process & shall mail to 1010 Boston Post Rd. Rye, NY 10580 General Purpose

281333/21255

Legal Notice

Notice of Formation of A.D. HOME INSPECTIONS LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 07/16/2021. Office location: Westchester County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC 99 Cox Avenue Armonk NY 10504. Purpose: Any lawful purpose.

281317/22268

Legal Notice

Notice of Formation of SENSENCHANGE LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 6/1/2021. Office location: Westchester County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC 81 Pondfield Rd Suite D169 Bronxville, NY 10708 Purpose: Any lawful purpose.

281354/22278

Legal Notice

Get Morganized LLC. Articles of Organization filed with the Secretary of the State of New York (SSNY) on 2/22/21. Office: Westchester County. SSNY is designated as agent of the LLC upon whose process against it may be served. SSNY shall mail a copy of process to Registered Agents Inc. at Legalinc Corporate Services Inc. 1967 Wehrle Drive, Suite 1 #086 Buffalo NY 14221. Purpose: Any lawful act or activity.

281360/22280

Legal Notice

Notice of Formation of BENNETTICS LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 06/18/2021 Office location: WESTCHESTER County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to BENNETTICS LLC 553 SOUTH FIFTH AVENUE MOUNT VERNON, NY 10550 Purpose: Any lawful purpose.

281364/22285

Legal Notice

Notice of Formation of PROJECT ELEVEN LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 08/21/2021 Office location: WESTCHESTER County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to MARC ESANNASON 23 S.MONTGOMERY AVENUE,ELMSFORD,NY,10523 Purpose: Any lawful purpose.

281414/22296

Legal Notice

Notice of Formation of SUHANA HOLDINGS LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 5/10/2021. Office location: Westchester County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC 27 Ravine Avenue Apt 2B Yonkers, NY 10701-2263. Purpose: Any lawful purpose.

281406/22292

Legal Notice

Notice of Formation of SANTANGELO FAMILY CAPITAL L.P . Articles of Organization filed with the Secretary of State of New York (SSNY) on 08/6/2021 Office location: WESTCHESTER County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to UNITED STATES CORPORATION AGENTS INC 7014 13TH AVENUE, SUITE 202 BROOKLYN, NY, 11228 Purpose: Any lawful purpose.

281403/22290

Legal Notice

Notice of Formation of HAIR IT GOES, LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 7/25/2021. Office location: Westchester County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to Ayeesha Symister 327 N Terrace Ave Mount Vernon NY 10550. Purpose: Any lawful purpose.

281313/22267

Legal Notice

Notice of Formation of Burton Tutoring LLC Articles of Organization filed with the Secretary of State of New York (SSNY) on 7/30/2021. Office location: Westchester County. SSNY is designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to Samuel Burton 18 Floren Place Scarsdale NY 10583. Purpose: Any lawful purpose.

281315/22269

Legal Notice

SUPREME COURT OF THE STATE OF NEW YORK –COUNTY OF QUEENS- Index No. 711686/2021 –Date Purchased: 05/21/2021 . SUMMONS WITH NOTICE - Plaintiff designates Queens County as the place of trial. – Basis of venue is Plaintiff's residence. AMY HUAPING XUE, Plaintiff, -against- SHENGSHENG LIN, Defendant. -ACTION FOR DIVORCE –To the above named Defendant: YOU ARE HEREBY SUMMONED to serve a notice of appearance on the Plaintiff's Attorney within thirty (30) days after the service is complete and in case of your failure to appear, judgment will be taken against you by default for the relief demanded in the notice set forth below. Dated: May 20 , 2021, Law Office of Dehai Zhang, Esq. Attorney for Plaintiff, 136-20 38th Avenue, Suite 9G, Flushing, NY11354 (718)463-1111 NOTICE: The nature of this action is to dissolve the marriage between the parties, on the grounds: DRL Section 170 subd. (7) - the relationship between the Plaintiff and Defendant has broken down irretrievably for a period of at least six months. The relief sought is a judgment of absolute divorce in favor of the plaintiff dissolving the marriage between the parties in this action. NOTICE OF AUTOMATIC ORDERS PURSUANT TO DOMESTIC RELATIONS LAW Section 236, Part B, Section 2, the parties are bound by certain automatic orders which shall remain in full force and effect during the pendency of the action. For further details you should contact the clerk of the matrimonial part, Supreme Court, 88-11 Sutphin Blvd, Jamaica, NY 11435 Tel 718-298-0600. DRL 255 Notice. Please be advised that once the judgment of divorce is signed in this action, both parties must be aware that he or she will no longer be covered by the other party's health insurance plan and that each party shall be responsible of his or her own health insurance coverage, and may be entitled to purchase health insurance on his or her own through a COBRA option, if available.

281407/21167

Legal Notice

Notice of Formation of Big Dawg Capital 2, LLC, Art. of Org. filed with Sec'y of State (SSNY) on 5/24/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to PO Box 493, Hartsdale, NY 10530. Purpose: any lawful activity.

281386/10834

Legal Notice

Notice of Formation of Big Dawg Capital 1 LLC, Art. of Org. filed with Sec'y of State (SSNY) on 6/2/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to PO Box 493, Hartsdale, NY 10530. Purpose: any lawful activity.

281387/10834

Legal Notice

Notice of Formation of GRF Dental, PLLC, Art. of Org. filed with Sec'y of State (SSNY) on 7/21/21. Cty: Westchester. SSNY designated as agent of PLLC upon whom process against it may be served. SSNY shall mail copy of process to 4 Heritage Hills 202 Center, Somers, NY 10589. Purpose: any lawful activity.

281388/10834

Legal Notice

Notice of Formation of NLYTND4SOAP LLC, Art. of Org. filed with Sec'y of State (SSNY) on 4/13/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 75 Sprain Valley Rd., Scarsdale, NY 10583. Purpose: any lawful activity.

281389/10834

Legal Notice

Notice of Formation of 88 South Highland, LLC, Art. of Org. filed with Sec'y of State (SSNY) on 8/3/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 2368 Evergreen St., Yorktown Heights, NY 10598. Purpose: any lawful activity.

281390/10834

Legal Notice

Notice of Formation of M&D Realty PTNRS LLC, Art. of Org. filed with Sec'y of State (SSNY) on 8/4/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 197 Gainsborg Ave., West Harrison, NY 10604. Purpose: any lawful activity.

281391/10834

Legal Notice

Notice of Formation of DSAC LLC, Art. of Org. filed with Sec'y of State (SSNY) on 8/4/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 199 Gainsborg Ave., West Harrison, NY 10604. Purpose: any lawful activity.

281392/10834

Legal Notice

Notice of Formation of Fit By Tiana LLC, Art. of Org. filed with Sec'y of State (SSNY) on 6/4/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 30 N. Broadway, White Plains, NY 10601. Purpose: any lawful activity.

281393/10834

Legal Notice

Notice of Formation of Chestnut 20 LLC, Art. of Org. filed with Sec'y of State (SSNY) on 8/3/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 11 Fox Hollow Ln., Cos Cob, CT 06807. Purpose: any lawful activity.

281394/10834

Legal Notice

Notice of Formation of SPN Communications LLC, Art. of Org. filed with Sec'y of State (SSNY) on 5/10/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 108 Eton Downs, Cortlandt Manor, NY 10567. Purpose: any lawful activity.

281395/10834

Legal Notice

Notice of Formation of DMM Services LLC, Art. of Org. filed with Sec'y of State (SSNY) on 7/7/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 34 Rosalind Ave., Pleasantville, NY 10570. Purpose: any lawful activity.

281396/10834

Legal Notice

Notice of Formation of Arrow Slate LLC, Art. of Org. filed with Sec'y of State (SSNY) on 5/17/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 75 Virginia Rd., White Plains, NY 10603. Purpose: any lawful activity.

281397/10834

Legal Notice

Notice of Formation of Oaks Emotional and Spiritual Growth Supports LLC, Art. of Org. filed with Sec'y of State (SSNY) on 6/17/21. Cty: Westchester. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to 2 Tappan Landing Rd., Tarrytown, NY 10591. Purpose: any lawful activity.

281398/10834

Legal Notice

Name of LLC: L&M 50th & 5th LLC LLC. Arts. of Org. filed NY Sec. of State on 8/16/2021. Princ. off. loc. in West. Cty. Sec. of State designated as agent of LLC upon whom process against it may be served. The Sec. of State shall mail a copy of process to: The LLC, 1865 Palmer Ave., 2nd Fl, Larchmont, NY 10538. Purpose: Any legal purpose

281399/10834

Legal Notice

Name of LLC: L&M Stanley Avenue Developer LLC. Arts. of Org. filed NY Sec. of State on 8/16/2021. Princ. off. loc. in West. Cty. Sec. of State designated as agent of LLC upon whom process against it may be served. The Sec. of State shall mail a copy of process to: The LLC, 1865 Palmer Ave., 2nd Fl, Larchmont, NY 10538. Purpose: Any legal purpose

281400/10834

Legal Notice

Name of LLC: Arverne East-Edgemere Member LLC. Arts. of Org. filed NY Sec. of State on 7/28/2021. Princ. off. loc. in West. Cty. Sec. of State designated as agent of LLC upon whom process against it may be served. The Sec. of State shall mail a copy of process to: The LLC, 1865 Palmer Ave., 2nd Fl, Larchmont, NY 10538. Purpose: Any legal purpose

281401/10834

Legal Notice

Name of LLC: Erie RM LLC. Arts. of Org. filed NY Sec. of State on 7/26/2021. Princ. off. loc. in West. Cty. Sec. of State designated as agent of LLC upon whom process against it may be served. The Sec. of State shall mail a copy of process to: The LLC, 1865 Palmer Ave., 2nd Fl, Larchmont, NY 10538. Purpose: Any legal purpose

281402/10834

Legal Notice/Auction Notice

All N.Y. Auctioneers, Edward J. Norcia, Auctioneer #1130254 Sells 9/17/21 at 8AM at 341 SOUNDVIEW AVE., Bx 2013 KIA SOUL #KNDJT2A58D7550545 Re:MICHAEL & SONS AUTO SLS LLC,8:30 AM 566 ROUTE 6, MAHOPAC, NY 1998 LEXUS 4D #JT8BH28R5W0137366 Re:A. SARGISS; 2016 HONDA 4D #1HGCR2F33GA155650 Re:L.E. GRAHAM;9AM 102 ROUTE 6, MAHOAC, NY 2000 FORD H/WH #1FCNF53S6Y0A00966 Re:C.T. DECLUE;9:30 AM 3730 MERRITT AVE, Bx 2015 CHEVY SUBN #1GNSKKKC5FR680043 Re:A.L. CASTRO; 2020 HONDA ODY #5FNRL6H20LB025977 Re:J.H. JUNG;10AM 749 E. 136 ST, Bx 2015 BMW 4D #WBA5A5C56FD524968 Re:A.A. URBINA;10:30 AM 4444 PARK AVE., Bx 2017 NISSA 4D #1N4AL3AP4HC197750 Re:P. RODRIGUEZ JR.;11AM 2241 CONNER ST., Bx 2017 HONDA 4D #1HGCR2F80HA250860 Re:R.R. BOWEN ;11:30 AM 1460 E.222 ST., Bx 2002 HONDA SUBN #JHLRD78862C021762 Re:J.J. PIZARRO ;12NOON 557 LONGFELLOW AVE., Bx 2009 SUZUK MCY #JS1GN7EA292102020 Re:M.A. DIAZ;12:30 PM 3600 BOSTON RD, Bx 2011 TOYOT CAMRY #4T1BF3EK2BU703738 Re:B.A. THOMAS;1:30 PM 2753-59STILLWELL AV, Bklyn 2020 LINCO CORSAIR #5LMCJ2C96LUL21398 Re:ZR SERVICES;2:30 PM 240 BABYLON TPKE, ROOSEVELT, NY 2016 BMW SUBN #5UXKR6C5 9G0R34416 Re:CAIN BADGER III/P/ DENIS; 2012 DODGE SUBN #2C4RDGBG5CR262699 Re:P.L. REINERT;3PM 9221 147TH PL, Qns 2007 TOYOT 4D #JTDKB20U373240539 Re:D.A. KIRSHBAUM; 3:30 PM 95 MECHAM AV, ELMONT, NY 1980 PORSCHE CONV #91A0140120 Re:A.E. MEYER;4PM 106-24 157TH ST, Qns 2013 ME/BE 4D #WDD GF8AB3DG133043 Re:M.H. MCDERMOTT;4:30 PM 71 ALBANY AVE, FREEPORT, NY 2018 JEEP SUBN #1C4BJWEG7JL840193 Re:E.R. SEYMOUR; 2009 TOYOT SUBN #JTMBK32 V595083311 Re:V.J. WHALEY; 2007 MERCU 4D #2MEFM75V07X634852 Re:D.L. ZELLER. Publ.09/1 & 09/8/2021

281426/1975

Legal Notice/Auction Notice

All N.Y. Auctioneers, Edward J. Norcia, Auctioneer #1130254 Sells 9/16/21 at 8AM at 341 SOUNDVIEW AVE., Bx 2013 KIA SOUL #KNDJT2A58D7550545 Re:MICHAEL & SONS AUTO SLS LLC,8:30 AM 566 ROUTE 6, MAHOPAC, NY 1998 LEXUS 4D #JT8BH28R5W0137366 Re:A. SARGISS; 2016 HONDA 4D #1HGCR2F33GA155650 Re:L.E. GRAHAM;9AM 102 ROUTE 6, MAHOAC, NY 2000 FORD H/WH #1FCNF53S6Y0A00966 Re:C.T. DECLUE;9:30 AM 3730 MERRITT AVE, Bx 2015 CHEVY SUBN #1GNSKKKC5FR680043 Re:A.L. CASTRO; 2020 HONDA ODY #5FNRL6H20LB025977 Re:J.H. JUNG;10AM 749 E. 136 ST, Bx 2015 BMW 4D #WBA5A5C56FD524968 Re:A.A. URBINA;10:30 AM 4444 PARK AVE., Bx 2017 NISSA 4D #1N4AL3AP4HC197750 Re:P. RODRIGUEZ JR.;11AM 2241 CONNER ST., Bx 2017 HONDA 4D #1HGCR2F80HA250860 Re:R.R. BOWEN ;11:30 AM 1460 E.222 ST., Bx 2002 HONDA SUBN #JHLRD78862C021762 Re:J.J. PIZARRO ;12NOON 557 LONGFELLOW AVE., Bx 2009 SUZUK MCY #JS1GN7EA292102020 Re:M.A. DIAZ;12:30 PM 3600 BOSTON RD, Bx 2011 TOYOT CAMRY #4T1BF3EK2BU703738 Re:B.A. THOMAS;1:30 PM 2753-59STILLWELL AV, Bklyn 2020 LINCO CORSAIR #5LMCJ2C96LUL21398 Re:ZR SERVICES;2:30 PM 240 BABYLON TPKE, ROOSEVELT, NY 2016 BMW SUBN #5UXKR6C5 9G0R34416 Re:CAIN BADGER III/P/ DENIS; 2012 DODGE SUBN #2C4RDGBG5CR262699 Re:P.L. REINERT;3PM 9221 147TH PL, Qns 2007 TOYOT 4D #JTDKB20U373240539 Re:D.A. KIRSHBAUM; 3:30 PM 95 MECHAM AV, ELMONT, NY 1980 PORSCHE CONV #91A0140120 Re:A.E. MEYER;4PM 106-24 157TH ST, Qns 2013 ME/BE 4D #WDD GF8AB3DG133043 Re:M.H. MCDERMOTT;4:30 PM 71 ALBANY AVE, FREEPORT, NY 2018 JEEP SUBN #1C4BJWEG7JL840193 Re:E.R. SEYMOUR; 2009 TOYOT SUBN #JTMBK32 V595083311 Re:V.J. WHALEY; 2007 MERCU 4D #2MEFM75V07X634852 Re:D.L. ZELLER. Publ.09/1 & 09/8/2021

281427/1975

Legal Notice/Auction Notice

Garzgeman's Lien Sale B. Sperber DCA.# 0794803 Sells 09/15/21 10:00am 2887 Coney Island Ave Bklyn 2014 Nissan JN8AS5M VXEW722134 re:Orbe,G; 2016 Nissan 1N4AL3AP3GC122312 re:Brown,L: 11:30am 132-04 11th Ave Qns 2009 Ford 1FMEU7 4E19UA11664 re:Arellanomendez,O: 11:45am 2960 Webster Ave Bx 2019 Acura 5J8YD 4H96KL000332 re:Dejesus,M; 2017 Acura 5J8TB4H78HL013400 re:Dejesus,M: 12:30pm 1318 Taylor Ave Bx 2013 Ford 2FMDK 4JC7BC20294 re:Moumouni,N; 2010 Mercury 4M2CN9BG1AKJ03358 re:Moumouni,N: 1:00pm 759 Eagle Ave Bx 2000 Nissan JNBAS5 8V59W450866 re:Villere,B,N: 1:30pm 230 E 149 St Bx 2010 Nissan 1N4AA5AP5AC823085 re:Santiago,R: Publ 08/25/21 & 09/01/21

281377/9336

Legal Notice/Auction Notice

Garzegemans Lien Sale: S Marquis DCA #2012929 Sells 9/16/21 9am 141A Andros Ave SI NY 10303 14 Nissan 3N1CN7AP9EL808783 Re: Shihang, C, Bregman, P; 10am 1890 Richmond Ter SI NY 10302 17 Toyota 4T1BF 1FK9HU621033 Re: Toyota Lease Trust, Goonatillake, M; 97 Freightliner 2FUPCXYB 4VA774695 Re: Burbridge, D, Millennium Logistics LLC, Mercedes Benz Credit Corp; 13 Chevrolet 2G1WF5E3XD1138365 Re: Labora, D, CitiCorp Capital Corp; 11am 49 Elizabeth St SI NY 10310 15 Mitsubishi 4A4AR4AW7FE052251 Re: Pattersoncreech, J, Santander Consumer USA Inc; Publ 9/1 & 9/8/21

281412/19302

Δημοσιεύουμε LEGAL NOTICES
Ημερήσια και Εβδομαδιαία Εκδοση

- Foreclosures
- LLP Notifications
- Legal Notices, LLCs
- Citations
- Notices of Sale
- Liquor Licenses
- All Types of Auction Notices
- Foundation Notices
- Ownership Notices
- Divorce Legal Notices, etc.

ΕΘΝΙΚΟΣ ΚΗΡΥΞ
718-784-5255
ext 107
advertising2@ekirikas.com
classifieds@ekirikas.com

Legal Notice

Λιμενική Αρχή της Νέας Υόρκης και του Νιού Τζέρσεϋ
ΕΙΔΟΠΟΙΗΣΗ ΔΙΑΘΕΣΙΜΟΤΗΤΑΣ – ΣΧΕΔΙΟ ΠΡΟΓΡΑΜΜΑΤΟΣ ΣΥΜΒΑΤΟΤΗΤΑΣ ΦΟΡΥΒΟΥ και
ΕΙΔΟΠΟΙΗΣΗ ΓΙΑ ΔΗΜΟΣΙΑ ΣΕΜΙΝΑΡΙΑ ΠΛΗΡΟΦΟΡΗΣΗΣ και ΔΗΜΟΣΙΕΣ ΑΚΡΟΑΣΕΙΣ
Τίτλος 14 του Κώδικα Ομοσπονδιακών Κανονισμών, Μέρος 150 (14 CFR Part 150)
Μελέτες Σχεδιασμού Συμβατότητας Φορύβου Αεροδρομίου για τα Αεροδρόμια
John F. Kennedy (JFK) και LaGuardia (LGA)

Ως μέρος των συνεχιζόμενων Μελετών Σχεδιασμού για τη Συμβατότητα Φορύβου Αεροδρομίου, η Λιμενική Αρχή της Νέας Υόρκης και του Νιού Τζέρσεϋ ολοκλήρωσε το Σχέδιο Προγράμματος Συμβατότητας Φορύβου (NCP) σύμφωνα με τις απαιτήσεις του τίτλου 14 CFR Μέρος 150 τόσο για το JFK όσο και για το LGA. Με το παρόν δίνεται δημοσίευση ότι το Σχέδιο NCP για το JFK και LGA είναι διαθέσιμα ονλάιν από την 1η Σεπτεμβρίου 2021 έως τις 15 Οκτωβρίου 2021 στις ιστοσελίδες:

Σχέδιο NCP για το JFK: http://panynjpart150.com/JFK_DNCP.asp

Σχέδιο NCP για το LGA: http://panynjpart150.com/LGA_DNCP.asp

Τα γραπτά σχόλια για τα Σχέδια NCP για το JFK και LGA πρέπει να αποσταλθούν στη διεύθυνση: The Port Authority of New York & New Jersey, 4 World Trade Center,150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. Συμπληρωματικά, τα σχόλια δύναται να σταλθούν μέσω ηλεκτρονικού ταχυδρομείου στη διεύθυνση NYPART150@panynj.gov. **Όλα τα σχόλια πρέπει να φέρουν ταχυδρομική σφραγίδα αποστολής έως τις 15 Οκτωβρίου 2021.**

ΗΛΕΚΤΡΟΝΙΚΑ ΔΗΜΟΣΙΑ ΣΕΜΙΝΑΡΙΑ ΠΛΗΡΟΦΟΡΗΣΗΣ ΚΑΙ ΔΗΜΟΣΙΕΣ ΑΚΡΟΑΣΕΙΣ ΓΙΑ ΤΑ ΣΧΕΔΙΑ NCP

Θα παραχωρηθούν στο κοινό πληροφορίες και μια ευκαιρία για σχόλια σχετικά με τα Σχέδια NCP μέσω Δημόσιων Σεμιναρίων και Ακρόασης.

ΤΥΠΟΣ: Τα Δημόσια Σεμινάρια Πληροφόρησης και οι Δημόσιες Ακροάσεις θα διεξαχθούν ηλεκτρονικά μέσω Zoom και θα καταχωρηθούν για σκοπούς τήρησης αρχείων.

ΔΙΕΘΝΕΣ ΑΕΡΟΔΡΟΜΙΟ JOHN F. KENNEDY

Δημόσιο Σεμινάριο Πληροφόρησης:
ΗΜΕΡΟΜΗΝΙΑ: Τετάρτη, 29 Σεπτεμβρίου 2021
ΩΡΑ: 5:00 Μ.Μ. – 6:30 Μ.Μ.

Δημόσια Ακρόαση:
ΗΜΕΡΟΜΗΝΙΑ: Τετάρτη, 29 Σεπτεμβρίου 2021
ΩΡΑ: 7:00 Μ.Μ. – 9:00 Μ.Μ.

Εγγραφή για το Σεμινάριο και την Ακρόαση για το JFK: https://bit.ly/jfkpart150

ΑΕΡΟΔΡΟΜΙΟ LAGUARDIA

Δημόσιο Σεμινάριο Πληροφόρησης:
ΗΜΕΡΟΜΗΝΙΑ: Τρίτη, 5 Οκτωβρίου 2021
ΩΡΑ: 5:00 Μ.Μ. – 6:30 Μ.Μ.

Δημόσια Ακρόαση:
ΗΜΕΡΟΜΗΝΙΑ: Τρίτη, 5 Οκτωβρίου 2021
ΩΡΑ: 7:00 Μ.Μ. – 9:00 Μ.Μ.

Εγγραφή για το Σεμινάριο και την Ακρόαση για το LGA: https://bit.ly/lgapart150

ΑΠΑΙΤΕΙΤΑΙ Η ΕΓΓΡΑΦΗ ΕΚ ΤΩΝ ΠΡΟΤΕΡΩΝ: Απαιτείται η εγγραφή εκ των προτέρων για τη λήψη πληροφοριών σύνδεσης (login) στο σεμινάριο και την ακρόαση και για όσα άτομα θέλουν να κάνουν προφορικά σχόλια κατά τη διάρκεια της εικονικής Δημόσιας Ακρόασης. Εάν έχετε πρόβλημα στο διαδίκτυο και θέλετε να συμμετάσχετε, παρακαλ

La Autoridad Portuaria de Nueva York y Nueva Jersey
(The Port Authority of New York and New Jersey)
AVISO DE DISPONIBILIDAD - PLAN PRELIMINAR DEL PROGRAMA DE COMPATIBILIDAD DE RUIDO y
AVISO DE TALLERES INFORMATIVOS PÚBLICOS y AUDIENCIAS PÚBLICAS
Título 14 del Código de Reglamentos Federales Parte 150
(14 CFR Parte 150)
Estudios de planificación de compatibilidad de ruido de aeropuertos para el Aeropuerto Internacional John F. Kennedy (JFK) y Aeropuerto LaGuardia (LGA)

En conformidad con los requisitos de 14 CFR Parte 150 tanto para JFK como para LGA, y como parte de Estudios continuos de planificación de compatibilidad de ruido de aeropuertos (Estudio Parte 150), la Autoridad Portuaria de Nueva York y Nueva Jersey (Autoridad Portuaria) ha completado el Plan preliminar del Programa de compatibilidad de ruido (NCP, por sus siglas en inglés). Por medio del presente se informa que los documentos del Plan preliminar de JFK y LGP NCP estarán disponibles en línea del 1 de septiembre de 2021 al 15 de octubre de 2021 en:

Plan preliminar de JFK NCP: http://panynjpart150.com/JFK_DNCP.asp

Plan preliminar de LGA NCP: http://panynjpart150.com/LGA_DNCP.asp

Los comentarios escritos sobre el Plan preliminar de JFK y LGA NCP deben enviarse a: The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. Adicionalmente los comentarios se pueden enviar por correo electrónico a NYPART150@panynj.gov. **Todos los comentarios deben tener el sello postal a más tardar el 15 de octubre de 2021.**

TALLERES INFORMATIVOS PÚBLICOS Y AUDIENCIAS PÚBLICAS VIRTUALES SOBRE EL PLAN PRELIMINAR DE LOS NCP

Se proveerá información al público y se le dará la oportunidad de hacer comentarios sobre los Planes preliminares de los NCP a través de Talleres informativos y audiencias públicos.

ARREGLO: Los Talleres informativos públicos y las audiencias públicas se llevarán a cabo a través de la plataforma Zoom y se grabarán para propósitos de registro.

AEROPUERTO INTERNACIONAL JOHN F. KENNEDY

Taller informativo público:
FECHA: Mié., 29 de septiembre de 2021
HORARIO: 5:00 a 6:30 p.m.

Audiencia pública:
FECHA: Mié., 29 de septiembre de 2021
HORARIO: 7:00 a 9:00 p.m.

Registro para el Taller y la Audiencia de JFK: https://bit.ly/jfkpart150

AEROPUERTO LAGUARDIA

Taller informativo público:
FECHA: Martes, 5 de octubre de 2021
HORARIO: 5:00 a 6:30 p.m.

Audiencia pública:
FECHA: Martes, 5 de octubre de 2021
HORARIO: 7:00 a 9:00 p.m.

Registro para el Taller y la Audiencia de LGA: https://bit.ly/lgapart150

REGISTRO ANTICIPADO REQUERIDO: Es obligatorio registrarse anticipadamente para obtener la información de cómo conectarse al taller y a la audiencia y para todas las personas que deseen hacer comentarios verbales durante la audiencia pública virtual. Si no tiene acceso a Internet y desea participar, por favor llame a la Oficina de Ruido de la Autoridad Portuaria al (212) 435-3880 para registrarse y recibir información de acceso al taller y a la audiencia. Sírvase observar que la fecha límite para registrarse para hablar en la Audiencia pública es el 29 de septiembre de 2021 a las 9:00 p.m. para JFK y el 6 de octubre de 2021 a las 9:00 p.m. para LGA. La Audiencia pública cerrará únicamente después de que todas las personas registradas para hablar hayan tenido la oportunidad de hacerlo.

CONTENIDO: Cada Taller informativo público virtual iniciará con una presentación con información referente al proceso 14 CFR Parte 150 y detalles sobre el abatimiento del ruido, uso de terrenos y medidas recomendadas de la administración del programa en el Plan preliminar de NCP. Los asistentes al taller podrán hacer preguntas y participar con el Equipo del Proyecto. Durante cada la Audiencia pública, el público tendrá la oportunidad de dar sus comentarios verbales sobre el Plan preliminar de NCP. Un estenógrafo grabará todos los comentarios y los incluirá en los documentos Finales de NCP. Cada orador tendrá el mismo límite de tiempo para hablar, lo cual será de 1 a 3 minutos, dependiendo del número de oradores registrados al inicio de la audiencia.

Las presentaciones del Taller informativo público estarán disponibles en:

JFK: 27 de septiembre de 2021 en: **http://panynjpart150.com/JFK_PIW.asp**

LGA: 4 de octubre de 2021 en: **http://panynjpart150.com/LGA_PIW.asp**

Todos los comentarios (verbales y escritos), junto con las respuestas desarrolladas por la Autoridad Portuaria, se incluirán en los NCP finales de JFK y LGA y serán considerados por la Administración Federal de Aviación (FAA) en su proceso de toma de decisiones con respecto a las medidas recomendadas de la Autoridad Portuaria contenidas en estos documentos Finales de NCP.

Con solicitud previa por escrito a la Autoridad Portuaria a la dirección indicada anteriormente, se proporcionará una copia impresa, CD-ROM o flash drive de los documentos del Plan preliminar de JFK o LGA NCP y de las presentaciones de los talleres a quienes indiquen específicamente que no tienen una computadora o acceso a Internet.

Habrá disponibles servicios de interpretación al chino, griego, español y lenguaje americano de señas para los Talleres informativos y Audiencias públicos con solicitud anticipada. Para hacer arreglos para dichos servicios, comuníquese a la Oficina de ruido de la Autoridad Portuaria a NYPART150@panynj.gov o al (212) 435-3880 a más tardar una semana antes de los Talleres informativos públicos, lo cual es el 22 de septiembre de 2021 para JFK y 29 de septiembre para LGA.

Para obtener más información acerca de los estudios JFK y LGA Parte 150, sírvase visitar el sitio web del proyecto:

JFK: http://panynjpart150.com/JFK_homepage.asp

LGA: http://panynjpart150.com/LGA_homepage.asp

E-33

宣稱遊說總統助脫醜聞調查

佛州地產商被控欺詐勒索議員父親2500萬

本報訊

佛州一名地產開發商涉嫌勒索共和黨眾議員蓋茨(Matt Gaetz)的父親，並且索款2500萬元，因此被政府起訴。消息透露被告曾經宣稱，可遊說總統幫助蓋茨擺脫桃色醜聞調查。

■共和黨眾議員蓋茨(左)的父親，被62歲商人奧爾福德(右)勒索2500萬元，奧爾福德被大陪審團起訴電信欺詐及阻差辦公罪。 合併圖片

《國會山報》報道，佛州北區檢察官辦公室8月31日公布，大陪審團已經決定起訴62歲商人奧爾福德(Stephen Alford)，罪名為電信欺詐及阻差辦公，最高可判囚25年。奧爾福德目前正被拘留，31日首次出庭，據悉他早前已在另1宗欺詐案件中被定罪。

根據起訴書，奧爾福德在今年3至4月間，自稱參與一項名為「返鄉計劃」(Project Homecoming)的行動，並與總統建立聯繫，只要蓋茨的父親支付2500萬元，便可保證蓋茨可得總統特赦，或由白宮指示司法部終止調查。當時奧爾福德聲稱，所得款項將用於營救2007年在伊朗失蹤的前聯邦調查局(FBI)探員萊文森(Robert Levinson)。

起訴書沒有明確提到蓋茨的名字，但以字母縮寫「DG」代表蓋茨的父親唐恩(Don Gaetz)。唐恩今年3月曾經接受媒體採訪，當時曾說自己識破奧爾福德的騙局，而且願意配合聯邦調查局的調查，身藏竊聽器與疑犯溝通。

蓋茨及唐恩都質疑，前聯邦檢察官麥基(David McGee)是騙局的幕後黑手。唐恩在訪問中表示，曾試圖引誘奧爾福德談論向麥基匯款的細節，可是未能成功。對此麥基已否認指控。39歲的蓋茨因涉嫌與未成年少女結伴出遊，並和對方發生性關係，正在接受調查。此案由佛州前稅務官員格林伯格(Joel Greenberg)引起，他去年夏天被控性販運罪名，隨著案件擴大於是牽扯到蓋茨，蓋茨一再否認參與其事。

根據報道，格林伯格5月認罪後，正與當局合作調查蓋茨。蓋茨在推特表示，自己並無犯法，堅稱有人試圖藉此勒索。

拜登演說間接透露信息

總統拜登在阿富汗撤軍行動完成後發表演說，一方面堅稱行動成功，另一方面也表示，國家在20年阿戰中付出沉重的經濟和人命代價。

但分析形容，這次事件同樣反映，國民其實相當反對華府頻繁干預國際事務的路線，這個立場多年來早有端倪，政治領袖應該正視。

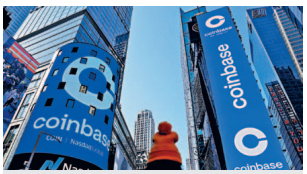
曾經5次獲得艾美獎的評論員格林菲爾德(Jeff Greenfield)在Politico刊登文章，表示拜登8月31日向全國講話時，使用了冷戰以來歷任總統從未用過的措辭，不再形容美國是國際社會「不可或缺」的成員，反而要求國民反思，華府「可以做什麼」、「不應該做什麼」；「20年來每天耗費3億元」，「我們損失了多少其他機會」；美國嘗試建立民主、統一的阿富汗，但對方數百年歷史中從未有過這樣的局面，美國這次只能「終止以大型軍事行動，重塑其他國家的時代」。

格林菲爾德形容，拜登講話的最重大意義，可能是標誌著理念的轉變，這屆政府也需開始接受新的思維，不再認為美國必須頻繁參與外國事務。

事實上，民主、共和兩黨選民雖然在不少議題上南轅北轍，但在這方面卻意見一致，而且這股暗湧已經存在多年，只是不少政壇人士沒有注意而已。

格林菲爾德表示，小布殊2006年開始伊拉克戰爭後，最終行動失敗，就為這個局面打開了方向。2008年選民推舉奧巴馬，而不是曾為伊戰投下贊成票的希拉莉，也是這個情緒的延續。

到了特朗普競選時，外界往往將焦點放在他「美國優先」等其他論調上，卻沒有意識到，特朗普也不願意積極參與國際事務。 本報訊



■Coinbase公司註冊用戶由去年底的4300萬，半年間增至現在的6800萬，而且持有近2230億元資產。 路透社

遭黑客入侵後血本無歸 客戶轟Coinbase不靠譜

全國最大電子貨幣平台Coinbase發展迅速，但同時也顯露不少弊病，有客戶投訴，自己賬戶被黑客入侵後蒙受損失，但公司卻完全無意跟進。

NBC報道，Coinbase公司註冊用戶由去年底的4300萬，半年間增至現在的6800萬，而且持有近2230億元資產，但興旺的背後服務水準卻被人詬病。聯邦貿易委員會(FTC)和消費者金融保護局(CFPB)在過去5年，共收到1.1萬宗針對Coinbase的投訴，不少人對其網絡保安及客服質素深感不滿。

其中1名用戶維多維奇(Tanja Vidovic)表示，自己由2017年開始使用Coinbase投資，今年4月突然收到系統發出的安全警告和密碼更改通知，才發現賬戶被黑客入侵，損失約值16.8萬元的加密貨幣。維多維奇試圖聯絡Coinbase，但公司沒有設置熱線電話，只能通過電郵查詢。經過多番交涉後，Coinbase在8月回覆稱，加密貨幣轉賬後無法追回，而且事件不是公司系統導致，而是維多維奇的電郵及手機號碼被盜，才令黑客成功通過雙重驗證登入賬戶，言下之意是公司不會負責。

另一名不願具名的用戶也表示，自己同樣有相同遭遇，其電腦3月被黑客入侵後，Coinbase賬戶內價值3.5萬元的加密貨幣不翼而飛。他向Coinbase連發多封電郵，得到的回應只說公司無能為力，而且未有證據顯示事件涉及Coinbase失誤，因此只向當事人補償200元。

網絡專家表示，加密貨幣賬戶失竊往往與手機號碼被盜有關，黑客控制事主的電話號碼後，可在幾分鐘內轉出所有資金。據悉，有犯罪分子在暗網出售被盜的Coinbase賬戶，每個售價100至150元。聯邦調查局(FBI)雖然嘗試為事主追回資金，可惜相當困難。這些受害人血本無歸，加上查詢期間重重受阻，難免感到不滿。商業改進局(BBB)在過去3年收到1100多宗相關投訴，機構已致函要求Coinbase跟進，但未收到任何回應。

有Coinbase前員工透露，公司早期設有電話熱線，業務規模擴大後改以電郵回應查詢，令本來幾分鐘可以解決的問題，拖長至數天時間。Coinbase回應時強調，每個賬戶設有雙重身分驗證，受到入侵的比例不到0.01%。公司承認客戶服務水準欠佳，承諾會在今年內擴大相關團隊，並增設網絡即時查詢及熱線電話服務。 本報訊

纽约与新泽西港口事务管理局

可用性通知 -《噪声兼容性计划草案》及

公共信息研讨会和公共听证会通知

《联邦法规》第 14 篇第 150 部分

肯尼迪国际机场 (JFK) 和拉瓜迪亚机场 (LGA) 机场噪声兼容性规划研究

作为正在进行的机场噪声兼容性规划研究（第 150 部分研究）的一部分，纽约与新泽西港口事务管理局（港务局）已根据《联邦法规》第 14 篇第 150 部分的要求为 JFK 和 LGA 完成了《噪声兼容性计划草案》(NCP)。特此通知，JFK 和 LGA NCP 草案文件可于 2021 年 9 月 1 日至 2021 年 10 月 15 日在线获取：

JFK NCP 草案：http://panynjpart150.com/JFK_DNCP.asp

LGA NCP 草案：http://panynjpart150.com/LGA_DNCP.asp

关于 JFK 和 LGA NCP 草案的书面评议应送交：The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell。此外，也可将评议电邮至 NYPART150@panynj.gov。**所有评议的邮戳日期都必须在 2021 年 10 月 15 日之前。**

关于 NCP 草案的虚拟公共信息研讨会和公共听证会

将通过公共信息研讨会和公开听证会向公众提供有关每份 NCP 草案的信息和进行评议的机会。

格式：公共信息研讨会和公开听证会将通过 Zoom 平台虚拟进行，并将进行记录以备记录。

肯尼迪国际机场 (JFK)

公众信息研讨会：
日期：2021 年 9 月 29 日（周三）
时间：下午 5 点至 6 点 30 分

公开听证会：
日期：2021 年 9 月 29 日（周三）
时间：晚上 7 点至 9 点
JFK 研讨会和听证会注册：
https://bit.ly/jfkpart150

拉瓜迪亚机场 (LGA)

公众信息研讨会：
日期：2021 年 10 月 5 日（周二）
时间：下午 5 点至 6 点 30 分

公开听证会：
日期：2021 年 10 月 5 日（周二）
时间：晚上 7 点至 9 点
LGA 研讨会和听证会注册：
https://bit.ly/lgapart150

需要提前注册：要获得研讨会和听证会登录信息或希望在虚拟公开听证会上发表口头评议，都需要提前注册。如果无法上网但希望参加，请致电 (212) 435-3880 联系港务局噪音办公室注册并接收研讨会和听证会获取信息。请注意，JFK 公开听证会上发言注册的截止日期为 2021 年 9 月 29 日晚上 9 点，LGA 的截止日期为 2021 年 10 月 6 日晚上 9 点。只有在所有注册发言人都有机会发言后，公开听证会才会结束。

内容：每场虚拟公共信息研讨会都将先进行情况介绍，包括有关《联邦法规》第 14 篇第 150 部分流程的信息以及 NCP 草案文件中建议的噪音消除、土地使用和计划管理措施的详细信息。参加研讨会的人员将能够提出问题并与项目团队互动。在每场公开听证会期间，公众将有机会就 NCP 草案文件发表口头评议。所有评议都将由速记员记录并包含在 NCP 终稿文件中。根据听证会开始时登记的发言者人数，每位发言人将有相同的 1 到 3 分钟的发言时间限制。

公共信息研讨会的情况介绍将在以下地点提供：

JFK：2021 年 9 月 27 日，网址：http://panynjpart150.com/JFK_PIW.asp

LGA：2021 年 10 月 4 日，网址：http://panynjpart150.com/LGA_PIW.asp

所有（书面和口头）评议及港务局准备的答复都将包含在 JFK 和 LGA NCP 终稿中，并将由联邦航空管理局 (FAA) 在其关于这些 NCP 终稿文件所含港务局推荐措施的决策过程中考虑。

收到寄至上述地址向港务局提出的书面要求后，可为那些明确表示没有计算机或无法上网的人提供 JFK 或 LGA NCP 草案文件和研讨会情况介绍的硬拷贝、光盘或闪存盘。

公共信息研讨会和听证会的中文、希腊语、西班牙语和美国手语口译服务可应提前要求提供。要安排此类服务，请在公共信息研讨会（即 JFK 为 2021 年 9 月 22 日，LGA 为 2021 年 9 月 29 日）前至少一周电邮 **NYPART150@panynj.gov** 或致电 (212) 435-3880 联系港务局噪音办公室。

有关 JFK 和 LGA 第 150 部分研究的更多信息，请访问项目网站：
JFK：http://panynjpart150.com/JFK_homepage.asp
LGA：http://panynjpart150.com/LGA_homepage.asp

N21H27DA

6升7年級同學家長好消息！

從今年起
成龍7年級
9月一開學
SHSAT
就一周加兩次
變成三次

往年……
(四十年來成龍都是在11月初才開始一周上課三次)

加課不加學費！

6年級的前途在父母手上

如果你還不覺遠，現在忽然告訴你：

只剩14個月就要考高中

"好高中,的學生，才有'好大學'...

6升7高中直攻特戒隊成力課程計畫

1. 從9月1日開課！直到明年10月20！也不過只有14個月了！
2. 比八年級同學多第一年，學費才$9000元！
3. 9月1日複習上課三次(二四六)！
4. 然後春季每周上課4次(一三五六)！
5. 然後，又有一個暑期美式天上課！
6. 緊接著，又是一周上課四次直到10/20日考試前！
7. 其他精華資訊年七月之前都沒有額外費用隨便問！

9月11日開課，學費2699

打最折扣最划算！即十年來地門都知道，考上名牌高中，基礎成魔！

如何考上特殊高中：在成龍補習的同學，數學都能有等對或成高等表現之前已經在成龍讀考上了名牌特殊高中，現在一般已經，說說為是一般comer; intent; 因為我們的「任務」就是你的孩子考上特殊高中，所以五年級等下我們就慢慢從Google Video教學，因為它的量小從現在就上了Zoom，結果我們的同學公認都大幅度成長！而且，雖然有些時，我們第一節課都沒有少上，其他補習班基本上都是點了？！有的家長，心裡非常焦慮，別人傳給我看，甚麼門檻心一直考上特殊高中完全沒有關係！如果你也有這心裡就隨緣，就把孩子交給成龍！孩子最終感謝你做會是我們合作夥伴的結果...

成龍補習班 請上網看：meprepny.com 諮詢電話：917-640-6918 考打必獲 ■法拉盛:凱辛娜大道41-60 ■布赫崙:8大道60街829號

N21B09CK

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拒依學生意願稱呼性別 屬言論自由

教師遭停職 公校被判違憲 上訴再敗

記者張筠／維州報導

北維州勞登郡(Loudoun)公校體育教師克洛斯(Byron Tanner Cross)，日前因拒絕按學生自認的性別相稱，遭勞登郡公校停職，維州最高法院本周裁定，克洛斯的行為符合憲法對言論自由的規定，維州下級法院判公校違憲的裁決有理有據。

勞登郡公校教委5月就修改跨性別學生政策提案，要求教職員必須接受並使用學生選擇的性別認同稱呼，但里斯堡小學(Leesburg Elementary School)體育教師克洛斯表示，該提案會對學生造成傷害，他說，自己因個人宗教信仰無法遵照上述規定，但遭勞登郡公校停職。

克洛斯不滿校方決定而提告，維州巡迴法院裁定公校作法違憲，應立即讓克洛斯復職，但勞登郡公校又向維州最高法院上訴，稱克洛斯公開發表意見的行為，對公校和眾多學生、家長造成「嚴重干擾」，公校稱教職員言論和宗教自由的權利，不應超越替學生打造良好學習、成長環境利益的範圍。

代表克洛斯的法律團隊Alliance Defending Freedom要求州最高法院駁回上訴，稱公校試圖迫使克洛斯放棄任何反對意見並將其停職的作法，違反憲法和維州法律。

維州最高法院30日對此裁定，維州巡迴法院要求克洛斯復職的決定有明確法律依據，克洛斯的行為也符合維州法律對言論自由的闡述。法院表示，勞登郡公校錯誤限制了克洛斯發表公開評論的權利，公校也不得對教職員採取不利行為以報復他們在公開場合行使發言權。

維州最高法院表示，沒有證據顯示克洛斯與家長有任何互動困難，或無法履行其職責，公校不能以此為由將其停職。

勞登郡公校發言人對維州最高法院的裁決未發表任何回應。

▶維州最高法院本周裁定，克洛斯就跨性別學生發表意見的行為屬於言論自由的權益，下級法院判勞登郡公校違憲的裁決也有理有據。(Alliance Defending Freedom提供)

芝7旬華婦 當街遭壯漢毆臉

特派員黃惠玲／芝加哥報導

住在芝城華埠30多年的七旬華裔婦張雪(化名)，8月29日早上約8時45分左右，獨自行經橋港區賀斯提特街(S. Halsted St.)夾27街時，一名非裔壯漢突然從路旁朝她臉部出拳重擊，張雪眼鏡應聲而破並導致顴骨受傷，「因為臉上劇痛摸了一下，竟然滿手是血」，張雪趕緊走到附近包子店求助報警，全案現由警方調查中，由於歹徒單純僅對張雪攻擊，並未行搶，是否涉及仇恨攻擊引起社區高度關注。

張雪接受本報電話訪問時表示，8月29日上午她先到住家附近的公園運動，然後準備走到26街夾賀斯提特街的包子店買生煎包，移民到芝加哥30多年的她說，因為早年曾有兩次遭搶經驗，加上過去一年時常傳出亞裔受到當街攻擊事件，「所以我一向很謹慎」，大多只會在上午出門的她，完全沒想到竟然會被莫名其妙毆打。

她說，事發時她獨自走在人行道上，附近沒有其他人，「走著走著，突然一個年約40多歲的非裔男性，從路旁車輛跳出來，直接就對我出拳毆打」，瞬間嚇壞的張雪說，自己身型比較高大且平常有運動，被打後幸而沒有倒下，「還搞不清楚怎麼回事，就感覺臉部劇痛」，張雪伸手一摸才發現左邊臉部血流不停。她事後回想，該名男子光頭，身穿背心。

7旬華婦張雪日前在橋港區街上，莫名遭到一名非裔壯漢攻擊，臉上至今仍有傷痕。(張雪提供)

「當場我不敢拿出皮包裡的手機報警，害怕他又對我再一次攻擊」，忍著疼痛，張雪走了約三分鐘到原本要去的包子店求救，張雪說，包子店內的四個人立刻幫忙報了警且不斷關切傷勢，警察到場後已經立案調查，張雪說，她的傷勢經過兩天已經明顯好轉，「非常感謝同是華人的包子店員工協助」。

由於該名歹徒並未搶走張雪身上的包包，也沒有任何財物損失，使該案是否涉及仇恨犯罪，引起華社高度關注。芝加哥警局對此案回應表示，仍在進行調查。

伊州教會夏令營180人染疫

特派員黃惠玲／芝加哥報導

聯邦疾病防治中心CDC於8月31日公布，伊利諾州中部的一場教會夏令營及會議活動，導致多達180人感染新冠病毒，其中有22人完全接種。

CDC報告指出，這場夏令營是在6月下旬舉行，而到8月13日為止，於羅許威爾市(Rushville)舉行的這場聚會，最終導致180人染疫，其中又以在斯勒郡(Schuyler)、亞當郡(Adam)的居民感染人數最多，報告顯示，180名染疫者中，有122人曾參加該營隊活動，另58例是因密切接觸參加會議者而感染病毒。

聯邦疾病防治中心說，該營隊的參與者，在抵達營地前不需要提供疫苗接種證明，也不用繳交病毒檢測陰性報告，口罩也未列入攜帶物品清單之中。

夏令營的成員主要以14到18歲為主，大家一起在營隊舉行期間共宿共餐。

CDC說，335名的露營參加者中，有26%確診；同時間在另一個場地舉行的該教會會議，則約有500人與會，加上30名工作人員，該會議也不需要提交接種證明或檢測陰性報告，且不要求戴口罩。確診的100多人中，有五人因病況嚴重送醫治療，無人死亡，而接種疫苗後感染病毒者，無一人因此住院。

▲CDC最新報告顯示，伊州6月下旬的一場教會夏令營與會議活動，造成180人感染新冠病毒，其中22人完全接種。(pexels)

報告提到，由此案例也說明了接種疫苗者會傳播新冠肺炎病毒，因為參加營隊與會議受感染的122人中，有18人完全接種，而這18人染疫後，將病毒傳給其他八名親密接觸者，這八名染疫者中，有四人完全接種。

CDC也對其中31名染疫者進行樣本檢測病毒序號，發現約有87%的染疫者攜帶病毒變異株Delta。

CDC說，此宗群聚感染所以有這麼多人受波及，主要因為Delta的高傳染性。

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纽约与新泽西港口事务管理局

可用性通知 -《噪声兼容性计划草案》及

公共信息研讨会和公共听证会通知

《联邦法规》第 14 篇第 150 部分

肯尼迪国际机场 (JFK) 和拉瓜迪亚机场 (LGA) 机场噪声兼容性规划研究

作为正在进行的机场噪声兼容性规划研究（第 150 部分研究）的一部分，纽约与新泽西港口事务管理局（港务局）已根据《联邦法规》第 14 篇第 150 部分的要求为 JFK 和 LGA 完成了《噪声兼容性计划草案》(NCP)。特此通知，JFK 和 LGA NCP 草案文件可于 2021 年 9 月 1 日至 2021 年 10 月 15 日在线获取：

JFK NCP 草案：http://panynjpart150.com/JFK_DNCP.asp

LGA NCP 草案：http://panynjpart150.com/LGA_DNCP.asp

关于 JFK 和 LGA NCP 草案的书面评议应送交：The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell。此外，也可将评议电邮至 NY-PART150@panynj.gov。**所有评议的邮戳日期都必须在 2021 年 10 月 15 日之前。**

关于 NCP 草案的虚拟公共信息研讨会和公共听证会

将通过公共信息研讨会和公开听证会向公众提供有关每份 NCP 草案的信息和进行评议的机会。

格式：公共信息研讨会和公开听证会将通过 Zoom 平台虚拟进行，并将进行记录以备记录。

肯尼迪国际机场 (JFK)

公众信息研讨会：
日期：2021 年 9 月 29 日（周三）
时间：下午 5 点至 6 点 30 分

公开听证会：
日期：2021 年 9 月 29 日（周三）
时间：晚上 7 点至 9 点
JFK 研讨会和听证会注册：
https://bit.ly/jfkpart150

拉瓜迪亚机场 (LGA)

公众信息研讨会：
日期：2021 年 10 月 5 日（周二）
时间：下午 5 点至 6 点 30 分

公开听证会：
日期：2021 年 10 月 5 日（周二）
时间：晚上 7 点至 9 点
LGA 研讨会和听证会注册：
https://bit.ly/lgapart150

需要提前注册：要获得研讨会和听证会登录信息或希望在虚拟公开听证会上发表口头评议，都需要提前注册。如果无法上网但希望参加，请致电 (212) 435-3880 联系港务局曦音办公室注册并接收研讨会和听证会获取信息，请注意，JFK 公开听证会上发言注册的截止日期为 2021 年 9 月 29 日晚上 9 点，LGA 的**截止日期**为 2021 年 10 月 6 日晚上 9 点。只有在所有注册发言人都有机会发言后，公开听证会才会结束。

内容：每场虚拟公共信息研讨会都将先进行情况介绍，包括有关《联邦法规》第 14 篇第 150 部分流程的信息以及 NCP 草案文件中建议的噪音消除、土地使用和计划管理措施的详细信息。参加研讨会的人员将能够提出问题并与项目团队互动。在每场公开听证会期间，公众将有机会就 NCP 草案文件发表口头评议。所有评议都将由速记员记录并包含在 NCP 终稿文件中。根据听证会开始时登记的发言者人数，每位发言人将有相同的 1 到 3 分钟的发言时间限制。

公共信息研讨会的情况介绍将在以下地点提供：

JFK：2021 年 9 月 27 日，网址：http://panynjpart150.com/JFK_PIW.asp

LGA：2021 年 10 月 4 日，网址：http://panynjpart150.com/LGA_PIW.asp

所有（书面和口头）评议及港务局准备的答复都将包含在 JFK 和 LGA NCP 终稿中，并将由联邦航空管理局 (FAA) 在其关于这些 NCP 终稿文件所含港务局推荐措施的决策过程中考虑。

收到寄至上述地址向港务局提出的书面要求后，可为那些明确表示没有计算机或无法上网的人提供 JFK 或 LGA NCP 草案文件和研讨会情况介绍的硬拷贝、光盘或闪存盘。

公共信息研讨会和听证会的中文、希腊语、西班牙语和美国手语口译服务可应提前要求提供。

要安排此类服务，请在公共信息研讨会（即 JFK 为 2021 年 9 月 22 日，LGA 为 2021 年 9 月 29 日）前至少一周电邮 **NYPART150@panynj.gov** 或致电 (212) 435-3880 联系港务局曦音办公室。

有关 JFK 和 LGA 第 150 部分研究的更多信息，请访问项目网站：

JFK：http://panynjpart150.com/JFK_homepage.asp

LGA：http://panynjpart150.com/LGA_homepage.asp

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YOU ARE INVITED TO ATTEND

John F. Kennedy International Airport
Virtual Public Information Workshop and Hearing
14 CFR Part 150 Airport Noise and Land Use Compatibility Planning Study

As part of the on-going Airport Noise Compatibility Planning Study (Part 150 Study), the Port Authority of New York and New Jersey (Port Authority) has completed the John F. Kennedy International Airport (JFK) Draft Noise Compatibility Program (NCP), pursuant to the requirements of 14 CFR Part 150. A notice hereby is given that the Draft NCP will be available on-line at: http://panynjpart150.com/JFK_DNCP.asp from September 1, 2021 to October 15, 2021.

Written comments on the Draft NCP should be sent to: The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. In addition, comments may be emailed to NYPART150@panynj.gov. **All comments must be postmarked by October 15, 2021**.

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCP

Information and an opportunity to comment on the Draft NCP will be provided to the public through a Public Information Workshop and a Public Hearing. The details of the date, times, and location are listed below.

Wednesday, September 29, 2021

Virtual Public Information Workshop:
5:00 P.M. – 6:30 P.M.

Virtual Public Hearing:
7:00 P.M. – 9:00 P.M.

Online via Zoom
Please register in advance:
https://bit.ly/jfkpart150
or https://esassoc.zoom.us/webinar/register/WN_cfH9kg_1SQ65Guf-VxHMZg

WORKSHOP AND HEARING FORMAT

The Public Information Workshop will begin with a presentation that will include information regarding the 14 CFR Part 150 process and details on the noise abatement, land use, and program management measures recommended in the Draft NCP. Workshop attendees will be able to ask questions and engage with the Project Team.

During the Public Hearing, the public will have an opportunity to provide oral comments on the Draft NCP. All comments will be recorded by a stenographer. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes depending on the number of speakers registered at the start of the hearing. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

All comments (written and oral) along with responses developed by the Port Authority will be included in the Final NCP and will be considered by FAA in their decision-making process on the Port Authority-recommended measures contained in the Final NCP.

For participants without internet access:

If you do not have internet access and wish to participate, please call the Port Authority Noise Office at **(212) 435-3880** to register and to receive workshop and hearing access information.

Upon written request to the Port Authority at the address provided above, a hardcopy, CD-ROM, or flash drive of either the Draft JFK NCP documents or the workshop presentation will be provided for those who specifically indicate that they do not have a computer or access to the internet.

The Public Information Workshop presentation will be available on:

September 27, 2021 at: http://panynjpart150.com/JFK_PIW.asp

Chinese, Greek, Spanish, and American Sign Language interpretation services for the Public Information Workshop and Hearing are available upon advance request. To make arrangements for such services, contact the Port Authority Noise Office at NYPART150@panynj.gov or at **(212) 435-3880** no less than one week prior to the Public Information Workshop, which is September 22, 2021.

Want to find out more information?
Please visit: http://panynjpart150.com/JFK_homepage.asp
The JFK Draft NCP is available at:
http://panynjpart150.com/JFK_DNCP.asp

Want to provide input?
Please email: NYPart150@panynj.gov.
All comments must be received by October 15, 2021.

Questions about the meetings?
Contact the Port Authority Noise Office
Email: NYPart150@panynj.gov
Call: 212-435-3880

特此邀请您参加

肯尼迪国际机场
虚拟公开信息研讨会和听证会
《联邦法规》第 14 篇第 150 部分机场噪声和土地使用兼容性规划研究

作为正在进行的机场噪声兼容性规划研究（第 150 部分研究）的一部分，纽约和新泽西港务局已根据《联邦法规》第 14 篇第 150 部分的要求完成了肯尼迪国际机场的《噪声兼容性计划草案》。特此通知，《噪声兼容性计划草案》文件将于 2021 年 9 月 1 日至 2021 年 10 月 15 日在 http://panynjpart150.com/JFK_DNCP.asp 网站上发布 。

关于《噪声兼容性计划草案》文件的书面评议应送至：The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell。此外，也可将评议电邮至 NJPART150@panynj.gov。**所有评议的邮戳日期都必须在 2021 年 10 月 15 日之前。**

有关《噪声兼容性计划草案》的虚拟公共信息研讨会和公开听证会

将通过公共信息研讨会和公开听证会向公众提供有关《噪声兼容性计划草案》的信息和进行评议的机会。下面列出了日期、时间和地点的详细信息。

2021 年 9 月 29 日（周三）

虚拟公开信息研讨会：
下午 5 点至 6 点 30 分

虚拟公开听证会：
晚上 7 点至 9 点

通过 Zoom 在线举行
请提前注册：
https://bit.ly/jfkpart150
或
https://esassoc.zoom.us/webinar/register/WN_cfH9k-g_1SQ65Guf-VxHMZg

研讨会和听证会形式

公共信息研讨会将先进行情况介绍，包括有关《联邦法规》第 14 篇第 150 部分流程的信息以及《噪声兼容性计划草案》中建议的噪音消除、土地使用和计划管理措施的详细信息。研讨会与会者将能提问题并与项目团队互动。

在公开证会会期间，公众将有机会就《噪声兼容性计划草案》发表口头评议。所有评议将由速记员记录。根据听证会开始时登记的发言者人数，每位发言人将有相同的 1 到 3 分钟的发言时间限制。只有在所有注册发言人都有机会发言后，公开听证会才会结束。

所有（书面和口头）评议及港务局准备的答复都将包含在《噪声兼容性计划草案》终稿中，并将由联邦航空管理局 (FAA) 在其关于《噪声兼容性计划草案》终稿所含港务局推荐措施的决策过程中考虑。

如果参与者无法上网：

如果无法上网但希望参加，请致电 **(212) 435-3880** 联系港务局噪音办公室注册并接收研讨会和听证会获取信息。

收到寄至上述地址向港务局提出的书面要求后，可为那些明确表示没有计算机或无法上网的人提供肯尼迪国际机场《噪声兼容性计划草案》文件和研讨会情况介绍的硬拷贝、光盘或闪存盘。

公共信息研讨会的情况介绍将在以下地点提供：

2021 年 9 月 27 日，网址：http://panynjpart150.com/JFK_PIW.asp

公共信息研讨会和听证会的中文、希腊语、西班牙语和美国手语口译服务可应提前要求提供。要安排此类服务，请在公共信息研讨会（即 2021 年 9 月 22 日）前至少一周电邮 NJPART150@panynj.gov 或致电 **(212) 435-3880** 联系港务局噪音办公室。

想了解更多信息吗？
请访问：http://panynjpart150.com/JFK_homepage.asp
肯尼迪国际机场的《噪声兼容性计划草案》文件可从以下网址获取：http://panynjpart150.com/JFK_DNCP.asp

要提供意见吗？
电邮：NJPart150@panynj.gov.
所有评议都必**须在 2021 年 10 月 15 日之前收到。**

对会议有疑问？
请联系港务局噪音办公室
电邮：NJPart150@panynj.gov
电话：212-435-3880

PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

ΚΑΛΕΙΣΤΕ ΝΑ ΠΑΡΕΥΡΕΘΕΙΤΕ

ΣΤΟ ΔΗΜΟΣΙΟ ΣΕΜΙΝΑΡΙΟ ΠΛΗΡΟΦΟΡΗΣΗΣ ΚΑΙ ΣΤΗ ΔΗΜΟΣΙΑ ΑΚΡΟΑΣΗ ΓΙΑ ΤΟ ΔΙΕΘΝΕΣ ΑΕΡΟΔΡΟΜΙΟ ΤΖΟΝ Φ. ΚΕΝΕΝΤΙ (John F. Kennedy)

Τίτλος 14 του Κώδικα Ομοσπονδιακών Κανονισμών, Μέρος 150 Μελέτη Σχεδιασμού Συμβατότητας Θορύβου Αεροδρομίου και Χρήση της Γης

Ως μέρος της συνεχιζόμενης Μελέτης Σχεδιασμού για τη Συμβατότητα Θορύβου Αεροδρομίου (Μελέτη Μέρος 150), η Λιμενική Αρχή της Νέας Υόρκης και του Νιού Τζέρσεϋ (Λιμενική Αρχή) ολοκλήρωσε το Σχέδιο Προγράμματος Συμβατότητας Θορύβου (NCP), σύμφωνα με τις απαιτήσεις του τίτλου 14 CFR Μέρος 150 για το Διεθνές Αεροδρόμιο Τζον Φ. Κένεντι (JFK). Με το παρόν δίνεται ειδοποίηση ότι το Σχέδιο NCP θα είναι διαθέσιμο στο διαδίκτυο στη διεύθυνση http://panynjpart150.com/JFK_DNCP.asp από τις 1 Σεπτεμβρίου 2021 έως τις 15 Οκτωβρίου 2021.

Τα γραπτά σχόλια για το Σχέδιο NCP πρέπει να αποσταλθούν στην διεύθυνση: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. Συμπληρωματικά, τα σχόλια δύνανται να σταλθούν μέσω email στη διεύθυνση NJPART150@panynj.gov. **Όλα τα σχόλια πρέπει να αποσταλθούν έως τις 15 Οκτωβρίου 2021.**

ΔΗΜΟΣΙΟ ΣΕΜΙΝΑΡΙΟ ΠΛΗΡΟΦΟΡΗΣΗΣ ΚΑΙ ΔΗΜΟΣΙΑ ΑΚΡΟΑΣΗ ΓΙΑ ΤΟ ΣΧΕΔΙΟ NCP

Θα παρασχεθούν στο κοινό πληροφορίες και μια ευκαιρία για σχόλια για το Σχέδιο NCP μέσω του Δημοσίου Σεμιναρίου Πληροφόρησης και μιας Δημόσιας Ακρόασης. Οι λεπτομέρειες για τις ημερομηνίες, τις ώρες και τις τοποθεσίες δίνονται παρακάτω

Τετάρτη, 29 Σεπτεμβρίου 2021

Ηλεκτρονικό Δημόσιο Σεμινάριο Πληροφόρησης:
5:00 ΜΜ– 6:30 ΜΜ

Ηλεκτρονική Δημόσια Ακρόαση:
7:00 ΜΜ– 9:00 ΜΜ

Στο διαδίκτυο μέσω Zoom
Παρακαλούμε εγγραφείτε εκ των προτέρων
https://bit.ly/jfkpart150
ή
https://esassoc.zoom.us/webinar/register/WN_cfH9k-g_1SQ65Guf-VxHMZg

ΤΥΠΟΣ ΣΕΜΙΝΑΡΙΟΥ ΚΑΙ ΑΚΡΟΑΣΗΣ

ο Δημόσιο Σεμινάριο Πληροφόρησης θα ξεκινήσει με μια παρουσίαση που θα περιλαμβάνει πληροφορίες σχετικά με την διαδικασία 14 CFR Μέρος 150 και λεπτομέρειες σχετικά με την μείωση θορύβου, τη χρήση της γης και τα μέτρα διαχείρισης του προγράμματος που συνιστώνται στο Σχέδιο NCP. Οι παρευρισκόμενοι στο σεμινάριο θα μπορούν να θέσουν ερωτήσεις και να συζητήσουν με την Ομάδα Έργου.

Κατά τη διάρκεια της Δημόσιας Ακρόασης, το κοινό θα έχει την ευκαιρία να παρέχει προφορικά σχόλια όσον αφορά το Σχέδιο NCP. Όλα τα σχόλια θα καταχωρηθούν από στενογράφο. Κάθε ομιλητής θα έχει την ίδια προθεσμία για να μιλήσει, που θα είναι από 1 έως 3 λεπτά ανάλογα με τον αριθμό ομιλητών που εγγράφηκαν κατά την έναρξη της ακρόασης. Η Δημόσια Ακρόαση θα τερματιστεί αφότου είχαν την ευκαιρία να μιλήσουν όλοι οι ομιλητές.

Όλα τα σχόλια (γραπτά και προφορικά), μαζί με τις απαντήσεις της Λιμενικής Αρχής, θα περιληφθούν στα Τελικά NCP και θα ληφθούν υπόψη από την Ομοσπονδιακή Διοίκηση Αεροπορίας [Federal Aviation Administration (FAA)] στην τελική διαδικασία λήψης αποφάσεών τους σχετικά με τα μέτρα που συνιστά η Λιμενική Αρχή και τα οποία περιέχονται σε αυτά τα Τελικά έγγραφα NCP.

Για συμμετέχοντες που δεν έχουν πρόσβαση στο διαδίκτυο:
Εάν δεν έχετε πρόσβαση στο Διαδίκτυο και θέλετε να συμμετάσχετε, σας παρακαλούμε να καλέσετε το Γραφείο Θορύβου της Λιμενικής Αρχής στον αριθμό **(212) 435-3880** για να εγγραφείτε και να λάβετε πληροφορίες πρόσβασης σχετικά με το σεμινάριο και την ακρόαση.
Με γραπτή αίτηση στη Λιμενική Αρχή στη διεύθυνση που παρέχεται ανωτέρω, θα παρασχεθούν ένα γραπτό αντίγραφο, CD-ROM, ή στικάκι είτε για τα έγγραφα Σχεδίων NCP του JFK ή για τις παρουσιάσεις του σεμιναρίου σε όσα άτομα έχουν υποδείξει συγκεκριμένα ότι δεν έχουν υπολογιστή ή πρόσβαση στο διαδίκτυο.

Η παρουσίαση του Δημοσίου Σεμιναρίου Πληροφόρησης θα είναι διαθέσιμη στις:
27 Σεπτεμβρίου 2021, στη διεύθυνση: http://panynjpart150.com/JFK_PIW.asp

Θα είναι διαθέσιμες υπηρεσίες διερμηνείας στα Κινέζικα, Ελληνικά, Ισπανικά, και στην Αμερικανική Νοηματική Γλώσσα για το Δημόσιο Σεμινάριο Πληροφόρησης κατόπιν αίτησης εκ των προτέρων. Για την διευθέτηση αυτών των υπηρεσιών, επικοινωνήστε με το Γραφείο Θορύβου της Λιμενικής Αρχής στη διεύθυνση NJPART150@panynj.gov ή στον αριθμό **(212) 435-3880** τουλάχιστον μία εβδομάδα πριν από το Δημόσιο Σεμινάριο Πληροφόρησης, που είναι στις 22 Σεπτεμβρίου 2021

Θέλετε να βρείτε περισσότερες πληροφορίες;
Επισκεφθείτε τη διεύθυνση:
http://panynjpart150.com/JFK_homepage.asp
Το Σχέδιο NCP για το JFK είναι διαθέσιμο στη διεύθυνσηhttp://panynjpart150.com/JFK_DNCP.asp

Θέλετε να παρέχετε σχόλια;
Στείλτε e-mail στο: NJPart150@panynj.gov.
Όλα τα σχόλια πρέπει να ληφθούν το **αργότερο μέχρι τις 15 Οκτωβρίου 2021.**

Έχετε ερωτήσεις σχετικά με τα μίτινγκ;
Επικοινωνήστε με το Γραφείο Θορύβου της Λιμενικής Αρχής
Στείλτε email στο: NJPart150@panynj.gov
Τηλεφωνήστε στο: 212-435-3880

PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

SE LE INVITA A ASISTIR

Aeropuerto Internacional John F. Kennedy

Taller informativo público y audiencia pública virtuales

Estudio de planificación de compatibilidad de ruido de aeropuertos y uso de terrenos 14 CFR Parte 150

En conformidad con los requisitos de 14 CFR Parte 150 y como parte del Estudio continuo de planificación de compatibilidad de ruido de aeropuertos (Estudio Parte 150), la Autoridad Portuaria de Nueva York y Nueva Jersey (Autoridad Portuaria) ha completado el Plan preliminar del Programa de compatibilidad de ruido (NCP, por sus siglas en inglés) del Aeropuerto Internacional John F. Kennedy (JFK). Por medio del presente se informa que el Plan preliminar de NCP estará disponible en línea en:http://panynjpart150.com/JFK_DNCP.asp del 1 de septiembre de 2021 al 15 de octubre de 2021.

Los comentarios escritos sobre el Plan preliminar de NCP deben enviarse a: The Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Kelly Mitchell. Adicionalmente, los comentarios se pueden enviar a NJPART150@panynj.gov. **Todos los comentarios deben tener el sello postal a más tardar el 15 de octubre de 2021**.

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCP

Se proveerá información y se dará al público la oportunidad de hacer comentarios sobre el Plan preliminar de NCP a través de un Taller informativo público y una Audiencia pública. Los detalles de la fecha, horarios y ubicación se indican a continuación

Miércoles, 29 de septiembre de 2021

Taller informativo público virtual:
5:00 a 6:30 p.m.

Audiencia pública virtual:
7:00 a 9:00 p.m.

En línea a través de Zoom
Favor de registrarse con anticipación:
https://bit.ly/jfkpart150
o
https://esassoc.zoom.us/webinar/register/WN_cfH9k-g_1SQ65Guf-VxHMZg

FORMATO DE TALLER Y AUDIENCIA

El Taller informativo público iniciará con una presentación con información referente al proceso 14 CFR Parte 150 y detalles sobre el abatimiento del ruido, uso de terrenos y medidas recomendadas de la administración del programa en el Plan preliminar de NCP. Los asistentes al taller podrán hacer preguntas y participar con el Equipo del Proyecto.

Durante la Audiencia pública, el público tendrá la oportunidad de dar sus comentarios verbales sobre el Plan preliminar de NCP. Un estenógrafo grabará todos los comentarios. Cada orador tendrá el mismo límite de tiempo para hablar, lo cual será de 1 a 3 minutos, dependiendo del número de oradores registrados al inicio de la audiencia. La Audiencia pública cerrará únicamente después de que todas las personas registradas para hablar hayan tenido la oportunidad de hacerlo.

Todos los comentarios (verbales y escritos), junto con las respuestas desarrolladas por la Autoridad Portuaria, se incluirán en el NCP Final y serán considerados por la FAA en su proceso de toma de decisiones sobre las medidas recomendadas de la Autoridad Portuaria contenidas en el NCP Final.

Para los participantes sin acceso a Internet:

Si no tiene acceso a Internet y desea participar, por favor llame a la Oficina de Ruido de la Autoridad Portuaria al **(212) 435-3880** para registrarse y recibir información de acceso al taller y a la audiencia.

Con solicitud previa por escrito a la Autoridad Portuaria a la dirección indicada anteriormente, se proporcionará una copia impresa, CD-ROM o flash drive de los documentos del Plan preliminar de NCP de JFK y de la presentación del taller a quienes indiquen específicamente que no tienen una computadora o acceso a Internet.

La presentación del Taller informativo público estará disponible el:

27 de septiembre de 2021 en: http://panynjpart150.com/JFK_PIW.asp

Habrá disponibles servicios de interpretación al chino, griego, español y lenguaje americano de señas para el Taller informativo y la Audiencia públicos con solicitud anticipada. Para hacer arreglos para dichos servicios, comuníquese a la Oficina de ruido de la Autoridad Portuaria a NJPART150@panynj.gov o al **(212) 435-3880** a más tardar una semana antes del Taller informativo público, lo cual es el 22 de septiembre de 2021.

¿Quiere obtener más información?
Visite: http://panynjpart150.com/JFK_homepage.asp
El Plan preliminar de NCP de JFK está disponible en: http://panynjpart150.com/JFK_DNCP.asp

¿Quiere dar su opinión?
Envíe un mensaje electrónico a: NJPart150@panynj.gov.
Todos los comentarios se deben **recibir a más tardar el 15 de octubre de 2021.**

¿Tiene preguntas sobre las reuniones?
Comuníquese a la Oficina de Ruido de la Autoridad Portuaria
Correo electrónico: NJPart150@panynj.gov
Llame al: 212-435-3880

PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

PORT AUTHORITY TO HOST PUBLIC HEARINGS, WORKSHOPS AS PART OF ONGOING NOISE COMPATIBILITY STUDY AT AGENCY AIRPORTS

Hearings Set to Begin September 29 for JFK, Followed by Teterboro, September 30; LGA, October 5, and Newark Liberty, October 7; Public Comment Period Ends October 15

Agency Continues to Work Closely with Community Leaders and Surrounding Neighborhoods on Actionable Solutions

Draft Noise Compatibility Reports for Each Airport Are Now Available for Public Review

The Port Authority will host a series of virtual public information workshops and hearings as part of the agency's Airport Noise Compatibility Planning (Part 150 Study), designed to guide planning for noise compatibility while helping airport operators prepare to minimize noise impacts on the airports and the local communities.

The hearings follow the release of the Port Authority's Draft Noise Compatibility Program (NCP) Report, which is now available for review and comment and provides recommendations for future operational, land use, and programmatic measures to reduce aircraft noise impacts on surrounding areas. The Draft NCP Report is available for download for each airport -- (JFK), (TEB), (LGA) and (EWR).

The hearings involving Port Authority airports will be held on the following dates:

- John F Kennedy Airport (JFK): September 29
- Teterboro Airport (TEB): September 30
- LaGuardia Airport (LGA): October 5
- Newark Liberty International Airport (EWR): October 7

The NCP report is the second, more comprehensive phase in the agency's effort to mitigate noise in surrounding communities. The first phase involved the development of noise exposure maps at JFK, LaGuardia and Teterboro in 2017 and for Newark Liberty in 2019. The Port Authority established a Noise Office in 2014 to work with all stakeholders on mitigation planning, has hosted regular community roundtables and doubled the number of noise monitors to collect flight path data at the four airports as part of that effort.

"We have voluntarily undertaken these comprehensive studies to evaluate airport noise levels and to propose and analyze ways to mitigate noise concerns raised by our airport neighbors," said Port Authority Aviation Director Huntley A. Lawrence. "Recognizing that

collaboration must be a fundamental part of this process, we've actively encouraged public input by working with residents, elected officials, industry partners and the Federal Aviation Administration through our Noise Office, airport roundtables and the four upcoming workshops. We're confident that this approach will enable us to best meet our objectives."

Comments may be provided now or at the virtual public hearing for each respective airport (link here for details). Responses via social media posts will not be made part of the official public record. Information and flyers are also available on each individual airport page (link here). For those wishing to participate and who do not have internet access or require interpretation services, arrangements can be made by calling the Port Authority Noise Office at (212) 435-3880.

The Draft NCPs were posted on the agency's website on September 1, kicking off a public comment period that day that concludes on October 15. After October 15, the Port Authority will review written and oral comments, provide responses, and include the comments in the Final NCP submission to the FAA no later than the first quarter of 2022.

Upon receipt, the FAA begins a review period of up to 180 days. The FAA will issue a determination for each of the proposed measures identified in the Final NCP and a Record of Approvals is expected to be issued no later than the fourth quarter of 2022. The Final NCP will be posted on the Port Authority's website once the Record of Approvals has been received by the agency.

The Port Authority has contracted for assistance with the program with expert consultants who have extensive experience conducting Part 150 studies, which are undertaken in accordance with provisions and methods outlined in Title 14 Code of Federal Regulations Part 150 (14 CFR Part 150).

From: Gilbert, Stacey <sgilbert@panynj.gov>
Sent: Thursday, October 21, 2021 10:19 AM
To: kmitchell; Vicinanza, John E
Cc: Yousuf, Adeel
Subject: RE: JFK & LGA Part 150 Draft NCP Elects Briefing - Attendees List
Attachments: Copy of 150 Elected Outreach.xlsx

Sure. See Below:

JFK Part 150 Elected Briefing

1. Senator Leroy Comrie (and staff)
2. Assemblymember Alicia Hyndman (and staff)
3. Staff of Councilmember Selvena Brooks-Powers

Senator Anna Kaplan and staff were also scheduled to attend, but were unable to participate last minute due to a scheduling conflict.

Combined JFK/LGA Part 150 Elected Briefing

Staff of Governor Kathy Hochul

Although we also received a request for a briefing from staff of Queens Borough President Donovan Richards and we provided dates for their consideration, we never received confirmation from their end, despite several follow ups. I've also attached the list of electeds we initially notified at the start of the public comment period and to whom we offered briefings upon request. The above mentioned were the only electeds who followed up on our offer for a briefing. To my knowledge, no electeds from the LGA community only, requested a briefing. John, please correct me if I'm wrong.

Let us know if you need any further information on this.

Thanks,

Stacey

Stacey Gilbert
Senior External Relations Client Manager, Government & Community Relations

PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

212-435-6935 (office) | 917-796-4386 (mobile)
4 World Trade Center, 150 Greenwich Street, 24th Floor, New York, NY 10007

www.panynj.gov

From: Mitchell, Kelly <kmitchell@panynj.gov>
Sent: Thursday, October 21, 2021 12:50 PM
To: Gilbert, Stacey <sgilbert@panynj.gov>; Vicinanza, John E <jvicinanza@panynj.gov>
Cc: Yousuf, Adeel <ayousuf@panynj.gov>
Subject: JFK & LGA Part 150 Draft NCP Elects Briefing - Attendees List

Hi Stacey & John,

Could you please provide us with a list of attendees for the JFK & LGA Part 150 elects briefings we conducted in September for inclusion in the NCP document's final draft.

Thanks in advance for your assistance.

Kelly Mitchell, PMP, DASSM, LEED AP, C.M.
Program Manager
Aviation
PORT AUTHORITY NY NJ 1921 2021

212.435.3728 (office) | 917.848.4926 (mobile)
4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007

www.panynj.gov

FIRST	LAST	TITLE	LEVEL OF GOVT	DISTRICT #	NEIGHBORHOOD	NEIGHBORHOOD	BOROUGH/COUNTY	CONTACTS	EMAIL	PHONE #	NOTES
Donovan	Richards	Borough President	City	NA	NA	NA	Queens		info@queensbp.org	718-286-2876	
								Franck Joseph, COS	fjoseph@queensbp.org		
								Maricela Cano, Dir of Community Boards	mcano@queensbp.org		
Eric	Adams	Borough President	City	NA	NA	NA	Brooklyn		askeric@brooklynbp.nyc.gov	718-802-3700	left vm to confirm email 8/30/21
Adrienne	Adams	City Council	City	28	Jamaica	Ozone Park	Queens		adams@council.nyc.gov	718-723-0680	JFK Airport
James	Gennaro	City Council	City	24	Hillcrest	Fresh Meadows	Queens		District24@council.nyc.gov	718-217-4969	
I Daneek	Miller	City Council	City	27	St Albans	Hollis	Queens		district27@council.nyc.gov	718-776-3700	
Selvena	Brooks-Powers	City Council	City	31	Laurelton	Far Rockaway	Queens		District31@council.nyc.gov	718-471-7014	
Eric	Ulrich	City Council	City	32	Rockaway Park	Belle Harbor	Queens		eulrich@council.nyc.gov	718-738-1083	Republican
Robert	Cornegy	City Council	City	36	Bed Stuy	Crown Heights	Brooklyn		district36@council.nyc.gov	718-919-0740	
VACANT		City Council	City	48	Brighton Beach	Sheepshead Bay	Brooklyn				
Darma	Diaz	City Council	City	37	Bushwick	East NY	Brooklyn		District37@council.nyc.gov	718-642-8664	
Mathieu	Eugene	City Council	City	40	Kensington	Ditmas Park	Brooklyn		meugene@council.nyc.gov	718-287-8762	
Justin	Brannan	City Council	City	43	Bay Ridge	Bensonhurst	Brooklyn		AskJB@council.nyc.gov	718-748-5200	
Kalman	Yeger	City Council	City	44	Borough Park	Midwood	Brooklyn		AskKalman@council.nyc.gov	718-853-2704	
Brad	Lander	City Council	City	39	Cobble Hill	Park Slope	Brooklyn		lander@council.nyc.gov	718-499-1090	
Stephen	Levin	City Council	City	33	Brooklyn Heights	Greenpoint	Brooklyn		slevin@council.nyc.gov	718-875-5200	
Alan	Maisel	City Council	City	46	Gerritsen Beach	Sheepshead Bay	Brooklyn		AMaisel@council.nyc.gov	718-241-9330	
Carlos	Menchaca	City Council	City	38	Red Hook	Sunset Park	Brooklyn		info38@council.nyc.gov	718-439-9012	
Antonio	Reynoso	City Council	City	34	Bushwick	Ridgewood	Brooklyn		areynoso@council.nyc.gov	718-963-3141	Queens too
Mark	Treyger	City Council	City	47	Bensonhurst	Coney Island	Brooklyn		mtreyger@council.nyc.gov	718-373-9673	
Farah	Louis	City Council	City	45	Flatbush	East Flatbush	Brooklyn		District45@council.nyc.gov	718-629-2900	
Barry	Grodenchik	City Council	City	23	Bellrose	Fresh Meadows	Queens		BGrodenchik@council.nyc.gov	718-468-0137	
Robert	Holden	City Council	City	30	Glendale	Maspeth	Queens		District30@council.nyc.gov	718-366-3900	
Karen	Koslowitz	City Council	City	29	Forest Hills	Kew Gardens	Queens		Koslowitz@council.nyc.gov	718-544-8800	
Inez	Barron	City Council	City	42	East New York	Brownsville	Brooklyn		viverdree@council.nyc.gov	718-649-9495	
Laurie	Cumbo	City Council	City	35	Fort Greene	Prospect Heights	Brooklyn		LCumbo@council.nyc.gov	718-260-9191	
Alicka	Ampry-Samuel	City Council	City	41	Bed Stuy	East Flatbush	Brooklyn		District41@council.nyc.gov	718-953-3097	
Jumaane	Williams	Public Advocate	City	NA	NA	NA	NA		Gethelp@advocate.nyc.gov	212-669-7250	
Bill	de Blasio	Mayor	City	NA	NA	NA	NA				
											8/30/21 confirmed w office, he is still there.
Gregory	Meeks	Congress	Federal	5	Jamaica	Far Rockaway	Queens	Joseph Edwards, Exec Director	joseph.edwards@mail.house.gov	718-725-6000	JFK Airport
Hakeem	Jeffries	Congress	Federal	8	Prospect Heights		Brooklyn	Maron Alemu, District Director	maron.alemu@mail.house.gov	718-237-2211	Queens too
									congressmanjeffries08@gmail.com		Per office recording 8/30/21
								Marie Figueroa, Community Engagement & Outreach	marie.figueroa@mail.house.gov	718-237-2211	Attended LGA TAC Meeting on 6/7/18
Jerry	Nadler	Congress	Federal	10	Borough Park	Sunset Park	Brooklyn	Robert Gottheim, District Director	robert.gottheim@mail.house.gov	718-373-3198	updated 8/22/16
Nicole	Malliotakis	Congress	Federal	11	Bay Ridge	Sheepshead Bay	Brooklyn	Courtney Watson	courtney.watson@mail.house.gov	718-306-1620	Spoke w Courtney on 8/30/21
								Cara, Buonincontri, Community Rep	cara.buonincontri@mail.house.gov		
Andrew	Garbarino	Congress	Federal	2	Hempstead	Oyster Bay	Nassau	Donna Boyle, District Representative	donna.boyle@mail.house.gov	516-541-4225	Per convo w office on 8/30/21
											Per convo on 8/30/21, Justin is correct contact. Justin Connor attended JFk & LGA TAC Meetings 2/15 & 2/16/17 & 6/22/17 & 10/18
Tom	Suozzi	Congress	Federal	3	Melville	Great Neck	Nassau	Justin Connor	justin.connor@mail.house.gov	202-225-3335	JFK & 6/6/18 & 6/7/18
								Cindy Rogers, District Director	cindy.rogers@mail.house.gov		Updated 8/22/16; Michael Stinson Attended 6/16/15 LGA & 6/17/15 JFK Workshop
								Andrew Batcheller, Special Projects Coordinator	andrew.batcheller@mail.house.gov	631-777-7391	Updated 8/22/16; Michael Stinson Attended 6/16/15 LGA & 6/17/15 JFK Workshop
Grace	Meng	Congress	Federal	6	Flushing	Forest Hills	Queens	Anthony Lemma, District Director	anthony.lemma@mail.house.gov	718-445-7860	Alex Bennett Attended 6/16/15 LGA Workshop; Don Capalbi attended 9/29/16 LGA Workshop.
Nydia	Velazquez	Congress	Federal	7	Red Hook	Ozone Park	Queens	Evelyn Cruz, Community Liaison	evelyn.cruz@mail.house.gov	718-599-3658	8/30/21 - per website, Evelyn is still there. Brooklyn & Manhattan too
Yvette	Clarke	Congress	Federal	9	Flatbush	Crown Heights	Brooklyn	Anita Taylor, District Director	anita.taylor@mail.house.gov	718-287-1142	8/30/21 Office is going to call me back w a contact person.
Kathleen	Rice	Congress	Federal	4	Garden City	Long Beach	Nassau	Tom Curry, Community Rep	tom.curry@mail.house.gov	516-739-3008	Updated 8/22/16; Max Kramer Attended 6/17/15 JFK Workshop; Attended 10/29/15 Nassau Cty Public Workshop
								Amanda Walsh, District COS	amanda.walsh@mail.house.gov		
Charles	Schumer	US Senator	Federal	NA	NA	NA	NA	Confirmed email address	casework_schumer@schumer.senate.gov	212-486-4430	
								Mike Lynch, COS	mike_lynch@schumer.senate.gov	202-224-6384	Added per 6/15/15 email to Ian
								Martin Brennan, State Director	Martin.Brennan@schumer.senate.gov		
								Garrett Armwood, State Deputy Director	garrett_armwood@schumer.senate.gov		
Kirsten	Gillibrand	US Senator	Federal	NA	NA	NA	NA	Confirmed email address	casework@gillibrand.senate.gov	212-688-6262	
								Janneke House, Special Advisor	janneke_house@gillibrand.senate.gov		Added per Kelly 12/12/17
								Emily Arsenault, State Director	emily_arsenault@gillibrand.senate.gov		Added per Kelly 12/12/17

FIRST	LAST	TITLE	LEVEL OF GOVT	DISTRICT #	NEIGHBORHOOD	NEIGHBORHOOD	BOROUGH/COUNTY	CONTACTS	EMAIL	PHONE #	NOTES
								Andrea Ramos, Deputy Constituent Affairs	andrea_ramos@gillibrand.senate.gov		Added per Kelly 12/12/17
									invite@gillibrand.senate.gov		Added per Kelly 12/12/17
Donna	Gayden	City Manager	Nassau County	NA	NA	NA	NA		citymanager@longbeachny.gov	516-431-1001	City of Long Beach
Tim	Tenke	City Mayor	Nassau County	NA	NA	NA	NA		mayor@glencoveny.gov	516-676-2004	City of Glen Cove
Laura	Curran	County Executive	Nassau County	NA	NA	NA	Nassau		NcExecutive@nassaucountyny.gov	516-571-3131	Nassau County
Kevan	Abrahams	County Legislator	Nassau County	1	Hempstead	Uniondale	Nassau		kabrahams@nassaucountyny.gov	516-571-6201	
Siela	Bynoe	County Legislator	Nassau County	2	Hempstead	Hicksville	Nassau		sbynoe@nassaucountyny.gov	516-571-6202	
Carrie	Solages	County Legislator	Nassau County	3	Elmont	Valley Stream	Nassau		csolages@nassaucountyny.gov	516-571-6203	
Denise	Ford	County Legislator	Nassau County	4	Long Beach	Island Park	Nassau		dford@nassaucountyny.gov	516-571-6204	
Debra	Mule	County Legislator	Nassau County	5	Baldwin	South Hempstead	Nassau		dmule@nassaucountyny.gov	516-571-6205	
C.William	Gaylor	County Legislator	Nassau County	6	Lynbrook	Valley Stream	Nassau		cgaylor@nassaucountyny.gov	516-571-6206	
Howard	Kopel	County Legislator	Nassau County	7	Oceanside	Rockville Centre	Nassau		hkopel@nassaucountyny.gov	516-571-6207	
Vincent	Muscarella	County Legislator	Nassau County	8	Franklin Square	Floral Park	Nassau		vmuscarella@nassaucountyny.gov	516-571-6208	
Richard	Nicolello	County Legislator	Nassau County	9	New Hyde Park	Mineola	Nassau		rnicolello@nassaucountyny.gov	516-571-6209	
Ellen	Birnbaum	County Legislator	Nassau County	10	Great Neck	North Hills	Nassau		ebirnbaum@nassaucountyny.gov	516-571-6210	
Delia	DeReggi-Whitton	County Legislator	Nassau County	11	Glen Cove	Port Washington	Nassau		ddereggiwhitton@nassaucountyny.gov	516-571-6211	
James	Kennedy	County Legislator	Nassau County	12	Massapequa	Farmingdale	Nassau		jkennedy@nassaucountyny.gov	516-571-6212	
Thomas	McKevitt	County Legislator	Nassau County	13	East Meadow	North Bellmore	Nassau		tmckevitt@nassaucountyny.gov	516-571-6213	
Laura	Schaefer	County Legislator	Nassau County	14	Garden City	Carle Place	Nassau		lschaefer@nassaucountyny.gov	516-571-6214	
John	Ferretti	County Legislator	Nassau County	15	Levittown	Westbury	Nassau		jferretti@nassaucountyny.gov	516-571-6215	
Arnold	Drucker	County Legislator	Nassau County	16	Woodbury	Old Bethpage	Nassau		adruckers@nassaucountyny.gov	516-571-6216	
Rose Marie	Walker	County Legislator	Nassau County	17	Hicksville	Bethpage	Nassau		rwalker@nassaucountyny.gov	516-571-6217	
Joshua	Lafazan	County Legislator	Nassau County	18	Locust Valley	Oyster Bay	Nassau		jlafazan@nassaucountyny.gov	516-571-6218	
Steven	Rhoads	County Legislator	Nassau County	19	Bellmore	Freeport	Nassau		srhoads@nassaucountyny.gov	516-571-6219	
Donald	Clavin	Town Supervisor	Nassau County	NA	NA	NA	NA		donclavin@tohmail.org	516-489-6000	Town of Hempstead
								Terry, Secretary to TVASNAC	therscio@tohmail.org		
Judi	Bosworth	Town Supervisor	Nassau County	NA	NA	NA	NA		BosworthJ@northhempsteadny.gov	516-869-6311	Town of North Hempstead. Ian Steinberg attended 11/3/16 Nassau Cty Workshop
								Ian Steinberg	Steinbergl@northhempsteadny.gov		See Above
Joseph	Saladino	Town Supervisor	Nassau County	NA	NA	NA	NA		josephsaladino@oysterbay-ny.gov	(516) 624-6350	Town of Oyster Bay
											Pinina Gluck & Amanda Kernozek attended
Stacey	Pheffer Amato	Assembly	State	23	Ozone Park	Rockaway Beach	Queens		amatos@nyassembly.gov	718-945-9550	2/15/17 JFK TAC Meeting
David	Weprin	Assembly	State	24	Fresh Meadows	Richmond Hill	Queens		weprind@nyassembly.gov	718-454-3027	
Daniel	Rosenthal	Assembly	State	27	Flushing	College Point	Queens		rosenthald@nyassembly.gov	718-969-1508	
Andrew	Hevesi	Assembly	State	28	Forest Hills	Rego Park	Queens		hevesia@nyassembly.gov	718-263-5595	
Alicia	Hyndman	Assembly	State	29	Jamaica	Laurelton	Queens		hyndmana@nyassembly.gov	718-723-5412	
								Earnest Flowers	flowere@nyassembly.gov		Attended 6/17/15 JFK Workshop
Erik	Dilan	Assembly	State	54	Cypress Hills	Bushwick	Brooklyn		dilane@nyassembly.gov	718-573-1726	
Phara	Souffrant Forrest	Assembly	State	57	Fort Greene	Prospect Heights	Brooklyn		souffrantforrestp@nyassembly.gov	718-596-0100	
Nick	Perry	Assembly	State	58	East Flatbush		Brooklyn		perryn@nyassembly.gov	718-385-3336	
Charles	Barron	Assembly	State	60	East New York	NA	Brooklyn		barronc@nyassembly.gov	718-257-5824	
Jenifer	Rajkumar	Assembly	State	38	Woodhaven	Glendale	Queens		rajkumarj@nyassembly.gov	718-805-0950	
Diana	Richardson	Assembly	State	43	Crown Heights	East Flatbush	Brooklyn		district43@nyassembly.gov	718-771-3105	
Robert	Carroll	Assembly	State	44	Prospect Park	Kensington	Brooklyn		carrollr@nyassembly.gov	718-788-7221	
Steve	Cymbrowitz	Assembly	State	45	Sheepshead Bay	Brighton Beach	Brooklyn		cymbros@nyassembly.gov	718-743-4078	
Mathylde	Frontus	Assembly	State	46	Bay Ridge	Brighton Beach	Brooklyn		frontusm@nyassembly.gov	718-266-0267	
William	Colton	Assembly	State	47	Bensonhurst	Dyker Heights	Brooklyn		coltonw@nyassembly.gov	718-236-1598	
Simcha	Eichenstein	Assembly	State	48	Borough Park	Midwood	Brooklyn		eichensteinS@nyassembly.gov	718-853-9616	
Peter	Abbate	Assembly	State	49	Bensonhurst	Dyker Heights	Brooklyn		abbatep@nyassembly.gov	718-232-9565	
Emily	Gallagher	Assembly	State	50	Greenpoint	Williamsburg	Brooklyn		gallaghere@nyassembly.gov	718-383-7474	
Marcela	Mitaynes	Assembly	State	51	Red Hook		Brooklyn		mitaynesm@nyassembly.gov	718-492-6334	
Michael	Durso	Assembly	State	9	Massapequa Park	Seaford	Nassau		dursom@nyassembly.gov	516-541-4598	
Charles	Lavine	Assembly	State	13	Glen Cove	Jericho	Nassau		lavinec@nyassembly.gov	516-676-0050	
David	McDonough	Assembly	State	14	Bellmore	Merrick	Nassau		mcdonoughd@nyassembly.gov	516-409-2070	
											Jillian Smith attended Nassau Cty Workshop
Michael	Montesano	Assembly	State	15	Hicksville	Bethpage	Nassau		montesanom@nyassembly.gov	516-937-3571	11/3/16
John	Mikulin	Assembly	State	17	East Meadow	Levittown	Nassau		mikulinj@nyassembly.gov	516-228-4960	
Edward	Ra	Assembly	State	19	Garden City	Franklin Square	Nassau		rae@nyassembly.gov	516-535-4095	
Melissa	Miller	Assembly	State	20	Long Beach	Woodmere	Nassau		millerml@nyassembly.gov	516-431-0500	
Judy	Griffin	Assembly	State	21	Lynbrook	Rockville Centre	Nassau		griffinj@nyassembly.gov	516-561-8216	
											JFK Airport. Norman Jouls (sp?) attended
Khaleel	Anderson	Assembly	State	31	Far Rockaway	South Ozone Park	Queens		andersonk@nyassembly.gov	718-327-1845	11/2/16 Workshop.
Nily	Rozic	Assembly	State	25	Flushing	Fresh Meadows	Queens		rozicn@nyassembly.gov	718-820-0241	
Maritza	Davila	Assembly	State	53	East Williamsburg	Williamsburg	Brooklyn		davilam@nyassembly.gov	718-443-1205	
Latrice	Walker	Assembly	State	55	Brownsville		Brooklyn		WalkerL@nyassembly.gov	212-312-1484	
Tremaine	Wright	Assembly	State	56	Bedford-Stuyesvant	NA	Brooklyn		wrightt@nyassembly.gov	718-399-7630	
Jaime	Williams	Assembly	State	59	Canarise	Mill Basin	Brooklyn		williamsja@nyassembly.gov	718-252-2124	
Nicole	Malliotakis	Assembly	State	64	Bay Ridge	NA	Brooklyn		malliotakisn@nyassembly.gov	718-987-0197	Staten Island too
Vivian	Cook	Assembly	State	32	Jamaica	South Jamaica	Queens		cookv@nyassembly.gov	718-322-3975	
Clyde	Vanel	Assembly	State	33	Queens Village	Bellerose	Queens		vanelc@nyassembly.gov	718-479-2333	

FIRST	LAST	TITLE	LEVEL OF GOVT	DISTRICT #	NEIGHBORHOOD	NEIGHBORHOOD	BOROUGH/COUNTY	CONTACTS	EMAIL	PHONE #	NOTES
Helene	Weinstein	Assembly	State	41	Sheepshead Bay	East Flatbush	Brooklyn		weinsth@nyassembly.gov	718-648-4700	
Rodneyse	Bichotte	Assembly	State	42	Flatbush		Brooklyn		bicotter@nyassembly.gov	718-940-0428	
JoAnne	Simon	Assembly	State	52	Cobble Hill	Boerum Hill	Brooklyn		simonj@nyassembly.gov	718-246-4889	
Gina	Sillitti	Assembly	State	16	Great Neck	Port Washington	Nassau		sillittig@nyassembly.gov	516-482-6966	
Taylor	Darling	Assembly	State	18	Hempstead	Freeport	Nassau		darlingt@nyassembly.gov	516-489-6610	
Andrew	Goundardes	Senate	State	22	Gerritsen Beach	Bay Ridge	Brooklyn		gounardes@nysenate.gov	518-455-2730	
Kathy	Hochul	Governor	State	NA	NA	NA	NA				
Joseph	Addabbo	Senate	State	15	Howard Beach	Rockaways	Queens		addabbo@nysenate.gov	718-738-1111	
								Kevin Sullivan	ksulliva@nysenate.gov		Attended 6/17/15 JFK Workshop/also represented SS Stewart-Cousins
Julia	Salazar	Senate	State	18	Bushwick	East Williamsburg	Brooklyn		salazar@nysenate.gov	518-455-2177	
Simcha	Felder	Senate	State	17	Borough Park	Bensonhurst	Brooklyn		felder@nysenate.gov	718-253-2015	
Martin	Golden	Senate	State	22	Gerritsen Beach	Bay Ridge	Brooklyn		golden@nysenate.gov	718-238-6044	Republican
Jabari	Brisport	Senate	State	25	Bedford-Stuyvesant	Red Hook	Brooklyn		brisport@nysenate.gov	718-643-6140	
Zellnor	Myrie	Senate	State	20	Crown Heights	Prospect Heights	Brooklyn		myrie@nysenate.gov	518-455-2431	
Kevin	Parker	Senate	State	21	East Flatbush	Park Slope	Brooklyn		parker@nysenate.gov	718-629-6401	
Roxanne	Persaud	Senate	State	19	Canarsie	East New York	Brooklyn		persaud@nysenate.gov	718-649-7653	
James	Sanders	Senate	State	10	Jamaica	Rosedale	Queens		sanders@nysenate.gov	718-523-3069	JFK Airport. Tamagra Bledman attended 11/2/16 JFK Workshop
								Tamagra Bledman	bledman@nysenate.gov		See Above
Diane	Savino	Senate	State	23	Sunset Park	Coney Island	Brooklyn		savino@nysenate.gov	718-727-9406	Staten Island too
Leroy	Comrie	Senate	State	14	Hollis	Laurelton	Queens		comrie@nysenate.gov	718-454-0162	
Brian	Kavanagh	Senate	State	26	Greenpoint	Brooklyn Heights	Brooklyn		kavanagh@nysenate.gov	718-298-5565	Manhattan too
Toby Ann	Stavisky	Senate	State	16	Flushing	Elmhurst	Queens		stavisky@nysenate.gov	718-445-0004	
Kevin	Thomas	Senate	State	6	Garden City	Hempstead	Nassau		thomas@nysenate.gov	516-739-1700	
James	Gaughran	Senate	State	5	Oyster bay	Glen Cove	Nassau		gaughran@nysenate.gov	516-922-1811	
Anna	Kaplan	Senate	State	7	Mineola	Port Washington	Nassau		kaplan@nysenate.gov	516-746-5924	
Todd	Kaminsky	Senate	State	9	Rockville Centre	Long Beach	Nassau		kaminsky@nysenate.gov	516-766-8383	Irene Villacci attended 10/29/15 Nassau Cty Public Workshop. Kim Kramer attended 8/17/16 TAC Meeting & 11/3/16 Nassau Cty Workshop. Republican
								Kim Kramer	Kramer@nysenate.gov		See Above
								Imani Moye	moye@nysenate.gov		Attended 2/15/17 JFK TAC Meeting
John	Brooks	Senate	State	8	Massapequa	Merrick	Nassau		brooks@nysenate.gov	516-882-0630	

E-2 Presentation to New York Community Aviation Roundtable July 12, 2017

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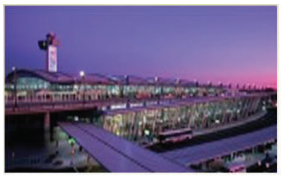
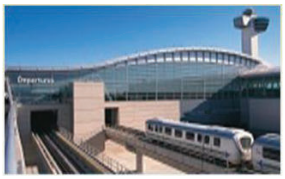
The Port Authority of New York and New Jersey

JFK & LGA 14 CFR Part 150 Study

Update





July 12, 2017

The JFK NEM Schedule

The NEM phase of the JFK 14 CFR Part 150 Study is complete.

The JFK NEMs were submitted to the FAA on April 28, 2017 and were accepted by the FAA on May 19, 2017.

Notice of the FAA's acceptance of the JFK NEMs was published in the Federal Register on May 30, 2017.

Public announcements of the FAA's acceptance of the JFK NEMs were published three times in 15 newspapers of general circulation throughout June 2017.

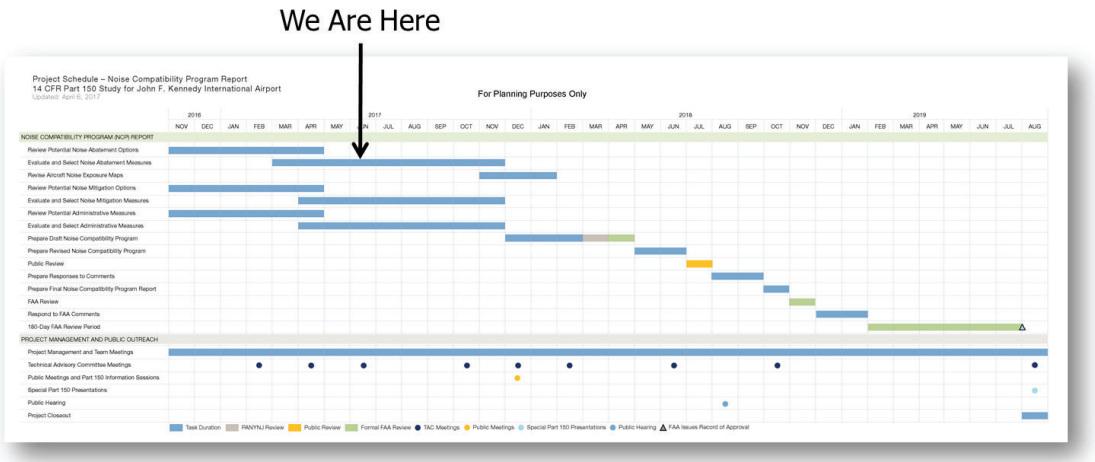
The project schedules can be viewed online at
http://panynjpart150.com/JFK_schedule.asp

Publication of JFK NEM Acceptance Notices

- **Notice of the FAA's acceptance of the JFK NEMs was published in the Federal Register on May 30, 2017 and is located at 82 FR 24770**
- **The Port Authority announced the FAA's acceptance of the JFK NEMs 3 times in 15 newspapers of general circulation. See table to the right for publication dates.**

Publication	Section	Publish Date
Queens Media		
Daily News (Queens)	legal notices	Jun. 5, 7, 9
Queens Courier (All Editions)	main pages	Jun. 8, 15, 22
Queens Chronicle (All Editions)	main pages	Jun. 8, 15, 22
Queens Tribune (All Editions)	main pages	Jun. 8, 15, 22
South East Queens Press	main pages	Jun. 9, 16, 23
Queens Ledger (All Editions)	main pages	Jun. 8, 15, 22
Queens Gazette (All Editions)	main pages	Jun. 7, 14, 21
Queens Times Ledger (All Editions)	main pages	Jun. 9, 16, 23
Bronx Times Reporter	main pages	Jun. 9, 16, 23
Greek Herald	main pages	Jun. 5, 7, 9
El Especialito	main pages	Jun. 5, 7, 9
Sing Tao	main pages	Jun. 5, 7, 9
Chinese World Journal	main pages	Jun. 5, 7, 9
Long Island Media		
Newsday	Classified	Jun. 5, 7, 9
LI Herald (West / North Zones)	main pages	Jun. 8, 15, 22

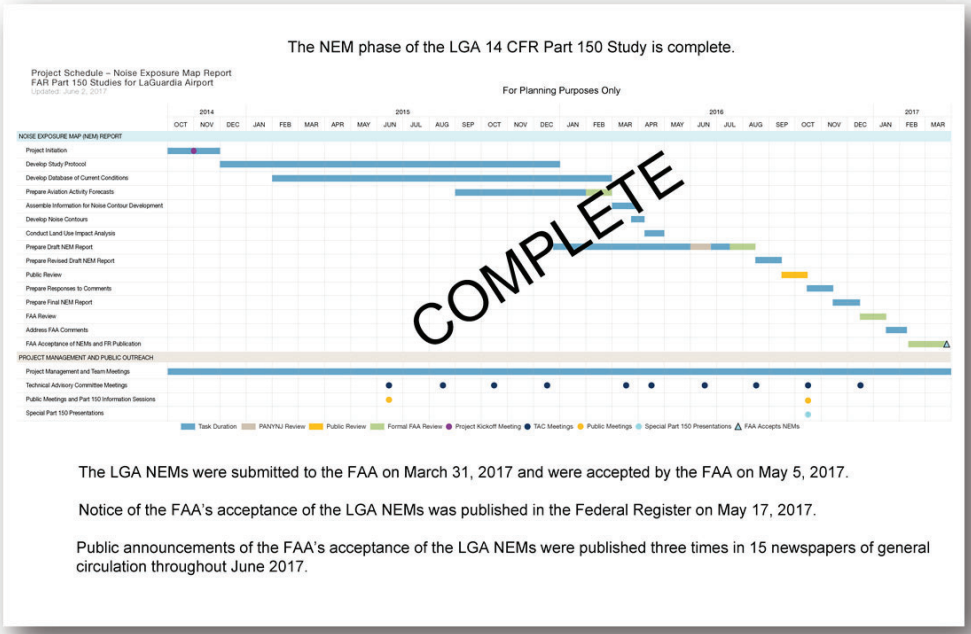
The JFK NCP Schedule



The Final NCP is expected to be submitted to the FAA for review and approval in early-2019.

The project schedules can be viewed online at
http://panynjpart150.com/JFK_schedule.asp

The LGA NEM Schedule



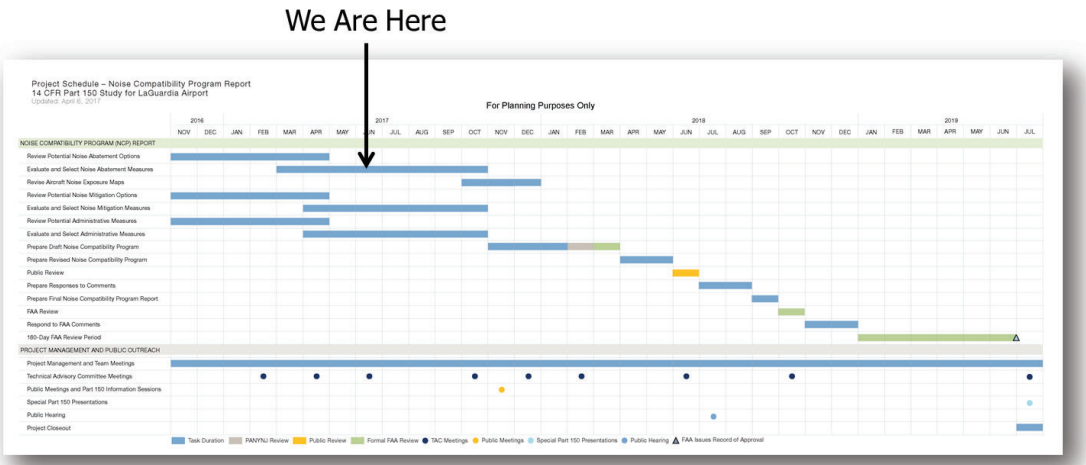
The project schedules can be viewed online at
http://panynjpart150.com/LGA_schedule.asp

Publication of LGA NEM Acceptance Notices

- **Notice of FAA's acceptance of the LGA NEM was published in the Federal Register on May 17, 2017 and is located at 82 FR 22714**
- **The Port Authority announced the FAA's acceptance of the LGA NEMs 3 times in 15 newspapers of general circulation. See table to the right for publication dates.**

Publication	Section	Publish Date
Queens Media		
Daily News (Queens)	legal notices	Jun. 5, 7, 9
Queens Courier (All Editions)	main pages	Jun. 8, 15, 22
Queens Chronicle (All Editions)	main pages	Jun. 8, 15, 22
Queens Tribune (All Editions)	main pages	Jun. 8, 15, 22
South East Queens Press	main pages	Jun. 9, 16, 23
Queens Ledger (All Editions)	main pages	Jun. 8, 15, 22
Queens Gazette (All Editions)	main pages	Jun. 7, 14, 21
Queens Times Ledger (All Editions)	main pages	Jun. 9, 16, 23
Bronx Times Reporter	main pages	Jun. 9, 16, 23
Greek Herald	main pages	Jun. 5, 7, 9
El Especialito	main pages	Jun. 5, 7, 9
Sing Tao	main pages	Jun. 5, 7, 9
Chinese World Journal	main pages	Jun. 5, 7, 9
Long Island Media		
Newsday	Classified	Jun. 5, 7, 9
LI Herald (West / North Zones)	main pages	Jun. 8, 15, 22

The LGA NCP Schedule



The Final NCP is expected to be submitted to the FAA for review and approval in late-2018.
The project schedules can be viewed online at
http://panynjpart150.com/LGA_schedule.asp

Typical Noise Compatibility Program Strategies

Major NCP Strategy Options

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Analysis of Each Strategy

- Evaluate effectiveness of each measure in doing the following to the maximum extent practicable*:
- Confining the DNL 75 contour to be within the airport property boundary
- Establishing / maintaining compatible land use between DNL 65 and DNL 75
- The FAA cannot approve NCP measures that do not reduce noise exposure within DNL 65 and higher
- Evaluate feasibility (operational, safety, economic, etc.)
- Select preferred measures
- Identify implementation schedule, responsibilities, budget, funding sources, etc.
- If not recommended, document reasons why

* 14 CFR Part 150, § B150.1(b)(3)

Proposed Noise Abatement Strategies Selected for Modeling

- JFK & LGA TAC Presentation No. 12 & 13 contains further details of the proposed noise abatement strategies presented to NY TRACON
- The Port Authority and FAA would refine proposed noise abatement strategies in collaboration with the aircraft operators
- In order to maintain the JFK NCP schedule, noise abatement strategy suggestions submitted after after TAC meeting No. 13 will be considered for inclusion in the NCP, but cannot be modeled.

JFK & LGA 14 CFR Part 150 Study – What's Next:

- JFK TAC Meeting #14 is tentatively scheduled for Wednesday, October 18, 2017: 1 P.M. – 4 P.M*.

- LGA TAC Meeting #14 is tentatively scheduled for Thursday, October 19, 2017: 1 P.M. – 4 P.M*.

- Moving forward, development of the JFK & LGA Noise Compatibility Program will be the main focus of future TAC meetings

**Please check the project website the month of each TAC meeting to confirm dates & times*

Project Contact and Website :

NY Part 150 E-Mail: NYPart150@panynj.gov

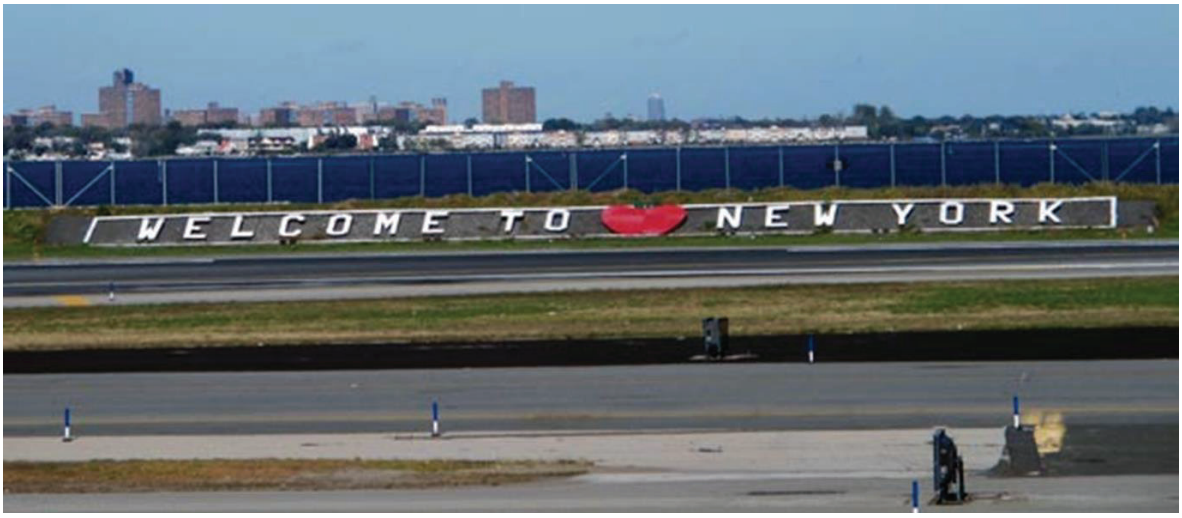
NY Part 150 Websites:

http://panynjpart150.com/JFK_homepage.asp

http://panynjpart150.com/LGA_homepage.asp

NY Part 150 Hotline: 212-435-3880

Thank you - Questions?



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E-3 Presentation to Eastern Queens Alliance July 26, 2017

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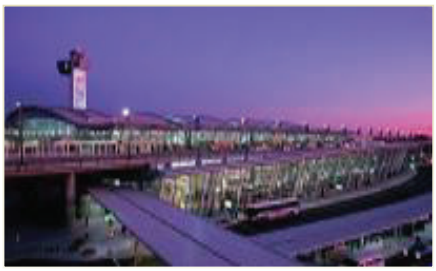
The Port Authority of New York and New Jersey

JFK 14 CFR Part 150 Study

Update



July 26, 2017

WHAT IS A 14 CFR PART 150 STUDY?

Code of Federal Regulation (CFR) Part 150 – Airport Noise Compatibility Planning, was established by the Federal Aviation Administration. It's a voluntary program that provides an airport sponsor with methodology and procedures to be followed when preparing aircraft noise exposure maps and developing land use compatibility programs.

A 14 CFR Part 150 consists of two primary components:

Noise Exposure Maps (NEM): Detailed information regarding existing and five-year future aircraft noise exposure

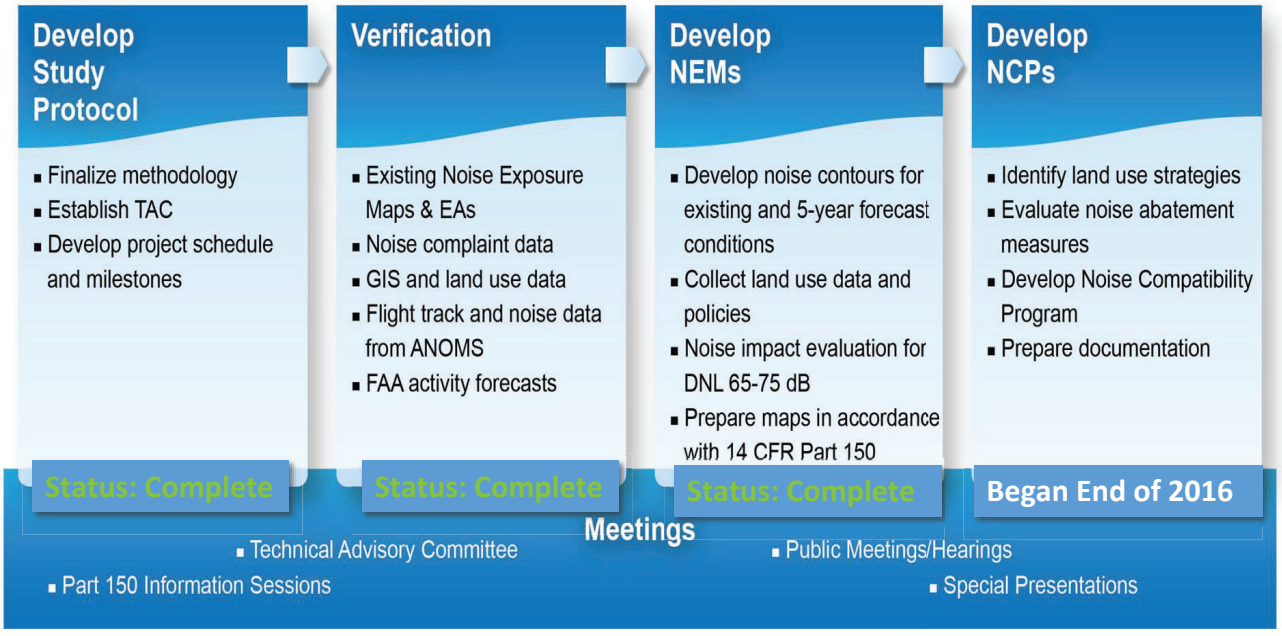
Noise Compatibility Program (NCP): Descriptions and evaluations noise abatement and mitigation options applicable to the airport

WHAT IS A 14 CFR PART 150 STUDY?

Title 14, Code of Federal Regulation (CFR) Part 150 Study:

- Assesses the impacts of aircraft noise on the area surrounding an airport
- Deems noise levels below a Day-Night Average Sound Level (DNL) of 65 dB to be compatible with all land uses
- Identifies measures to reduce aircraft noise (noise abatement) and lessen its impacts (noise mitigation)
- Outlines a program for implementation of noise abatement and mitigation measures
- Allows FAA-approved measures to be eligible for FAA funding
- It will not result in closing an airport or implementing mandatory restrictions on aircraft, nor provide environmental approval prior to noise abatement or land use programs implementation

THE STUDY PROCESS
Airport Noise Compatibility Planning



Progress on the JFK 14 CFR Part 150 Study

- Project Website Launch – June 2015
  Project schedule, TAC and Public Information Workshop presentations, meeting announcements, study protocol, contact info. Etc. - http://panynjpart150.com

- Technical Advisory Committee (TAC) Meeting – *To date: (13) Meetings held since June 2015*
  Provides input to the study by having appointed and committed representation from all affected airport stakeholders.

- Public Work Shops – *To date: (4) Workshops have been held.*
  1st & 2nd: Explained the Part 150 Study process, updated status of the JFK Study, and informed community on how to get involved. *(June & October 2015)*

  3rd & 4th: Explained how the Noise Exposure Maps were developed and presented the Draft 2016 and 2021 noise exposure maps. Comment forms were available for the public to provide input regarding aircraft noise and the Draft JFK Noise Exposure Map Report. *(November 2016)*

- Project Newsletters – *To date: (5) Newsletter have been published.*
  Latest distribution - June 2017 - http://panynjpart150.com/JFK_NEWS.asp

JFK 14 CFR Part 150 Study – What's The Latest?:

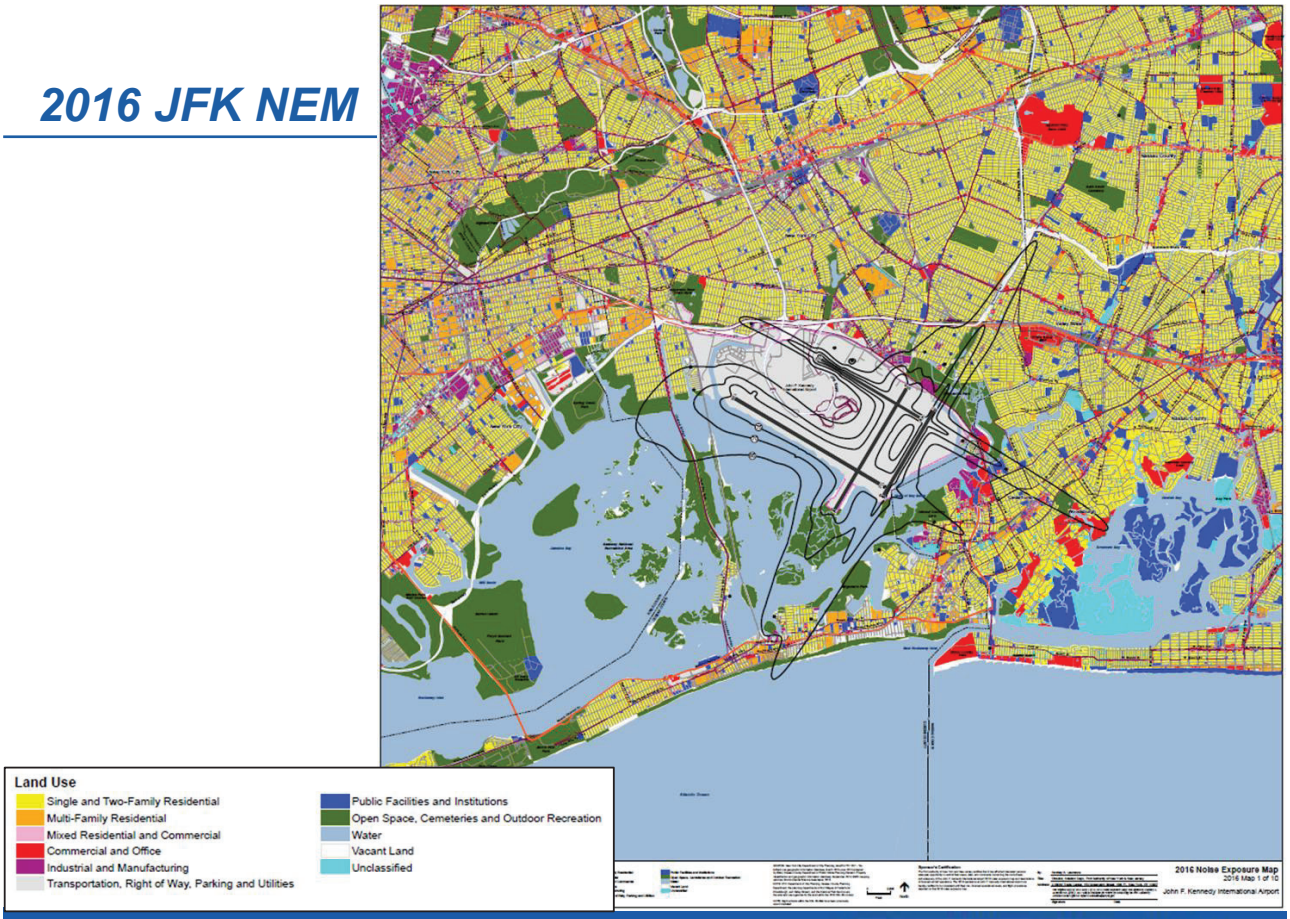
- JFK Noise Exposure Map Report was submitted to the FAA on April 28, 2017

- The FAA accepted the NEMs on May 19, 2017 and was published in Federal Register on May 30, 2017

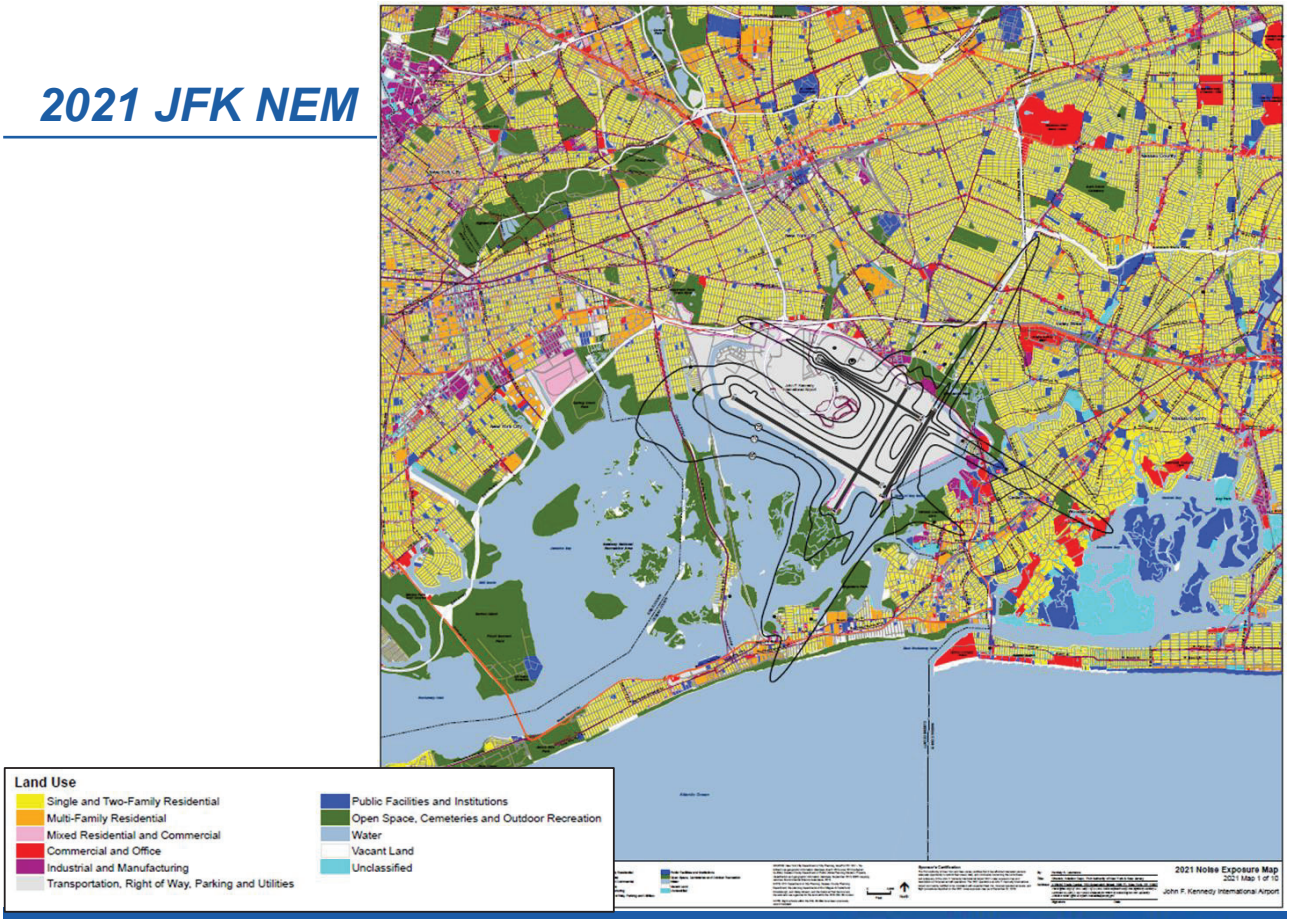
- Public announcement of FAA's acceptance of JFK NEMs were published three times in 15 newspapers of general circulation throughout June 2017

JFK official NEM Maps & Report: http://panynjpart150.com/JFK_FNEM.asp
(Included 2016 & 2021 NEM Interactive map)

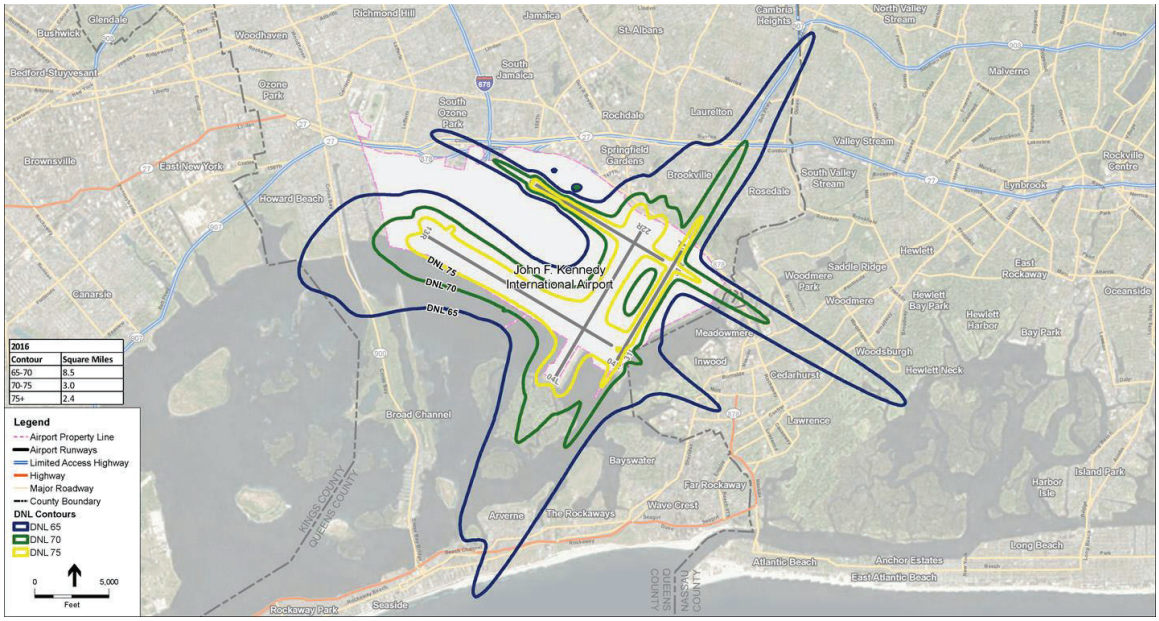
2016 JFK NEM



2021 JFK NEM

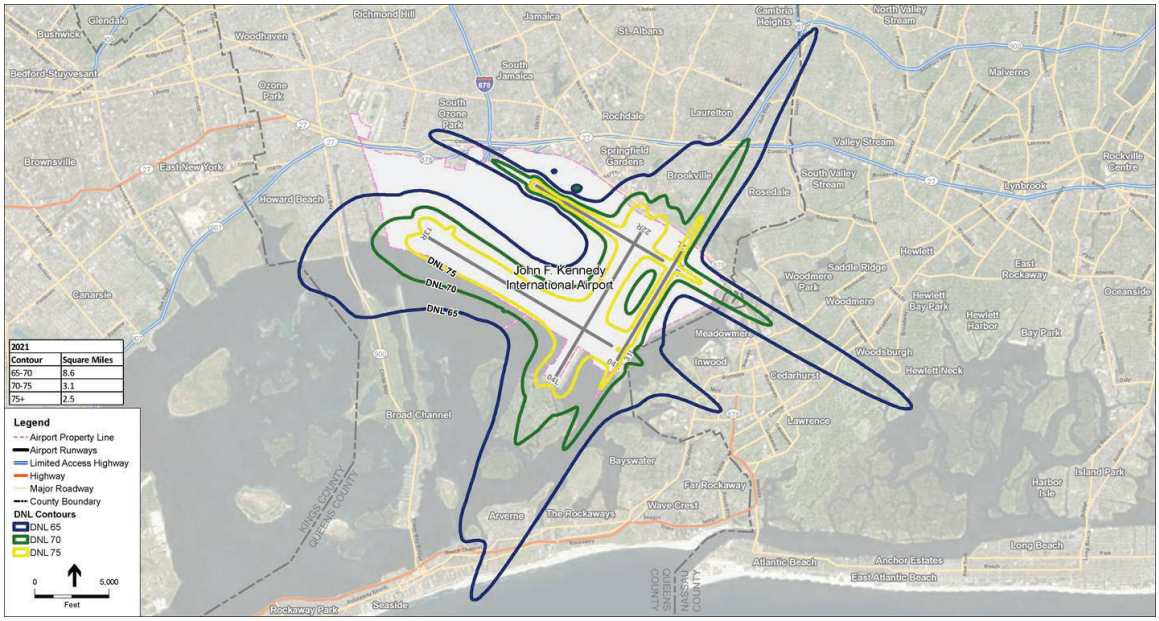


2016 Draft - DNL 65, 70, and 75 contours



SOURCE: ESA, 2016; INM 7.0d; ESRI Mapping Services.

2021 Draft - DNL 65, 70, and 75 contours



SOURCE: ESA, 2016; INM 7.0d; ESRI Mapping Services.

Typical Noise Compatibility Program Strategies

Major NCP Strategy Options

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - Avigation easements
- Preventative Mitigation
  - Land use controls
  - Zoning
  - Building codes
  - Comprehensive plans
  - Real estate disclosures
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Analysis of Each Strategy

Evaluate effectiveness of each measure to the maximum extent practicable* to achieve the following:

- Confine the DNL 75 contour to airport property's boundary
- Establish / maintain compatible land use between DNL 65-75 DNL
- The FAA cannot approve recommended measures that do not reduce noise exposure within DNL 65 and higher
- Evaluate feasibility (operational, safety, economic, etc.)
- Select preferred measures
- Identify implementation schedule, responsibilities, budget, funding sources, etc. for recommended measures
- If not recommended, document reasons why

* 14 CFR Part 150, § B150.1(b)(3)

Status on Proposed* Noise Abatement Strategies

- JFK TAC Meeting No. 12 & 13: Presentation contains details of the proposed noise abatement strategies presented to NY TRACON
- The Port Authority and FAA will be refining proposed noise abatement strategies in collaboration with the aircraft operators

In order to maintain the JFK NCP schedule, any additional noise abatement strategy suggestions submitted now will be considered for inclusion in the NCP, but will not be included in the model effort.

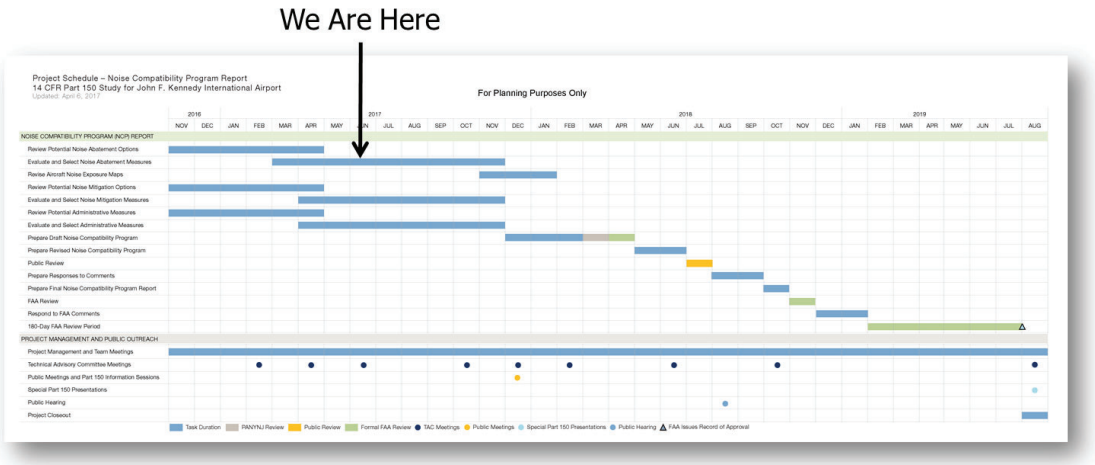
** Noise abatement strategies that were proposed by the PA, JFK TAC, the public, and FAA*

JFK & LGA 14 CFR Part 150 Study – What's Next?:

- JFK TAC Meeting #14 is tentatively scheduled for Wednesday, October 18, 2017: 1 P.M. – 4 P.M*.
- Moving forward, development of the JFK Noise Compatibility Program will be the focus of future TAC meetings
- Public review of JFK's Draft Noise Compatibility Program (NCP) – Mid-2018
- JFK's final NCP submission to the FAA for review & approval - Early 2019

**Please check the project website the month of each TAC meeting to confirm dates & times*

The JFK NCP Schedule



The Final NCP is expected to be submitted to the FAA for review and approval in early-2019.

The project schedules can be viewed online at
http://panynjpart150.com/JFK_schedule.asp

Project Contact and Website :

NY Part 150 E-Mail: NYPart150@panynj.gov

NY Part 150 Websites:

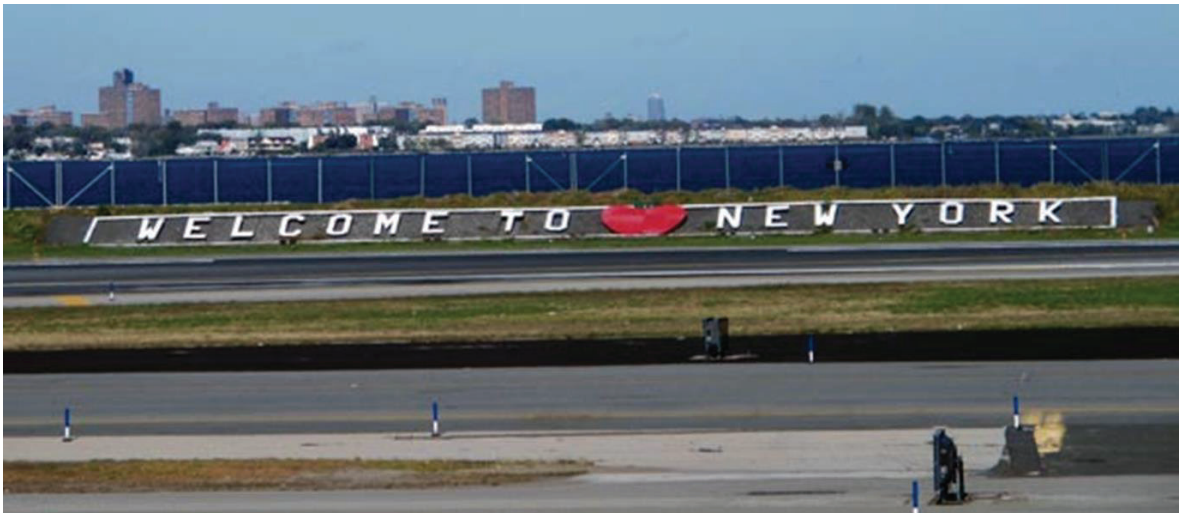
http://panynjpart150.com/JFK_homepage.asp

Final NEM Report

http://panynjpart150.com/JFK_FNEM.asp

NY Part 150 Hotline: 212-435-3880

Thank you - Questions?



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E-4 Presentation to New York Community Aviation Roundtable June 4, 2018

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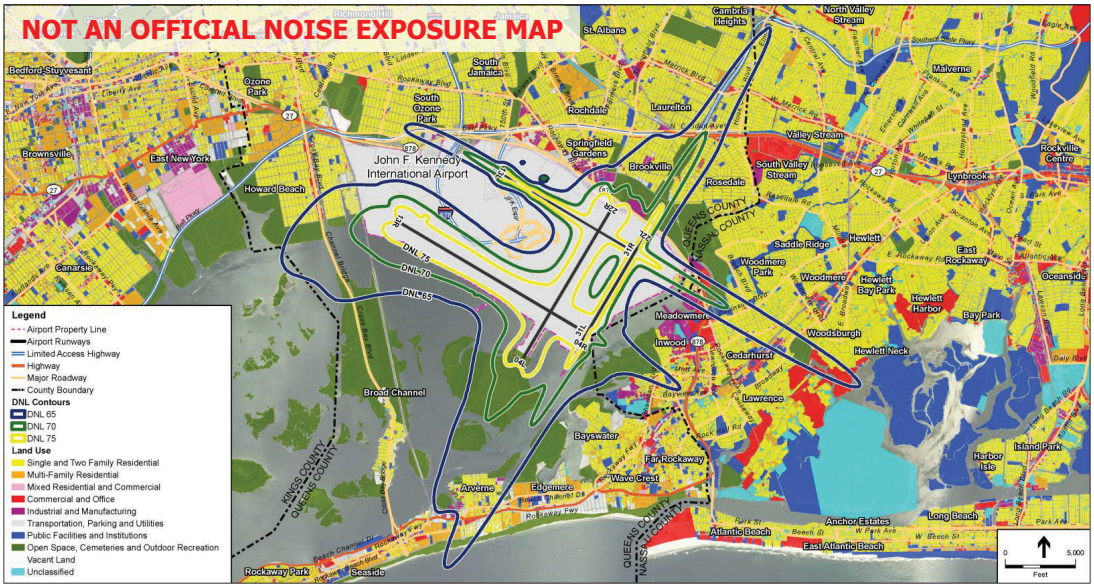
Presentation Agenda and Study Status

- **This presentation will briefly cover:**
  - **Types of noise abatement strategies**
  - **Noise abatement strategy evaluation criteria**
  - **Common themes of JFK noise abatement strategies suggested to the Port Authority**
  - **Examples of strategies that may, and may not, be feasible to implement**
- **Since the last Technical Advisory Committee (TAC) meeting in December, 2017, the Port Authority has focused on developing recommendations for the Noise Compatibility Program (NCP)**
- **The JFK NCP Report is also being assembled**
- **A final list of noise abatement strategies under consideration will be presented at TAC Meeting #16 this Wednesday, June 6, 2018**

JFK Future Condition (Year 2021) DNL* 65, 70, and 75 Noise Contours



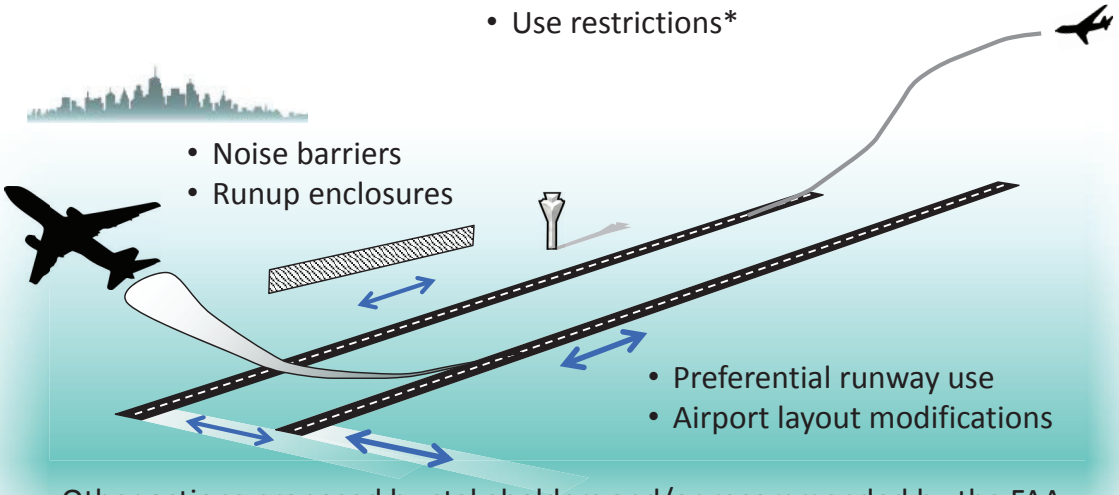
SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping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

* DNL: Day-Night Average Sound Level.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Airport Community Roundtable

Types of Noise Abatement Strategies

- Noise abatement flight tracks
- Arrival/departure procedures
- Use restrictions*



- Noise barriers
- Runup enclosures
- Preferential runway use
- Airport layout modifications

Other actions proposed by stakeholders and/or recommended by the FAA

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Standard Evaluation Criteria for Noise Abatement Strategies*

- Level of noise reduction: must reduce noncompatible land uses within the DNL 65 contour
- Effects on airfield capacity, operational delays, and airspace/air traffic control
- Consistency with FAA safety and other standards

* 14 Code of Federal Regulations (CFR) Part 150, Secs. 150.33(a) and 150.35(b)(3)

John F. Kennedy International Airport – 14 CFR Part 150 Study
Airport Community Roundtable

Standard Evaluation Criteria for Noise Abatement Strategies* (cont.)

- Other environmental effects
  - National Environmental Policy Act (NEPA) review may be required
- Operational effects and costs
- Financial feasibility
- Consistency with policies adopted by airport operator

* 14 Code of Federal Regulations (CFR) Part 150, Secs. 150.33(a) and 150.35(b)(3)

JFK's Noise Abatement Strategies Suggested to the Port Authority Have Been Classified into the Following (3) Categories:

- **Increase the dispersion of aircraft flight tracks**
- **Concentrate aircraft flight tracks over non-residential areas**
- **Change operation times or implement use restrictions**

An evaluation of most noise abatement strategies is available in the JFK Technical Advisory Committee (TAC) Meeting #15 Presentation and summary notes on the JFK 14 CFR Part 150 Website.

http://panynjpart150.com/JFK_TAC.asp

John F. Kennedy International Airport – 14 CFR Part 150 Study
Airport Community Roundtable

Sources of Suggested JFK Noise Abatement Strategies

- **In total, 59 noise abatement strategies were suggested.**
- **1 from ESA**
- **2 from the FAA**
- **7 from the Port Authority**
- **21 from the TAC**
- **26 from the public**
- **2 suggested by multiple stakeholders**

Strategies Analyzed that May be Recommended Have Been Grouped into the Following Categories:

- **Flight track modifications that are compatible with existing airspace and procedures**
- **Voluntary changes in departure profiles**
- **Runway use changes that are compatible with existing JFK runway use policy**

The strategies above are expected to reduce noncompatible uses in the DNL 65 contour while being compatible with existing safety, airspace, and operational constraints, as required by 14 CFR Part 150

At this time, the Port Authority has not determined which noise abatement strategies will be recommended in the NCP Report.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Airport Community Roundtable

DRAFT – SUBJECT TO CHANGE

Examples of Strategies That May Be Recommended

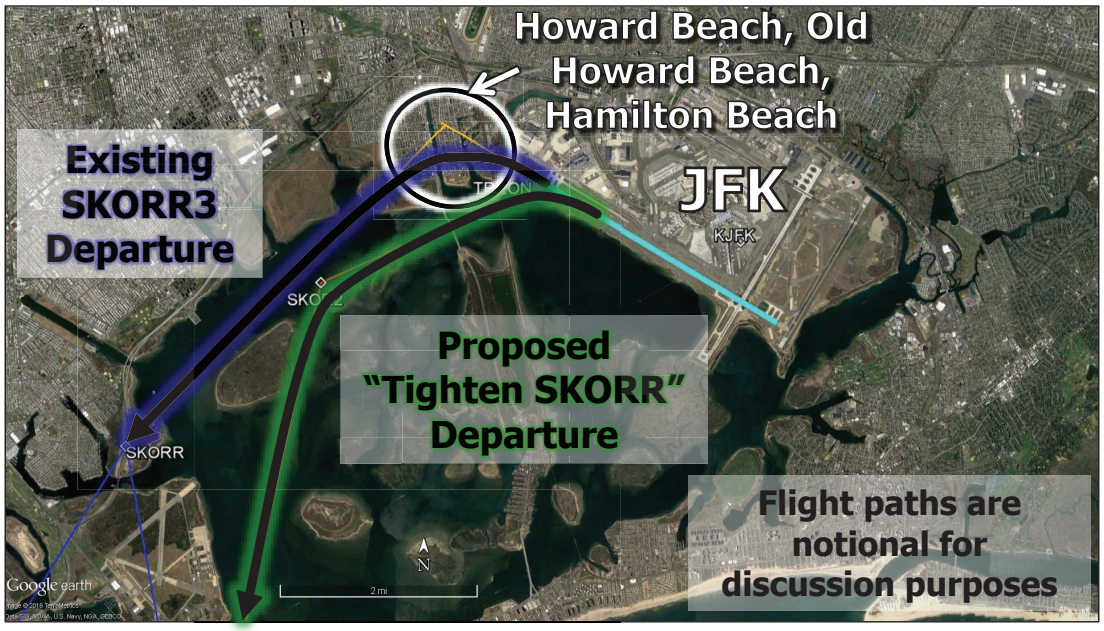
- **Implement "Tighten SKORR" departure procedure**
- **Reduce Runway 31L intersection departures at night***
- **Turn Runway 22L/22R departures to heading 240 at night**

A full list can be found in the JFK TAC Meeting #15 Presentation on the JFK 14 CFR Part 150 Website

http://panynjpart150.com/JFK_TAC.asp

* Daytime: 7:00 A.M. to 9:59:59 P.M. Nighttime: 10:00 P.M. to 6:59:59 A.M.

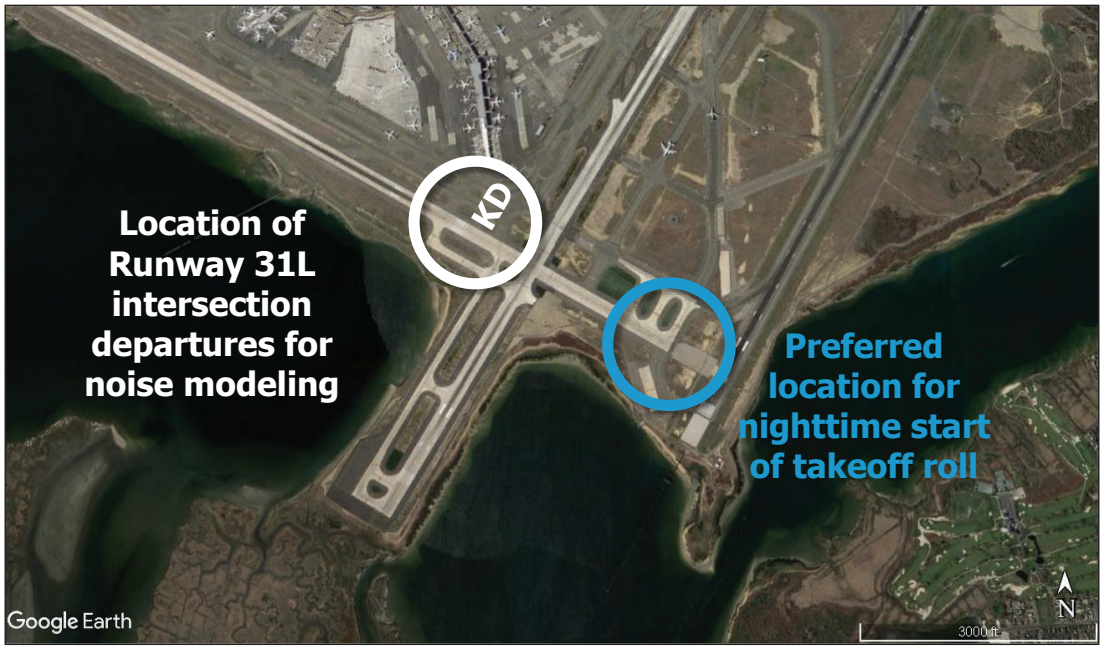
Implement "Tighten SKORR" Departure Procedure



SOURCE: Google Earth, April 19, 2016, last accessed March 31, 2017; Federal Aviation Administration, 2017.

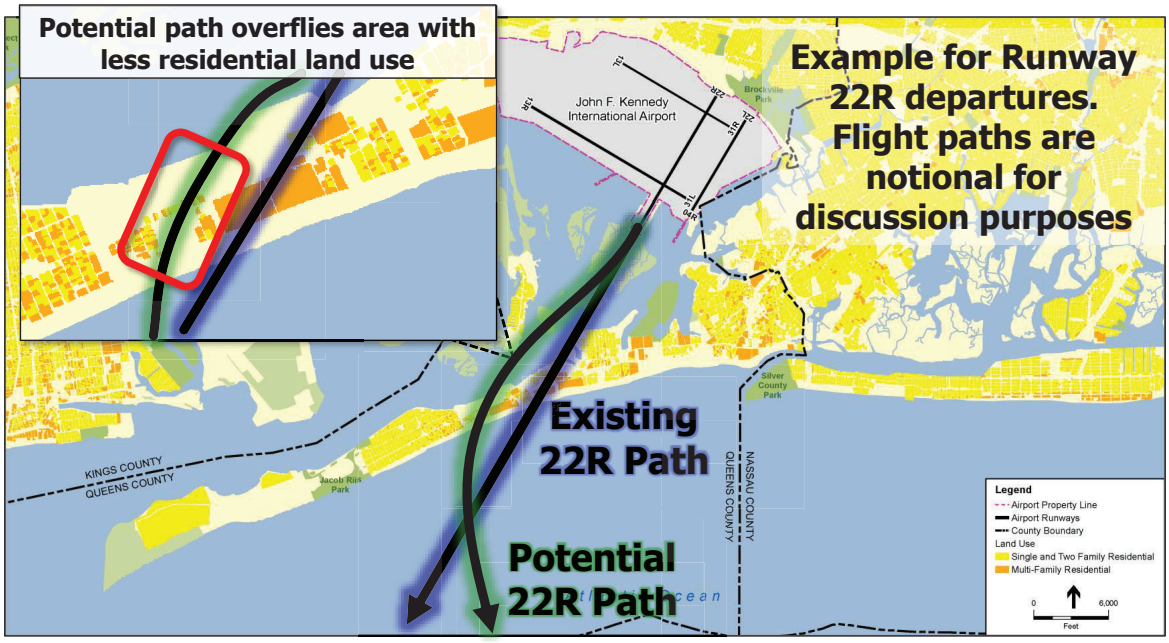
John F. Kennedy International Airport – 14 CFR Part 150 Study
Airport Community Roundtable
DRAFT – SUBJECT TO CHANGE

Reduce Runway 31L Intersection Departures at Night



SOURCE: Google Earth, last accessed August 31, 2017; ESA, 2016.

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



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Federal Aviation Administration, 2017.

John F. Kennedy International Airport – 14 CFR Part 150 Study
Airport Community Roundtable

Strategies That May Not Be Recommended Have Been Grouped into the Following Categories:

- Infeasible due to limitations of aircraft performance or procedure design criteria (2 strategies)
- Infeasible due to airspace complexity or air traffic conflicts (2 strategies)
- Would increase noise over noncompatible land use (7 strategies)
- Would not reduce noise within DNL 65 contour (9 strategies)
- Cannot be implemented without undertaking a 14 CFR Part 161 Study (7 strategies)
- Conflicts with existing JFK runway use policy (10 strategies)

Examples of Strategies That May Not Be Not Recommended

- **Evenly distribute flights between Rosedale (Runway 22L) and Laurelton (Runway 22R)**
- **Employ dispersed departure headings off Runway 4L**
- **Descend aircraft arriving at JFK over the Atlantic Ocean instead of flying north and turning above Long Island Sound**

A list of most strategies can be found in the JFK TAC Meeting #15 Presentation on the JFK 14 CFR Part 150 Website

http://panynjpart150.com/JFK_TAC.asp

John F. Kennedy International Airport – 14 CFR Part 150 Study
Airport Community Roundtable

Next JFK TAC Meeting: June 6, 2018, 1:00 P.M. to 4:00 P.M.

- **Location:**

  John F. Kennedy International Airport,
  South Service Road, Bldg. #14 - 2nd Floor
  Jamaica, NY 11430

- **Free parking is available at Building 14's parking lot. Meeting attendees are to park in the designated Visitor's Parking area.**
- **A picture ID and your vehicle's license plate number are to be provided at Building 14's Security Desk.**

Questions?

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E-5 Land Use Agency Meeting April 11, 2017

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John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Meeting Agenda

1. Welcome and Introductions
2. Background on Goals of the Land Use Working Session
3. Summary of TAC Preventative Land Use Mitigation Measures
4. Preventative Land Use Mitigation Techniques
   a) Noise Overlay Zoning
   b) Building Code Amendments
   c) Real Estate Fair Disclosure Requirements
   d) Avigation Easement Dedication
   e) Other Affiliated Preventative Measures
      - Comprehensive Planning
      - Discretionary Project Review
5. Summary of Discussions, Need for Follow-Up Meeting(s)
6. Adjournment

ESA Study Team

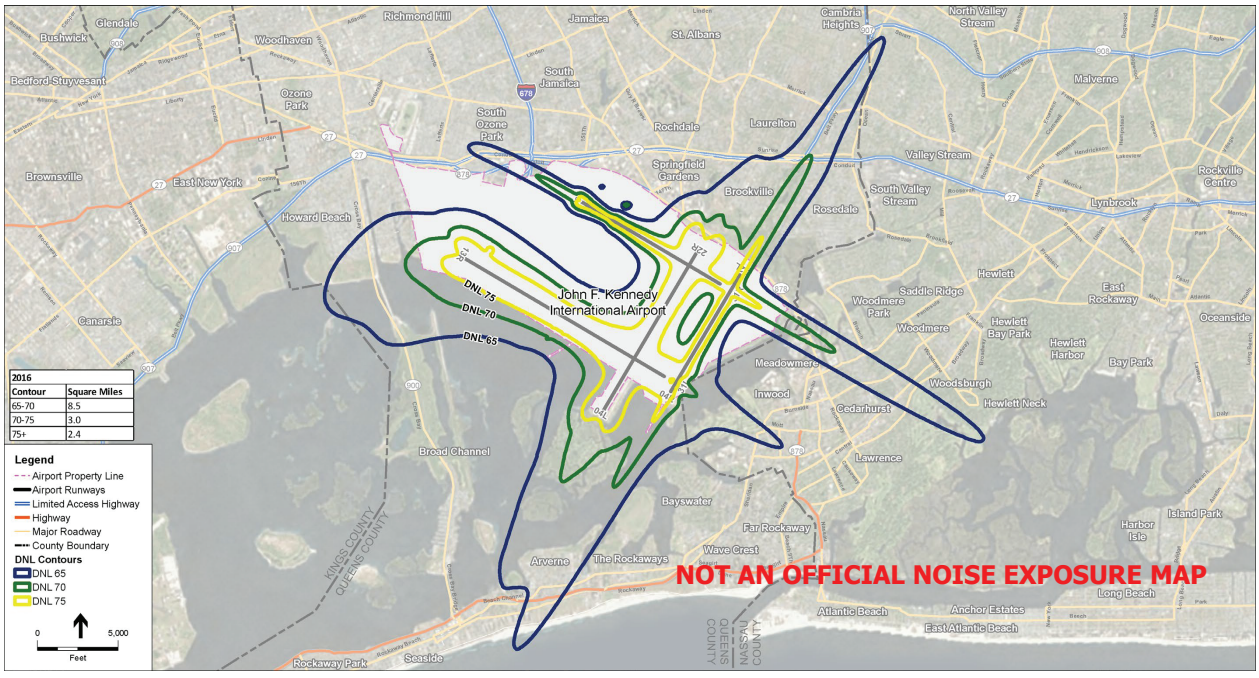
THE PORT AUTHORITY
OF NY & NJ

Noise Exposure Background

John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

DRAFT - For Preliminary Discussion Purposes Only

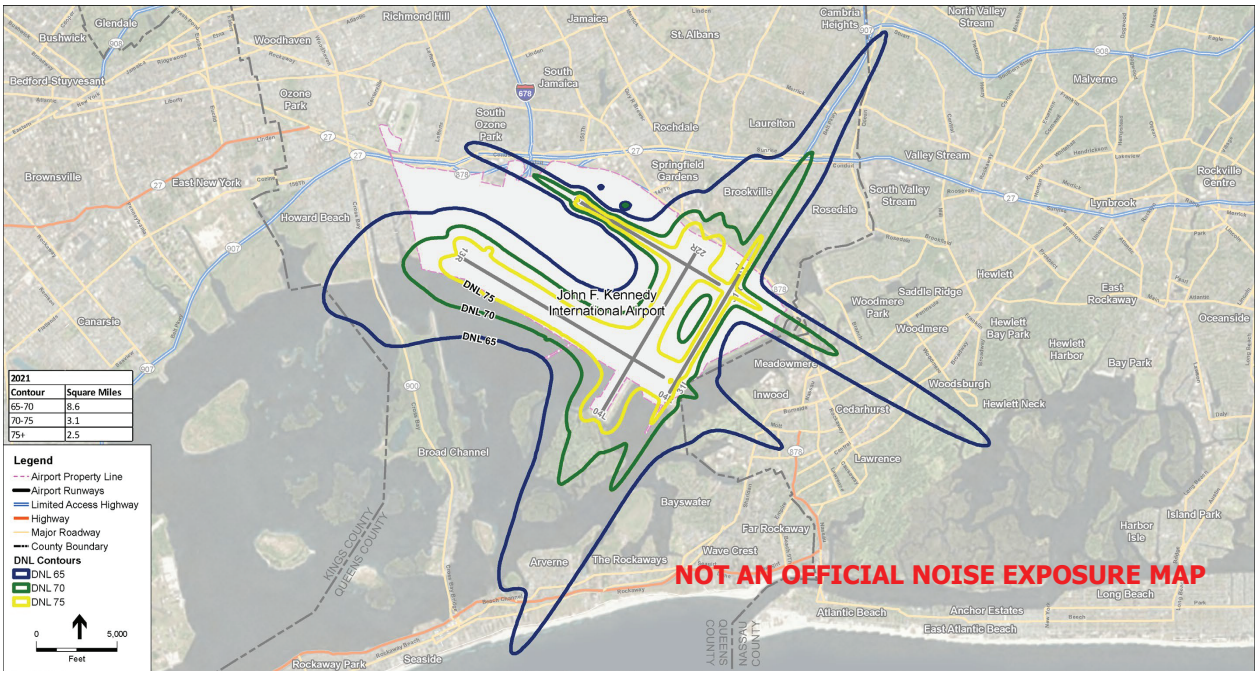
2016 Preliminary Draft - DNL 65, 70, and 75 contours



SOURCE: ESA, 2016; INM 7.0d; ESRI Mapping Services.

DRAFT - For Preliminary Discussion Purposes Only

2021 Preliminary Draft - DNL 65, 70, and 75 contours



SOURCE: ESA, 2016; INM 7.0d; ESRI Mapping Services.

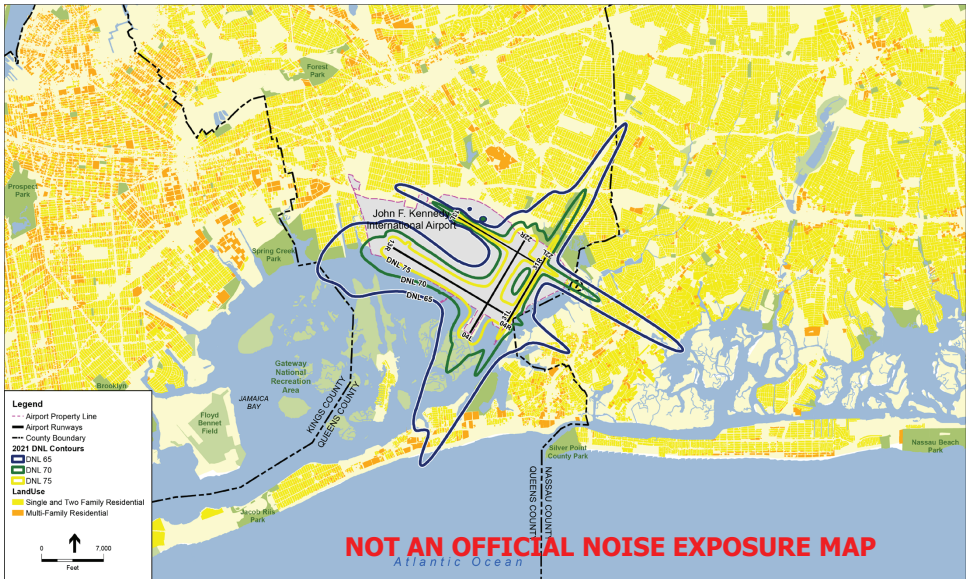
John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Land Use	Yearly Day-Night Noise Level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

FAA Land Use Compatibility Criteria Footnotes

1. Must achieve 25 dB to 30 dB Noise Level Reduction (NLR).
2. Must achieve a NLR of 25 dB
3. Must achieve a NLR of 30 dB
4. Must achieve a NLR of 35 dB
5. Requires special sound reinforcement systems.
6. Residences require 25 dB NLR
7. Residences require 30 dB NLR
8. Residential not permitted.

Residential Land Use in the Vicinity of JFK and the 2021 Day-Night Average Sound Level (DNL) 65 – 75 Contours



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

John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

2021 Noise Sensitive Sites Exposed to DNL 65 and Higher (Counts)

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care	Library
2021									
DNL 65-70	5,503.3	13,059	36,812	19	12	8	3	17	1
DNL 70-75	1,994.2	766	2,262	0	0	0	0	0	0
DNL 75+	1,606.9	0	0	0	0	0	0	0	0
Total	**9,104.4**	**13,825**	**39,074**	**19**	**12**	**8**	**3**	**17**	**1**

NOTE: The household and population estimates provided above were developed using census block demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

1 Eight of the twelve schools were included in the School Soundproofing Program, and are compatible with DNL 65+.

2 Five schools and places of worship are historic sites, but not included here to avoid double counting.

SOURCE: Planning Technology, Inc. and Environmental Science Associates, 2016.

2021 Land Uses Exposed to DNL 65 and Higher (Acres)

Land Use Category	Land Uses Exposed to DNL 65 and Higher (acres)				Households	Population
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Single and Two-Family Residential	733.2	44.9	-	**778.1**	**11,088**	**33,143**
Multi-Family Residential	51.0	0.5	-	**51.5**	**2,653**	**5,698**
Mixed Residential and Commercial	6.1	0.5	-	**6.6**	**84**	**233**
Commercial and Office	119.2	7.9	-	**127.1**	-	-
Industrial and Manufacturing	65.2	26.2	0.3	**91.7**	-	-
Transportation, Right of Way, Parking and Utilities	639.1	63.6	44.8	**747.5**	-	-
Public Facilities and Institutions	69.1	6.8	-	**75.9**	-	-
Open Space, Cemeteries, and Outdoor Recreation	1,030.8	325.2	52.4	**1,408.4**	-	-
Vacant	64.5	18.9	8.6	**92.0**	-	-
Airport Property	944.9	884.3	1,408.9	**3,238.1**	-	-
Water (Off Airport Property)	1,780.2	615.4	91.9	**2,487.5**	-	-
Total	**5,503.3**	**1,994.2**	**1,606.9**	**9,104.4**	**13,825**	**39,074**

NOTE: Numbers may not add up, due to rounding.
SOURCE: Planning Technology, Inc. and Environmental Science Associates, 2016.

John F. Kennedy International Airport – 14 CFR Part 150 Study
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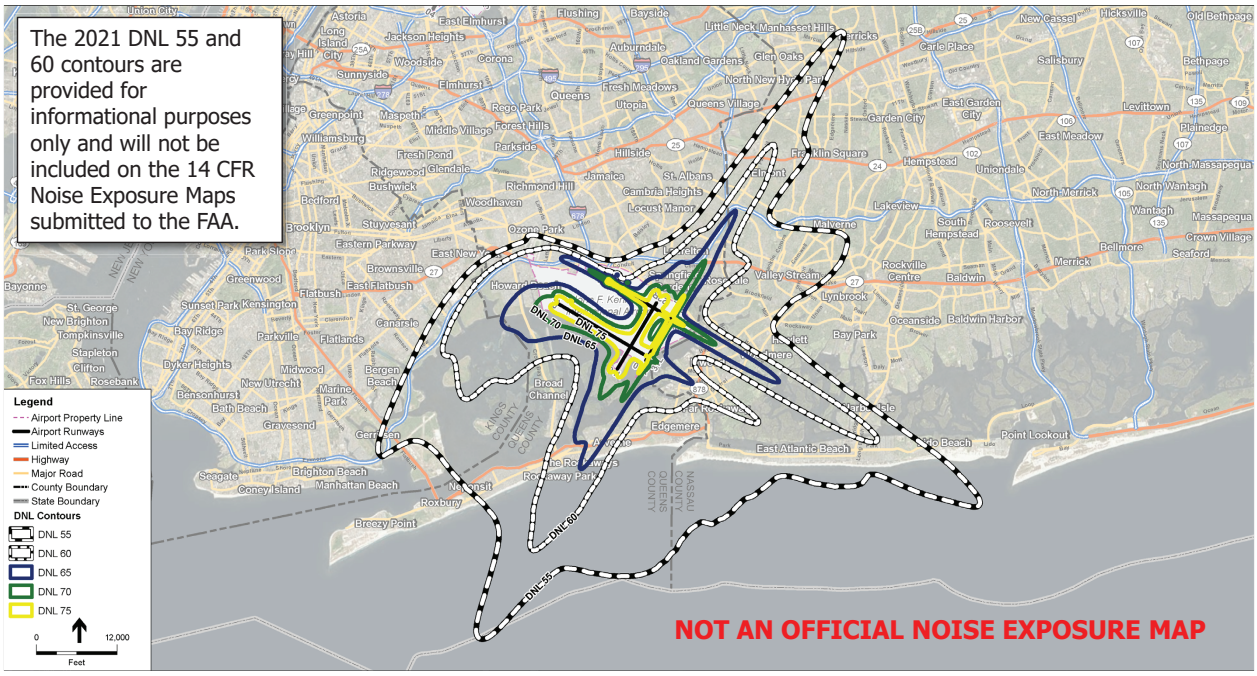
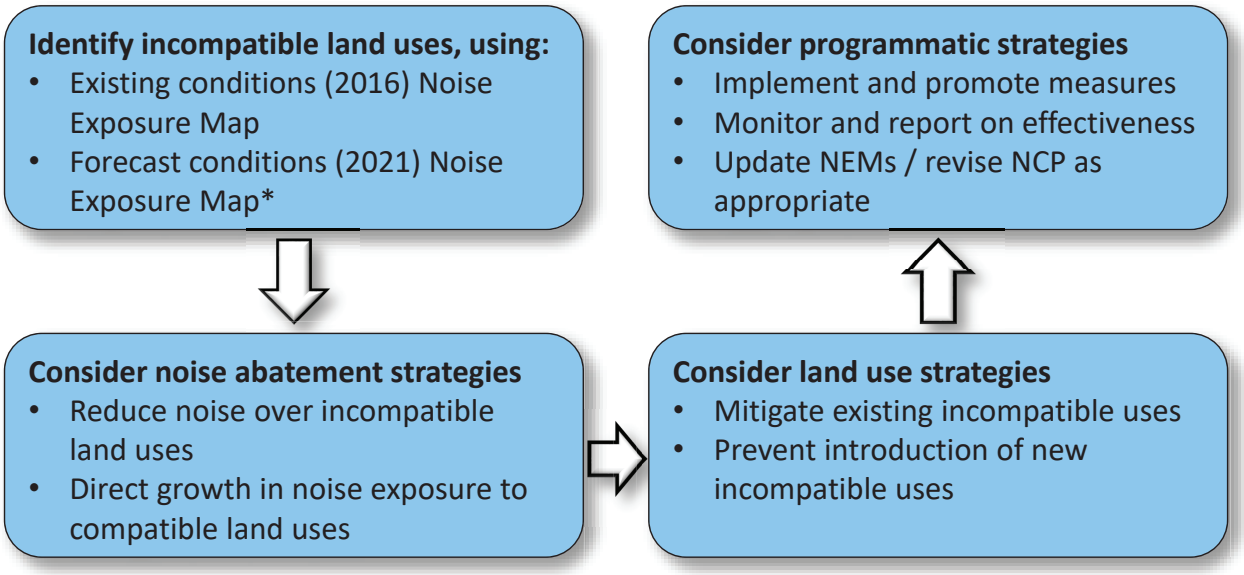
DRAFT - For Preliminary Discussion Purposes Only

2021 Preliminary Draft - DNL 55, 60, 65, 70, and 75 contours



SOURCE: ESA, 2016; INM 7.0d; ESRI Mapping Services.

Noise Compatibility Program (NCP) Development Process



* NCP measures are focused toward forecast conditions.

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Today's land use focus: avigation easements, zoning, building codes, and real estate disclosures

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - **Avigation easements**
- Preventative Mitigation
  - Land use controls
  - **Zoning/Overlay Zoning**
  - **Building codes**
  - Comprehensive plans
  - **Real estate disclosures**
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Types of Land Use Strategies

Remedial Mitigation
- Land acquisition
- Sound insulation
- Avigation easements

Preventative Mitigation
- Land use controls
- Zoning
- Building codes
- Comprehensive plans
- Real estate disclosures

Other actions proposed by stakeholders and/or recommended by the FAA

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Land Use Strategies – Challenges for JFK

- **Land area around JFK is largely developed**
  - **Limited undeveloped property within the vicinity of the airport**
- **Residential areas within the 2016 and 2021 DNL 65 and higher contours are developed and have been in place for many years**
- **Areas outside DNL 65 are not eligible for federally-funded sound insulation**
- **Significant mixing of uses particularly within the City of New York**

Application of Noise Overlay Zoning Techniques

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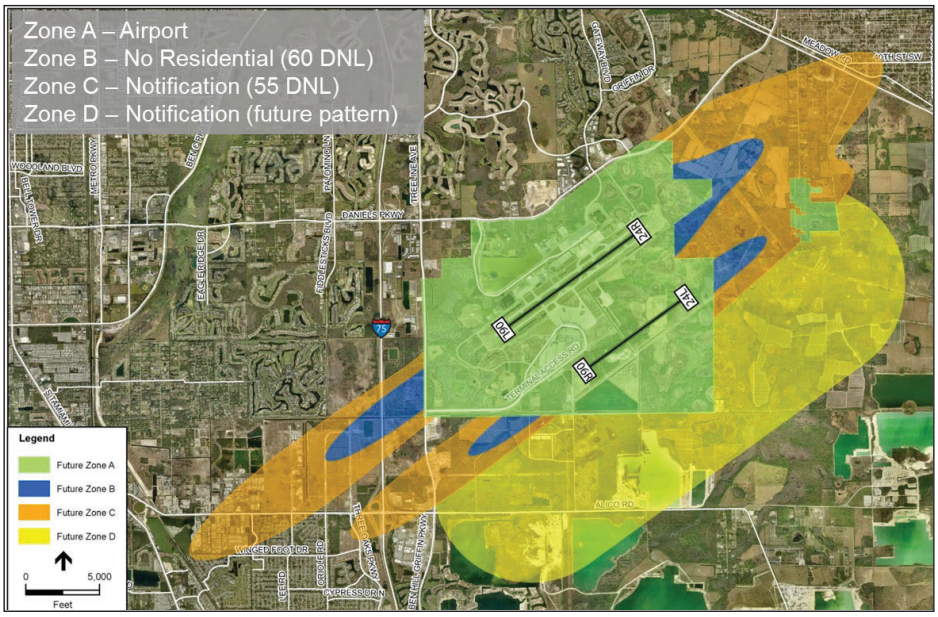
Land Use Planning Workshop

Noise Overlay Zoning

- Augments/enhances traditional zoning controls by focusing on noise-related requirements for a specific area
- Implemented by local jurisdictions consistent with state enabling legislation
- Can be used based on noise contours and/or overflight activity (can exist beyond the 65 DNL contour)
- Typically includes provisions establishing:
  - Specific requirements tied to noise contours
  - Modifications to permitted land uses in underlying zones
  - Avigation easement requirements for new or redeveloped noise sensitive uses
  - Required exterior-to-interior noise level reductions to provide a maximum interior noise level of 45 dBA
  - Procedures for variances
- Typically paired with one or more other techniques, such as:
  - Real estate disclosure and easement dedication
  - Building code requirements

Noise Overlay Zoning: Southwest Florida International Airport Example



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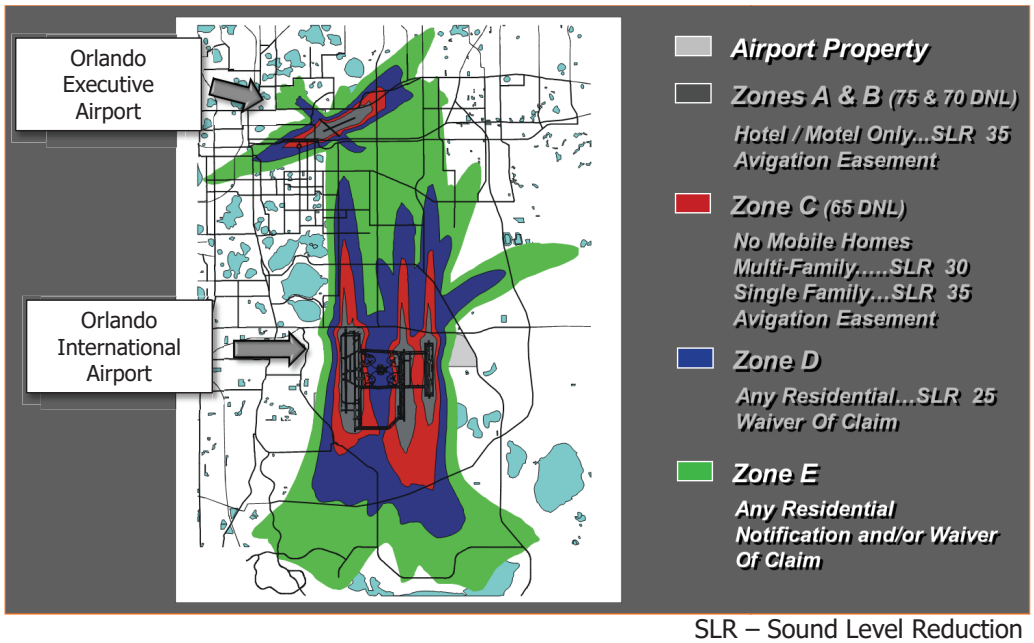
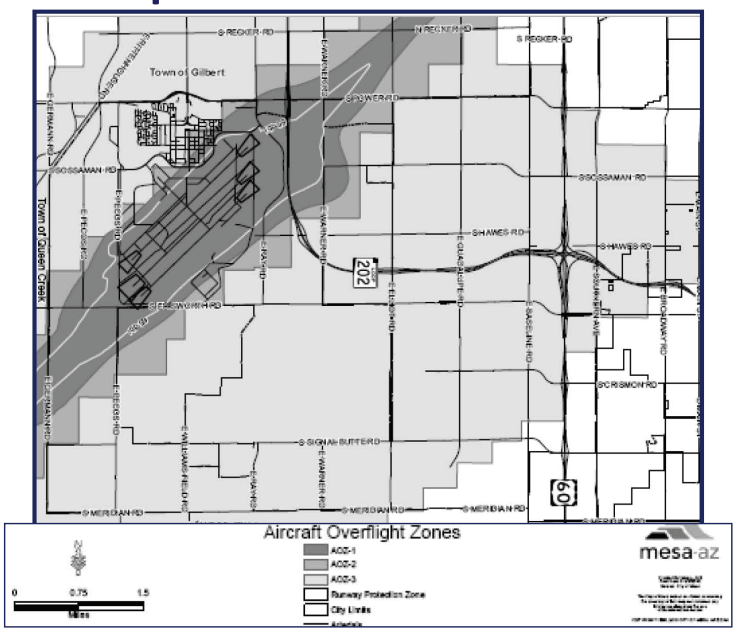
Noise Overlay Zoning: Orlando Example



SLR – Sound Level Reduction

Noise Overlay Zoning: Phoenix-Mesa Gateway Airport Example



Airport Overflight Areas – Mesa, AZ

- Airport Overflight Area One: Inside 65 DNL
  - Disclosure
  - SLR to 45 dBA inside
  - Easement dedication
  - Modifies underlying permitted uses
- Airport Overflight Area Two: 60 to 65 DNL
  - Disclosure
  - SLR to 45 dBA inside
  - Easement dedication
  - Certain uses restricted
- Airport Overflight Area Three: Outside the 60 DNL
  - Disclosure
  - Easement dedication

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Noise Overlay Zoning: Benefits

- **Establishes definitive requirements within overlay zone for:**
  - **Permitted uses based on 14 CFR Part 150 criteria**
  - **Conditionally permitted uses based on sound level reduction construction/retrofitting**
  - **Criteria for new development vs. infill and improvements**
- **Enhances compatibility of new or redeveloped land uses within noise contours through sound level reduction requirements**
- **Focused on mitigating key noise related issues – sleep awakening and interruption, and communication interruption**
- **Can be used to implement actions beyond the DNL 65 contour (i.e. disclosure)**
- **Consistent with protecting public, health, safety, and general welfare**
- **Noise compatibility requirements are contained within a single zoning section with an ordinance rather than multiple sections**

Noise Overlay Zoning: Challenges

- Most-suited to areas experiencing new or large-scale redevelopment
- Increased regulations can be locally controversial
- Creates new non-conforming uses inside the noise zones
- Adds additional requirements to existing codes and administrative requirements
- More-stringent new construction/renovation requirements inside noise overlay zone can be politically sensitive

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Building Code Revisions to Incorporate Sound Level Reduction Materials and Techniques

Building Code Revisions for Noise Level Reduction

- Provides guidance to planners, building officials, and contractors not well-versed in noise compatibility
- Can work independently or in conjunction with noise overlay zoning
- Effective tool for ensuring noise attenuation in new development or significant reconstruction
- Improves quality of life for dwelling residents
- Provides quieter internal living spaces, mitigating impacts associated with:
  - Sleep awakening and interruption
  - Impacts to audio/TV entertainment
  - Disruption of normal conversation

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Land Use Planning Workshop

Building Code Revisions for Noise Level Reduction

- Applied to new structures considered to be noise sensitive (i.e. within the DNL 65 and higher contours)
- FAA criteria define an interior noise level of not greater than 45 dBA.*
- Extent of Noise Level Reduction (NLR) to meet a 45 dBA interior sound level varies by noise contour; minimum NLR is typically:
  - 25 dB reduction in the DNL 65 – 70 contour area
  - 30 dB reduction in the DNL 70 – 75 contour area
  - 35 dB reduction in the DNL 75+ contour area (noise sensitive uses should be precluded)
  - Typical newer construction achieves approximately 20 dB reduction

* Airport Improvement Program Handbook. FAA Order 5100.38D. Federal Aviation Administration. September 30, 2014.

Building Code Revisions for Noise Level Reduction (Continued)

- Applied to existing structure undergoing renovation, conversion or expansion
  - Additions, alterations and repairs to existing structures (typically applies only to the improvements being made)
  - Change of a non-noise sensitive building to a human occupancy use within a noise zone
- If soundproofing is undertaken, specific construction requirements will be required to guide material selection and construction

* Airport Improvement Program Handbook. FAA Order 5100.38D. Federal Aviation Administration. September 30, 2014.

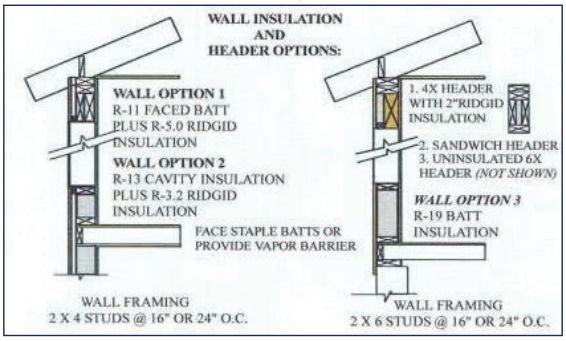
John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Building Code Revisions for Noise Level Reduction

- Code revisions to reduce interior noise levels in noise sensitive development / redevelopment / renovation
- Soundproofing, if implemented, may require building code changes
- Some building code revision actions are also typical of actions to increase energy efficiency
- Current New York City building codes do include specific references to Sound Transmission Class (STC) or noise-attenuating construction techniques
- Potential actions include, but are not limited to:
  - Vent baffles
  - Forced-air systems
  - Ceiling, interior/exterior wall enhancements, roof materials, and construction requirements
  - Sound-attenuating windows and doors
  - Insulation, weather stripping requirements

Building Code Revisions: Challenges

- Increases construction costs in areas subject to requirements
- Defining renovation requirements for existing development is challenging
- Requires training of building officials and inspectors in noise attenuation
- Training seminars for local contractors could also be required
- Community reluctance due to added requirements and reaction by residents



SOURCE: Builders Guide: Mitigating Aircraft Noise in New Residential Construction. Metropolitan Council of Minneapolis-St Paul. March 2006.

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Land Use Planning Workshop

Typical Sound Transmission Class (STC) Ratings to Achieve Noise Level Reduction Targets

Specified Noise Level Reduction	Required Sound Transmission Class (STC) Needed for Compliance			
dBA	Roof-Ceiling	Walls	Windows	Doors
20	40	40	30	20
25	45	45	35	25
30	50	50	40	30
35	55	55	45	35
40	60	60	50	40

SOURCE: Builders Guide: Mitigating Aircraft Noise in New Residential Construction. Metropolitan Council of Minneapolis-St Paul. March 2006.

Estimated Sound Transmission Class Ratings

Estimated STC Ratings for Typical Windows	
Type of Window	STC
Picture Window	
Double Glazed	29
1" Insulating Glass	34
Double-Hung Window	
With Insulating Glass	27
With ¾" Insulating Glass	29
With storm window	35
Casement Window	
With Insulated Glass	28
With 1" Insulating Glass	29
With Insulating high-performance Glass	30
With 1" Insulating high-performance Glass	31
With Insulating high-performance Glass & Removable Glass Panel	32

Table A3 Selected STC Ratings for Acoustical Windows	
Sliding Metal Windows	STC
1/4", 1/3" laminated, 3/4" airspace	38
1/4", 1/4", 2 - 1/4" airspace	43
3/8", 1/2", 2- 1/2" airspace	46
3/16", 1/4", 4 - 1/4" airspace	48
1/4", 1/4" laminated, 4 - 1/4" airspace	48
1/2", 3/8", 8 - 1/2" airspace	56

SOURCE: Builders Guide: Mitigating Aircraft Noise in New Residential Construction. Metropolitan Council of Minneapolis-St Paul. March 2006.

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Land Use Planning Workshop

Estimated Sound Transmission Class Ratings

Interior Skin and STC Rating						
Exterior	1/2" Gypsum *	3/8" Gypsum	2- 1/2" Gypsum	2- 3/8" Gypsum	1/2" SB** 1/2" GYP	1/2" SB 3/8" GYP
2 x 4 Studs						
Alum. Siding 1/2" Wood	42	40	44	45	42	43
7/8" Stucco 1/2" Wood	50	50	50	50	51	50
1/2" Wood Siding	38	39	43	45	41	42
3/4" Wood Siding	43	42	42	43	39	40
2 x 6 Studs						
Alum. Siding 1/2" Wood	44	42	46	47	44	45
7/8" Stucco 1/2" Wood	52	52	52	52	53	52
1/2" Wood Siding	40	41	45	47	43	44
3/4" Wood Siding	45	44	44	45	41	42
Other						
4-1/2" Brick Veneer	58	57	57	57	58	57
6" Concrete	59	60	62	61	61	62
8" Concrete	61	63	65	64	64	65
6" Hollow Concrete Block	51	52	54	54	53	53
8" Hallow Concrete Block	52	54	56	56	55	56
6" Block With 1/2" Stucco	52	53	55	54	54	55
8" Block with 1/2" Stucco	53	55	55	56	56	57

SOURCE: Builders Guide: Mitigating Aircraft Noise in New Residential Construction. Metropolitan Council of Minneapolis-St Paul. March 2006.

Real Estate Fair Disclosure Requirements

John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Real Estate Fair Disclosure

- Requires potential buyers be informed of proximity to airport, potential for aircraft noise, and information about the noise prior to purchase
- Timing of notification is a key consideration
- The signed disclosure document is legally filed with the deed at time of purchase
- Disclosure can be limited to impacted areas, or be more broadly employed at jurisdiction's discretion to include areas of concentrated flight operations
- General view is that disclosure requirements are not sufficient to trigger a regulatory taking
- Port Authority may consider its own actions such as recording Noise Exposure Maps in affected counties as one means of disclosure

Real Estate Fair Disclosure (Continued)

- 27 states currently require some form of real estate disclosure of property conditions
- Five states require disclosure of all material defects the buyer is aware of; New York is not one of these states
- New Jersey requires disclosure of conditions having the potential to impact a buyer's decision
- Three (AZ, HI, CA) states require disclosure of an airport, airport influence area or airport safety zone in the vicinity of property
- Precedent for disclosure in New York is found in the 2002 Property Condition Disclosure Act (PCDA)
  - PCDA currently does not specifically identify noise, but does identify other environmental conditions
  - Currently only covers residential uses of four units or less and includes an opt-out provision
  - Exempts new residential uses that have not been previously occupied

John F. Kennedy International Airport – 14 CFR Part 150 Study
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Real Estate Fair Disclosure: Benefits

- Potential buyers can make informed decision about noise; mitigates "not knowing" about airport activity
- Recordation of disclosure provides a level of protection for airport and seller
- Informs realty community of noise levels in the vicinity of the airport
- Precedent established in New York by the 2002 Property Condition Disclosure Act (PCDA). Noise not specifically addressed in PCDA disclosure
- Reduces seller's liability for post-sale claims since buyers sign disclosure up-front

Real Estate Fair Disclosure: Challenges

- Disclosures do not reduce noise
- Adverse reaction from:
  - Realty community
  - Property owners concerned with buyers walking away
- Amendments to legislative acts will need to occur on the local level and potentially on the state level
- To be successful, enforcement of policies is necessary
- Places an obligation on the airport to disclose noise levels to community and realtors
- Retention of the current PCDA $500 opt-out credit to buyer would effectively negate benefit of disclosure

John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Avigation Easements

Avigation Easements

- Avigation easements are a conveyance of airspace over a property for use by the airport
- Avigation easements are paired with other mitigation/preventative measures (e.g. soundproofing)
- Avigation easements can be used as a condition for development approval, permitting or in exchange for mitigation/preventative measures
- Avigation easements are not an open-ended grant to increase noise levels
- Outright purchase of avigation easements has fallen out of favor with the FAA for a variety of reasons

John F. Kennedy International Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Avigation Easements (Continued)

- Easement recipient acknowledges rights for aircraft overflights
- Provides a means of disclosure to future purchasers
- Easement remains in place regardless of sale of property (i.e. the easement runs with the land, not with the owner)
- Helps protect airport from noise-related litigation
- Renders property a compatible land use under airport's NCP

Questions?

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

JFK Land Use Strategies Working Session

SUMMARY

14 CFR Part 150 Study – Mineola, NY

April 11, 2017 – 9:00 AM to Noon

Attendees (Listed alphabetically):

Name	**Representing**
Steve Alverson	ESA Airports
Arnold Bloch	FHI
Gerry Castro	Village of Lawrence
Jeong-ah Choi	Queensboro President's Office
Chris Ciansiulli	Town of Hempstead
Joe Cuomo	Nassau County
Marwa Fawaz	VHB
Jane Herndon	PANYNJ
Jennifer Hogan	VHB
Emily Humes	City of Long Beach
Mike Levine	Town of North Hempstead
Cheryl Petri	Town of Hempstead
Angelina Martinez-Rubio	Queensboro President's Office
Dave Rickerson	Kimley-Horn

Chris Sequeira	ESA Airports
Neal Stone	Town of North Hempstead
Danny Vacchio	Village of Lawrence
Adeel Yousuf	PANYNJ

Welcome and Introductions

Steve Alverson (ESA Airports) welcomed everyone and provided an update on the 14 CFR Part 150 Study. He displayed slides of the 2016 and 2021 preliminary draft Day-Night Average Sound Level DNL 65, 70, and 75 noise contours for John F. Kennedy International Airport (JFK). (He also noted that the boards at the meeting also showed these same contours on an aerial map, but contours in the slide show were displayed on maps showing land use types). He discussed the Federal Aviation Administration (FAA) Land Use Compatibility Criteria[1] and showed the number of sensitive sites exposed to a DNL of 65 and higher, categorized by land use type, types and numbers of buildings, acreage, population, and households. He also displayed a slide showing 2021 preliminary draft DNL 55 and 60 contours for JFK (along with the DNL 65, 70, and 75 contour lines). He noted that while the 14 CFR Part 150 Study does not consider the DNL 55 and 60 contours as part of Noise Exposure Maps, the project team produced these at the request of the public, as additional information.

Steve Alverson (ESA Airports) then explained that the specific purpose of this meeting was to consider land use strategies that could be employed, as part of the Noise Compatibility Program (NCP), to mitigate or abate noise impacts to sensitive sites within the DNL 65, 70, and 75 contours for JFK. He introduced Dave Rickerson (Kimley-Horn) to present and discuss these strategies.

Dave Rickerson (Kimley-Horn) noted that there are two basic types of land use strategies considered within an NCP: Remedial and preventative mitigation. The remainder of this session focused on preventative mitigation. He noted that the challenges for land use strategies around JFK include how heavily developed the area has been for many years; that there is a significant mix of land uses in the area (particularly in New York City); and that areas outside the DNL 65 contour are not eligible for federally-funded sound insulation.

[1] See Table 1 of 14 CFR Part 150.

Noise Overlay Zoning Techniques

Dave Rickerson (Kimley-Horn) discussed noise overlay zoning. He noted that this type of zoning would be implemented by local jurisdictions, augmenting traditional zoning controls by focusing on noise-related requirements for a specific area. Noise overlay zoning would be based on noise contours and/or overflight activity. He showed examples of noise overlay zoning from Orlando, Florida and Phoenix, Arizona and he distributed examples of noise overlay zoning applications for Orlando and Adams County, Colorado.

Dave Rickerson (Kimley-Horn) discussed both the benefits and challenges of noise overlay zoning. Under challenges, he noted that applying this zoning would create new non-conforming uses into the noise zones, raising questions about what would happen to those land uses in the future.

Gerry Castro (Village of Lawrence) asked if there are FAA standards for noise levels in the interior of a house. Dave Rickerson (Kimley-Horn) said that both FAA and U.S. Department of Housing and Urban Development (HUD) define DNL 45 as the interior noise standard. Adeel Yousuf (PANYNJ) asked if noise overlay zones needed to be continuous, to which Dave Rickerson (Kimley-Horn) said it was not necessary, especially if neighboring municipalities do not agree on the use of this zoning.

Building Code Revisions

Dave Rickerson (Kimley-Horn) presented the next preventative mitigation strategy: building code revisions that incorporate sound level reduction materials and techniques. He noted that such revisions can work independently or in conjunction with noise overlay zoning. He handed out an example of sound transmission building codes for Seattle covering sites in the vicinity of Sea-Tac Airport. He explained features of building code revisions for noise level reduction and discussed the challenges of implementing them, including construction cost implications and the cost of training contractors, building officials, and inspectors. He finished the discussion by describing Sound Transmission Class (STC) ratings and what ratings would be necessary to achieve various noise level reductions.

Real Estate Fair Disclosure

Dave Rickerson (Kimley-Horn) presented the third preventative mitigation strategy: Real estate fair disclosure requirements. He handed out a copy of the Kansas City International Airport fair disclosure statement. He described this action as typically easier to implement than overlay zoning or building code actions. He noted that this action can apply to an area that is not necessarily in the DNL 65 contour; it could be applied to other areas of concentrated flight operations. Steve Alverson (ESA Airports) asked if the 2021 noise contours could be used to set the boundaries of the area where airport-related noise fair disclosure would apply. Dave Rickerson (Kimley-Horn) explained that yes, the 14 CFR Part 150 Study could be made part of

the ordinance requiring disclosure. Among the benefits of fair disclosure, he noted that the New York State Property Condition Disclosure Act (PCDA) created this type of measure in 2002. Among its challenges, the PCDA allows home buyers to accept a $500 credit on the sale of the property if the disclosure is not made.

Avigation Easements

Dave Rickerson (Kimley-Horn) presented the final preventative mitigation strategy: Avigation easements. These allow for the conveyance of airspace over a property for use by an airport. However, he said that this measure is not an open-ended allowance to increase noise levels over the property. He said that avigation easements are often paired with other mitigation, such as soundproofing. The easement stays in place even if the property ownership changes hands; it is tied to the property, rather than owner.

Discussion

At this point, a discussion ensued about land use strategies**.**

- **Avigation Easements** – Cheryl Petri (Town of Hempstead) asked why communities would be interested in this technique. Dave Rickerson (Kimley-Horn) explained that typically, it is the airport that is interested, as an easement is normally a condition of financial support for soundproofing. Neal Stone (Town of North Hempstead) asked if DNL 65 was the cutoff for federal funding support of soundproofing. Dave Rickerson (Kimley-Horn) replied that only sensitive sites within the DNL 65 contour (or greater) were eligible for federal funding for soundproofing. Angelina Martinez-Rubio (Queensboro President's Office) asked how avigation easements and real estate fair disclosure would work together. Dave Rickerson (Kimley-Horn) noted that avigation easements are often tied to soundproofing support by the airport and have an impact on new development. Real estate fair disclosure would impact all relevant sites, regardless of whether they soundproofed their buildings. Angelina Martinez-Rubio (Queensboro President's Office) noted that avigation easements would require a lot of buy-in in New York City. Dave Rickerson (Kimley-Hon) noted that a site plan should have an avigation easement identified on it. He noted that an avigation easement is in perpetuity, unless new DNL contours show that conditions have changed and the easement is no longer needed.

- **Real Estate Fair Disclosure** – Jane Herndon (PANYNJ) asked whether municipalities would require New York State authorization to implement real estate fair disclosure. Dave Rickerson (Kimley-Horn) said that more research was needed, and added that he wasn't sure if the $500 credit waiver would apply here as well. Angelina Martinez-Rubio (Queensboro President's

Office) noted that real estate fair disclosure would likely be supported in New York City. On the other hand, Cheryl Petri (Town of Hempstead) noted that the area is already so densely developed that disclosure will have little to no impact due to limited new development opportunities.

- **Building Code Revisions** – Dave Rickerson (Kimley-Horn) noted that building codes would need to be in effect prior to soundproofing. He noted that there is not much within the NYS Building Code regarding soundproofing around airports. Cheryl Petri (Town of Hempstead) asked if the PANYNJ wanted New York State participation in building code revisions to achieve uniformity in the State, to which Steve Alverson (ESA Airports) said not at the present time, but perhaps at some point. Dave Rickerson (Kimley-Horn) said he was not aware of any state that incorporated these types of revisions into statewide codes. Steve Alverson (ESA Airports) said that California has some guidance, but that in general, states do not get involved because conditions at airports vary greatly. Cheryl Petri (Town of Hempstead) said New York State should be involved. Gerry Castro (Village of Lawrence) wondered if the New York State Energy Code might be useful as way of instituting airport noise related building codes.

- **Noise Overlay Zoning Techniques** – Dave Rickerson (Kimley-Horn) asked if this type of zoning could be viewed as comparable to flood plain regulations. Joe Cuomo (Nassau County) said no, and that it could threaten development. He criticized this technique as a mandate that would not be welcomed. He felt that people would see their home on a map and perceive this as a reduction in its value. Cheryl Petri (Town of Hempstead) agreed that this technique would make residents unhappy. She suggested homes should be grandfathered into any new zoning provision; it should only apply to new development. She felt that otherwise, noise overlay zoning could lead to abandonment of homes, similar to what new flood plain requirements have done.

- **Other Points:** Cheryl Petri (Town of Hempstead) felt that mitigation should provide incentives, not "requirements" or "mandates," both of which she characterized as generating lots of opposition. Mike Levine (Town of North Hempstead) agreed in part, saying that mandatory disclosure was a good thing, but mandatory retrofit is not. Jane Herndon (PANYNJ) asked what other major cities have done. Dave Rickerson (Kimley-Horn) noted that FAA found that land use regulations that were recommended in other 14 CFR Part 150 studies typically were not enacted. Steve Alverson (ESA Airports) said that in Los Angeles, the airport authority spent approximately $1 billion for sound installation, while at the same time, municipalities and the county instituted noise overlay zoning. When asked what may have persuaded

zoning to have been applied here, Steve Alverson (ESA Airports) said that it was recognized that the area around the airport was suffering from blight; noise overlay zoning was seen as helping to generate revenue from new development.

Closing Remarks

Steve Alverson (ESA Airports) noted that the project team will utilize the input from this meeting in helping to formulate recommendations for the NCP. Ideally, municipalities would support the recommended mitigation measures. The PANYNJ will make the decision about what gets included in the NCP, followed by review by the FAA. The FAA cannot approve an NCP that creates a burden on commerce; it can provide grants for soundproofing.

Steve Alverson (ESA Airports) adjourned the meeting and thanked all attendees for their participation.

E-6 Land Use Agency Meeting June 20, 2017

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LaGuardia Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Meeting Agenda

1. Introductions & Opening Comments
2. Brief Review of Areas involved and Noise Contours at LGA and JFK
3. Review of Land use Mitigation Measures under Consideration including:
    a) Building Code Amendments
    b) Real Estate Fair Disclosure Requirements
    c) Avigation Easement as a condition of development
4. Reaffirm Key Issues Identified in April Workshop Discussion
5. Identify Other Required Actions to determine mitigation measure viability
6. Next Steps

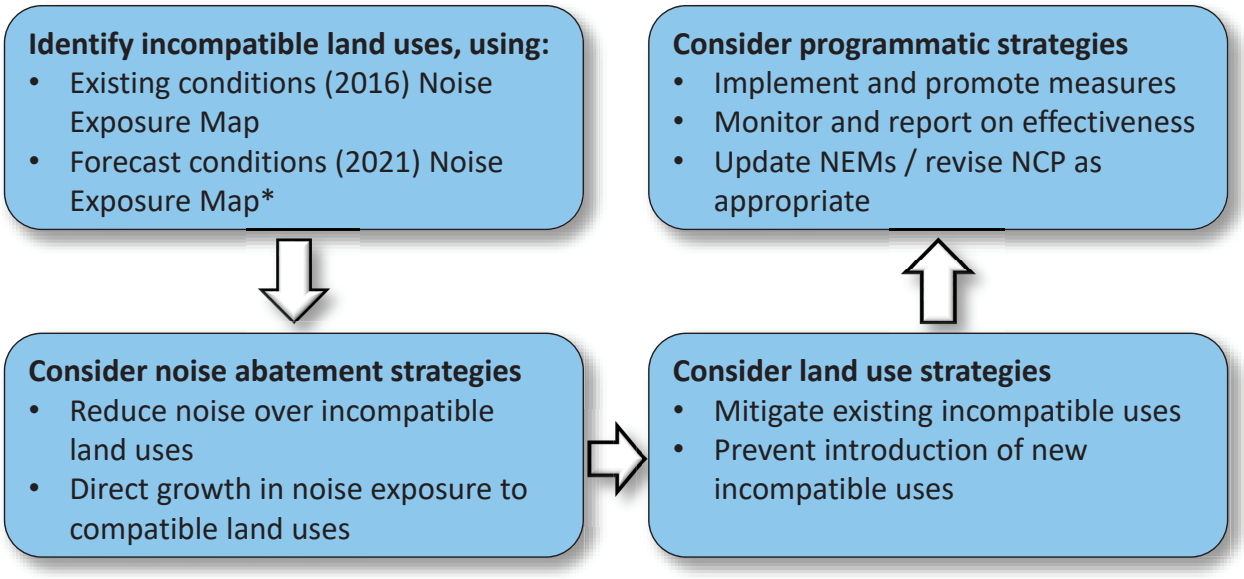
ESA Study Team

THE PORT AUTHORITY
OF NY & NJ

Noise Exposure Background

LaGuardia Airport – 14 CFR Part 150 Study
Land Use Planning Workshop

Noise Compatibility Program (NCP) Development Process



* NCP measures are focused toward forecast conditions.

Land Use	Yearly Day-Night Noise Level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

FAA Land Use Compatibility Criteria Footnotes

1. Must achieve 25 dB to 30 dB Noise Level Reduction (NLR).
2. Must achieve a NLR of 25 dB
3. Must achieve a NLR of 30 dB
4. Must achieve a NLR of 35 dB
5. Requires special sound reinforcement systems.
6. Residences require 25 dB NLR
7. Residences require 30 dB NLR
8. Residential not permitted.

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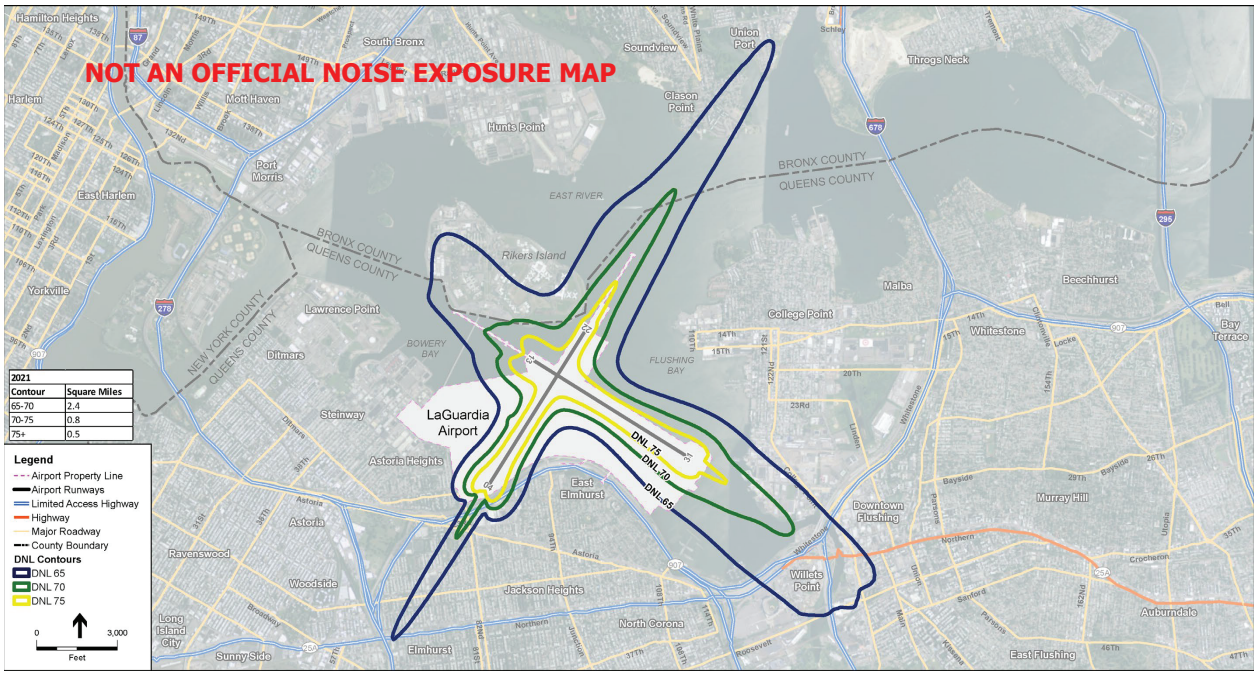
2021 Preliminary Draft - DNL 65, 70, and 75 contours



SOURCE: ESA and KB Environmental Sciences, Inc., 2016; INM 7.0d; ESRI Mapping Services.

2021 Noise Sensitive Sites Exposed to DNL 65 and Higher (Counts)

Noise Level	Total Area (Acres)	Households[1, 2]	Population[1, 2]	Places of Worship	Schools[3]	Hospitals and Residential Healthcare	Historic Resources	Day Care
2021								
DNL 65-70	1,554.7	3,802	10,255	7	2	2	13	2
DNL 70-75	502.5	4	12	0	1	0	0	1
DNL 75+	332.2	0	0	0	0	0	0	0
Total	**2,389.4**	**3,806**	**10,267**	**7**	**3**	**2**	**13**	**3**

NOTES:
1. The household and population estimates provided above were developed using census block demographic data from the 2010 Decennial Census and New York City data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.
2. Because the timing and extent of planned residential development within the DNL 65 contour is uncertain, the household and population estimates in this table do not include potential housing units associated with the Willets Point Development Plan and construction of additional housing units at the Sky View Parc condominium complex.
3. These schools were included in the School Soundproofing Program, and are compatible with DNL 65 and higher.

SOURCE: Planning Technology, Inc. and Environmental Science Associates, 2016.

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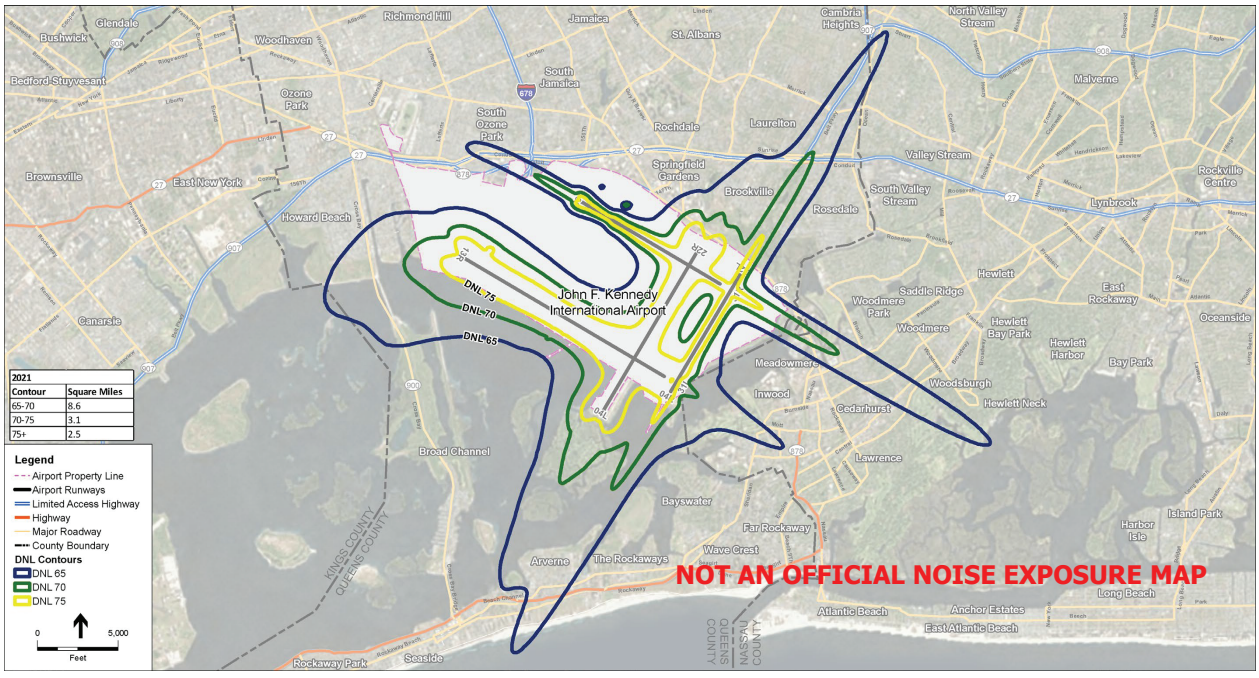
2021 Preliminary Draft - DNL 65, 70, and 75 contours



SOURCE: ESA, 2016; INM 7.0d; ESRI Mapping Services.

2021 Noise Sensitive Sites Exposed to DNL 65 and Higher (Counts)

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care	Library
2021									
DNL 65-70	5,503.3	13,059	36,812	19	12	8	3	17	1
DNL 70-75	1,994.2	766	2,262	0	0	0	0	0	0
DNL 75+	1,606.9	0	0	0	0	0	0	0	0
Total	**9,104.4**	**13,825**	**39,074**	**19**	**12**	**8**	**3**	**17**	**1**

NOTE: The household and population estimates provided above were developed using census block demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

1 Eight of the twelve schools were included in the School Soundproofing Program, and are compatible with DNL 65+.

2 Five schools and places of worship are historic sites, but not included here to avoid double counting.

SOURCE: Planning Technology, Inc. and Environmental Science Associates, 2016.

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Today's land use focus: zoning, building codes, and real estate disclosures, avigation easements,

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - **Avigation easements**
- Preventative Mitigation
  - Land use controls
  - **Zoning/Overlay Zoning**
  - **Building codes**
  - Comprehensive plans
  - **Real estate disclosures**
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Building Code Revisions to Incorporate Sound Level Reduction Materials and Techniques

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Building Code Revisions for Noise Level Reduction

- Provides guidance to planners, building officials, and contractors not well-versed in noise compatibility
- Can work independently or in conjunction with noise overlay zoning
- Effective tool for ensuring noise attenuation in new development or significant reconstruction
- Improves quality of life for dwelling residents
- Provides quieter internal living spaces, mitigating impacts associated with:
  - Sleep awakening and interruption
  - Impacts to audio/TV entertainment
  - Disruption of normal conversation

Building Code Revisions for Noise Level Reduction

- Applied to new structures considered to be noise sensitive (i.e. within the DNL 65 and higher contours)
- FAA criteria define an interior noise level of not greater than 45 dBA.*
- Extent of Noise Level Reduction (NLR) to meet a 45 dBA interior sound level varies by noise contour; minimum NLR is typically:
  - 25 dB reduction in the DNL 65 – 70 contour area
  - 30 dB reduction in the DNL 70 – 75 contour area
  - 35 dB reduction in the DNL 75+ contour area (noise sensitive uses should be precluded)
  - Typical newer construction achieves approximately 20 dB reduction

* Airport Improvement Program Handbook. FAA Order 5100.38D. Federal Aviation Administration. September 30, 2014.

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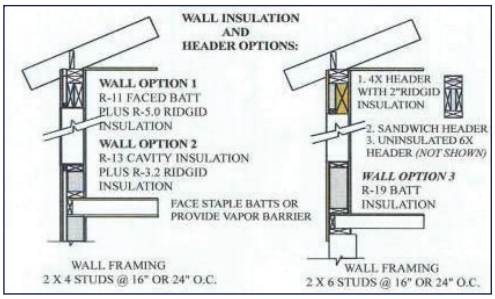
Building Code Revisions for Noise Level Reduction (Continued)

- Applied to existing structure undergoing renovation, conversion or expansion
  - Additions, alterations and repairs to existing structures (typically applies only to the improvements being made)
  - Change of a non-noise sensitive building to a human occupancy use within a noise zone
- If soundproofing is undertaken, specific construction requirements will be required to guide material selection and construction

* Airport Improvement Program Handbook. FAA Order 5100.38D. Federal Aviation Administration. September 30, 2014.

Building Code Revisions: Challenges

- Increases construction costs in areas subject to requirements
- Defining renovation requirements for existing development is challenging
- Requires training of building officials and inspectors in noise attenuation
- Training seminars for local contractors could also be required
- Community reluctance due to added requirements and reaction by residents



SOURCE: Builders Guide: Metropolitan Council of Minneapolis-St Paul. March 2006.

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Typical Sound Transmission Class (STC) Ratings to Achieve Noise Level Reduction Targets

Specified Noise Level Reduction	Required Sound Transmission Class (STC) Needed for Compliance			
dBA	Roof-Ceiling	Walls	Windows	Doors
20	40	40	30	20
25	45	45	35	25
30	50	50	40	30
35	55	55	45	35
40	60	60	50	40

SOURCE: Builders Guide: Mitigating Aircraft Noise in New Residential Construction. Metropolitan Council of Minneapolis-St Paul. March 2006.

Real Estate Fair Disclosure Requirements

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Real Estate Fair Disclosure

- Requires potential buyers be informed of proximity to airport, potential for aircraft noise, and information about the noise prior to purchase
- Timing of notification is a key consideration
- The signed disclosure document is legally filed with the deed at time of purchase
- Disclosure can be limited to impacted areas, or be more broadly employed at jurisdiction's discretion to include areas of concentrated flight operations
- General view is that disclosure requirements are not sufficient to trigger a regulatory taking
- Port Authority may consider its own actions such as recording Noise Exposure Maps in affected counties as one means of disclosure

Real Estate Fair Disclosure (Continued)

- 27 states currently require some form of real estate disclosure of property conditions
- Five states require disclosure of all material defects the buyer is aware of; New York is not one of these states
- Three (AZ, HI, CA) states require disclosure of an airport, airport influence area or airport safety zone in the vicinity of property
- Precedent for disclosure in New York is found in the 2002 Property Condition Disclosure Act (PCDA)
  - PCDA identifies environmental conditions but does not specifically identify noise,
  - Covers residential uses of four units or less and includes an opt-out provision
  - Exempts new residential uses that have not been previously occupied

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Real Estate Fair Disclosure: Benefits

- Potential buyers can make informed decision about noise; mitigates "not knowing" about airport activity
- Recordation of disclosure provides a level of protection for airport and seller
- Informs realty community of noise levels in the vicinity of the airport
- Precedent established in New York by the 2002 Property Condition Disclosure Act (PCDA). Noise not specifically addressed in PCDA disclosure
- Reduces seller's liability for post-sale claims since buyers sign disclosure up-front

Real Estate Fair Disclosure: Challenges

- Disclosures do not reduce noise
- Adverse reaction from:
  - Realty community
  - Property owners concerned with buyers walking away
- Amendments to legislative acts will need to occur on the local level or potentially on the state level
- To be successful, enforcement of policies is necessary
- Places an obligation on the airport to disclose noise levels to realtors
- Retention of the current PCDA $500 opt-out credit to buyer would effectively negate benefit of disclosure

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Avigation Easements Dedication

Avigation Easements

- Avigation easements are a conveyance of airspace over a property for use by the airport
- Avigation easements are paired with other mitigation/preventative measures (e.g., soundproofing)
- Avigation easements can also be applied as a condition for development approval or issuance of a permit,
- Avigation easements are not an open-ended grant to increase noise levels
- Outright purchase of avigation easements has fallen out of favor with the FAA for a variety of reasons

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Avigation Easement Dedication (Continued)

- Easement recipient acknowledges rights for aircraft overflights
- Provides a means of disclosure to future purchasers
- Easement remains in place regardless of sale of property (i.e. the easement runs with the land, not with the owner)
- Helps protect airport from noise-related litigation
- Renders property a compatible land use under airport's NCP

Noise Overlay Zoning Techniques

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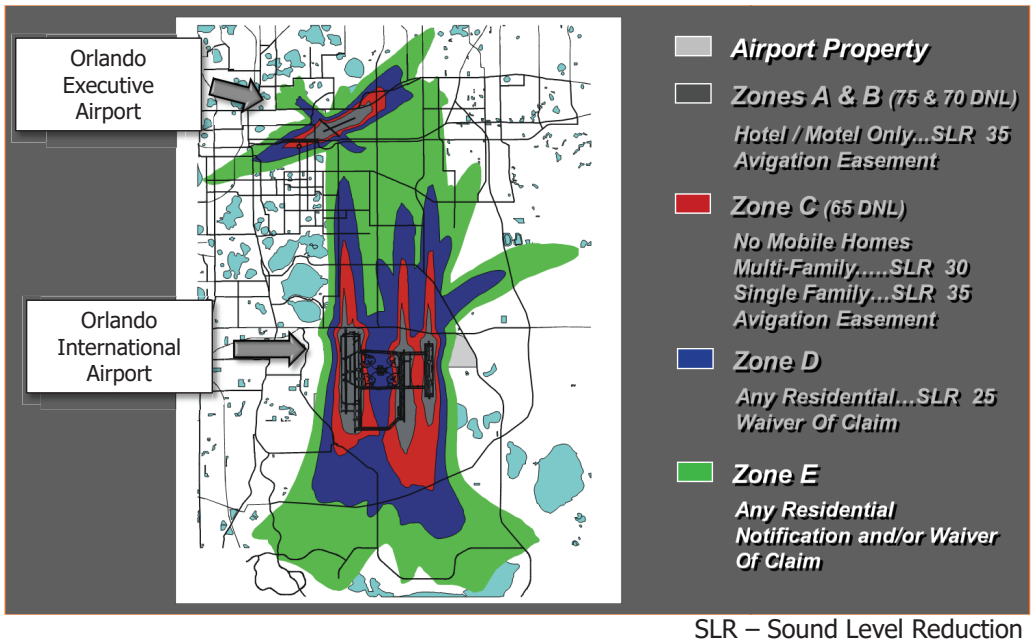
Noise Overlay Zoning

- Augments/enhances traditional zoning controls by focusing on noise-related requirements for a specific area
- Implemented by local jurisdictions consistent with state enabling legislation
- Can be used based on noise contours and/or overflight activity (can exist beyond the 65 DNL contour)
- Typically includes provisions establishing:
  - Specific requirements tied to noise contours
  - Modifications to permitted land uses in underlying zones
  - Avigation easement requirements for new or redeveloped noise sensitive uses
  - Required exterior-to-interior noise level reductions to provide a maximum interior noise level of 45 dBA
  - Procedures for variances
- Typically paired with one or more other techniques, such as:
  - Real estate disclosure and easement dedication
  - Building code requirements

Noise Overlay Zoning: Orlando Example



SLR – Sound Level Reduction

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Noise Overlay Zoning: Benefits

- Establishes definitive requirements within overlay zone for:
  - Permitted uses based on 14 CFR Part 150 criteria
  - Conditionally permitted uses based on sound level reduction construction/retrofitting
  - Criteria for new development vs. infill and improvements
- Enhances compatibility of new or redeveloped land uses within noise contours through sound level reduction requirements
- Focused on mitigating key noise related issues – sleep awakening and interruption, and communication interruption
- Consistent with protecting public, health, safety, and general welfare
- Eases administrative complexity by combining compatibility requirements within a single zoning section

Noise Overlay Zoning: Challenges

- Most-suited to areas experiencing new or large-scale redevelopment
- Increased regulations can be locally controversial
- Creates new non-conforming uses inside the noise zones
- Adds additional requirements to existing codes and administrative requirements
- More-stringent new construction/renovation requirements inside noise overlay zone can be politically sensitive

SUPPLEMENTAL SLIDES

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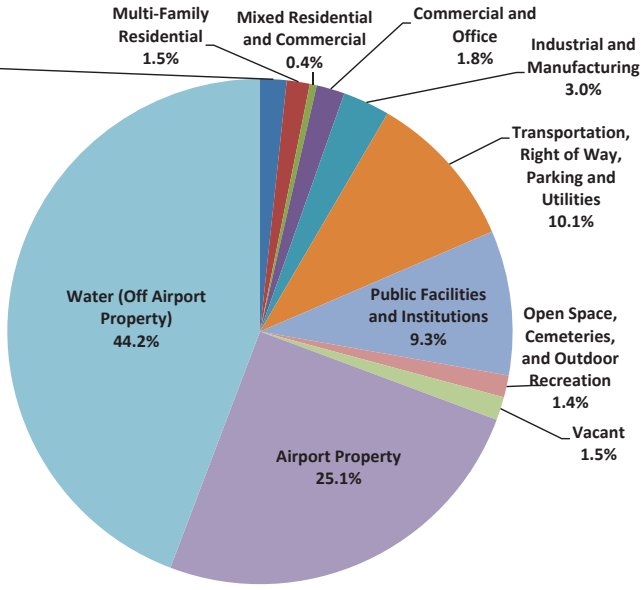
2021 Land Uses Exposed to DNL 65 and Higher (Percent Total Acreage)



Residential Land Use Increases from 3.4% in 2016 to 3.6% in 2021

Water and Airport Land Uses Account for 69.3% of the 2016 DNL 65+ Contour Area

Structural Soundproofing: Challenges

- Opening windows/doors negates value of soundproofing
- Does not mitigate impacts to outdoor activities
- Not all homes within noise contour will qualify for soundproofing
  - Structures with interior sound levels below 45 dBA will not qualify
- Historic structures have more-stringent ordinance requirements that may prevent certain improvements and increase costs significantly
- Program typically takes multiple years to complete
  - O'Hare International - 10,925 homes, 22 years
  - Los Angeles International Airport – over 20,000 homes, 31 years, almost $1 billion spent
  - San Francisco International – 15,000 homes, 30 years
  - San Diego International – over 2,694 homes, 19 years
  - Seattle Tacoma International – 9,636 homes, 31 years

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SUPPLEMENTAL SLIDES
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Structural Soundproofing: Challenges (Continued)

- Soundproofing typically focuses on structures in highest noise exposure contour first, then proceeds outward
- Costs can be significant, and implementation is based on availability of funding
- Soundproofing actions can vary considerably from structure to structure to meet the 45 dBA interior level
- Significant administrative requirements with the program
- Incompatible land uses constructed after October 1, 1998 are generally not eligible for mitigation, as described in the FAA's March 27, 1998 policy published in the Federal Register at 63 FR 16409

Building Code Revisions for Noise Level Reduction

- Applied to new structures considered to be noise sensitive (i.e. within the DNL 65 and higher contours)
- FAA criteria define an interior noise level of not greater than 45 dBA.*
- Extent of Noise Level Reduction (NLR) to meet a 45 dBA interior sound level varies by noise contour; minimum NLR is typically:
  - 25 dB reduction in the DNL 65 – 70 contour area
  - 30 dB reduction in the DNL 70 – 75 contour area
  - 35 dB reduction in the DNL 75+ contour area (noise sensitive uses should be precluded)
  - Typical newer construction achieves approximately 20 dB reduction
- Applied to existing structure undergoing renovation, conversion or expansion
  - Additions, alterations and repairs to existing structures (typically applies only to the improvements being made)
  - Change of a non-noise sensitive building to a human occupancy use within a noise zone
- If soundproofing is undertaken, specific construction requirements will be required to guide material selection and construction

* Program Guidance Letter 12-09: Eligibility and Justification Requirements for Noise Insulation Projects. Federal Aviation Administration, November 7, 2012.

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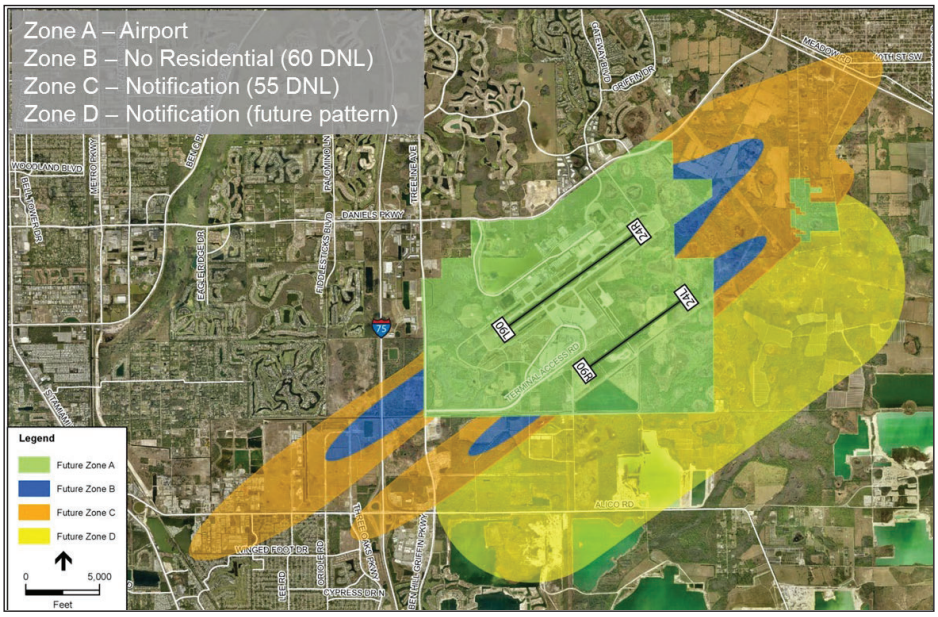
Noise Overlay Zoning: Southwest Florida International Airport Example



Types of Land Use Strategies

Remedial Mitigation
- Land acquisition
- Sound insulation
- Avigation easements

Preventative Mitigation
- Land use controls
- Zoning
- Building codes
- Comprehensive plans
- Real estate disclosures

Other actions proposed by stakeholders and/or recommended by the FAA

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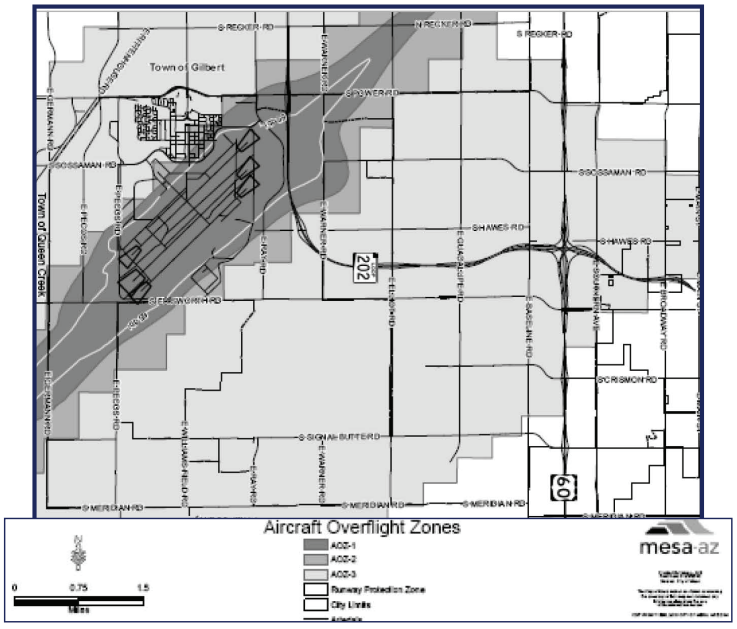
Noise Overlay Zoning: Phoenix-Mesa Gateway Airport Example



Airport Overflight Areas – Mesa, AZ

- Airport Overflight Area One: Inside 65 DNL
  - Disclosure
  - SLR to 45 dBA inside
  - Easement dedication
  - Modifies underlying permitted uses
- Airport Overflight Area Two: 60 to 65 DNL
  - Disclosure
  - SLR to 45 dBA inside
  - Easement dedication
  - Certain uses restricted
- Airport Overflight Area Three: Outside the 60 DNL
  - Disclosure
  - Easement dedication

2021 Land Uses Exposed to DNL 65 and Higher (Acres)

Land Use Category	Land Uses Exposed to DNL 65 and Higher (acres)				Households	Population
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Single and Two Family Residential	40.4	0.0*	0.0	40.4	1,207	3,556
Multi-Family Residential	35.2	0.0	0.0	35.2	1,739	4,436
Mixed Residential and Commercial	6.5	0.0	0.0	6.5	860	2,275
Commercial and Office	40.2	3.0	0.0	43.2	-	-
Industrial and Manufacturing	59.4	12.4	0.0	71.8	-	-
Transportation, Right of Way, Parking and Utilities	222.7	13.8	5.0	241.5	-	-
Public Facilities and Institutions	212.8	8.4	0.1	221.3	-	-
Open Space, Cemeteries, and Outdoor Recreation	33.0	4.7	0.0	37.7	-	-
Vacant	29.6	6.0	0.0	35.6	-	-
Airport Property	172.2	152.3	274.9	599.4	-	-
Water (Off Airport Property)	702.7	301.9	52.2	1,056.8	-	-
Total	**1,554.7**	**502.5**	**332.2**	**2,389.4**	**3,806**	**10,267**

NOTE: Numbers may not add up, due to rounding.
*** Single and Two Family Residential uses within the DNL 70-75 contour total 0.011 acres, which does not appear in the table due to rounding.**
SOURCE: Planning Technology, Inc. and Environmental Science Associates, 2016.

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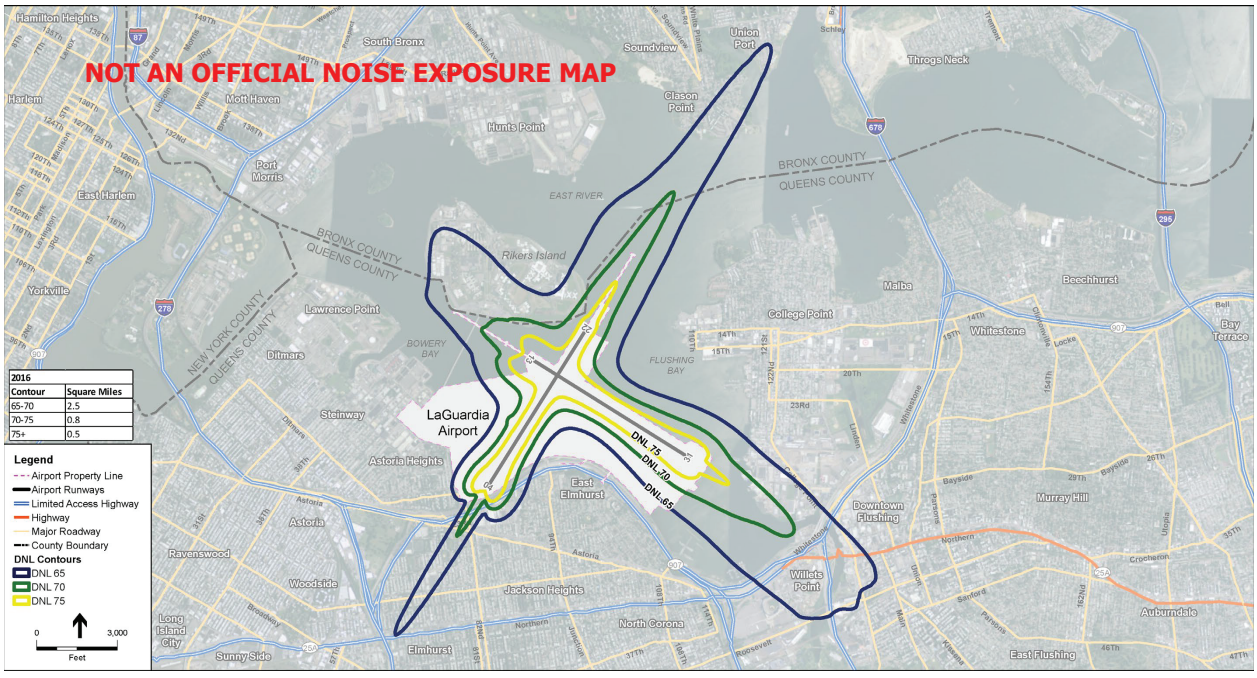
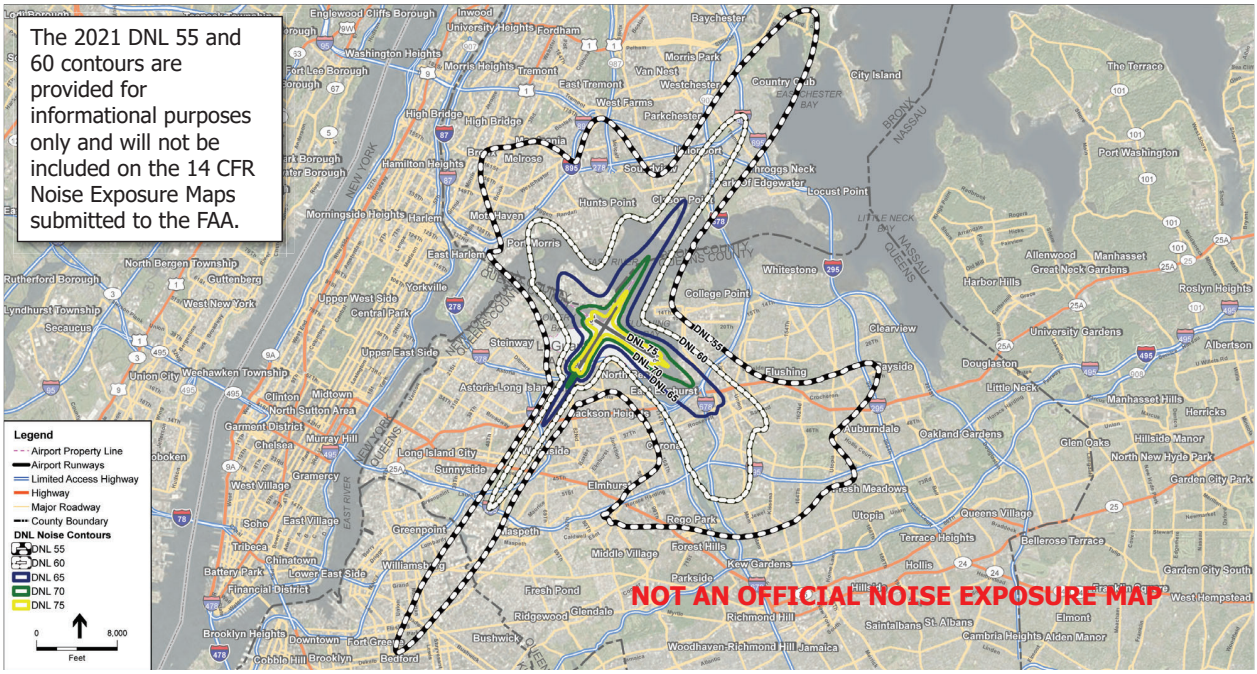
2016 Preliminary Draft - DNL 65, 70, and 75 contours



SOURCE: ESA and KB Environmental Sciences, Inc., 2016; INM 7.0d; ESRI Mapping Services.

2021 Preliminary Draft - DNL 55, 60, 65, 70, and 75 contours



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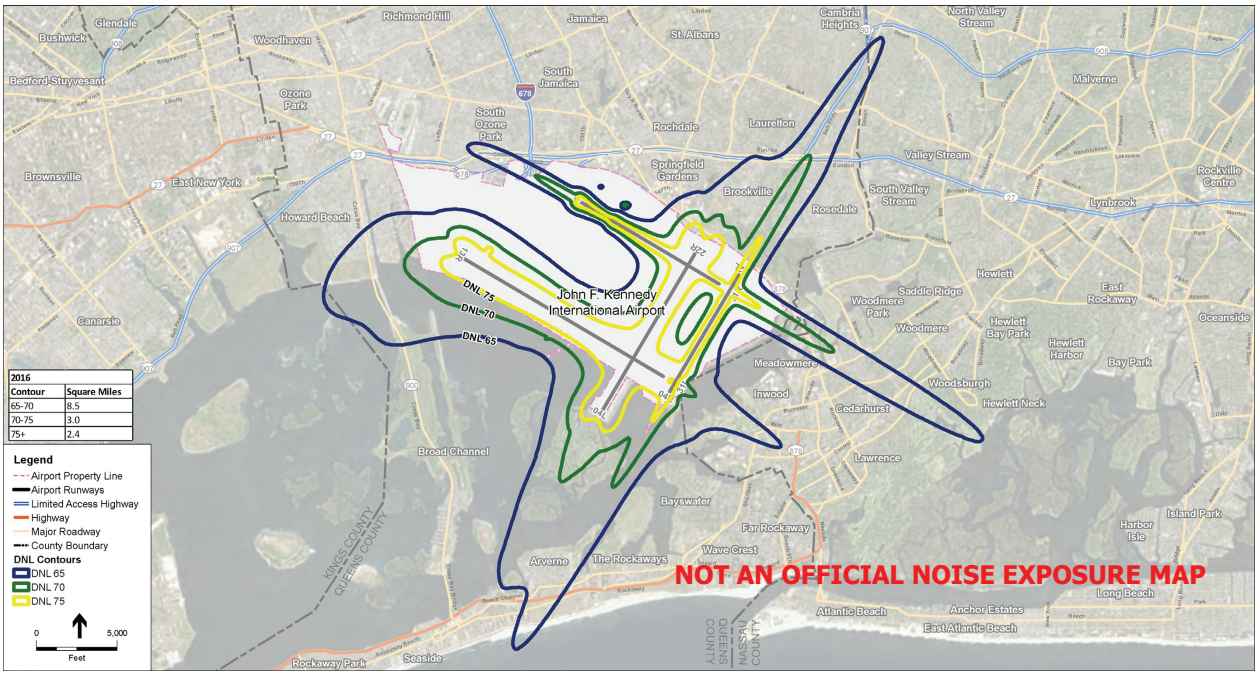

SOURCE: ESA, 2016; INM 7.0d; ESRI Mapping Services.

Land Use Strategies – Challenges for LGA & JFK

- **Land area around both airports is largely developed**
  - **Limited undeveloped property within the airport vicinity**
- **Residential areas within the 2016 and 2021 DNL 65 and higher contours are developed and have been in place for many years**
- **Areas outside DNL 65 are not eligible for federally-funded sound insulation**
- **Significant mixed-use development particularly within areas around LGA such as Astoria and Flushing**

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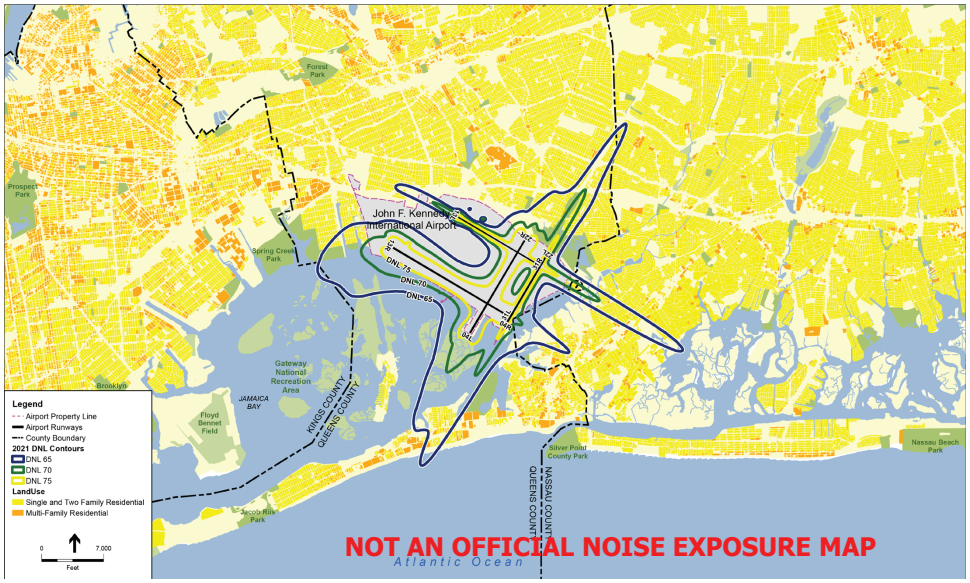
DRAFT – SUBJECT TO CHANGE

Residential Land Use in the Vicinity of LGA and the 2021 Day-Night Average Sound Level (DNL) 65 – 75 Contours

SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; Planning Technology, Inc. 2016; KB Environmental Sciences, Inc., 2016.

Residential Land Use in the Vicinity of JFK and the 2021 Day-Night Average Sound Level (DNL) 65 – 75 Contours



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

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Estimated Sound Transmission Class Ratings

Estimated STC Ratings for Typical Windows	
Type of Window	STC
Picture Window	
Double Glazed	29
1" Insulating Glass	34
Double-Hung Window	
With Insulating Glass	27
With ¾" Insulating Glass	29
With storm window	35
Casement Window	
With Insulated Glass	28
With 1" Insulating Glass	29
With Insulating high-performance Glass	30
With 1" Insulating high-performance Glass	31
With Insulating high-performance Glass & Removable Glass Panel	32
Table A3 **Selected STC Ratings for Acoustical Windows**	
Sliding Metal Windows	STC
1/4", 1/3" laminated, 3/4" airspace	38
1/4", 1/4", 2 - 1/4" airspace	43
3/8", 1/2", 2- 1/2" airspace	46
3/16", 1/4", 4 - 1/4" airspace	48
1/4", 1/4" laminated, 4 - 1/4" airspace	48
1/2", 3/8", 8 - 1/2" airspace	56

SOURCE: Builders Guide: Mitigating Aircraft Noise in New Residential Construction. Metropolitan Council of Minneapolis-St Paul. March 2006.

Estimated Sound Transmission Class Ratings

Interior Skin and STC Rating						
Exterior	1/2" Gypsum *	3/8" Gypsum	2- 1/2" Gypsum	2- 3/8" Gypsum	1/2" SB** 1/2" GYP	1/2" SB 3/8" GYP
2 x 4 Studs						
Alum. Siding 1/2" Wood	42	40	44	45	42	43
7/8" Stucco 1/2" Wood	50	50	50	50	51	50
1/2" Wood Siding	38	39	43	45	41	42
3/4" Wood Siding	43	42	42	43	39	40
2 x 6 Studs						
Alum. Siding 1/2" Wood	44	42	46	47	44	45
7/8" Stucco 1/2" Wood	52	52	52	52	53	52
1/2" Wood Siding	40	41	45	47	43	44
3/4" Wood Siding	45	44	44	45	41	42
Other						
4-1/2" Brick Veneer	58	57	57	57	58	57
6" Concrete	59	60	62	61	61	62
8" Concrete	61	63	65	64	64	65
6" Hollow Concrete Block	51	52	54	54	53	53
8" Hallow Concrete Block	52	54	56	56	55	56
6" Block With 1/2" Stucco	52	53	55	54	54	55
8" Block with 1/2" Stucco	53	55	55	56	56	57

SOURCE: Builders Guide: Mitigating Aircraft Noise in New Residential Construction. Metropolitan Council of Minneapolis-St Paul. March 2006.

14 CFR Part 150 Land Use Compatibility Criteria

Land Use	Yearly Day-Night Noise Level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

1. Must achieve 25 dB to 30 dB Noise Level Reduction (NLR)
2. Must achieve a NLR of 25 dB
3. Must achieve a NLR of 30 dB
4. Must achieve a NLR of 35 dB
5. Requires special sound reinforcement systems
6. Residences require 25 dB NLR
7. Residences require 30 dB NLR
8. Residential not permitted

JFK and LGA Follow-Up Land Use Strategy Meeting

Date: June 20, 2017, 9:00AM – 11:00AM

Location: New York City (NYC) Department of City Planning (DCP), 120 Broadway, 31st Floor, New York, New York

IN PERSON ATTENDEES:

Name	Organization	Email
Mang Sum Mercy Wong	NYC Buildings Department	MWong2@buildings.nyc.gov
Christopher Holme	NYC Planning Department	CHOLME@planning.nyc.gov
Scott Solomon	NYC Planning Department	SSOLMON@planning.nyc.gov
Adeel Yousuf	Port Authority of New York and New Jersey	ayousuf@panynj.gov
Kelly Mitchell	Port Authority of New York and New Jersey	kmitchell@panynj.gov
Irving Poy	Queens Borough Planning	ipoy@queensbp.org
Angelina Martinez-Rubio	Queens Borough President's Office	amartinez-rubio@queensbp.org
Chris Sequeira	ESA	CSequeira@esassoc.com
Dave Rickerson	Kimley-Horn	Dave.Rickerson@kimley-horn.com
Celeste Evans	VHB	CEvans@vhb.com
Elizabeth Thompson	VHB	elizabeththompson@vhb.com
Jennifer Hogan	VHB	JHogan@vhb.com
Peter Byrne	VHB	PByrne@VHB.com

CONFERENCE CALL ATTENDEES:

Name	Organization	Email
Neal Stone	Town of North Hempstead	stonen@northhempsteadny.gov
Lisa Atkins	Queens Borough Planning	LATKINS@queensbp.org
Jeong-ah Choi	Queens Borough President's Office	jchoi@queensbp.org
Michael Arnold	ESA	MArnold@esassoc.com

Introduction

Dave Rickerson from the ESA Study Team began the meeting with an overview of the meeting agenda, which included a brief review of the *JFK and LGA 14 CFR Part 150 Noise Study* (Study) land use areas, as well as the noise contours at LaGuardia (LGA) and John F. Kennedy International (JFK) Airports. This was followed by a more in-depth discussion of land use mitigation measures to consider for the Study. D. Rickerson reminded attendees that the meeting was a continuation of key issues identified in the study's land use workshop at DCP's office in April 2017.

Noise Exposure Background

Chris Sequeira from the ESA Study Team provided a background with a brief discussion on the Noise Compatibility Program (NCP) development process, and Federal Aviation Administration (FAA) land use compatibility criteria. C. Sequeira stressed that the Study has a residential land use focus in regards to noise sensitivity and presented the Noise Exposure Maps for both airports for the forecasted year of 2021.

D. Rickerson clarified that not all noise-sensitive land uses exposed to noise levels of Day-Night Average Sound Level (DNL) 65 and higher are considered incompatible with that level of noise. It was noted that the PANYNJ has undertaken a noise insulation effort that addresses a number of schools around LGA and JFK. It was also noted that a number of residences that have undergone energy efficiency/weatherproofing measures may now meet the DNL 45 interior noise level criteria and would be considered compatible. C. Sequeira then presented information on the forecast 2021 population, households, and noise sensitive sites that will be exposed to DNL 65 and higher in proximity to LGA and JFK Airports. Christopher Holmes of NYC Planning asked how many people living within the 2021 DNL contours were in Nassau County vs. in Queens. This information is provided in an Appendix at the end of this document.

Building Code Revisions to Incorporate Sound Level Reduction Materials and Techniques

D. Rickerson reminded attendees that this topic was part of a detailed discussion during the Study's April 2017 land use workshop. While talking about the merits of building code revisions and the role that planners play, D. Rickerson explained that given the number of homes within the DNL 65 contour it is not feasible for a residential "buy-out," but consideration is being given the viability and extent of eligibility for home sound insulation. An added step could include amendments to the current building code to address the need for sound attenuation within a DNL of 65 or higher. Irving Poy of Queens Borough Planning asked to clarify if building code amendments apply to existing buildings. D. Rickerson confirmed that existing buildings could be included relative to certain improvement thresholds and decisions about building code amendments could be made at the jurisdiction level. The Port Authority of New York & New Jersey (PANYNJ) could partner with local jurisdictions to define the building code criteria that meet 14 CFR Part 150 Study goals.

D. Rickerson noted that there are potential challenges for building code revisions. One example is the financial implication of a significant number of units undergoing renovation and possibly the need for

additional staff at the local level to administer the code revisions. Also, some residents living within the heightened DNL may not be bothered by the noise, and may not want to comply with the code.

D. Rickerson then provided a summary of the Sound Transmission Class (STC) rating system for various building materials and construction techniques (i.e., roof-ceiling, walls, windows, and doors) to achieve interior noise level reductions. The sound transmission class examples have been incorporated into building codes throughout the country as a part of noise mitigation programs develop through 14 CFR Part 150 studies.

Discussion of Recommended Building Code Revisions

D. Rickerson explained that the Study's April land use workshop included a robust conversation about noise overlay zones. Mercy Wong (NYC Buildings) responded that NYC Office of Environmental Coordination (OEC), Department of Environmental Protection (DEP), and Office of Environmental Remediation (OER) should be included in the conversation for building code noise attenuation discussions. (OEC was invited to the meeting, but could not attend.) M. Wong also stressed that NYC has a different approach to building code implementation than other jurisdictions.

Kelly Mitchell (PANYNJ) asked for input on how to include OER. Celeste Evans (ESA Study Team) stated there are several agencies involved in noise issues that should be included in the discussion. D. Rickerson then asked if building code revision concept was a reasonable pursuit at the local level. This was followed by a question from Irving Poy of Queens Borough Planning, inquiring whether the recommended building code revision, if included in the study, would be a statutory requirement or voluntary. K. Mitchell responded that the implementation of amended building codes was being considered as a recommendation of the 14 CFR Part 150 study and noting that recommendation would be a voluntary pursuit.

Angelina Martinez (Queens Borough President's Office) added that updates to New York City's building codes occur every three years at the local level, and it is a robust process. This three-year process is currently starting (Summer 2017). M. Wong agreed that the code revision process is lengthy. If building code revisions that incorporate sound level reduction materials and techniques were pursued, NYC would have to consider the financial impact to the homeowner and also concern was the impact this would have on the workload of existing building plan reviewers and inspectors. A. Martinez added that code revisions need broad consensus to be approved. D. Rickerson, in response to a request to a request from the April meeting, provided examples of municipalities that have pursued building code revisions that incorporate sound level reduction materials and techniques, such as Los Angeles, St. Louis, Orlando, and Seattle. D. Rickerson stated that if there is an interest in code restrictions, administrative complexity should be considered.

I. Poy then asked if the building code revisions could apply to areas beyond the 2021 JFK DNL 65 contour. D. Rickerson responded that if the PANYNJ were to move forward with the Study's recommendations, the PANYNJ is only responsible for incompatible land uses within the DNL 65 and higher contours. Some of the criteria could be established by the PANYNJ and enforced by the local jurisdiction.

D. Rickerson then asked the group whether the NYC Buildings Department could enforce building code revisions. M. Wong of NYC Buildings responded that the PANYNJ could review development plans for

conformity with noise level reduction criteria and officially sign-off on it, and then NYC Buildings could issue a permit. M. Wong stated that it may be easy to flag by district. She also stated that new development may not be able to get funding for noise mitigation measures, and the noise contours may need to be adopted for special code.

D. Rickerson responded that the 2016 and 2021 JFL DNL contours have been accepted by the FAA. K. Mitchell stated that the PANYNJ does not have a final determination of whether there will be immediate follow-up after the Study regarding land use mitigation measures. She added the importance of showing partnerships in the Study's recommendations and the feasibility of implementing a local review process to make the discussed building code revisions a possibility. K. Mitchell noted the PANYNJ does not want to pursue a mitigation measure in the 14 CFR Part 150 Study if the local jurisdiction does not consider it feasible in the future. In response, I. Poy asked that the draft recommendations for building code revisions be circulated to the group for review and comment. The PANYNJ agreed to send land use compatibility criteria and the NEMs with a brief overview of the draft recommendations to the appropriate agencies for review. The appropriate agencies for comment are NYC Office of Environmental Coordination (OEC), NYC DEP, NYC OER, and NYC DCP for the building code amendment mitigation concept.

M. Wong stated that the one approach could involve incorporating the code amendment as an appendix and the most likely/viable way to enforce the code is to have another entity provide a sign-off letter. M. Wong responded that the OER has more experience in measures like building code revisions for noise abatement and that perhaps the certification of compliance with any amended code should reside with that office.

D. Rickerson then asked if the construction code was spread throughout the construction code. M. Wong responded that the construction code pertains to noise transmission between adjacent dwelling units, noise from mechanical systems, and noise in corridors between dwelling units, but does not address aviation-related noise issues. NYC Buildings defers to DEP for mechanical noise. The code does not address noise from equipment or aviation. D. Rickerson and K. Mitchell then asked about sending the draft recommendations to OEC, DEP, and OER. C. Evans agreed to provide the appropriate contacts. Scott Solomon will be the point person for NYC DCP.

Real Estate Fair Disclosure Requirements

D. Rickerson talked about New York's real estate disclosure requirements and the Property Condition Disclosure Act (PCDA). D. Rickerson recommended a real estate fair disclosure requirement for airport noise at the local level and not the state level due to the challenges of implementation and discussed whether the disclosure should only apply for the areas within noise contours or in the opinion of the group should it be extended to areas beyond the DNL 65 contour. K. Mitchell added that proximity, noise contours, and distance from arrival and departure flight paths beyond the DNL 65 and higher contours could be considered in regards to geographic designation for the recommended real estate disclosure. The PANYNJ does not want to be specific to only the DNL 65 and higher for a real estate fair disclosure requirement because the community concerns regarding airplane noise extend well beyond the DNL 65 area. D. Rickerson recommended that the real estate fair disclosure requirement be introduced early in the real estate sale process and signed by both the buyer and the seller and that the disclosure document

should be legally recorded with the deed. He also noted that this should occur every time a property is sold.

Some of the challenges related to this requirement could be real estate community hesitation due to perceived negative effect on real estate value. To date, no lawsuit has been successful regarding real estate disclosure requirements with airport noise. C. Holmes recommended the NYC law department as a starting point for pursuit of real estate fair disclosure requirements. S. Solomon added that the recommendation was a low hanging fruit example that has the potential to be pursued. It could be added to the City Council website or distributed by realtors. K. Mitchell indicated that an overview of the disclosure technique would be developed and would be distributed to the group along and also sent to the City Law Department for their input.

Avigation Easements Discussion:

D. Rickerson presented avigation easements for consideration. Avigation easements are a conveyance of airspace over a property for use by the airport. As envisioned, the easement dedication would be applied as a condition of new noise sensitive development within the DNL 65 contour. Dedication could be triggered at the point of zoning approval, building permit issuance or as a condition of an occupancy permit. It was noted that the avigation easement provides a means of protecting airports from noise-related litigation. In the past, some Part 150 studies have recommended the purchase of easements, but this has fallen out of favor with the FAA as the financial benefit from the purchase is only realized by the first owner of a property and subsequent buyers receive no compensation. Additionally, the money provided for the easement often does not get applied to any improvement to mitigate noise. Avigation easements have limitations. If noise increases significantly above a pre-established DNL threshold, it could render the property easement null. The avigation easement is most effective for new developments near airports.

C. Holmes asked who benefits from avigation easements. D. Rickerson explained that the airport benefits, as it protects from litigation since the sound level information from the airport is disclosed in each property's deed. Further, an avigation easement is another way to accomplish disclosure of the noise environment around the airport to potential new residents.

C. Holmes responded that avigation easements are not how easements normally work from a procedural perspective in NYC. D. Rickerson commented that an avigation easement would be best if should be required from the outset at the time of building permit issuance and the requirement should be communicated to the owner as a part of their discussions with permitting agencies, so they are aware of the requirement. K. Mitchell added that avigation easements provides developers in proximity to airports notice in regards to building criteria for noise levels. Tenants may not be aware of the noise level and this is another consideration for helping new tenants make an informed decision. C. Holmes responded that the NYC planning and law departments could be consulted for feedback on this recommendation.

Mr. Poy then asked, what is the likelihood of changing noise contours? P. Byrne responded that contours have been shrinking due to aircraft technological advancement over the years. P. Byrne then asked when code revisions related to noise from airports are considered, should the noise contours be reviewed as well. Mike Arnold (ESA Study Team) stated that while the operational level of an airport should be

considered when looking at potential changes in contours, the New York airports are already operating near capacity and large changes in activity are not expected.

I. Poy asked if there are ever challenges to the noise contours. Anyone can comment on or challenge noise contours during the preparation of the NEM report and development of the contours. K. Mitchell stated the noise contours and development methodology must be approved by FAA. Input data from the methodology is available on the PANYNJ's website.

C. Holmes stated that if the NYC DCP's code revisions affect home owner's quality of life, the homeowner has the right to challenge the noise contour based upon methodology and input materials. If a jurisdiction pursues land use and zoning changes related to noise mitigation measures, the public should have the opportunity to comment on the noise contour map. M. Arnold followed-up stating that the 14 CFR Part 150 studies have had formal public workshops related to the noise contours. Additional public awareness may be warranted, and is open for further discussion.

Next Steps

K. Mitchell concluded the meeting with a review of next steps indicating that an outline of strategies for land use mitigation measures will be submitted to the appropriate agencies for review in July 2017.

Appendix: JFK Population Tables

DRAFT FOR DELIBERATIVE PURPOSES

2016				
Queens				
Population				
Type	65-70 DNL	70-75 DNL	75+ DNL	**Sum**
Single-Family	25,365	1,963	0	**27,328**
Multi-Family	4,800	37	0	**4,837**
Mixed Use	198	5	0	**203**
Total	***30,363***	***2,005***	***0***	**32,368**
Nassau County				
Population				
Type	65-70 DNL	70-75 DNL	75+ DNL	**Sum**
Single-Family	4,647	170	0	**4,817**
Multi-Family	835	0	0	**835**
Mixed Use	30	0	0	**30**
Total	***5,512***	***170***	***0***	***5,682***
All				
Population				
Type	65-70 DNL	70-75 DNL	75+ DNL	**Sum**
Single-Family	30,012	2,133	0	**32,145**
Multi-Family	5,635	37	0	**5,672**
Mixed Use	228	5	0	**233**
Total	***35,875***	***2,175***	***0***	***38,050***

2021				
Queens				
Population				
Type	65-70 DNL	70-75 DNL	75+ DNL	**Sum**
Single-Family	25,987	2,047	0	**28,034**
Multi-Family	4,816	37	0	**4,853**
Mixed Use	198	5	0	**203**
Total	***31,001***	***2,089***	***0***	**33,090**
Nassau County				
Population				
Type	65-70 DNL	70-75 DNL	75+ DNL	**Sum**
Single-Family	4,936	173	0	**5,109**
Multi-Family	845	0	0	**845**
Mixed Use	30	0	0	**30**
Total	***5,811***	***173***	***0***	***5,984***
All				
Population				
Type	65-70 DNL	70-75 DNL	75+ DNL	**Sum**
Single-Family	30,923	2,220	0	**33,143**
Multi-Family	5,661	37	0	**5,698**
Mixed Use	228	5	0	**233**
Total	***36,812***	***2,262***	***0***	***39,074***

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E-7 Land Use Agency Meeting June 27, 2017

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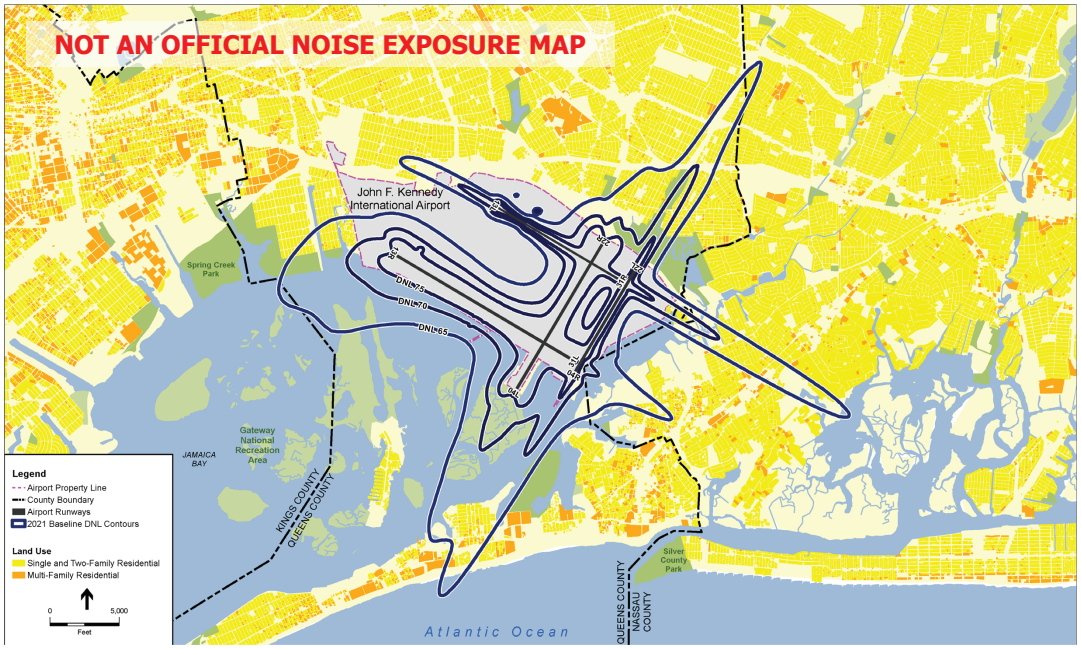
Meeting Agenda

- **Introductions and Opening Comments**
- **Brief Review of Geographic Area Involved and the 2021 Noise Exposure Contours**
- **Review Noise Abatement Strategies Under Consideration**
- **Review of Land Use Mitigation Strategies Under Consideration**
- **Solicit NPS Staff Input**
- **Next Steps**
- **Adjourn**

2021 DNL 65, 70, and 75 Contours

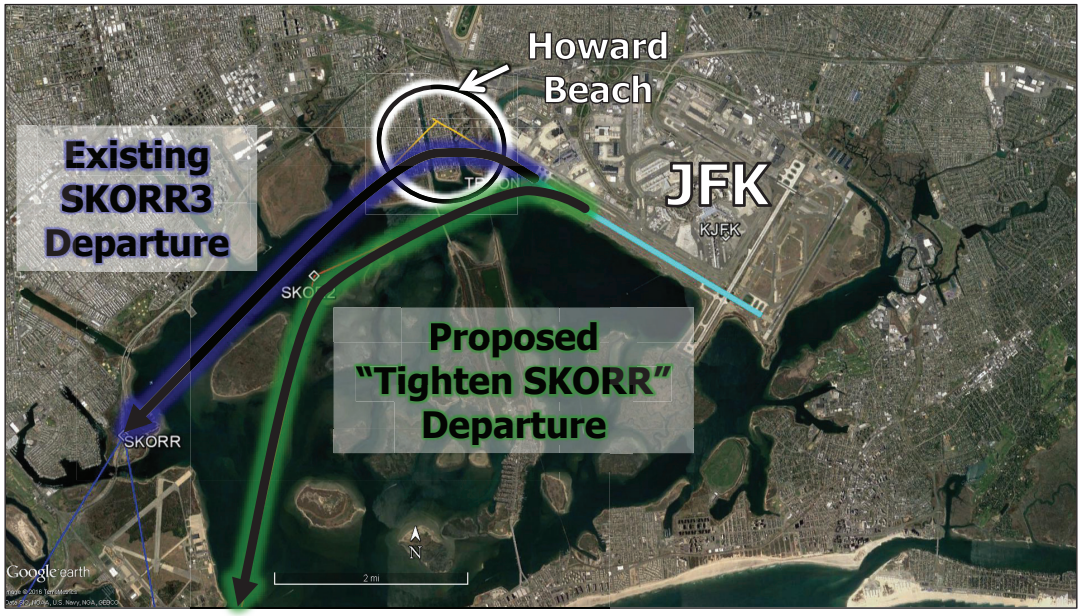


SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping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

John F. Kennedy International Airport – 14 CFR Part 150 Study
NPS Land Use Planning Workshop

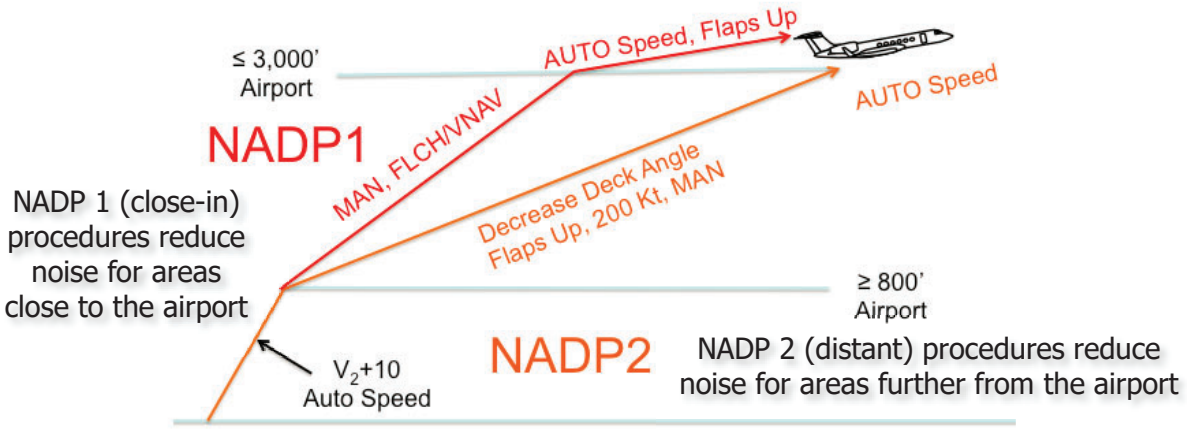
DRAFT – SUBJECT TO CHANGE

Consider the Proposed "Tighten SKORR" Departure Procedure



SOURCE: Google Earth, April 19, 2016, last accessed March 31, 2017; Federal Aviation Administration, 2017.

EXAMPLE: Noise Abatement Departure Procedures (NADPs)



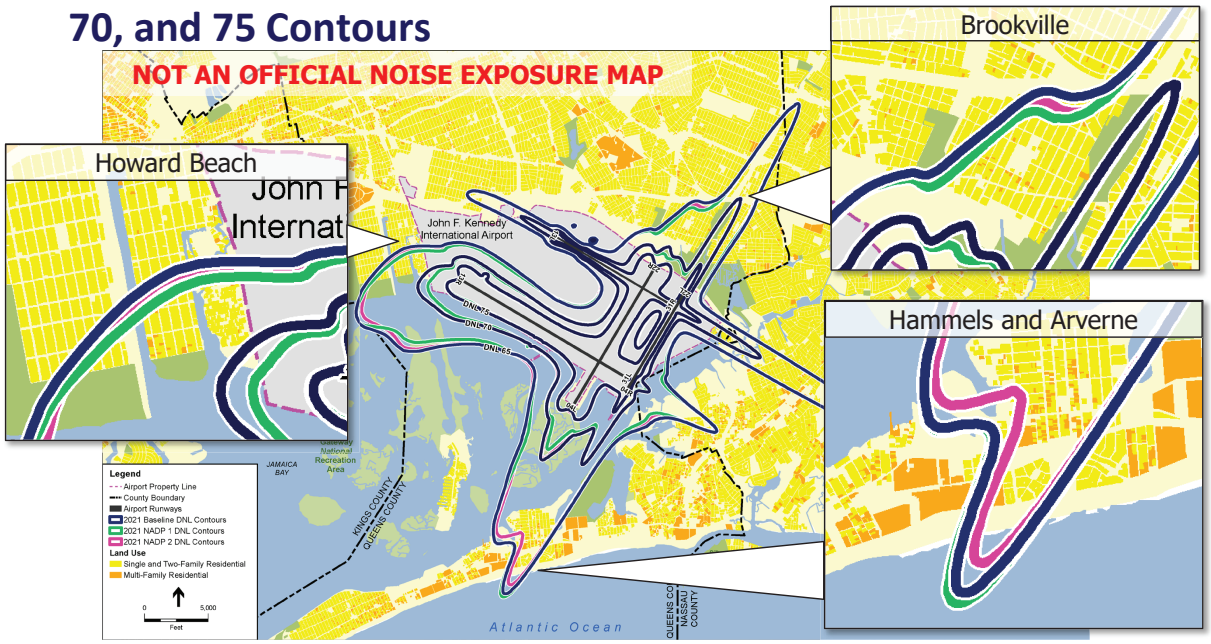
Actual noise abatement departure procedures are aircraft- and operator-specific.

- SOURCE: Flight Operations, Supplement Number GAC-OMS-02: Noise Abatement Departure Procedures for JAA / EASA Operators. Gulfstream. June 25, 2008. Last Accessed: November 30, 2016. http://code7700.com/pdfs/gac_oms_2.pdf
- Image from http://code7700.com/noise_abatement.html. Last Accessed: November 30, 2016.
- Black annotations by ESA.

John F. Kennedy International Airport – 14 CFR Part 150 Study
NPS Land Use Planning Workshop

DRAFT – SUBJECT TO CHANGE

Comparison of the 2021 Baseline to NADP1 and NADP2 DNL 65, 70, and 75 Contours



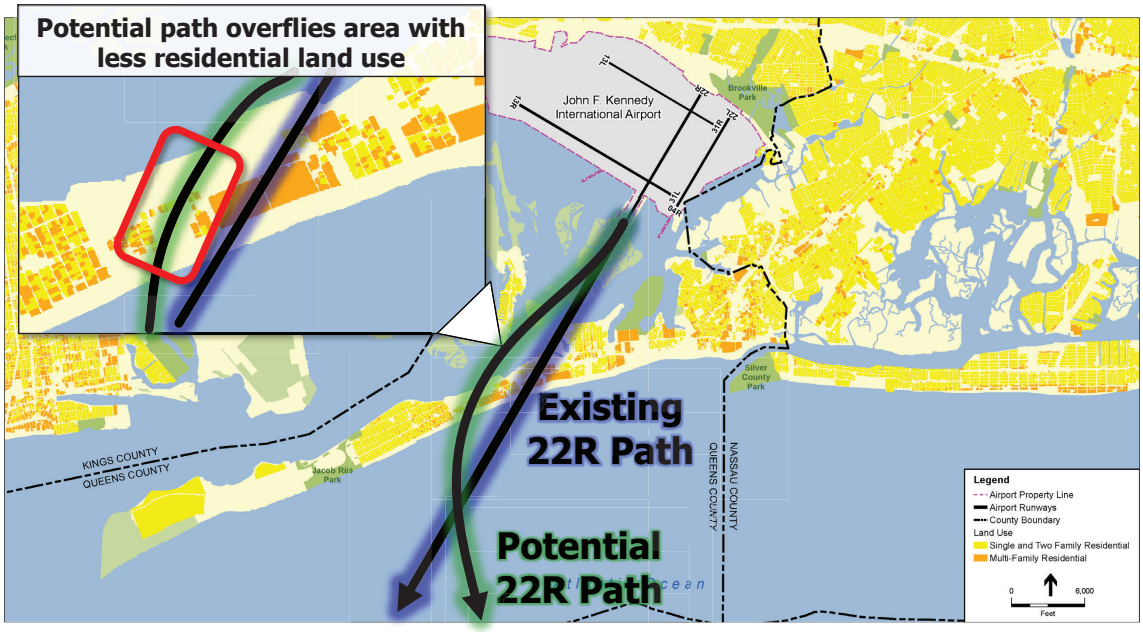
SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016 and 2017.

Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

- **Description: This proposed strategy to implement OPDs may keep arriving aircraft at higher altitudes further from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes. OPDs could be considered for all runway ends, in coordination with NY TRACON.**
- **Suggested By: Port Authority**
- **Rationale: The 14 CFR Part 150 process provides an opportunity to explore benefits to residences further from JFK, especially at night.**
- **Feedback from NY TRACON: NY TRACON is currently in the process of developing an OPD for nighttime operations.**

John F. Kennedy International Airport – 14 CFR Part 150 Study
NPS Land Use Planning Workshop
DRAFT – SUBJECT TO CHANGE

Runway 22R Noise Abatement Departure Suggested by FAA



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Federal Aviation Administration, 2017.

Noise Abatement Procedure Evaluation Process

- **A short list of promising procedures will be moved into noise modeling**
- **Those showing a reduction in noncompatible uses in the DNL 65 and greater contours will receive further consideration by the Port Authority**
- **Our goal is to present the list of recommended noise abatement measures to the Technical Advisory Committee in October 2017**
- **All measures are subject to Federal Aviation Administration approval**
- **Some may require additional environmental review prior to implementation**

John F. Kennedy International Airport – 14 CFR Part 150 Study
NPS Land Use Planning Workshop

Today's land use focus: zoning, building codes, and real estate disclosures, avigation easements

Noise Abatement

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Runup enclosures
- Use restrictions*
- Other actions proposed by stakeholders

Land Use

- Remedial Mitigation
  - Land acquisition
  - Sound insulation
  - **Avigation easements**
- Preventative Mitigation
  - Land use controls
  - **Zoning/Overlay Zoning**
  - **Building codes**
  - Comprehensive plans
  - **Real estate disclosures**
- Other actions proposed by stakeholders

Programmatic

- Implementation tools
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision
- Other actions proposed by stakeholders

For NCP measures required to be considered, NCP Report must document reasons why measures were not recommended

* Subject to further notice, review, and approval requirements in 14 CFR Part 161

Building Code Revisions to Incorporate Sound Level Reduction Materials and Techniques

John F. Kennedy International Airport – 14 CFR Part 150 Study
NPS Land Use Planning Workshop

Land Use	Yearly Day-Night Noise Level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

FAA Land Use Compatibility Criteria Footnotes

1. Must achieve 25 dB to 30 dB Noise Level Reduction (NLR).
2. Must achieve a NLR of 25 dB
3. Must achieve a NLR of 30 dB
4. Must achieve a NLR of 35 dB
5. Requires special sound reinforcement systems.
6. Residences require 25 dB NLR
7. Residences require 30 dB NLR
8. Residential not permitted.

Building Code Revisions for Noise Level Reduction

- Provides guidance to planners, building officials, and contractors not well-versed in noise compatibility
- Improves quality of life for dwelling residents
- Provides quieter internal living spaces, mitigating impacts associated with:
  - Sleep awakening and interruption
  - Impacts to audio/TV entertainment
  - Disruption of normal conversation
- FAA criteria define an interior noise level of not greater than 45 dBA.
- Extent of Noise Level Reduction (NLR) to meet a 45 dBA interior sound level varies by noise contour; minimum NLR is typically:
  - 25 dB reduction in the DNL 65 – 70 contour area
  - 30 dB reduction in the DNL 70 – 75 contour area
  - 35 dB reduction in the DNL 75+ contour area (noise sensitive uses should be precluded)
  - Typical newer construction achieves approximately 20 dB reduction

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Building Code Revisions for Noise Level Reduction (Continued)

- May be applied to existing structures undergoing renovation, conversion or expansion
  - Additions, alterations and repairs to existing structures (typically applies only to the improvements being made)
  - Change of a non-noise sensitive building to a human occupancy use within a noise zone
- Structure attenuation may include:
  - Acoustically rated windows and doors
  - Ceiling, Interior/exterior wall enhancements, roof materials & construction requirements
  - Forced Air Systems
  - Baffling of vents, flues and exhaust fans.
  - Thicker roof sheeting and acoustical membranes beneath shingles
  - Sealing cracks and external openings.

Real Estate Fair Disclosure Requirements

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Real Estate Fair Disclosure

- Requires potential buyers be informed of proximity to airport, potential for aircraft noise, and information about the noise prior to purchase
- The signed disclosure document is legally filed with the deed at time of purchase
- Disclosure can be limited to impacted areas, or be more broadly employed at jurisdiction's discretion.
- Disclosure requirements are not sufficient grounds to trigger a regulatory taking
- Precedent for disclosure in New York is found in the 2002 Property Condition Disclosure Act (PCDA)
  - PCDA does not specifically identify noise,
  - Covers residential uses of four units or less
  - includes an "opt-out" provision
  - Exempts new residential uses that have not been previously occupied

Real Estate Fair Disclosure: Challenges

- Disclosures do not reduce noise
- Adverse reaction from:
  - Realty community
  - Property owners concerned with buyers walking away
- Political will is needed at local level
- To be successful, enforcement of policies is necessary
- Places an obligation on the airport to disclose noise levels to realtors
- Retention of PCDA $500 opt-out credit to buyer could negate benefit

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Avigation Easements Dedication

Avigation Easements

- Avigation easements are a conveyance of airspace over a property for use by the airport
- Avigation easements are paired with other mitigation/preventative measures (e.g., soundproofing)
- Avigation easements can also be applied as a condition for development approval or issuance of a permit,
- Avigation easements are not an open-ended grant to increase noise levels
- Easement remains in place regardless of sale of property (i.e. the easement runs with the land, not with the owner)

John F. Kennedy International Airport – 14 CFR Part 150 Study
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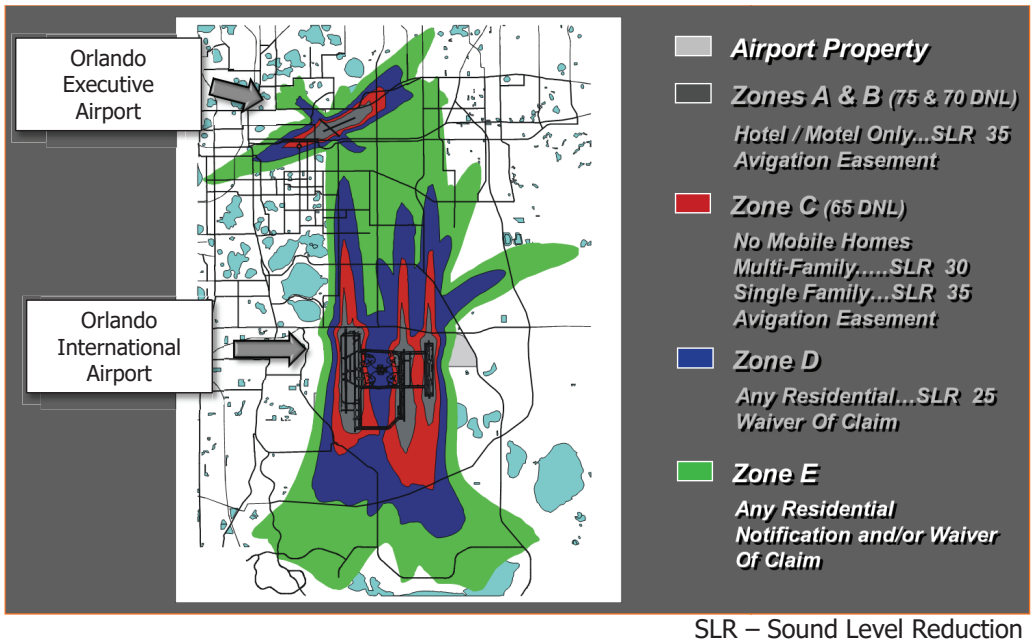
Noise Overlay Zoning Techniques

Noise Overlay Zoning

- Augments/enhances traditional zoning controls by focusing on noise-related requirements for a specific area
- Implemented by local jurisdictions consistent with state enabling legislation
- Can be used based on noise contours and/or overflight activity (can exist beyond the 65 DNL contour)
- Often includes provisions establishing:
  - Modifications to permitted land uses in underlying zones
  - Avigation easement requirements for new or redeveloped noise sensitive uses
  - Required exterior-to-interior noise level reductions to provide a maximum interior noise level of 45 dBA
  - Procedures for variances
- Often paired with one or more other techniques, such as:
  - Real estate disclosure and easement dedication
  - Building code requirements

John F. Kennedy International Airport – 14 CFR Part 150 Study
NPS Land Use Planning Workshop

Noise Overlay Zoning: Orlando Example



SLR – Sound Level Reduction

Noise Overlay Zoning: Benefits

- Establishes definitive requirements within overlay zone for:
  - Permitted uses based on 14 CFR Part 150 criteria
  - Conditionally permitted uses based on sound level reduction construction/retrofitting
  - Criteria for new development vs. infill and improvements
- Enhances compatibility of new or redeveloped land uses within noise contours through sound level reduction requirements
- Focused on mitigating key noise related issues – sleep awakening and interruption, and communication interruption
- Consistent with protecting public, health, safety, and general welfare
- Eases administrative complexity by combining compatibility requirements within a single zoning section

John F. Kennedy International Airport – 14 CFR Part 150 Study
NPS Land Use Planning Workshop

Questions?

Project Team and Website

- **Port Authority of New York and New Jersey**
  - **Kelly Mitchell, Project Manager**
  - **Adeel Yousuf, Noise Office Manager**
- **ESA Study Team**
  - **Steve Alverson, Project Director**
  - **Peter Byrne, Deputy Project Director**
  - **Adrian Jones, JFK Technical Director**
- **Website:**

  http://www.panynj.gov/airports/aircraft-noise-information.html
- **E-Mail: NYPart150@panynj.gov**

National Park Service (NPS)

Land Use Planning Workshop – Meeting Notes

Date: Tuesday, June 27, 2017, 9:00AM – 11:00AM EDT

Location: Fort Wadsworth, 210 New York Avenue, Staten Island, N.Y. 10305

IN PERSON ATTENDEES:

Name	Organization	Email
Doug Adamo	National Park Service	doug_adamo@nps.gov
Nadia Asfar	Student Conservation Association	nadia.asfar@cix.csi.cuny.edu
Andrew Brooks	FAA AEA-610	andrew.brooks@faa.gov
George Frame	National Park Service	george_frame@nps.gov
Jen Nersesian	National Park Service	jen_nersesian@nps.gov
Patricia Rafferty	National Park Service	patricia_rafferty@nps.gov
Kelly Mitchell	Port Authority	kmitchell@panynj.gov
Adeel Yousuf	Port Authority	ayousuf@panynj.gov
Peter Byrne	VHB	PByrne@VHB.com
Elizabeth Thompson	VHB	elizabeththompson@vhb.com

CONFERENCE CALL ATTENDEES:

Name	Organization	Email
Steven Alverson	ESA	SAlverson@esassoc.com
Michael Arnold	ESA	Marnold@esassoc.com
Adam Beeco	National Park Service	adam_beeco@nps.gov
Amanda Beltrani	VHB	abeltrani@vhb.com
Dave Rickerson	Kimley-Horn	Dave.Rickerson@kimley-horn.com
Dave Taft	National Park Service	dave_taft@nps.gov

I. Introductions and Opening Comments:

Peter Byrne of VHB opened the meeting with a background on the 14 CFR Part 150 Noise Compatibility Planning Study and the follow-up land use planning meeting held the previous week at the offices of New York City Department of Planning. Mr. Byrne stressed the importance of the National Park Service (NPS) in the Study's planning process as an opportunity for the National Park Service to voice their concerns about noise from JFK aircraft operations over the Gateway National Recreational Area.

Andrew Brooks of the Federal Aviation Administration (FAA) followed-up with a background on the FAA's 14 CFR Part 150 Regulations. The conversation focused on JFK and the Port Authority of New York & New Jersey's (PANYNJ) submission of a Noise Exposure Map (NEM) for JFK to FAA. FAA reviewed and accepted the JFK NEM. As a result, the PANYNJ is now pursuing a Noise Compatibility Program (NCP), which was discussed further during the meeting's PowerPoint presentation. Mr. Brooks stated that the Study team has an obligation to meet with all federal agencies that have property within the JFK Day-Night Average Sound Level (DNL) 65 contour.

Kelly Mitchell of PANYNJ complemented Mr. Brooks by adding a comment about the importance of meeting with the National Park Service and the noise contours in relation to the National Park Service's property.

II. Brief Review of Geographic Area Involved and 2016/2021 Noise Exposure Contours:

Following introductions, Steven Alverson of ESA initiated the meeting's PowerPoint presentation with an overview of the meeting agenda. Mr. Alverson emphasized the importance of the National Park Service's input on the noise abatement strategies and land use mitigation strategies that would be discussed during the presentation.

Mr. Alverson reviewed the 2021 NEM that showed the DNL 65, 70, and 75 DNL over single- and multi-family land uses. Mr. Alverson talked about efforts to minimize sound from JFK Airport's arrival and departure flights with potential noise abatement strategies including flight track and altitude changes. He also highlighted that, moving forward, that the land use mitigation strategies are more feasible than noise abatement strategies given New York's highly congested airspace.

Mr. Brooks from FAA followed-up with a comment that noise compatibility is established by Title 14 of the Code of Federal Regulations in Part 150. He noted that the NEM highlights areas that are not considered compatible, but there are ways to make the areas compatible with noise abatement. Jen Nersesian of the National Park Service added that the NEM does not show in green all recreational areas. The conversation then moved on to sound insulation. Ms. Nersesian responded that sound insulation won't help the Gateway National Recreation Area near JFK. The conversation then continued to what is the DNL threshold for recreational spaces and what parts of the Gateway National Recreation Area are within the 65 and 75 DNL? In response, the Study Team focused on the recreational land use category in the FAA Land Use Compatibility Criteria Table for more information on DNL compatibility. The recreational category has subcategories of recreation with differing DNL compatibility criteria per Table 1 of 14 CFR Part 150. For example, outdoor music shells and amphitheaters are

considered compatible with aircraft noise levels below DNL 65, while nature exhibits and zoos are considered compatible with aircraft noise levels below DNL 70.

Ms. Nersesian from the National Park Service asked why the Study Team chose 2021 for the forecast NEM. Mr. Brooks from FAA responded that a 14 CFR Part 150 requires an existing and future NEM. He added that the existing JFK NEM is dated 2016, so the future map is for forecast operations in 2021. Mr. Brooks noted that FAA has to issue a record of approval for the NCP and reviews all noise abatement strategies in adherence to 14 CFR PART 150. Approval of a measure in an NCP deems it eligible for future federal funding.

Ms. Nersesian from the National Park Service then asked how the 2016 NEM was different than the 2021 NEM provided in the meetings PowerPoint. Mr. Alverson from ESA responded that the forecasted 2021 NEM shows that the DNL contour expands a little from the 2016 NEM. Mr. Alverson added that the larger noise contour on the map is primarily driven by departure noise. The long and narrow noise contours on the map are primarily driven by arrival noise. He said that departure have become quieter with advancements in airplane technology. JFK's Runway 31L is the location of the greatest concentration of departure noise. There is a little bit of increase on the ends of the noise contours when comparing the noise exposure maps from 2016 to 2021 due to anticipated increase in aircraft operations.

III. Review Noise Abatement Strategies Under Consideration

A. Consider Proposed "Tighten SKORR" Departure Procedure

Mr. Alverson from ESA presented noise abatement strategies under consideration in the JFK NCP. A strategy for consideration is to "tighten" the SKORR departure procedures and make a more immediate left-turn to reduce aircraft departures over Howard Beach. This would involve a change from a SKORR3 departure procedure to a "tighten SKORR" departure procedure to help provide relief from noise exposure at Howard Beach and surrounding areas. The Study Team will model this potential noise abatement strategy and present the results to the PANYNJ and Technical Advisory Committee to assess the changes in noise exposure and associated benefits.

Ms. Nersesian from the National Park Service responded to the "tighten SKORR" procedure by explaining that Floyd Bennett Field may be affected by this departure procedure change. Mr. Brooks from FAA followed-up by stating that the "tighten SKORR" strategy would move departure flights away from Floyd Bennett Field. There would be substantial movement of air traffic if the "tighten SKORR" strategy was implemented.

The conversation continued to FAA's safety management risk process, the elevated landfill sites within the Study area near the Gateway National Recreational Area, and the location of departure flights in relation to the landfill sites. Jacob Riis Park was also mentioned for Study consideration. National Park Service staff inquired how high the departure flights would be over the Jacob Riis Park. Mr. Alverson from ESA indicated he believes the aircraft are approximately 5,000 to 7,000 feet over Jacob Riis Park.

National Park Service staff asked whether the US Fish and Wildlife Service (USFW) has been consulted as a partner in the Study. Mr. Brooks from FAA responded that the Steam Team has not reached out to USFW yet, but if the potential noise abatement strategies are pursued further after the noise modeling, they would be consulted as part of the National Environmental Policy Act (NEPA) process.

Patricia Rafferty at the National Park Service inquired about the "tighten SKORR" strategy's impact on the altitude of departing aircraft. Mr. Brooks from the FAA followed-up with an explanation of the altitude requirements and the role of air traffic control in determining the appropriate departure altitudes. Mr. Alverson from ESA added that the flight tracks represented in the proposed "Tighten SKORR" departure procedure map are not as narrow from Runway 31 as shown in the map. He indicated that the flight tracks are dispersed over the entire Jamaica Bay.

Mr. Alverson from ESA continued the PowerPoint presentation with a discussion on the altitude of aircraft and NADP 1 versus NADP 2. The difference between the two NADPs is aircraft noise levels close to JFK versus farther from JFK. He noted the airlines will only use one NADP at a particular airport. The ESA Study Team has completed modeling of NADP 1 and NADP 2 for the baseline year of 2021 noise contours and provided a map that shows the effects of both NADP 1 and NADP 2 on noise exposure in proximity to JFK.

B. Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

Mr. Alverson from ESA provided an overview of the potential Optimized Profile Descent (OPD) strategy. NY TRACON controls aircraft traffic movement eight miles from the airport. NY TRACON is currently assessing the possibility of using an OPD at night to improve night noise in the residential areas several miles from JFK.

C. Runway 22R Noise Abatement Departure Suggested by FAA

The Study is also considering the possibility of altering the departure from JFK's Runway 22R over a very densely populated area of The Rockaways.

D. Noise Abatement Procedure Evaluation Process

Mr. Alverson from ESA concluded by stating that additional noise abatement procedures have been discussed with the FAA, but were rejected by the FAA due to a variety of factors. The ESA Study Team noise modeling effort will show which procedures are effective in reducing the incompatible land uses within the 2021 DNL 65 contour. Based on the results from the ESA Study Team model, the PANYNJ will then decide which noise abatement strategies to pursue. The recommended noise abatement strategies will be presented to the Technical Advisory Committee at the next meeting in October 2017. An environmental review may be needed if the FAA-approved noise abatement procedures are pursued by the PANYNJ.

Doug Adamo of the National Park Service asked about the decision of whether to categorize the environmental review as a Categorical Exclusion or Environmental Assessment. Also, will the screening process be similar to the National Park Service's NEPA process? Mr. Brooks from FAA responded that FAA will make the decision about the environmental review process and that the screening process is

very similar to the National Park Service's environmental review process. The primary factor in the environmental review is the noise impact. A majority of the community's concerns stem from aircraft noise. FAA advises on the environmental review process and would reach out to the National Park Service for review as appropriate.

Mr. Adamo of the National Park Service also asked whether any additional noise abatement procedures will be added. Mr. Brooks from FAA responded that the three noise abatement strategies highlighted in the presentation are being considered based on previous discussions with air traffic control staff and other key players involved.

IV. Review of Land Use Mitigation Strategies Under Consideration

Dave Rickerson from Kimley-Horn introduced the land use mitigation strategies under consideration for the JFK 14 CFR Part 150 Noise Compatibility Planning Study. The Study focuses on both remedial mitigation and preventative mitigation. Preventative mitigation includes four primary strategies: land use controls, zoning/overlay/zoning, comprehensive plans, and real estate disclosures. In regards to comprehensive plans, New York does not require planning agencies to prepare comprehensive plans, which diminishes the effect of a comprehensive plan.

A. Building Code Revisions

Mr. Rickerson from Kimley-Horn focused on building code revisions that incorporate sound level reduction materials and techniques. He cited the FAA's Land Use Compatibility Criteria Table, which outlines the DNL thresholds for noise compatibility by land use. For example, a single family residential can be compatible with a 65 and 70 DNL if the construction follows a specified decibel reduction. FAA has defined an acceptable interior noise for structures as a DNL of 45 dB. New York City and neighboring jurisdictions are considering sound abatement building codes and retrofits. The consideration is a 25-dB reduction within the DNL 65-70 contours. The materials used for mitigation noise (e.g., doors, windows, roofing materials) are acoustically rated. New construction or a significant building retrofit all have sound ratings in regards to a Sound Transmission Class or STC. Mr. Rickerson provided an opportunity for questions. National Park Service staff had no questions on the suggested building code revisions.

B. Real Estate Fair Disclosure Requirements

A real estate fair disclosure requirement is an additional land use strategy considered by the Study Team. Real estate fair disclosure requirements advise individuals interested in buying real property in proximity to aircraft flight paths. New York has a property disclosure act. It does not specifically identify noise, but it does identify other environmental issues that require disclosure prior to the sale. It does not apply to new development. There are a high percentage of buyers who accept $500, which allows the seller to opt-out of the fair disclosure. The proposed fair disclosure considered by the Study Team would not allow a $500 opt-out. The potential challenges of a real estate fair disclosure requirement are that it does not reduce noise, may receive pushback from the real estate community, and the lack of political-will to pursue it.

C. Avigation Easements Dedication

Avigation easements was also discussed as a potential land use strategy considered by the Study Team. Mr. Rickerson from Kimley-Horn emphasized that avigation easements are not an open-ended grant to increase noise levels. It protects and eliminates the PANYNJ exposure to litigation. He noted that they are typically granted in exchange for sound insulation.

D. Noise Overlay Zoning Techniques

Noise overlay zoning techniques are also a suggested strategy for land use mitigation. They involve instituting an overlay zone to simplify or consolidate the noise regulatory procedures under one code. There are several agencies that could be involved. Mr. Rickerson from Kimley-Horn referred to the City of Orlando as an example of a jurisdiction that has implemented noise overlay zones. Orlando's noise overlay zones are above and beyond the requirements of 14 CFR Part 150.

The benefits of noise overlay zones include conformity to 14 CFR Part 150 criteria, a conditionally permitted use based on sound level reduction construction/retrofitting, and applicability for addressing new development and infill. In addition, noise overlay zones are consistent with the enabling legislation of zoning. It provides a "one-stop-shop" for all regulatory requirements.

V. Questions

After the presentation, the ESA Study Team encouraged input from National Park Service staff. National Park Service staff had a greater interest in noise abatement strategies than land use mitigation strategies due to the non-residential use of Gateway National Recreational Area. FAA staff encouraged the National Park Service to participate in the Study's Technical Advisory Committee meetings moving forward. Patricia Rafferty of the National Park Service was alerted to the next Technical Advisory Committee meeting on October 18, 2017 and volunteered to be the point person for meeting attendance.

Adam Beeco from the National Park Service referred to the FAA Land Use Compatibility Criteria table. Mr. Beeco asked the ESA Study Team if they could be more specific on the DNL compatibility criteria for the Gateway National Recreational Area and the subcategories in the recreational category of FAA's Land Use Compatibility Criteria Table. Mr. Brooks from FAA responded that the recreational category and how the different recreational subcategories should be applied to the Gateway National Recreational Area needs to be discussed further moving forward. As the ESA Study Team pursues noise abatement measures, a modified contour would need to be drafted that acknowledge the recreational subcategories for FAA's Land Use Compatibility Criteria.

Ms. Rafferty from the National Park Service followed-up with a question about what data set was used to populate the forecasted 2021 noise contour model. Mr. Alverson from ESA responded that the noise model incorporated the use of actual aircraft fleet mix, runway use, flight tracks, and flight track use from 2014. He added that the 2016 and 2021 aircraft operations were forecast based on the historical trends at JFK. The ESA Study Team also referred to the proposed fleet mix plans of the airlines and FAA's Air Traffic Activity Data System (ATADS) resource for the model inputs. The noise contours are developed as close to the real-world operation as possible. In addition, the Study Team used the FAA-

approved Integrated Noise Model, which has a database of noise exposure for each aircraft type at JFK. The model was fine tuned to fit the exact operation of the airport. Mr. Brooks from the FAA provided information on the FAA's role in the modeling process. Mr. Brooks also talked about the noise contour models versus on-the-ground noise monitoring and the validity of the two forms of noise assessment.

Patricia Rafferty from the National Park Service talked about the assumption that there will be more noise over time over the Gateway National Recreational Area. A discussion ensued about noise impacts to nesting birds at Fort Tilden. Baseline noise data for the Gateway National Recreational Area was requested. What is the Gateway National Recreational Area's current noise level over time? This will help determine whether the noise is impacting the nesting birds. The National Park Service would like to use noise data to assess whether the shift in flight patterns could affect the wildlife environment and to be able to follow the noise changes over time, especially in relation to federally protected species. The National Park Service advocates for a lower noise footprint over its resources.

Kelly Mitchell from PANYNJ commented that the partnership with the National Park Service is new terrain for PANYNJ. She expressed the PANYNJ's partnership with the public and openness to work with the National Park Service. She cited an example of the PANYNJ's response to public comment and the addition of the DNL 55 contour to the Study in response to public input. Ms. Mitchell from PANYNJ inquired about the locations within the Gateway National Recreational Area to focus on the noise abatement effects on the National Park's wildlife.

Mr. Brooks from the FAA added that the noise contour assessment process is a two-phase approval process. Once the plan is approved, the PANYNJ will seek different options to implement and some may be subject to NEPA and additional noise modeling. Changes to the noise contours will need to be disclosed. Modeling is the key assessment for 14 CFR Part 150 studies and does not encourage use of on-the-ground noise monitors due to accuracy issues. The model can identify specific points or specific locations to assess noise at a more refined level.

Ms. Rafferty from the National Park Service explained that the model does not provide the frequency and the timing of the sound levels, which is more important for nesting birds. She cited a broader issue of significant noise from other sources that the National Park Service would like to be aware of. On-the-ground noise data may be able to provide better information on the noise experience for the Gateway National Recreational Area's nesting birds.

Mr. Brooks from the FAA explained that the model is a planning tool and a supplement procedure for NEPA that could be used for thresholds of significance. FAA understands the National Park Service's concern, and views it as an important topic for ongoing discussion.

Kelly Mitchell from PANYNJ followed-up by encouraging National Park Service staff to attend the next Technical Advisory Committee meeting for the Study, as well as the public workshops and public hearing that is proposed for the summer of 2018. Both the workshop and public hearing will provide an opportunity for feedback on the strategies that will be submitted to the FAA for approval. Ms. Mitchell from PANYNJ expressed an interest in adding the National Park Service's comment about the on-the-ground noise monitoring to the Study. The Study's website was also brought up as an additional resource. The official JFK NEMs are posted on the public website.

Mr. Beeco from the National Park Service provided comments from a national perspective. He encouraged the Study to consider noise impacts on the National Park's wildlife, and to assess whether there are any National Park Service structures within the noise contour map. If yes, these structures should be added to a list for possible noise abatement strategies.

National Park Service staff commented that they already get complaints of noise from people who visit the park. Individuals come to the Recreational Area to relax from the stresses of the City. National Park Service staff thanks the ESA Study Team for the opportunity to participate in the Study process and recommends the ESA Study Team view the park as more than just a buffer zone both from a wildlife and visitor perspective. Mr. George Frame from the National Park Service added that noise may be affecting the reproduction rate and survival of the wildlife birds. Doug Adamo from National Park Service commented that there are 25 species of birds that nest within the National Park and noise may affect bird reproduction. The National Park Service has already given a concession to JFK aircraft traffic by not encouraging nesting birds on the north end of the Gateway National Recreational Area.

The meeting concluded with a request for the anticipated completion date of the National Park's Master Plan. Patricia Rafferty said the Master Plan was completed in 2014. Mr. Brooks from the FAA stressed the importance of the National Park Service's comments and issues. The FAA has experience with working with the National Park Service on a national level in regards to 14 CFR Part 150 studies.

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E-8 Land Use Agency Correspondence

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August 25, 2017

Ms. Mang Sum Mercy Wong
Code Development Architect
NYC Department of Buildings
280 Broadway, 7th Flr.
New York, NY 10007

Email: MWong2@buildings.nyc.gov

Dear Ms. Wong:

The Port Authority of NY & NJ (Port Authority) would like to thank you for your participation in the Land Use Planning Workshops this past Spring held as part of Port Authority's ongoing evaluations[1] of airport noise associated with LaGuardia and JFK Airports. At the workshops, we discussed three potential land use strategies commonly used to mitigate airport noise. I am attaching brief descriptions of those strategies in response to your request for additional information that you can share with your colleagues.

Pursuant to FAA Part 150 Study guidelines, the Port Authority is required to, among other things, evaluate strategies to mitigate aviation noise impacts in areas where noise levels are above 65 DNL, which is a level that the FAA considers noise sensitive uses (e.g., residences, schools, etc.) and residences to be significantly impacted by aircraft noise. We are in the early stages of this evaluation and seek your input as we evaluate potential Land Use strategies to include in the Port Authority's Noise Compatibility Programs for LaGuardia and JFK.

JFK and LGA Technical Advisory Committees (TACs)[2] identified the following as potential Land Use strategies to be evaluated by Port Authority:

1) A municipal ordinance requiring the use of **Sound-Attenuating Construction** methods and materials for new construction within a certain area near an airport. The municipal building code could be amended to specify the sound-attenuating construction methods and materials.
2) A municipal ordinance requiring sellers of real estate within a certain area near an airport to **disclose** to buyers the existence of the airport.
3) A municipal ordinance that would require owners of new noise-sensitive developments within a designated area near an airport (e.g., within the DNL 65 contour) to provide an **Avigation Easement** that would allow use of the airspace above the development. This would put subsequent buyers on notice of the existence of an airport nearby and the potential impacts from that airport

We are providing background information on these potential noise mitigation strategies to aid the City's preliminary evaluation as to whether or not any of the strategies would be feasible to implement. The Port Authority would welcome the opportunity to schedule a time, at your convenience, to meet and

[1] Noise Compatibility Planning Studies conducted pursuant to Part 150 of the Federal Aviation Administration's regulations.
[2] Representatives from the City of New York Planning Department and Queens Borough President's Office are members.

discuss the information presented, including how the City would implement such strategies, and which Office and/or Department would administer them.

To maintain our schedule for the JFK and LGA Part 150 Studies, the Port Authority is requesting a response or feedback from your agency by September 15, 2017. Please feel free to contact Ms. Kelly Mitchell, the PANYNJ's Project Manager for the Part 150 studies, should you wish to discuss this further. Ms. Mitchell can be reached at 212-435-3728 or by e-mail at kmitchell@panynj.gov.

Sincerely,

Adeel Yousuf
Manager, Noise Office

cc: Robert Dobruskin, Director of EARD, NYC Planning
Stephen Everett , Senior Planner, NYC Planning
Mauricio Garcia, Senior Air and Noise Specialist, NYC Planning
Christopher Holme, Senior Planner, NYC Planning
Scott Solomon, City Planner, NYC Planning
Lisa Atkins, Director, Housing, Queens Borough President
Irving Poy, Director, Planning & Development, Queens Borough President
Maurizio Marezio Bertini, Assistant Director, NYC Office of Environmental Remediation
Esther Brunner, Deputy Director, NYC Office of Environmental Coordination
Mang Sum Mercy Wong, Code Development Architect, NYC Department of Buildings

Tom Bock, Interim Aviation Operations Officer, PANYNJ
Jane Herndon, Manager – Aviation Environmental Programs, PANYNJ
Kelly Mitchell, Program Manager – NY Airports Part 150 Studies, PANYNJ

Airplane Noise Mitigation Strategy:
Avigation Easement

An avigation easement creates a property right for use of the airspace above property. Avigation easements give the easement holder (typically an airport) the right to use the airspace, together with the right to cause the effects that may be incident to use of the airspace (e.g., noise, vibration, and the like). An avigation easement runs with the land, and therefore, would put potential future buyers on notice of the existence of an airport nearby and the potential impacts from the airport.

Airports in the U.S. that have FAA-approved Noise Compatibility Programs often include avigation easements as a noise mitigation strategy. A property that is subject to an avigation easement is considered by FAA to be a *compatible land use with airport & aircraft operations* under the Part 150 Noise Compatibility Study. Some municipalities around U.S. airports require a property owner located within certain geographic limits (e.g., within the 65 DNL contour) to provide an avigation easement as a condition to obtaining zoning and planning approvals, building permits, and/or certificates of occupancy. Typically, the requirement is implemented through adoption of an airport overlay zoning district. The City of New York makes extensive use of overlay districts in its zoning code.

Examples of where avigation easements for noise have been required include Orange County, FL (Orlando International and Orlando Executive Airports), Portland Oregon (Portland International Airport), Arapahoe County, CO (Denver International and Centennial Airports) and in affected areas around Raleigh-Durham International Airport. Some typical avigation easements can be found at the following links:

- https://www.faa.gov/about/office_org/headquarters_offices/apl/noise.../V.C.pdf
- www.oregon.gov/aviation/docs/resources/appendixi.pdf
- https://iowadot.gov/aviation/airports/.../Appendix%20F%20Noise%20Easement.pdf

This mitigation strategy prevents the introduction of new noise-sensitive land uses within established airplane noise contours without the approval of the land use governing agency.

As a means to narrow and focus discussions, the Port Authority has identified just a few of the issues/questions for the City's consideration of this potential mitigation measure.

Issues/Questions for Consideration:

- Are there New York City and/or New York State statutory limitations that would preclude the use of an avigation easement measure?
- If New York City considers an avigation easement a viable noise mitigation measure, then at what point in the review, approval and/or permitting process is it most appropriate to require dedication of the easement?

Airplane Noise Mitigation Strategy:
Enhanced Sound-Attenuating Construction Requirements

Municipalities around numerous U.S. airports have adopted ordinances that require the use of sound-attenuating construction methods and materials for new construction within areas impacted by aircraft noise. These codes typically require sound -attenuating windows, enhanced insulation of walls and ceilings, solid core doors and baffling of flues and vents. A municipal requirement to utilize sound-attenuating methods and materials typically applies to new residential and institutional structures, or significant improvements to existing structures, within a certain geographic area (e.g., within the DNL 65 contour, within some other designated geographic area). Use of sound-attenuating construction methods and materials results in a quieter internal living space, thereby improving quality of life for the occupants.

As a means to narrow and focus discussions, the Port Authority has identified just a few of the issues/questions for the City's consideration of this potential mitigation measure.

Issues/Questions for Consideration:

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- The City has handled many building-impacted environmental issues in the past. Given its experience, how would the City gauge community/resident acceptance/reluctance towards this noise program?
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Potential Airplane Noise Mitigation Strategy:

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Requiring a disclosure about noise allows a potential buyer to a) make an informed decision about a real estate purchase, and b) intelligently weigh the potential noise impact against what they perceive to be acceptable. Disclosure protects both the buyer and seller by minimizing potential litigation over conditions of the property and conditions affecting the property.

This type of disclosure would ideally require informing prospective buyers well in advance of transaction closing. Or at a minimum, require that it be presented, discussed, signed, and recorded at the time of title transfer. A municipal noise disclosure ordinance should state when the disclosure is required to be made, and the conditions (e.g., geographic boundaries) that trigger the disclosure requirement. There are many types of conditions that could be used in an ordinance to trigger the disclosure obligation, including the following:

a) The property is located within an area that is close to an airport (e.g., a specific radius of an airport),
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Some municipalities surrounding airports in other parts of the United States have promulgated ordinances that require disclosure related to airport noise. Examples include the City of Kansas City, Missouri, Indiana, Arizona, Orlando and Orange County, Florida.[3]

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2. Are there specific legal or administrative issues that need to be considered or addressed in defining a boundary line within which noise disclosure requirements would be enforced?

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7. What potential options are there to facilitate disclosure early in the purchase process?
    a. For example, disclosure to potential purchaser at time of initial purchase offer.
    b. Requirements that realtors disclose at initial inquiry.

August 25, 2017

Ms. Angelina Martinez-Rubio
General Council
Queens Borough President
120-55 Queens Boulevard
Kew Gardens, NY 11424

Email: amartinez-rubio@queensbp.org

Dear Ms. Martinez-Rubio:

The Port Authority of NY & NJ (Port Authority) would like to thank you for your participation in the Land Use Planning Workshops this past Spring held as part of Port Authority's ongoing evaluations[1] of airport noise associated with LaGuardia and JFK Airports. At the workshops, we discussed three potential land use strategies commonly used to mitigate airport noise. I am attaching brief descriptions of those strategies in response to your request for additional information that you can share with your colleagues.

Pursuant to FAA Part 150 Study guidelines, the Port Authority is required to, among other things, evaluate strategies to mitigate aviation noise impacts in areas where noise levels are above 65 DNL, which is a level that the FAA considers noise sensitive uses (e.g., residences, schools, etc.) and residences to be significantly impacted by aircraft noise. We are in the early stages of this evaluation and seek your input as we evaluate potential Land Use strategies to include in the Port Authority's Noise Compatibility Programs for LaGuardia and JFK.

JFK and LGA Technical Advisory Committees (TACs)[2] identified the following as potential Land Use strategies to be evaluated by Port Authority:

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2) A municipal ordinance requiring sellers of real estate within a certain area near an airport to **disclose** to buyers the existence of the airport.
3) A municipal ordinance that would require owners of new noise-sensitive developments within a designated area near an airport (e.g., within the DNL 65 contour) to provide an **Avigation Easement** that would allow use of the airspace above the development. This would put subsequent buyers on notice of the existence of an airport nearby and the potential impacts from that airport

We are providing background information on these potential noise mitigation strategies to aid the City's preliminary evaluation as to whether or not any of the strategies would be feasible to implement. The Port Authority would welcome the opportunity to schedule a time, at your convenience, to meet and

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To maintain our schedule for the JFK and LGA Part 150 Studies, the Port Authority is requesting a response or feedback from your agency by September 15, 2017. Please feel free to contact Ms. Kelly Mitchell, the PANYNJ's Project Manager for the Part 150 studies, should you wish to discuss this further. Ms. Mitchell can be reached at 212-435-3728 or by e-mail at kmitchell@panynj.gov.

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Adeel Yousuf
Manager, Noise Office

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Airports in the U.S. that have FAA-approved Noise Compatibility Programs often include avigation easements as a noise mitigation strategy. A property that is subject to an avigation easement is considered by FAA to be a *compatible land use with airport & aircraft operations* under the Part 150 Noise Compatibility Study. Some municipalities around U.S. airports require a property owner located within certain geographic limits (e.g., within the 65 DNL contour) to provide an avigation easement as a condition to obtaining zoning and planning approvals, building permits, and/or certificates of occupancy. Typically, the requirement is implemented through adoption of an airport overlay zoning district. The City of New York makes extensive use of overlay districts in its zoning code.

Examples of where avigation easements for noise have been required include Orange County, FL (Orlando International and Orlando Executive Airports), Portland Oregon (Portland International Airport), Arapahoe County, CO (Denver International and Centennial Airports) and in affected areas around Raleigh-Durham International Airport. Some typical avigation easements can be found at the following links:

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This mitigation strategy prevents the introduction of new noise-sensitive land uses within established airplane noise contours without the approval of the land use governing agency.

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Issues/Questions for Consideration:

- Are there New York City and/or New York State statutory limitations that would preclude the use of an avigation easement measure?
- If New York City considers an avigation easement a viable noise mitigation measure, then at what point in the review, approval and/or permitting process is it most appropriate to require dedication of the easement?

Airplane Noise Mitigation Strategy:
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Municipalities around numerous U.S. airports have adopted ordinances that require the use of sound-attenuating construction methods and materials for new construction within areas impacted by aircraft noise. These codes typically require sound -attenuating windows, enhanced insulation of walls and ceilings, solid core doors and baffling of flues and vents. A municipal requirement to utilize sound-attenuating methods and materials typically applies to new residential and institutional structures, or significant improvements to existing structures, within a certain geographic area (e.g., within the DNL 65 contour, within some other designated geographic area). Use of sound-attenuating construction methods and materials results in a quieter internal living space, thereby improving quality of life for the occupants.

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August 25, 2017

Ms. Esther Brunner
Deputy Director
NYC Office of Environmental Coordination
253 Broadway, 14th Fl.
New York, NY 10007

Email: EBrunner@cityhall.nyc.gov

Dear Ms. Brunner:

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August 25, 2017

Mr. Maurizio Marezio Bertini
Assistant Director
NYC Office of Environmental Remediation
100 Gold Street, 2nd Fl.
New York, NY 10038

Email: mbertini@dep.nyc.gov

Dear Mr. Bertini:

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- www.oregon.gov/aviation/docs/resources/appendixi.pdf
- https://iowadot.gov/aviation/airports/.../Appendix%20F%20Noise%20Easement.pdf

This mitigation strategy prevents the introduction of new noise-sensitive land uses within established airplane noise contours without the approval of the land use governing agency.

As a means to narrow and focus discussions, the Port Authority has identified just a few of the issues/questions for the City's consideration of this potential mitigation measure.

Issues/Questions for Consideration:

- Are there New York City and/or New York State statutory limitations that would preclude the use of an avigation easement measure?
- If New York City considers an avigation easement a viable noise mitigation measure, then at what point in the review, approval and/or permitting process is it most appropriate to require dedication of the easement?

Airplane Noise Mitigation Strategy:
Enhanced Sound-Attenuating Construction Requirements

Municipalities around numerous U.S. airports have adopted ordinances that require the use of sound-attenuating construction methods and materials for new construction within areas impacted by aircraft noise. These codes typically require sound -attenuating windows, enhanced insulation of walls and ceilings, solid core doors and baffling of flues and vents. A municipal requirement to utilize sound-attenuating methods and materials typically applies to new residential and institutional structures, or significant improvements to existing structures, within a certain geographic area (e.g., within the DNL 65 contour, within some other designated geographic area). Use of sound-attenuating construction methods and materials results in a quieter internal living space, thereby improving quality of life for the occupants.

As a means to narrow and focus discussions, the Port Authority has identified just a few of the issues/questions for the City's consideration of this potential mitigation measure.

Issues/Questions for Consideration:

- Which Office/Department within the City is most appropriate to implement and/or administer the proposed noise mitigation measure?
- Would this program be contained in the City Building Code or could it be established through a different regulatory requirement (environmental/health?)?
- Currently, compliance with some building requirements is addressed through certification by the architect, engineer or contractor that the design and/or construction has met a specified requirement. What steps did the City follow to initiate and then administer compliance with that program? Would such an approach address this proposed noise mitigation measure?
- What is the process for revising the New York City Building Code to incorporate sound attenuation for specific geographical areas only, specifically, within the designated noise contours? How long would that take?
- How would the City ensure that the building/development community and the public are made aware of where the requirements specifically apply and be informed of their content?
- The City has handled many building-impacted environmental issues in the past. Given its experience, how would the City gauge community/resident acceptance/reluctance towards this noise program?
- Are there potential incentives that could counterbalance these costs, such as homeowner tax credits?

Potential Airplane Noise Mitigation Strategy:

Real Estate Disclosure of Aircraft Noise

Real estate transactions typically include a variety of disclosures that are made by the seller concerning conditions of the property (e.g., absence or presence of asbestos, lead paint, and the like). But at present there are no such disclosure obligations in New York City with regard to noise. Therefore, a purchaser of real property within what the FAA considers to be a "noise sensitive" area may be unaware that the property being acquired is exposed to aircraft noise or may not understand the relative level of noise exposure until after the sale.

Requiring a disclosure about noise allows a potential buyer to a) make an informed decision about a real estate purchase, and b) intelligently weigh the potential noise impact against what they perceive to be acceptable. Disclosure protects both the buyer and seller by minimizing potential litigation over conditions of the property and conditions affecting the property.

This type of disclosure would ideally require informing prospective buyers well in advance of transaction closing. Or at a minimum, require that it be presented, discussed, signed, and recorded at the time of title transfer. A municipal noise disclosure ordinance should state when the disclosure is required to be made, and the conditions (e.g., geographic boundaries) that trigger the disclosure requirement. There are many types of conditions that could be used in an ordinance to trigger the disclosure obligation, including the following:

a) The property is located within an area that is close to an airport (e.g., a specific radius of an airport),
b) The property is located within an area designated as having significant overflight corridors,
c) The property is located within an area defined by a specific noise exposure contour (i.e. 55 DNL, 60 DNL or 65 DNL and above), or
d) A combination of these approaches.

Some municipalities surrounding airports in other parts of the United States have promulgated ordinances that require disclosure related to airport noise. Examples include the City of Kansas City, Missouri, Indiana, Arizona, Orlando and Orange County, Florida.[3]

As a means to narrow and focus discussions, the Port Authority has identified just a few of the issues/questions for the City's consideration of this potential mitigation measure.

Issues/Questions for Consideration:

1. Are there any statutory limitations (legislative pre-emptions) that would preclude the City of New York from implementing an aviation noise disclosure requirement outside of the Property Condition Disclosure Act (PCDA) process?

2. Are there specific legal or administrative issues that need to be considered or addressed in defining a boundary line within which noise disclosure requirements would be enforced?

[3] https://data.kcmo.org/download/nd6i-yqdi/application%2Fpdf, www.azleg.gov/ars/28/08464.htm, https://www.in.gov/attorneygeneral/files/2004-06.pdf, https://orlandoairports.net/about-us/#noise-abatement

3. If the City were interested in moving forward with mandatory noise disclosure in real estate transactions, is there specific language that should, or should not, be incorporated into the disclosure document?

4. If this measure were to be implemented, where would the disclosure requirements be codified within the City's Code of Rules and Regulations?

5. Does your office have any opinion or recommendations on how best to define a geographic boundary for a noise disclosure area?

6. Are there any legal limitations or significant concerns in requiring the legal filing of the disclosure document at the time of the recording of the deed?

7. What potential options are there to facilitate disclosure early in the purchase process?
    a. For example, disclosure to potential purchaser at time of initial purchase offer.
    b. Requirements that realtors disclose at initial inquiry.

August 25, 2017

Mr. Scott Solomon
City Planner
NYC Planning
120-55 Queens Boulevard - Rm #201
Kew Gardens, NY 11424

Email: SSOLMON@planning.nyc.gov

Dear Mr. Solomon:

The Port Authority of NY & NJ (Port Authority) would like to thank you for your participation in the Land Use Planning Workshops this past Spring held as part of Port Authority's ongoing evaluations[1] of airport noise associated with LaGuardia and JFK Airports. At the workshops, we discussed three potential land use strategies commonly used to mitigate airport noise. I am attaching brief descriptions of those strategies in response to your request for additional information that you can share with your colleagues.

Pursuant to FAA Part 150 Study guidelines, the Port Authority is required to, among other things, evaluate strategies to mitigate aviation noise impacts in areas where noise levels are above 65 DNL, which is a level that the FAA considers noise sensitive uses (e.g., residences, schools, etc.) and residences to be significantly impacted by aircraft noise. We are in the early stages of this evaluation and seek your input as we evaluate potential Land Use strategies to include in the Port Authority's Noise Compatibility Programs for LaGuardia and JFK.

JFK and LGA Technical Advisory Committees (TACs)[2] identified the following as potential Land Use strategies to be evaluated by Port Authority:

1) A municipal ordinance requiring the use of **Sound-Attenuating Construction** methods and materials for new construction within a certain area near an airport. The municipal building code could be amended to specify the sound-attenuating construction methods and materials.
2) A municipal ordinance requiring sellers of real estate within a certain area near an airport to **disclose** to buyers the existence of the airport.
3) A municipal ordinance that would require owners of new noise-sensitive developments within a designated area near an airport (e.g., within the DNL 65 contour) to provide an **Avigation Easement** that would allow use of the airspace above the development. This would put subsequent buyers on notice of the existence of an airport nearby and the potential impacts from that airport

We are providing background information on these potential noise mitigation strategies to aid the City's preliminary evaluation as to whether or not any of the strategies would be feasible to implement. The Port Authority would welcome the opportunity to schedule a time, at your convenience, to meet and

[1] Noise Compatibility Planning Studies conducted pursuant to Part 150 of the Federal Aviation Administration's regulations.
[2] Representatives from the City of New York Planning Department and Queens Borough President's Office are members.

discuss the information presented, including how the City would implement such strategies, and which Office and/or Department would administer them.

To maintain our schedule for the JFK and LGA Part 150 Studies, the Port Authority is requesting a response or feedback from your agency by September 15, 2017. Please feel free to contact Ms. Kelly Mitchell, the PANYNJ's Project Manager for the Part 150 studies, should you wish to discuss this further. Ms. Mitchell can be reached at 212-435-3728 or by e-mail at kmitchell@panynj.gov.

Sincerely,

Adeel Yousuf
Manager, Noise Office

cc: Robert Dobruskin, Director of EARD, NYC Planning
Stephen Everett , Senior Planner, NYC Planning
Mauricio Garcia, Senior Air and Noise Specialist, NYC Planning
Christopher Holme, Senior Planner, NYC Planning
Scott Solomon, City Planner, NYC Planning
Lisa Atkins, Director, Housing, Queens Borough President
Irving Poy, Director, Planning & Development, Queens Borough President
Maurizio Marezio Bertini, Assistant Director, NYC Office of Environmental Remediation
Esther Brunner, Deputy Director, NYC Office of Environmental Coordination
Mang Sum Mercy Wong, Code Development Architect, NYC Department of Buildings

Tom Bock, Interim Aviation Operations Officer, PANYNJ
Jane Herndon, Manager – Aviation Environmental Programs, PANYNJ
Kelly Mitchell, Program Manager – NY Airports Part 150 Studies, PANYNJ

Airplane Noise Mitigation Strategy:
Avigation Easement

An avigation easement creates a property right for use of the airspace above property. Avigation easements give the easement holder (typically an airport) the right to use the airspace, together with the right to cause the effects that may be incident to use of the airspace (e.g., noise, vibration, and the like). An avigation easement runs with the land, and therefore, would put potential future buyers on notice of the existence of an airport nearby and the potential impacts from the airport.

Airports in the U.S. that have FAA-approved Noise Compatibility Programs often include avigation easements as a noise mitigation strategy. A property that is subject to an avigation easement is considered by FAA to be a *compatible land use with airport & aircraft operations* under the Part 150 Noise Compatibility Study. Some municipalities around U.S. airports require a property owner located within certain geographic limits (e.g., within the 65 DNL contour) to provide an avigation easement as a condition to obtaining zoning and planning approvals, building permits, and/or certificates of occupancy. Typically, the requirement is implemented through adoption of an airport overlay zoning district. The City of New York makes extensive use of overlay districts in its zoning code.

Examples of where avigation easements for noise have been required include Orange County, FL (Orlando International and Orlando Executive Airports), Portland Oregon (Portland International Airport), Arapahoe County, CO (Denver International and Centennial Airports) and in affected areas around Raleigh-Durham International Airport. Some typical avigation easements can be found at the following links:

- https://www.faa.gov/about/office_org/headquarters_offices/apl/noise.../V.C.pdf
- www.oregon.gov/aviation/docs/resources/appendixi.pdf
- https://iowadot.gov/aviation/airports/.../Appendix%20F%20Noise%20Easement.pdf

This mitigation strategy prevents the introduction of new noise-sensitive land uses within established airplane noise contours without the approval of the land use governing agency.

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[3] https://data.kcmo.org/download/nd6i-yqdi/application%2Fpdf, www.azleg.gov/ars/28/08464.htm, https://www.in.gov/attorneygeneral/files/2004-06.pdf, https://orlandoairports.net/about-us/#noise-abatement

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    a. For example, disclosure to potential purchaser at time of initial purchase offer.
    b. Requirements that realtors disclose at initial inquiry.

From: Mitchell, Kelly <kmitchell@panynj.gov>
Sent: Tuesday, September 19, 2017 9:02 AM
To: Steven Alverson
Cc: Michael Arnold; Chris Sequeira; Peter Byrne; Dave Rickerson; Yousuf, Adeel
Subject: FW: JFK & LGA Airport's Part 150 Studies _NYC Planning Agencies & Land Use Proposed Strategies

Follow Up Flag: Follow up
Flag Status: Flagged

Steve,

For your review & files, here is DOB's response to our JFK the Land Use proposed strategies letter sent to them on august 25th. We can talk about next steps, if any, during our project status meeting today.
I'm expecting responses back from NYC planning, QBP, OER & OEC this week.

Thanks,

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ
4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

From: Mercy (Mang Sum) Wong [mailto:MWong2@buildings.nyc.gov]
Sent: Friday, September 15, 2017 4:15 PM
To: Mitchell, Kelly <kmitchell@panynj.gov>
Cc: Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Bock, Tom <tbock@panynj.gov>; Joseph Ackroyd (Buildings) <jackroyd@buildings.nyc.gov>; Gus (Constadino) Sirakis (Buildings) <CSirakis@buildings.nyc.gov>; Clinton Peterson (Buildings) <CPeterson@buildings.nyc.gov>
Subject: RE: JFK & LGA Airport's Part 150 Studies

Good afternoon,

The Department of Buildings (DOB) is writing in response to the letter dated August 25th, 2017 from PANY/NJ regarding the potential Land Use strategies proposed by the JFK and LGA Technical Advisory Committees. The letter outlined three main strategies to mitigate airport noise, of which sound-attenuating construction methods and materials for new constructions within a certain area near an airport was one of the strategies proposed. The letter suggested that the New York City Building Code be amended to specify sound-attenuating construction methods and materials for specific areas affected by airport noise.

DOB has jurisdiction over buildings and structures, including their use, construction and alteration, throughout New York City. Among other responsibilities, DOB is authorized to enforce the Zoning Resolution, the 2014 Construction Codes, the 2008 Building Code, the 1968 New York City Building Code, the Multiple Dwelling Law, and other laws, rules and regulations governing the construction and use of buildings and structures in the City. The 2014 NYC Building Code is based on the 2009 International Building Code with New York City modifications. It does not address environmental-borne noise that emanates from an external source that is outside of a building and does not have provisions for sound-attenuating construction requirements for exterior walls to mitigate outside noise. The 2014 NYC Building Code does

have requirements for mitigating sound transmission between dwelling units and adjacent occupancies, and isolation of noise from utility spaces to occupant areas. The Building Code refers to the Department of Environmental Protection regulations (Noise Code) for mechanical equipment mounted on buildings.

In response to the Issues/Questions for Consideration stated on Page 4 of the letter (bullet points are numbered in sequence for clarity):

1) At present, the City mitigates unwanted sound on sensitive receptors that has significant adverse impacts to human health via the E-Designation Program administered by the Mayor's Office of Environmental Remediation (OER) under Section 1404 of the New York City Charter. Under section 11-15 of the Zoning Resolution of the City of New York, a Noise E-Designation in Appendix C of the Zoning Resolution indicates that environmental requirements have been established for a tax lot. Any building permit application for 1) development; 2) enlargement, extension or change in use; or 3) an alteration that involves window or exterior wall relocation or replacement for such a lot would require OER approval through the E-Designation Environmental Review Program, and submission to the Department of Buildings a OER Notice of No Objection or Notice of Satisfaction by the applicant. Buildings Bulletin 2014-026 issued by the Department of Buildings clarifies the procedure for building permit applications for tax lots subject to environmental requirements of an E-Designation or environmental restrictive declarations under OER purview. The NYC Zoning Resolution is maintained and supported by the Department of City Planning (DCP). Should the City decide to pursue the potential noise mitigation strategies in the study, DCP and OER should be the lead agencies.

2 & 3) The Department of Buildings recommends that any noise attenuation program proposed as part of this study be folded into the existing noise attenuation program administered by OER and delineated in the NYC Zoning Resolution. As stated in 1) above, Section 11-15 of the Zoning Resolution discusses environmental requirements including Window/Wall Noise Attenuation on a particular tax lot. The E-Designation Environmental Review Program is a mandatory environmental remediation program administered by the OER to assure that environmental requirements established during a zoning text amendment or land rezoning process are fully addressed in a new development. The OER has a well-established submission and review process for projects that are required to meet the noise E-designation requirements, and requires a detailed Noise Remedial Action Plan submitted by a Professional Engineer or Registered Architect indicating the level of noise reduction achieved with the proposed window and wall assemblies. OER also requires a PE or RA Certified Installation Report and "As-Build" drawings to ensure that the installation of mitigation measures was satisfactory. DOB recommends that the program be contained in the regulations within the jurisdiction of the land use and environmental agencies (DCP and OER).

4) The Department of Buildings recommends that any noise attenuation program proposed as part of this study be folded into the existing noise attenuation program administered by OER, and delineated in the zoning resolution. As such, no amendments to the Construction Codes would be required. Amending the New York City Construction Codes would require a Local Law change involving City Council and the Mayor. The process for adding a Chapter to the NYC Building Code would take at a minimum six years, and would require a Technical Research and Code Development process, including Committee Work that include members from other agencies, industry and community stake holders, professionals and academics. Amending the Building Code would be a discretionary action that would also require a City Environmental Quality Review (CEQR) process. However, there is no guarantee that the proposed Chapter would progress beyond Committee Level if a consensus cannot be reached.

5) The existing OER E-Designation process and regulatory framework will best implement the requirement for sound-attenuating measures in areas impacted by aircraft noise. Property owners and the general public will be informed by where noise-mitigating measures are required by referring to Appendix C of the Zoning Resolution designating sites impacted by aircraft noise. The NYC Zoning

Resolution Article VI Chapter 1 addresses Special Regulations Applying Around Major Airports. At present, Zoning Resolution Section 61-42 contains runway maps of LGA & JFK airports. The maps can be expanded to include an overlay of noise contour maps defining the district boundary subjected to noise mitigated measures similar to other District Area Maps as defined in Article VI. This would necessitate a Zoning Text and Map Amendment and subject to the Uniform Land Use Review Procedure (ULURP). Amendment of this scope would require a CEQR process.

6) The City currently handles building-impacted environmental issues via zoning text amendments and the CEQR process, under the land use and environmental agencies (DCP and OER). Most discretionary land use actions considered by the City Planning Commission (CPC) are subject to the City Environmental Quality Review (CEQR) process. Pursuant to state and local law, CEQR identifies any potential adverse environmental effects of proposed actions, assesses their significance, and proposes measures to eliminate or mitigate significant impacts. The lead agency is responsible for notifying and coordinating with other involved or interested agencies, distributing documents for public comment, conducting required public hearings, determining the significance of potential environmental impacts and, before making a decision on the proposed action, issuing its findings with respect to measures that would avoid or mitigate any significant impacts.

7) DOB cannot speak to the types of financial incentives that could be offered by other agencies.

We thank you for including the Department of Buildings in the Land Use Planning Workshops and the on-going discussion on the evaluation of airport noise associated with LaGuardia and JFK Airports.

We hope we had addressed your issues and questions. Please feel free to contact me at the Department of Buildings Technical Affairs and Code Development Unit should you wish to discuss this further. I can be reached at (212) 393-2693 or by email at Mwong2@buildings.nyc.gov

Mang Sum Mercy Wong, RA, LEED AP BD+C
Code Development Architect
Technical Affairs & Code Development
New York City Department of Buildings
280 Broadway, 7th Floor • New York, NY 10007
MWong2@buildings.nyc.gov • (W) 212 393 2693

From: Mitchell, Kelly [mailto:kmitchell@panynj.gov]
Sent: Friday, August 25, 2017 1:47 PM
To: Mercy (Mang Sum) Wong
Cc: Yousuf, Adeel; Herndon, Jane; Bock, Tom
Subject: JFK & LGA Airport's Part 150 Studies

Dear Ms. Wong,

As per your request at our JFK & LGA Airport's Part 150 Land Use Planning Workshop this spring, please find the attached document for your review and use.

Please feel free to reach out to me if you have any questions.

Sincerely,

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ

4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.
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From: Mitchell, Kelly <kmitchell@panynj.gov>
Sent: Friday, November 17, 2017 1:24 PM
To: Steven Alverson
Cc: Michael Arnold; Chris Sequeira; pbyrne@vhb.com; Thompson, Elizabeth; Dave Rickerson; Yousuf, Adeel
Subject: FW: JFK & LGA Airport's Part 150 Studies_NCP - Land Use

Follow Up Flag: Follow up
Flag Status: Completed

FYI & Files – NYC Planning's response to our August 25, 2017 letter.

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ
4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

From: Scott Solomon (DCP) [mailto:SSOLOMON@planning.nyc.gov]
Sent: Friday, November 17, 2017 10:41 AM
To: Mitchell, Kelly <kmitchell@panynj.gov>
Cc: Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Bock, Tom <tbock@panynj.gov>; Stephen Everett (DCP) <SEVERETT@planning.nyc.gov>
Subject: RE: JFK & LGA Airport's Part 150 Studies_Followup3

Ms. Mitchell:

Good morning. The following is a response on behalf of the Department of City Planning (DCP) to the letter dated August 25th , 2017 from the Port Authority of NY/NJ regarding the potential Land Use strategies that have been identified by the JFK and LGA Technical Advisory Committees (TAC). The comments are only in response to the strategies propose and do not propose alternatives thereof. The three strategies include:

1. *A municipal ordinance requiring the use of Sound-Attenuating Construction methods and materials for new construction within a certain area near an airport. The municipal building code could be amended to specify the sound-attenuating construction methods and materials.*
    a. Response: DCP defers to the Department of Buildings (DOB) regarding the implementation of amending the city's Building Code, for which DOB administers. DCP cannot opine on the feasibility of DOB initiating the amendment process to their building codes. DCP will be an interested, but not lead, agency to that process, as proposed. However, we are committed to working with DOB if the City were to pursue an amendment to the building code. DCP is responsible for maintaining the NYC Zoning Resolution, of which is enforced by DOB, which determines the size and use of buildings, where they are located and, in effect, the density of the city's neighborhoods.

2. *A municipal ordinance requiring sellers of real estate within a certain area near an airport to disclose to buyers the existence of the airport*
    a. Response: This strategy is outside the purview of the DCP and we have not comments pertaining the feasibility of the proposal.

3. *A municipal ordinance that would require owners of new noise-sensitive developments within a designated area near an airport (e.g., within the DNL 65 contour) to provide an Avigation Easement that would allow use of the airspace above the development.*
    a. Response: This strategy is outside the purview of the DCP and we have not comments pertaining the feasibility of the proposal.

Thank you for including the Department of City Planning in the Land Use Planning Workshops regarding the ongoing Part 150 Noise Studies.

Please feel free to contact me at any time if you have any further questions.

Respectfully,

SCOTT SOLOMON
CITY PLANNER

NYC DEPT. OF CITY PLANNING - QUEENS OFFICE
120-55 QUEENS BLVD. ROOM 201 • KEW GARDENS, NY 11424
718-520-2082 I ssolomon@planning.nyc.gov

From: Mitchell, Kelly [mailto:kmitchell@panynj.gov]
Sent: Monday, November 06, 2017 4:35 PM
To: Mitchell, Kelly <kmitchell@panynj.gov>
Cc: Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Bock, Tom <tbock@panynj.gov>
Subject: RE: JFK & LGA Airport's Part 150 Studies_Followup3
Importance: High

Greetings,

As a final follow-up to our letter dated August 25th and the subsequent response(s) received, we are requesting, if you have not done so as of yet, that you please send us an acknowledgement of receipt of our correspondence along with any feedback you wish to contribute **by Friday, November 17, 2017**.

The Port Authority of NY & NJ would like to thank you again for your consideration & input as we advance through the Part 150 Study process for both JFK & LGA airports.

Sincerely,

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ
4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

From: Mitchell, Kelly
Sent: Thursday, October 05, 2017 11:43 AM
To: EBrunner@cityhall.nyc.gov; mbertini@dep.nyc.gov; ssolomon@planning.nyc.gov; amartinez-rubio@queensbp.org; ipoy@queensbp.org; LATKINS@queensbp.org; MWong2@buildings.nyc.gov; 'cholme@planning.nyc.gov' <cholme@planning.nyc.gov>; 'rdobrus@planning.nyc.gov' <rdobrus@planning.nyc.gov>; 'mgarcia@planning.nyc.gov' <mgarcia@planning.nyc.gov>
Cc: Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@PANYNJ.GOV>; Bock, Tom <tbock@panynj.gov>
Subject: RE: JFK & LGA Airport's Part 150 Studies

Hello All,

As a follow-up to our letter dated August 25th, attached please find the response(s) we have received thus far for your review & files. If I receive any additional responses they will be circulate through this or a similar email chain.

Thank you,

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ
4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

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Chris Sequeira

From: Mitchell, Kelly <kmitchell@panynj.gov>
Sent: Monday, November 20, 2017 10:28 AM
To: Steven Alverson
Cc: Michael Arnold; Chris Sequeira; pbyrne@vhb.com; Thompson, Elizabeth; Dave Rickerson; Yousuf, Adeel
Subject: FW: JFK & LGA Airport's Part 150 Studies_NCP - Land Use

FYI & Files – NYC Office of Environmental Remediation (OER) response to our August 25, 2017 letter.

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ
4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

From: Bertini, Maurizio [mailto:MaurizioB@dep.nyc.gov]
Sent: Friday, November 17, 2017 4:06 PM
To: Mitchell, Kelly <kmitchell@panynj.gov>
Cc: Walsh, Dan (Cityhall) <dwalsh@cityhall.nyc.gov>; Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Bock, Tom <tbock@panynj.gov>
Subject: RE: JFK & LGA Airport's Part 150 Studies_Followup3

Dear Ms. Mitchell,
OER reviewed the letter emailed on 8/25 and has the following comments on the Air Plane Mitigation Measure Strategy: Enhanced Sound Attenuating Construction Requirements only.

- The best NYC department to implement and/or administer this strategy would be the Departemnt of Buildings; OER could offer technical support to the DOB on setting up the requirements and a streamline process to show compliance.
- A new regulatory requirement could be established since the amending the Buildings Code could prove a lengthy process. For example, the requirement could mirror the acoustical attenuation requirement currently existing for Mixed Use (MX) districts where a set acoustical attenuation is required for new residential building in areas of NYC where residential, commercial and light manufacturing uses are all allowed.
- Certification from the Architect (RA) of Professional Engineer (PE) of record should be used to confirm that design and construction are in compliance with the specific requirements of the mitigation strategy.
- Community/residents may welcome such strategy since noise complaints have steadily increased in the years and ranked high in the NYC 311 records; however, developers and owners affected by this measure will resist because of the potential higher construction and maintenance costs.

Please let me know if you have any questions.
Sincerely,

Maurizio Marezio Bertini, Ph.D. | **Assistant Director** | **Office of Environmental Remediation**
Tel 212.788.3922 | mbertini@dep.nyc.gov

From: Mitchell, Kelly [mailto:kmitchell@panynj.gov]
Sent: Monday, November 06, 2017 4:35 PM
To: Mitchell, Kelly
Cc: Yousuf, Adeel; Herndon, Jane; Bock, Tom
Subject: RE: JFK & LGA Airport's Part 150 Studies_Followup3
Importance: High

Greetings,

As a final follow-up to our letter dated August 25th and the subsequent response(s) received, we are requesting, if you have not done so as of yet, that you please send us an acknowledgement of receipt of our correspondence along with any feedback you wish to contribute **by Friday, November 17, 2017**.

The Port Authority of NY & NJ would like to thank you again for your consideration & input as we advance through the Part 150 Study process for both JFK & LGA airports.

Sincerely,

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ
4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

From: Mitchell, Kelly
Sent: Thursday, October 05, 2017 11:43 AM
To: EBrunner@cityhall.nyc.gov; mbertini@dep.nyc.gov; ssolomon@planning.nyc.gov; amartinez-rubio@queensbp.org; ipoy@queensbp.org; LATKINS@queensbp.org; MWong2@buildings.nyc.gov; 'cholme@planning.nyc.gov' <cholme@planning.nyc.gov>; 'rdobrus@planning.nyc.gov' <rdobrus@planning.nyc.gov>; 'mgarcia@planning.nyc.gov' <mgarcia@planning.nyc.gov>
Cc: Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@PANYNJ.GOV>; Bock, Tom <tbock@panynj.gov>
Subject: RE: JFK & LGA Airport's Part 150 Studies

Hello All,

As a follow-up to our letter dated August 25th, attached please find the response(s) we have received thus far for your review & files. If I receive any additional responses they will be circulate through this or a similar email chain.

Thank you,

Kelly Mitchell, PMP, LEED AP BD+C
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From: Mitchell, Kelly <kmitchell@panynj.gov>
Sent: Tuesday, January 9, 2018 10:51 AM
To: Thompson, Elizabeth
Cc: Byrne, Peter; Steven Alverson; Michael Arnold; Chris Sequeira
Subject: RE: Part 150 Land Use Strategies - OEC

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Elizabeth for all your efforts.

I agree with your deduction – No need to further pursue feedback/input from OEC. So we can memorialize closeout of this task at today's project team update meeting.

Kelly Mitchell, PMP, LEED AP BD+C
Aviation Department
The Port Authority of NY & NJ
4 World Trade Center | 150 Greenwich Street, 18th Floor | New York, NY 10007
P: 212.435.3728 | M: 646.596.2215

From: Thompson, Elizabeth [mailto:elizabeththompson@VHB.com]
Sent: Monday, January 08, 2018 5:27 PM
To: Mitchell, Kelly <kmitchell@panynj.gov>
Cc: Byrne, Peter <PByrne@VHB.com>; Steven Alverson <SAlverson@esassoc.com>; Michael Arnold <MArnold@ESASSOC.com>; Christopher Sequeira <CSequeira@esassoc.com>
Subject: Part 150 Land Use Strategies - OEC

Hi Kelly,

Hope you had a great time on your Cancun vacation last month.

As an update to the Part 150 land use strategies, VHB has reached out to Esther Brunner at NYC's Office of Environmental Coordination several times since early November. At this point, I think we've exhausted our attempt to reach out and have a trail of emails to show our effort. Please let us know how you'd like to move forward.

Thanks,

Elizabeth Thompson, AICP, LEED GA
Transportation Planner

One Penn Plaza
Suite 715
New York, NY 10121-0001
P 212.857.7357 **| F** 212.971.7239
elizabeththompson@vhb.com

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E-9 Federal Aviation Administration Meeting January 20, 2017

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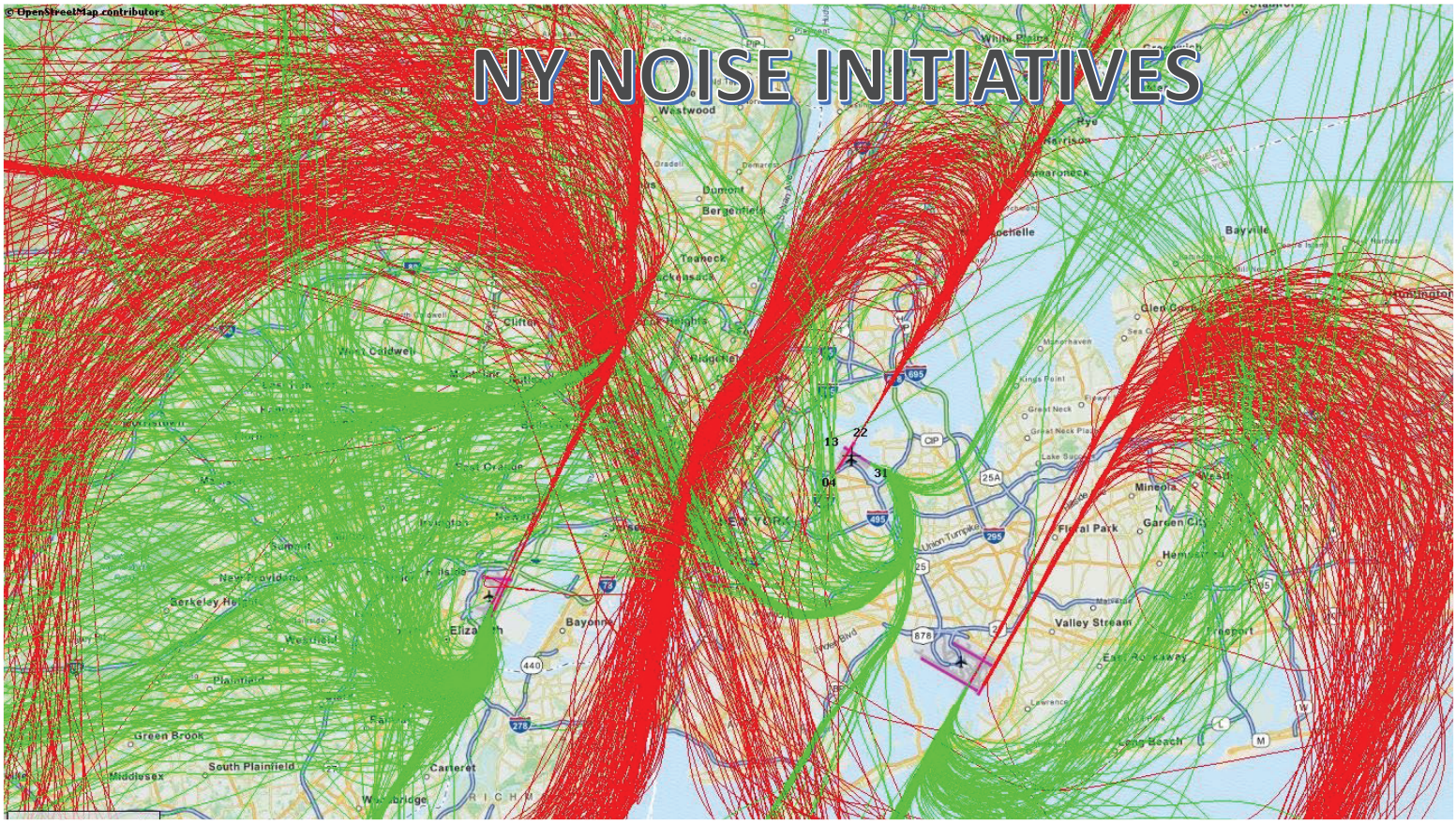


Purpose of this meeting:

Discussion with NY TRACON on airspace/procedure ideas that can safely improve efficiency and the noise environment in the NY region.

Desired meeting outcomes:

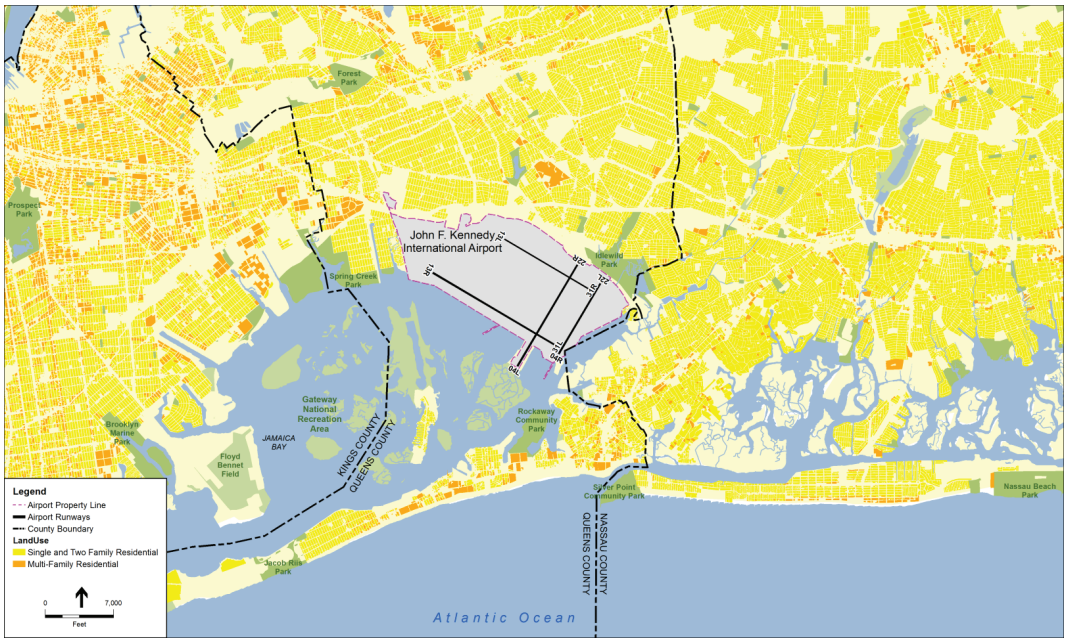
- High-level perspectives on feasibility of the ideas discussed
- Schedule for a further discussion

Meeting agenda:

- For JFK and LGA:
  - Visualize residential population
  - Visualize influence of nighttime flights on noise exposure
- Present and discuss key airspace/procedure ideas for JFK and LGA
- Summarize perspectives on feasibility
- Schedule further discussion

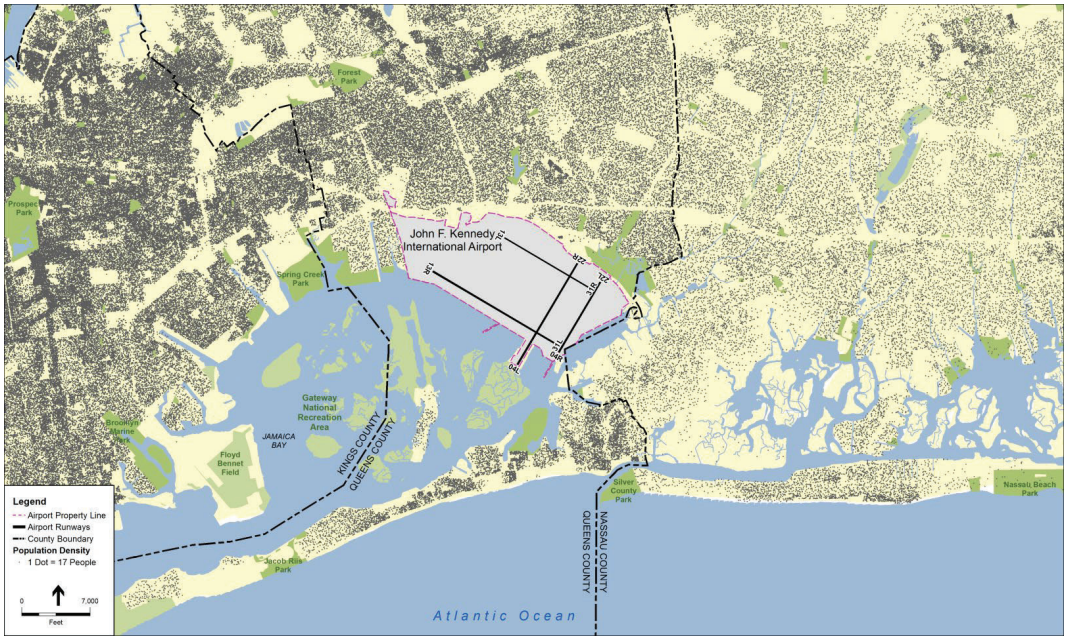
The 14 CFR Part 150 process is a vehicle for implementing changes that can simultaneously improve safety, efficiency, and the noise environment.

Residential Land Use in the Vicinity of JFK



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

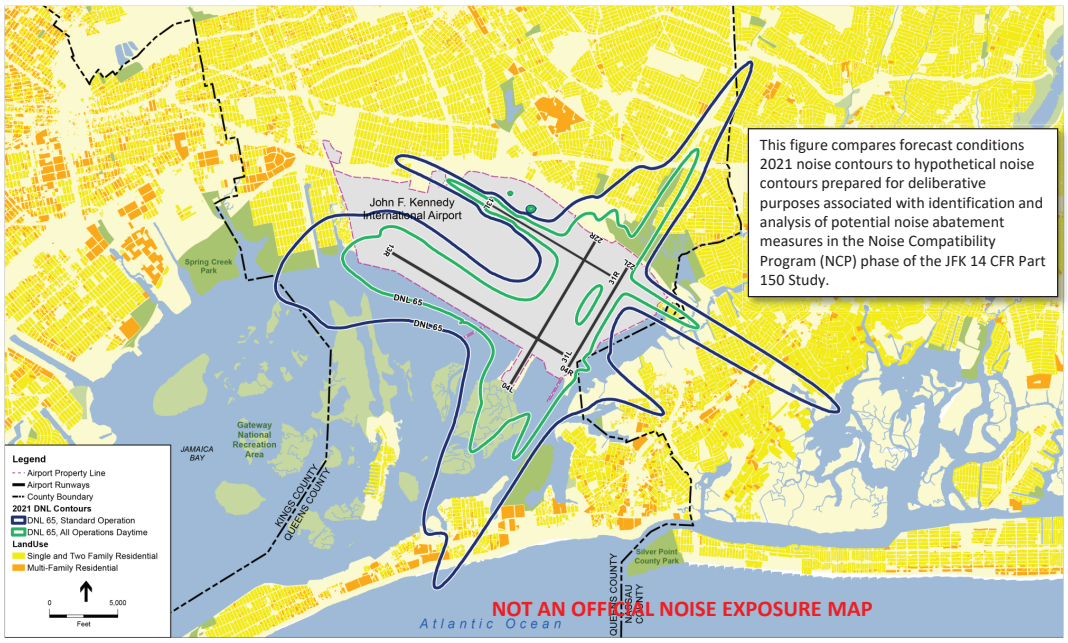
Population Density in the Vicinity of JFK



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; U.S. Census Bureau, 2010.

What if all JFK nighttime flights occurred in the daytime?

DRAFT – SUBJECT TO CHANGE



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

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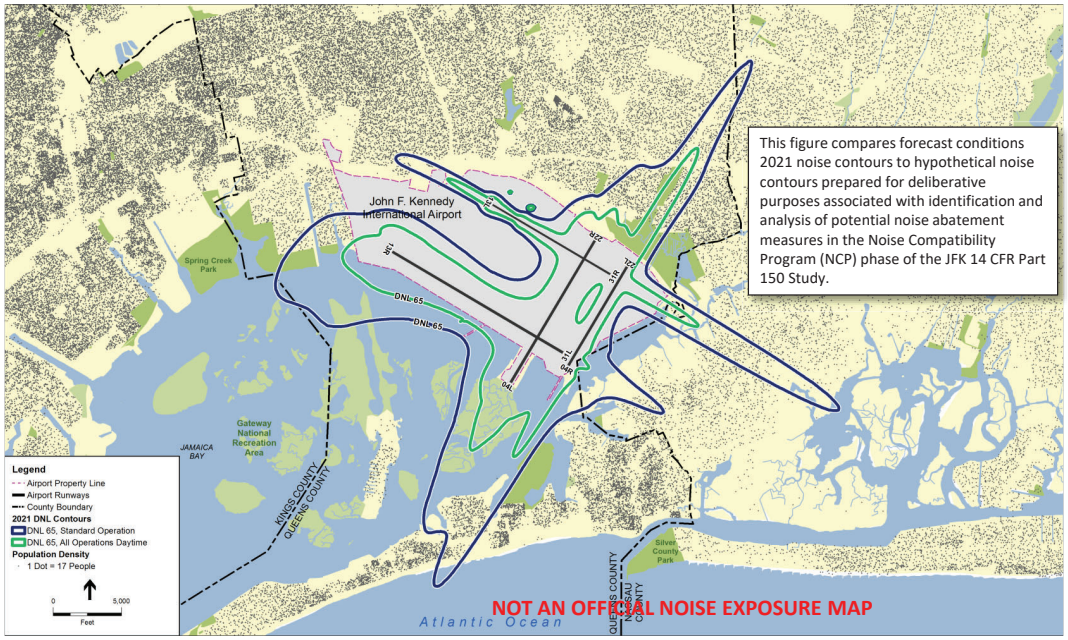
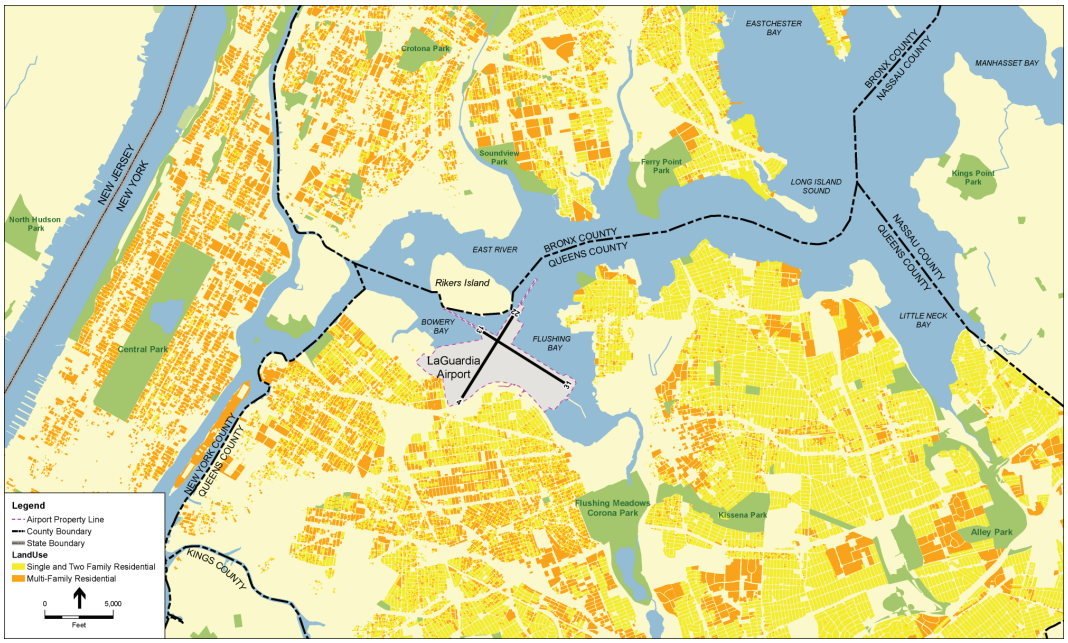


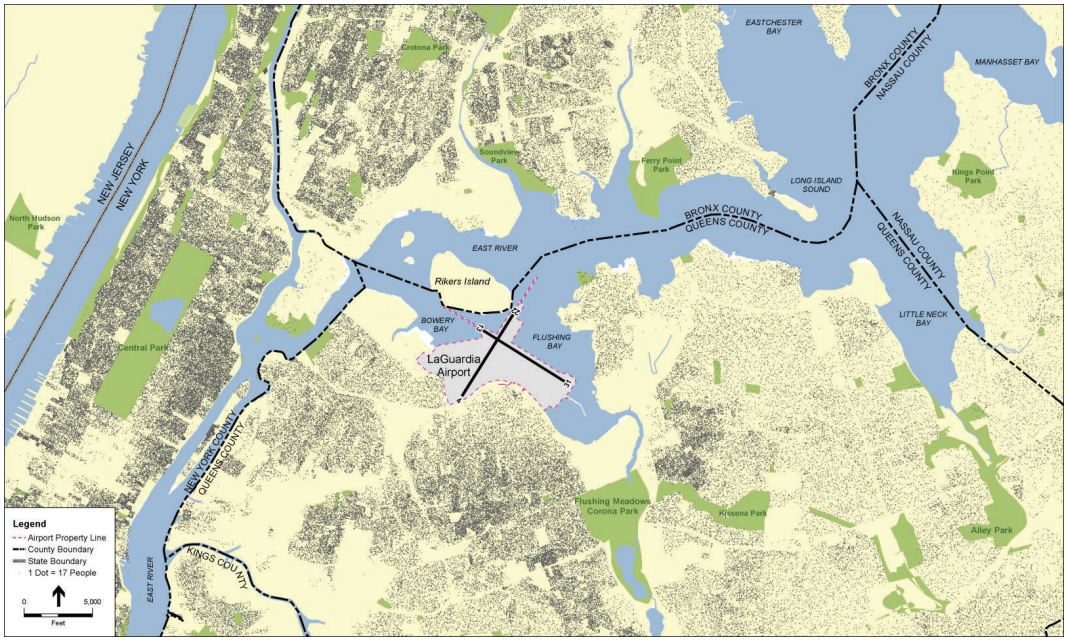
SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; U.S. Census Bureau, 2010.

Residential Land Use in the Vicinity of LGA



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; Planning Technology, Inc. 2016; KB Environmental Sciences, Inc., 2016.

Population Density in the Vicinity of LGA



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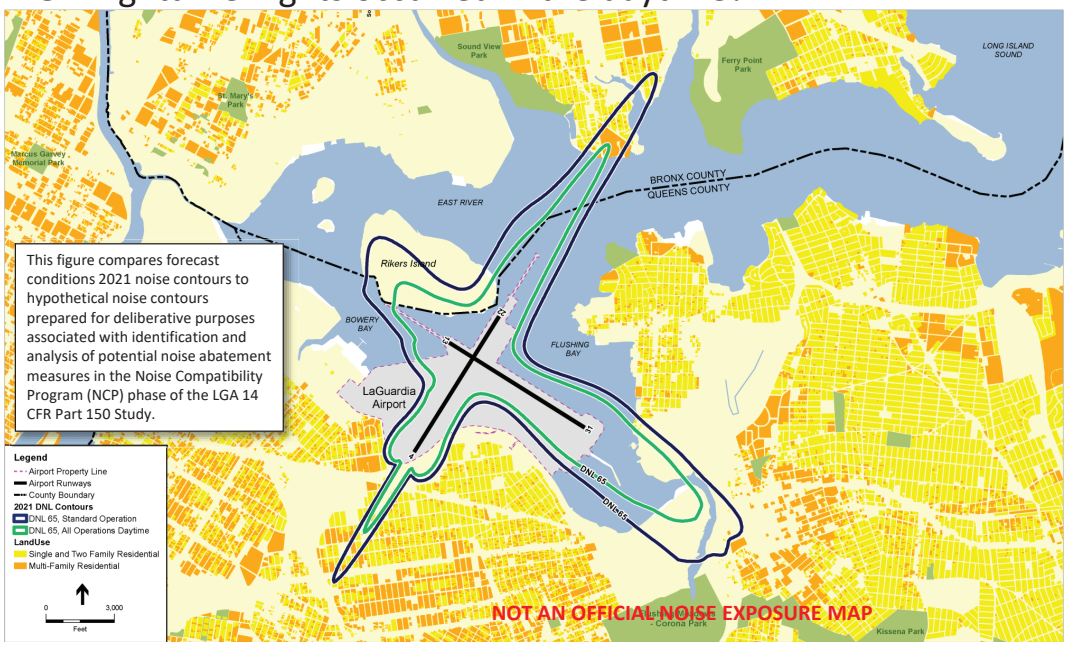
What if all LGA nighttime flights occurred in the daytime?

DRAFT – SUBJECT TO CHANGE



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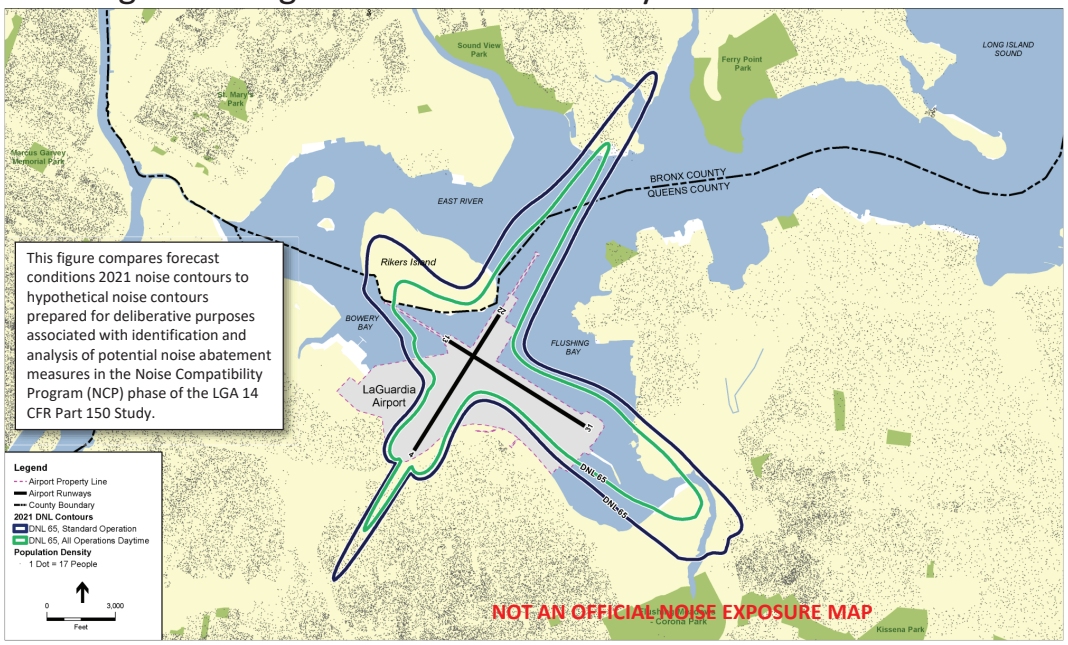

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Key Points

JFK:

JFK arrival route is changed to allow for a longer final. Develop an OPD from the east (ROBER) to fly along the Long Island Sound remaining at much higher altitude than today and providing fuel efficiency. This would have aircraft at 6-7000' feet versus the current 2-3000'. This would also reduce flying time by 2-3 minutes. Utilizing latest technologies TBFM/TSAS other fixes CAMRN/LENDY can remain at higher altitudes. The LGA 13 RNAVS allow Belmont to be used by JFK. Additionally, develop OPD for the other transitions for each runway configuration. **The primary goal is to eliminate the low altitude crossing of many neighborhoods on Long Island.**

Simultaneous independent arrivals into the Runway 22L/R, which is currently available. Using the OPD could provide significant delay reduction and noise benefits to residents near JFK.

•With the implementation of LGA Runway 13 departure procedures, we maybe able to provide dispersal headings off Runway 4L at JFK and providing additional throughput and noise relief.

•Utilize dispersed headings off Runway 22R during the nighttime hours to provide relief to the communities south of JFK.

•Create dual approaches to Runway 13L/R at JFK allowing JFK to gain a viable alternative to the current operational configurations.

•Utilize CRDA to develop other configurations to not only provide noise relief during off-peak periods.

•Use of seldom used procedures (described in the SOP) during off-peak periods to reduce nighttime noise (10 pm – 7 am) when possible.

•Many of these procedures will require airspace modifications in N90. Additionally, RNAV departure SIDs to meet crossing restrictions would be a recommendation to assist in controller workload.

LGA:

Use two or three climbs off Runway 13. Eliminating the Whitestone climb and utilizing the TNNIS/GLDMN/NTHNS climb to run simultaneously with JFK 31L departures. Departure procedures were designed to work simultaneously with all JFK configurations.

A few options:

New climb developed (WYYCK) to follow the Van Wyck Expressway so as to overfly JFK. This would assist ATC as the JFK Runway 31L departures to RBV would be west of the NTHNS rather than directly below them.

If ATC doesn't want the NTHNS/WYYCK used, departures could be limited to the TNNIS/GLDMN only.

Create a New SID off Runway 13 to make a left turn over the industrial areas of Flushing and avoid the densely populated communities. This could be used whenever LGA is landing Runway 4 and departing Runway 13. Again this could be used in conjunction with the GLDMN/NTHNS to increase the airport throughput, which on this configuration is critical.

The LGA Runway 13 RNAV climbs do not overfly the Flushing Meadow Park as designed. Explore alternatives to allow the aircraft to initiate the turn sooner, if possible. Utilizing ELSO this would also provide increased throughput.

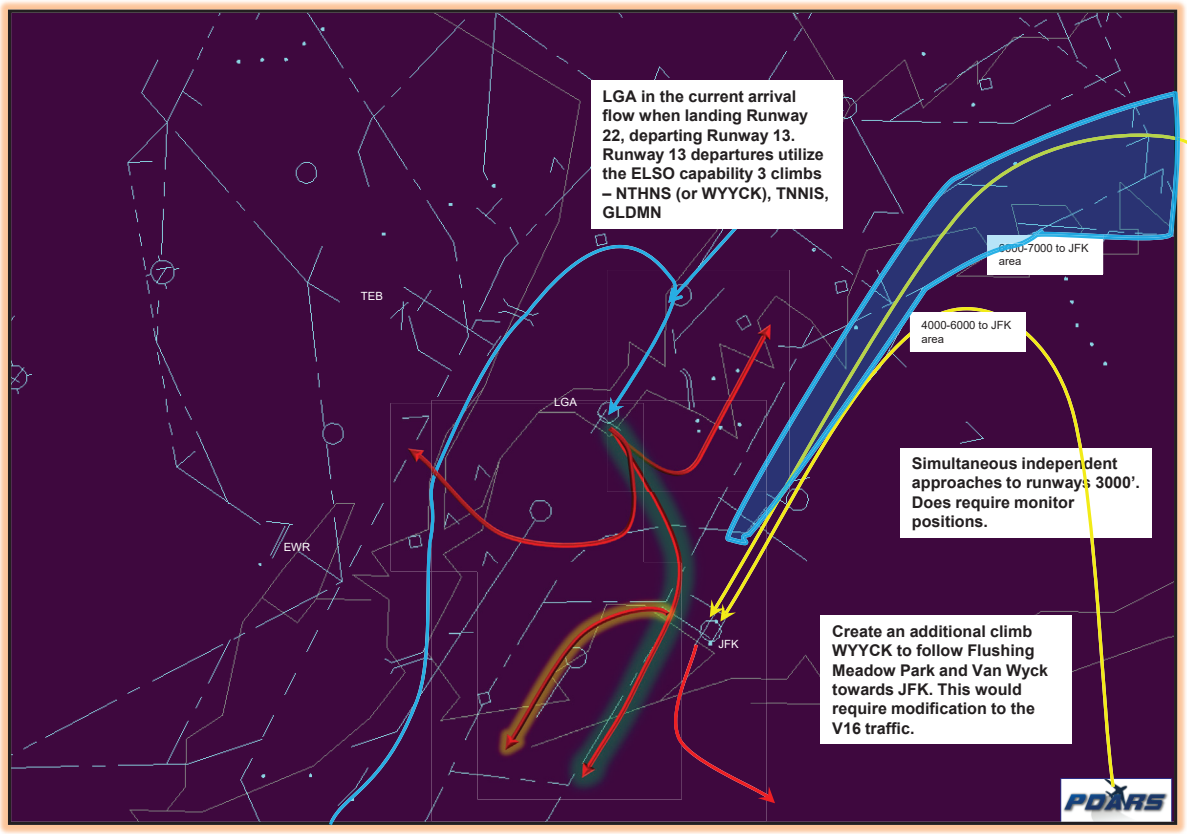
LGA Expressway approach. Include a crossing restriction outside of dials to force the arrivals to remain higher longer. For example, cross PROUD at 3500'. This may require it to become an RNAV visual approach. This would eliminate the need for the Localizer approach when EWR utilizes the RNAV approach to Runway 29 or modify the expressway approach to fly to the west portion of LGA's airspace and turn over the Statue of Liberty Eastbound. This would avoid Brooklyn. Traffic from the Northeast would have make right turn and advanced sequencing tools would be used.

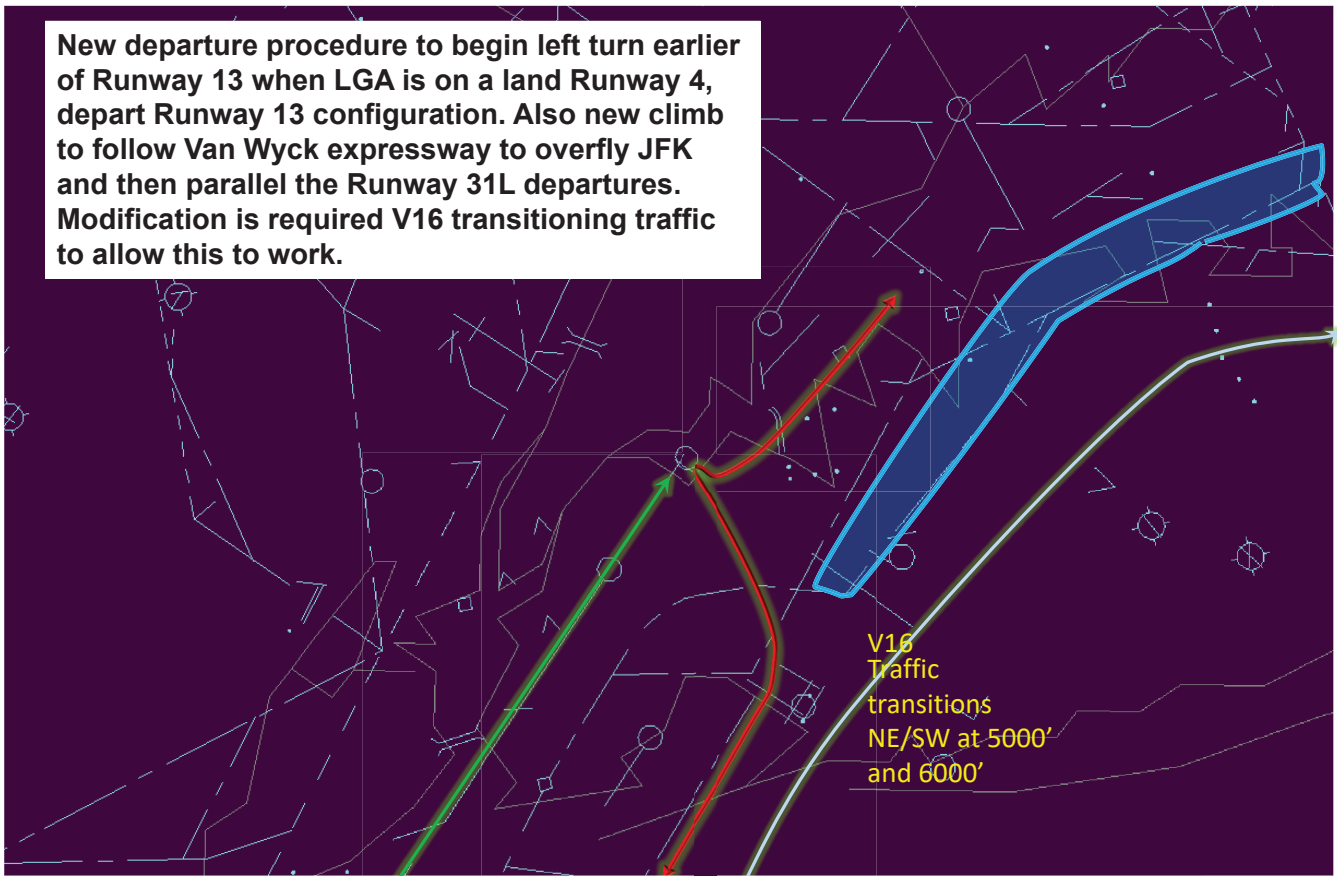
LGA River Visual Runway 13 approach resurrection. Utilizing RNAV, this was always a critical approach for Noise abatement procedures at LGA. The design can be simplified by looking at the new procedures for EWR and TEB. EWR dispersal heading (if possible) and TEB create an approach to Runway 1

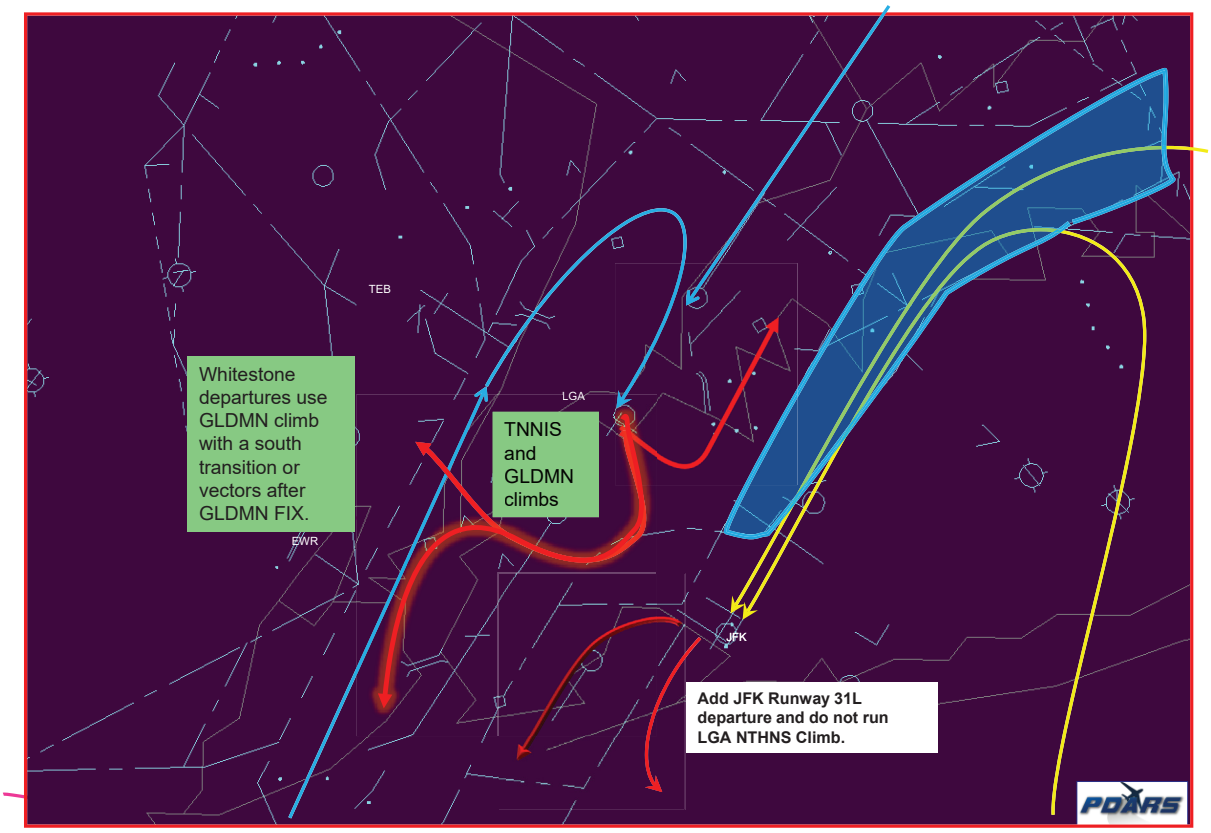
Create a RNAV of the Expressway to allow aircraft to land Runway 31 in lower conditions minimizing the need for the Localizer Runway 31 approach or create a RNAV approach to Runway 31, to remain clear of Belmont airspace and minimizing the time over land. This not only helps with noise, but de-conflicts LGA and JFK airspace provide for additional options.

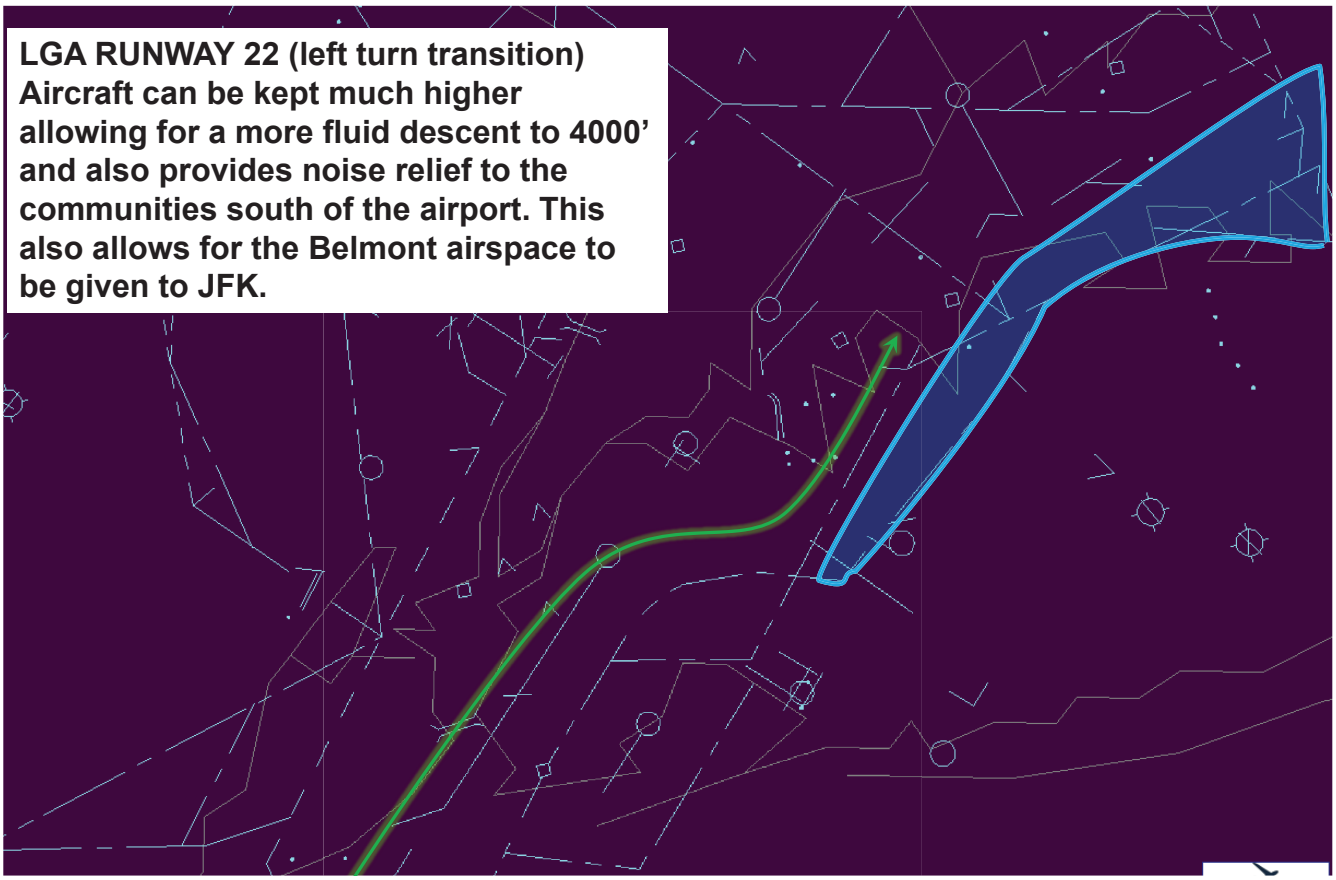
Traffic from the northeast can remain at a higher altitude and transition overhead the airport rather than being vectored east of the airport and lower altitudes. (This is an original procedure from the 1980s.)

Develop RNAV transitions when LGA is on the land Runway 22, depart Runway 31 operation to allow the Belmont airspace to be used by JFK. Also create an RNAV transition for traffic flying up the Hudson keeping them over the water from the VZ bridge to the GW bridge.

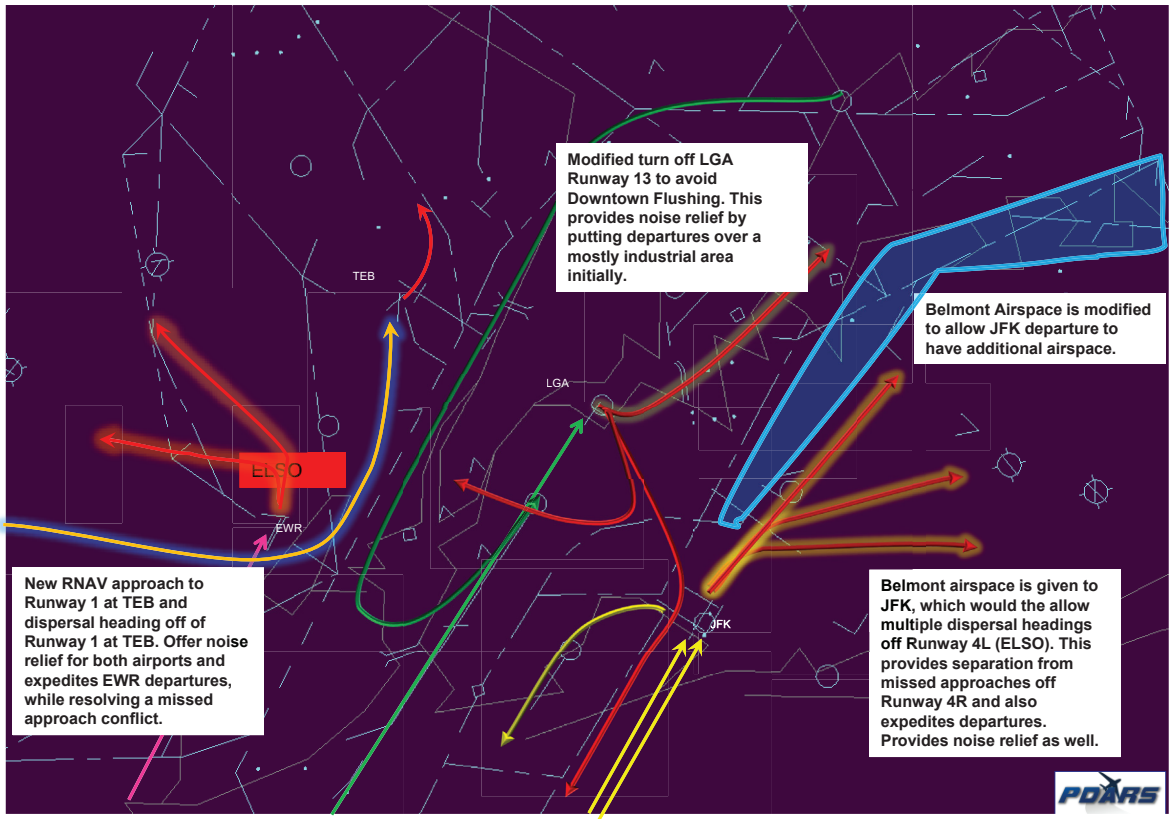

LGA in the current arrival flow when landing Runway 22, departing Runway 13. Runway 13 departures utilize the ELSO capability 3 climbs – NTHNS (or WYYCK), TNNIS, GLDMN
TEB
LGA
EWR
JFK
6000-7000 to JFK area
4000-6000 to JFK area
Simultaneous independent approaches to runways 3000'. Does require monitor positions.
Create an additional climb WYYCK to follow Flushing Meadow Park and Van Wyck towards JFK. This would require modification to the V16 traffic.
PDARS

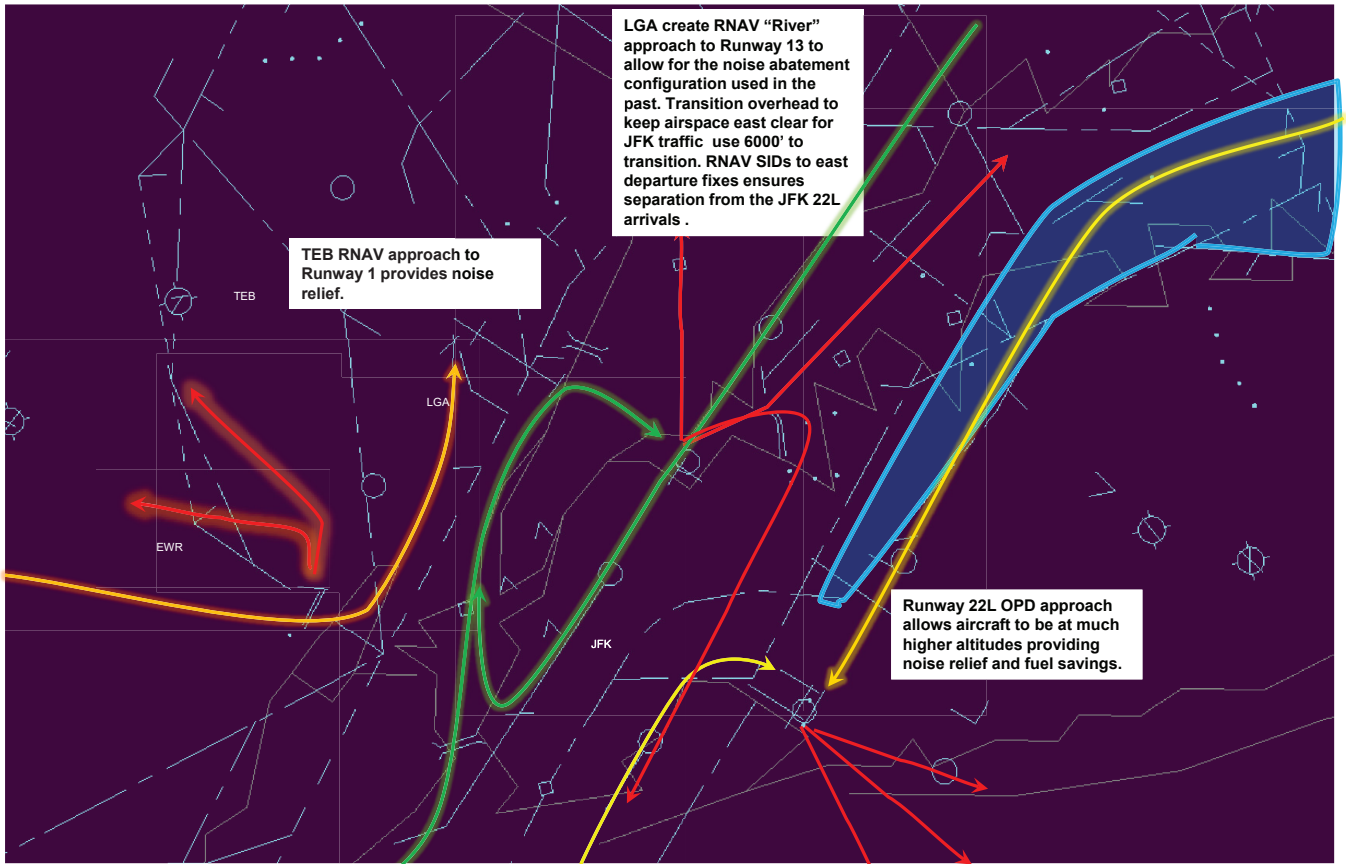

New departure procedure to begin left turn earlier of Runway 13 when LGA is on a land Runway 4, depart Runway 13 configuration. Also new climb to follow Van Wyck expressway to overfly JFK and then parallel the Runway 31L departures. Modification is required V16 transitioning traffic to allow this to work.
V16 Traffic transitions NE/SW at 5000' and 6000'

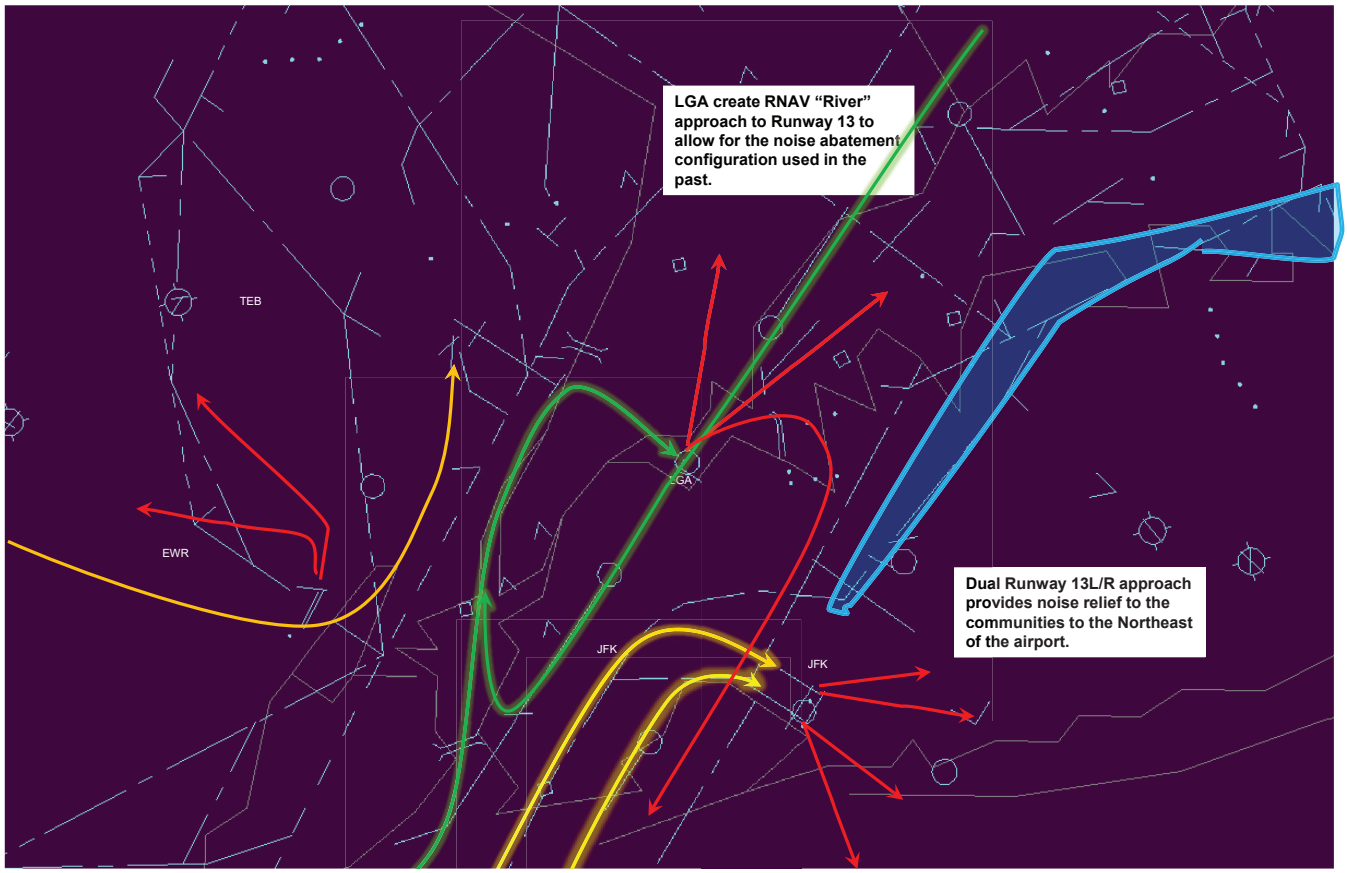

TEB
Whitestone departures use GLDMN climb with a south transition or vectors after GLDMN FIX.
LGA
TNNIS and GLDMN climbs
EWR
JFK
Add JFK Runway 31L departure and do not run LGA NTHNS Climb.
PDARS

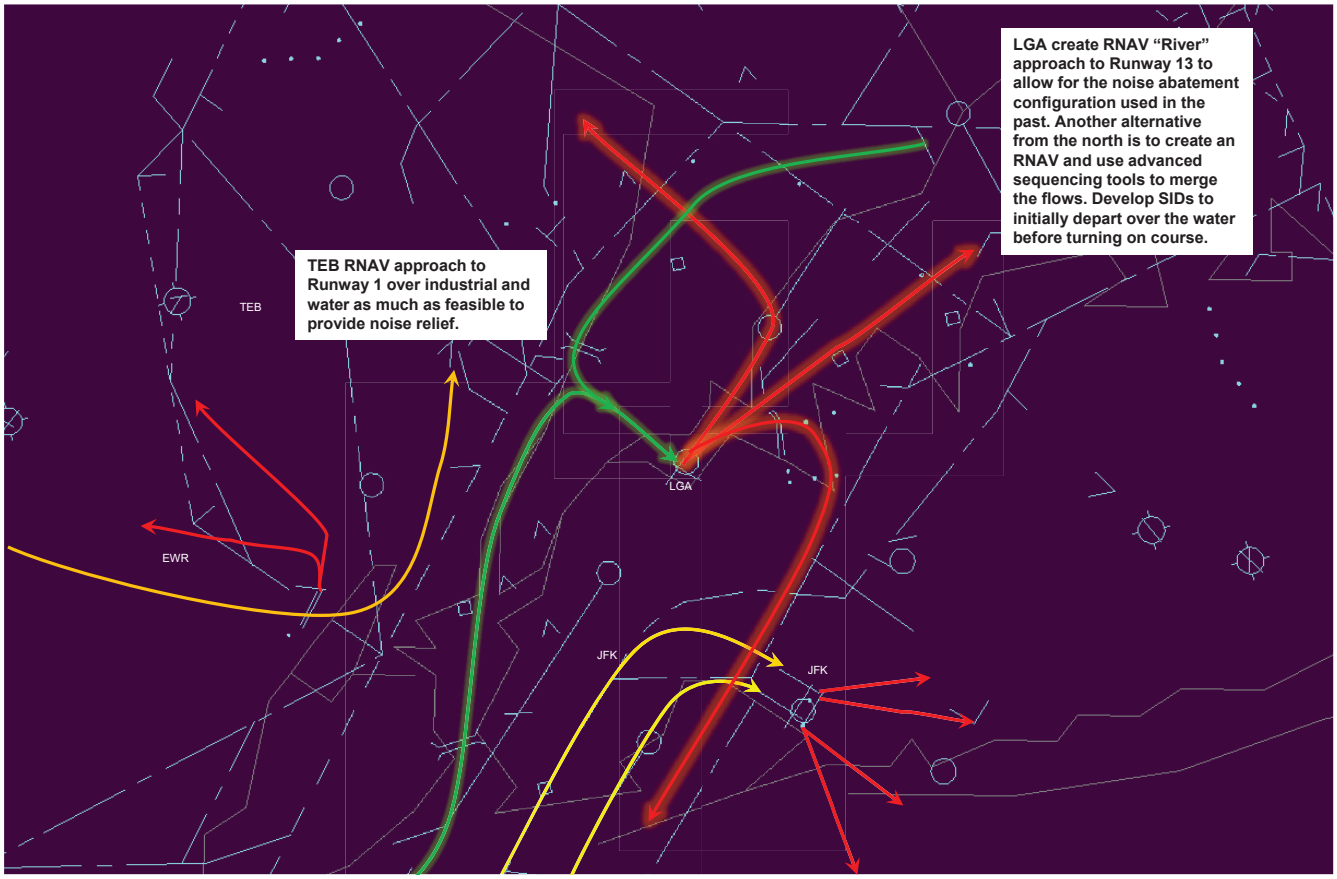

LGA RUNWAY 22 (left turn transition) Aircraft can be kept much higher allowing for a more fluid descent to 4000' and also provides noise relief to the communities south of the airport. This also allows for the Belmont airspace to be given to JFK.

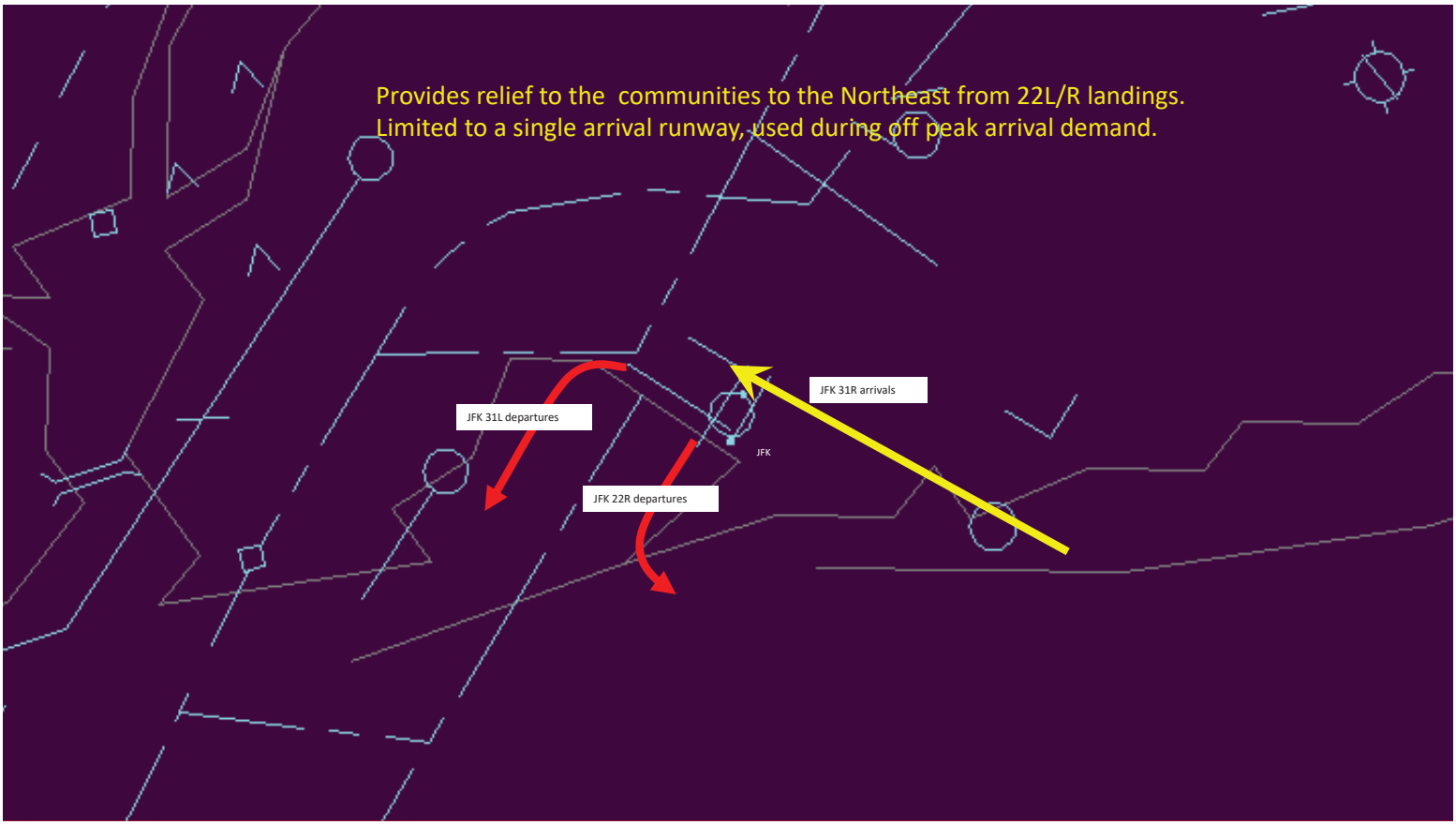
RNAV transition to LGA Runway 22 right turn.
TEB
LGA
EWR
JFK
PDARS

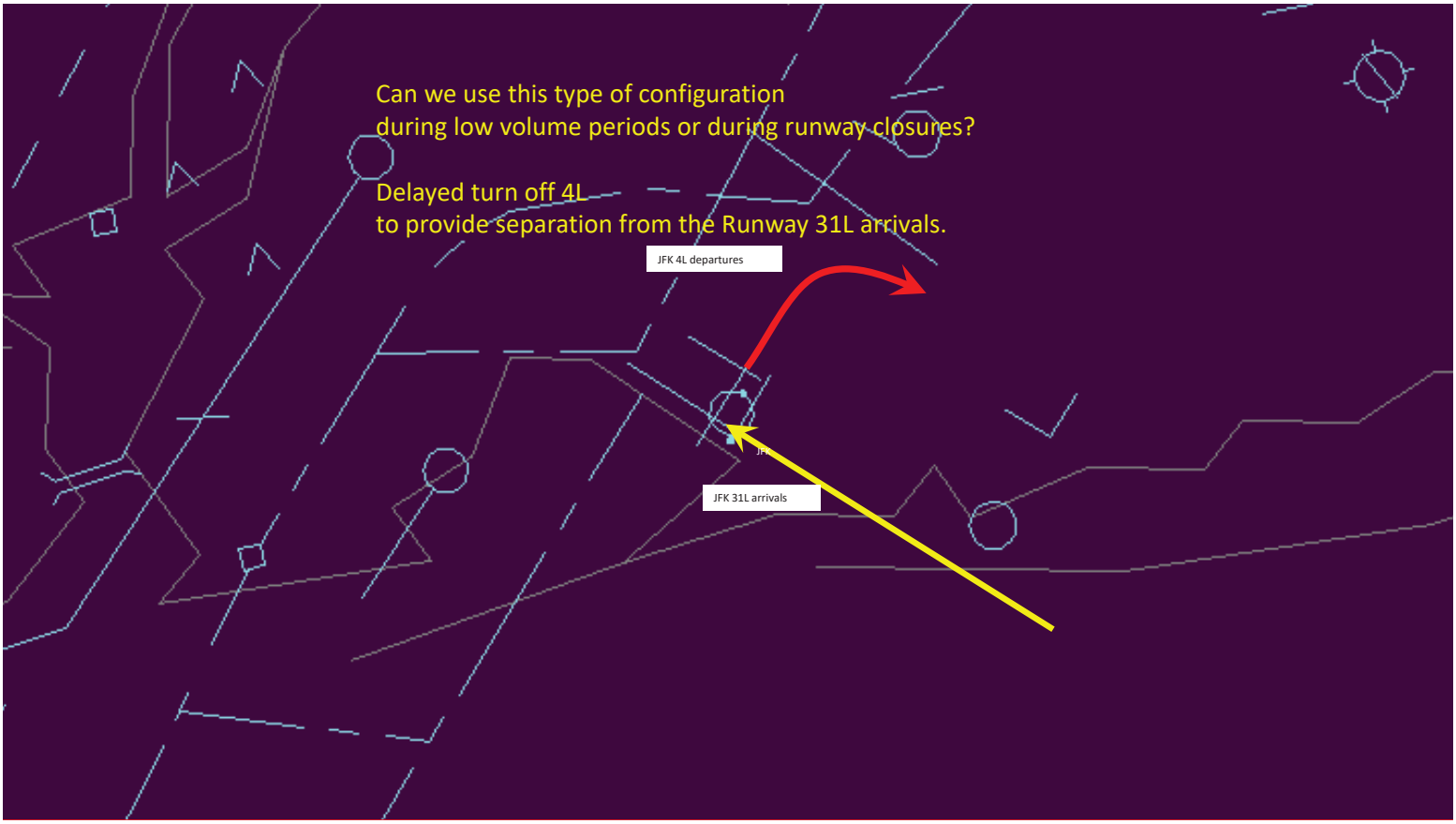

Modified turn off LGA Runway 13 to avoid Downtown Flushing. This provides noise relief by putting departures over a mostly industrial area initially.
Belmont Airspace is modified to allow JFK departure to have additional airspace.
TEB
LGA
ELSO
EWR
JFK
New RNAV approach to Runway 1 at TEB and dispersal heading off of Runway 1 at TEB. Offer noise relief for both airports and expedites EWR departures, while resolving a missed approach conflict.
Belmont airspace is given to JFK, which would the allow multiple dispersal headings off Runway 4L (ELSO). This provides separation from missed approaches off Runway 4R and also expedites departures. Provides noise relief as well.
PDARS

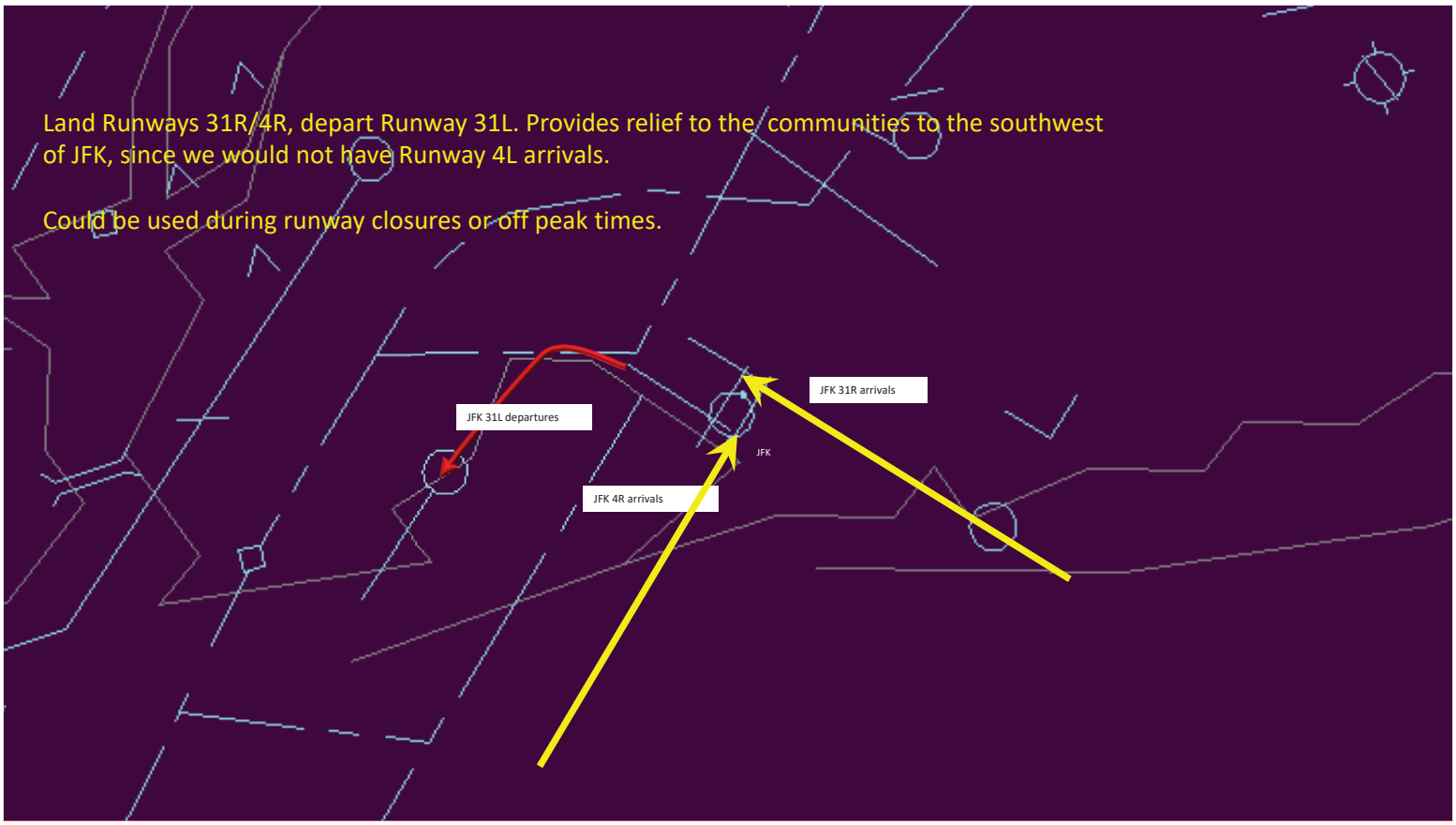

LGA create RNAV "River" approach to Runway 13 to allow for the noise abatement configuration used in the past. Transition overhead to keep airspace east clear for JFK traffic use 6000' to transition. RNAV SIDs to east departure fixes ensures separation from the JFK 22L arrivals .
TEB RNAV approach to Runway 1 provides noise relief.
TEB
LGA
EWR
JFK
Runway 22L OPD approach allows aircraft to be at much higher altitudes providing noise relief and fuel savings.

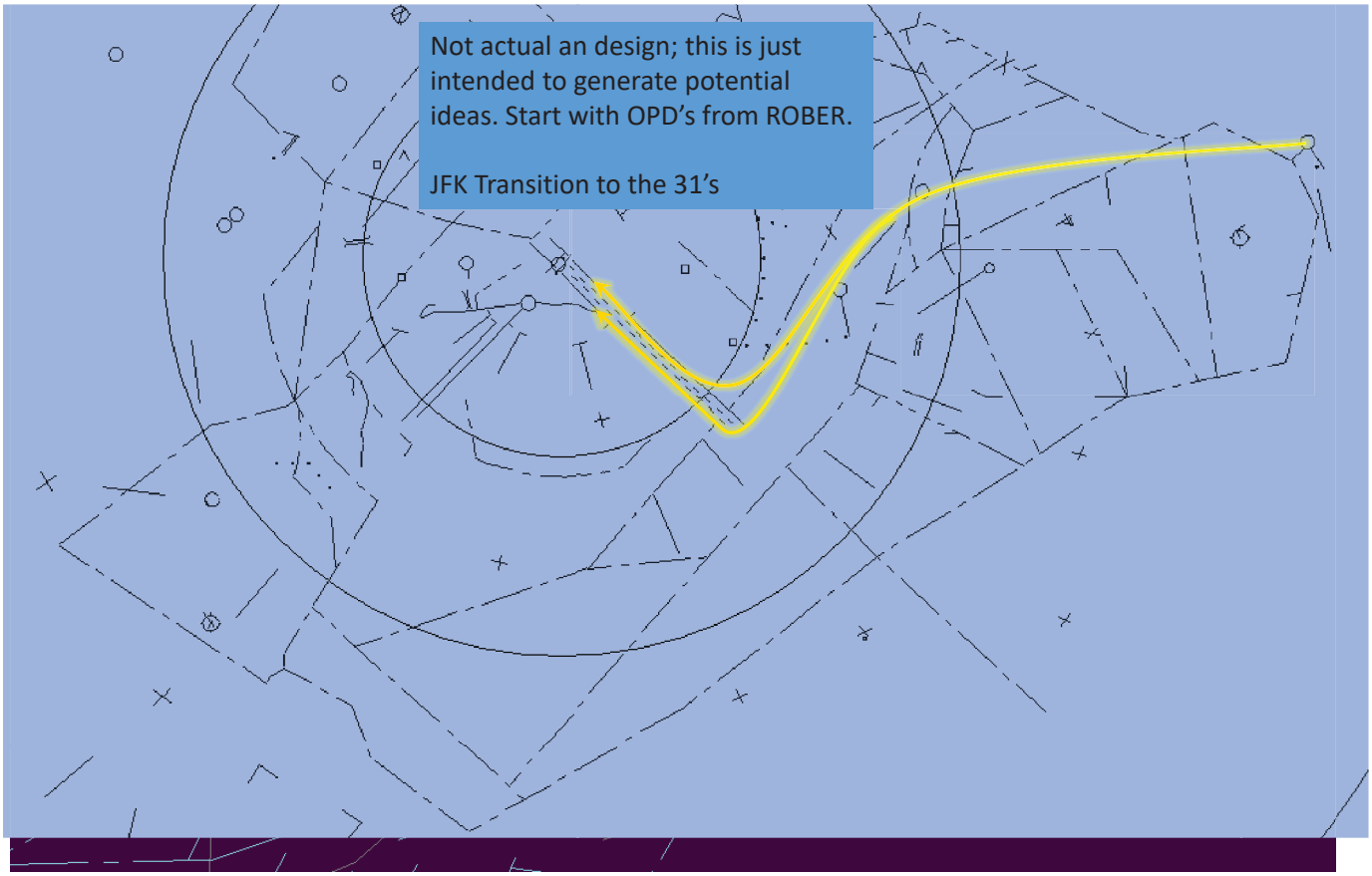

LGA create RNAV "River" approach to Runway 13 to allow for the noise abatement configuration used in the past.
TEB
LGA
EWR
JFK
JFK
Dual Runway 13L/R approach provides noise relief to the communities to the Northeast of the airport.

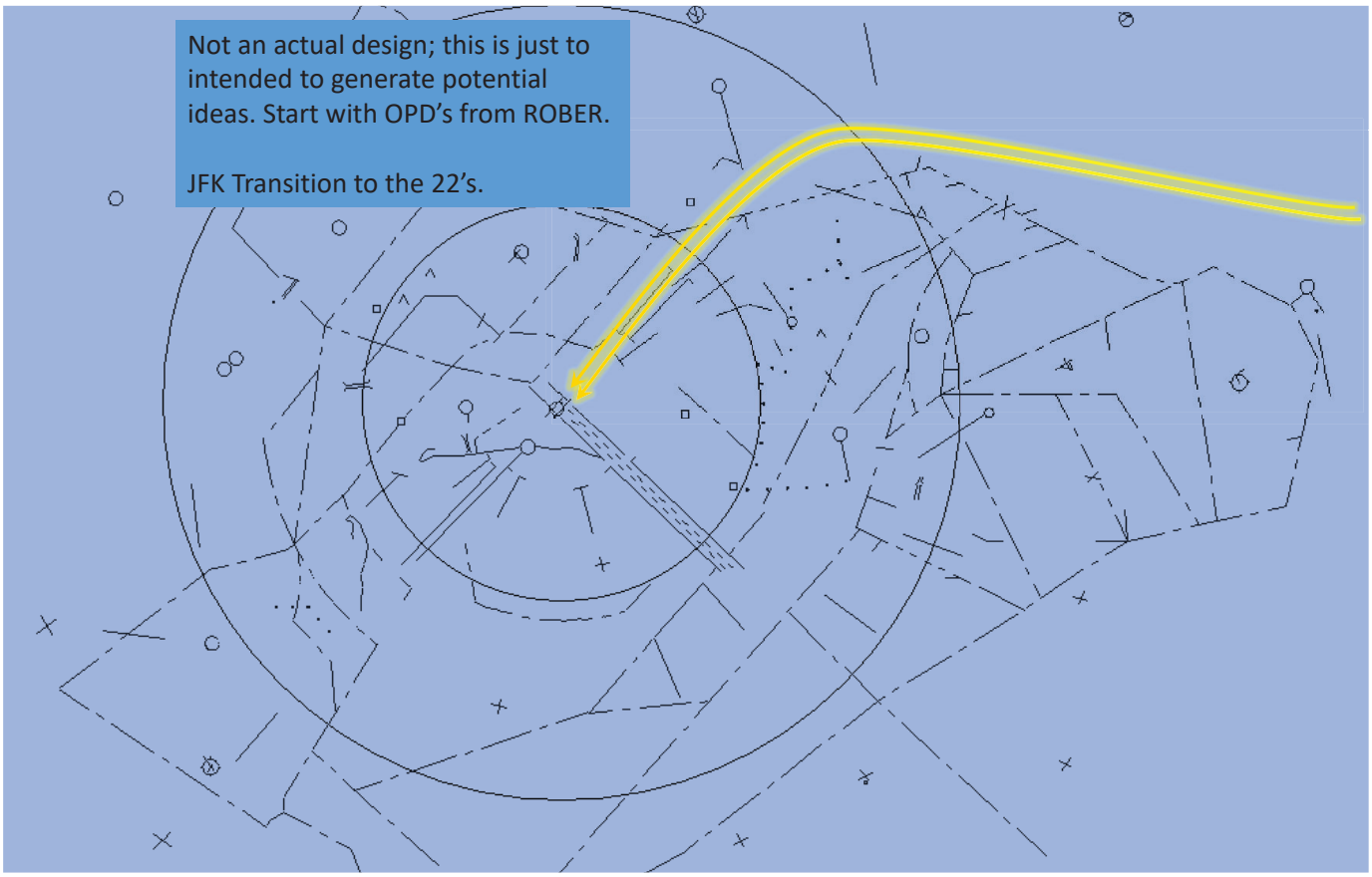

LGA create RNAV "River" approach to Runway 13 to allow for the noise abatement configuration used in the past. Another alternative from the north is to create an RNAV and use advanced sequencing tools to merge the flows. Develop SIDs to initially depart over the water before turning on course.
TEB RNAV approach to Runway 1 over industrial and water as much as feasible to provide noise relief.
TEB
LGA
EWR
JFK
JFK

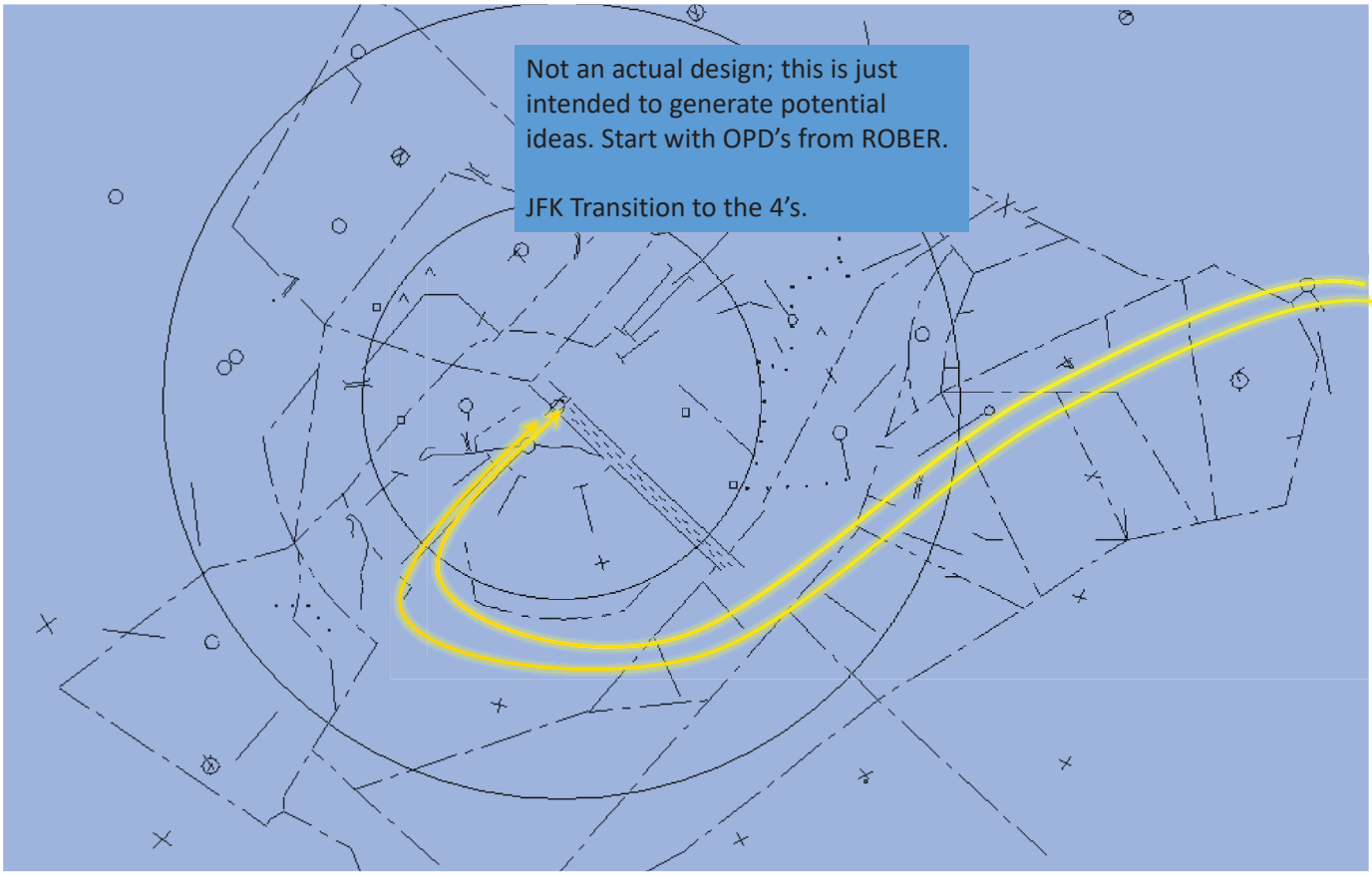

Provides relief to the communities to the Northeast from 22L/R landings.
Limited to a single arrival runway, used during off peak arrival demand.
JFK 31L departures
JFK 31R arrivals
JFK
JFK 22R departures

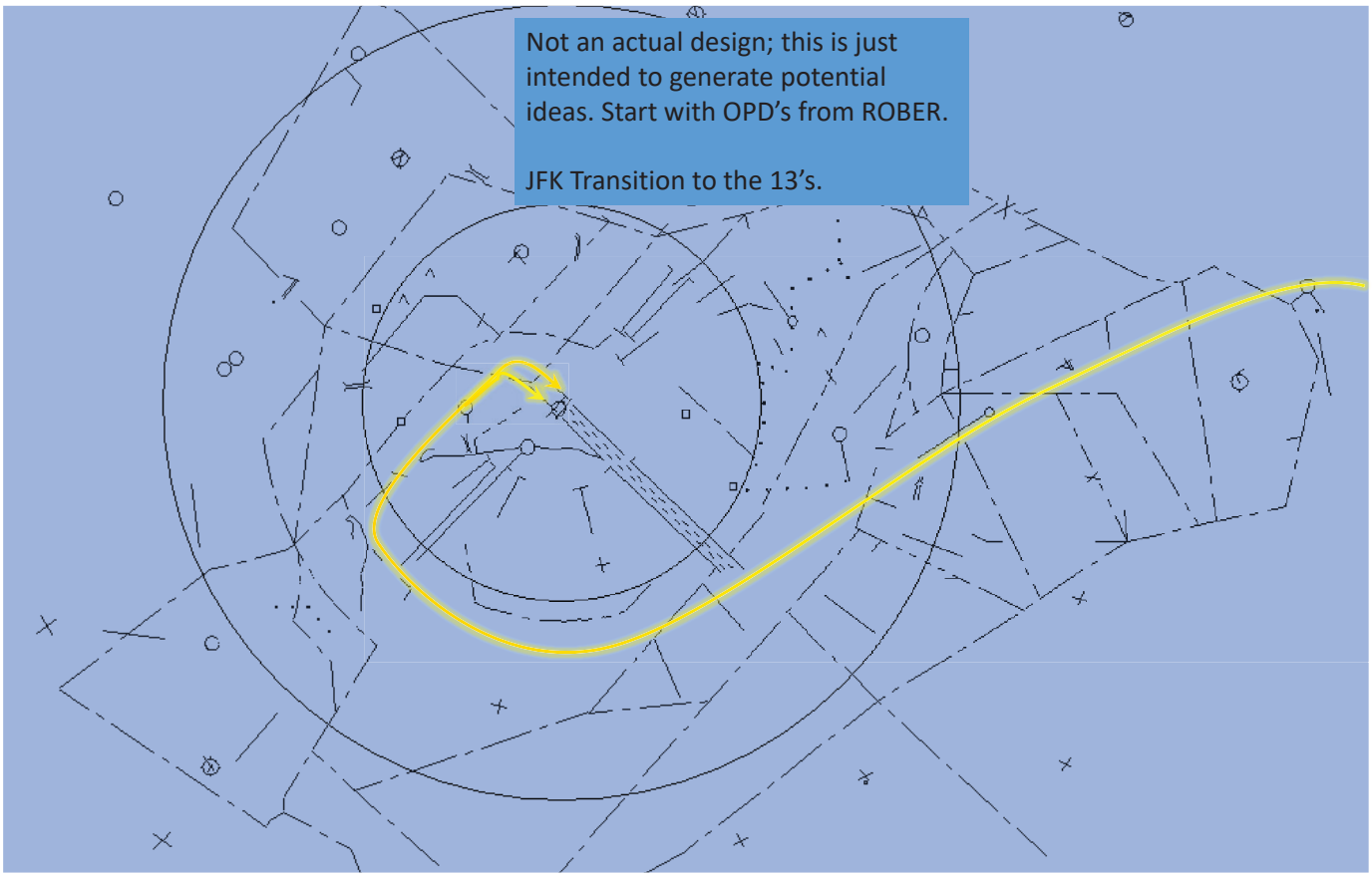

Can we use this type of configuration
during low volume periods or during runway closures?
Delayed turn off 4L
to provide separation from the Runway 31L arrivals.
JFK 4L departures
JFK
JFK 31L arrivals


Land Runways 31R/4R, depart Runway 31L. Provides relief to the communities to the southwest
of JFK, since we would not have Runway 4L arrivals.
Could be used during runway closures or off peak times.
JFK 31L departures
JFK 31R arrivals
JFK
JFK 4R arrivals


Not actual an design; this is just intended to generate potential ideas. Start with OPD's from ROBER.
JFK Transition to the 31's


Not an actual design; this is just to intended to generate potential ideas. Start with OPD's from ROBER.
JFK Transition to the 22's.


Not an actual design; this is just intended to generate potential ideas. Start with OPD's from ROBER.
JFK Transition to the 4's.


Not an actual design; this is just intended to generate potential ideas. Start with OPD's from ROBER.
JFK Transition to the 13's.

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	January 20, 2017	meeting time	9:00 am EST
present	**PA:** Kelly Mitchell, Ralph Tamburro, Adeel Yousuf, Tim Middleton **ESA:** Steve Alverson, Mike Arnold, Chris Sequeira, Mike Alberts, Peter Byrne, Jen Hogan **FAA:** Suki Gill, Dave Sanchez, Steve Kapsalis, Lindsay Butler, Andrew Brooks, Mike Porcello, Steve McClain	route to	Kelly Mitchell, Ed Knoesel, Adeel Yousuf
distribution date	January 23, 2017		
Subject	Special Port Authority/FAA Discussion on Noise Abatement Measures		

Kelly Mitchell stated the purpose of the meeting is to review the noise abatement procedure suggestions the Port Authority has received to date, assess the feasibility of these ideas, and provide feedback to the Technical Advisory Committees regarding what is feasible and what is not. The overall goal is to reduce the number of noise sensitive uses in the 65 DNL contour. Andrew Brooks noted that 14 CFR Part 150 requires that we document those measures that are not operationally feasible.

Steve Alverson reviewed hypothetical depictions of the 65 DNL contours for LGA and JFK for which all of the nighttime operations (10:00 pm to 6:59 am) were moved to the daytime (7:00 am to 9:59 pm). He noted that in this hypothetical scenario, the JFK contour shrank by about five decibels (dB), while the LGA contour shrank by about three dB. He said that although it is not feasible to move all nighttime operations into the daytime period, the scenarios illustrate the impact that nighttime operations have on the DNL contours. He added that focusing on noise abatement procedures during the nighttime period has the potential to provide the greatest benefit in terms of reducing the 65 DNL contours.

Ralph Tamburro briefly reviewed each of the suggested noise abatement measures noting what the potential operational and noise benefits might be.

Mike Porcello asked how the Port Authority intended to deal with the issue of shifting of noise from one community to another. Steve Alverson responded that the key questions to ask are: Is the new noise abatement measure reducing the impacted population within the 65 DNL contour and is the procedure introducing noise to a new area? Mike Porcello indicated that the TRACON may not have much flexibility on reducing overnight arrivals to certain LGA runways.

TRACON's Review of the Suggested LGA Noise Abatement Measures

Reduce the Use of TNNIS at Night

Mike Porcello indicated that the nighttime hours of note at LGA are 10 pm and 6 am. Mike added that the TRACON tries to avoid using TNNIS during the 6 am block. Mike noted that the TRACON is constrained by JFK's arrival needs. Therefore, avoiding the use of TNNIS in the nighttime (10 pm) block may be difficult.

Utilize a Curved or Offset Approach to Runway 22

Mike Porcello indicated the TRACON has an LDA-A offset approach to Runway 22, which is over the water. He added that the TRACON supports curved or offset approaches, but some airlines are resisting offset and curved approaches throughout the National Airspace System. He added that one commercial airline has said it will not fly published approaches that do not contain vertical guidance and another airline may not accept curved or offset approaches altogether. He noted that while installation of Ground-Based Augmentation System (GBAS) technology at LGA may open up additional new opportunities for curved approaches, the airlines may not fly them. He added that too much variance in the path between different approaches impacts capacity. There is a need to fly a consistent approach or approaches that do not vary too much in flight path. There is an RNAV version of LDA-A, but it's not quite an overlay due to limitations of RNAV criteria. Mike will ask the FAA's Eastern Service Area Operations Support Group (OSG) in Atlanta about developing an RNAV overlay. Another possibility is to investigate the development of a charted visual overlay of the LDA-A offset approach to Runway 22. In summary, the TRACON will try to maximize use of LDA-A at LGA.

Develop an RNAV Version of the Runway 31 Expressway Visual Approach

Mike Porcello indicated that the TRACON had examined RNAV versions of the Runway 31 Expressway Visual approach, but they do not overlay the visual flight path due to limitations of RNAV criteria. Steve Kapsalis noted that the FAA is prohibited from designing RNAV-Visual approaches, so RNAV-Visuals are designed by third parties. He noted a true RNAV approach overlay of the Expressway Visual will not meet FAA's RNAV design criteria. He added that the implementation of an RNAV version of the Expressway Visual may actually make the noise situation worse for this reason. In summary, developing an RNAV Version of the Expressway Visual is not recommended by the TRACON.

Aircraft Performance and Runway 13 RNAV SIDs

Ralph Tamburro noted that aircraft on GLDMN/NTHNS RNAV standard instrument departures (SIDs) do not seem to be tracking the desired path over Flushing Meadows Corona Park. He added the aircraft are tracking further to the east than intended. Ralph indicated that he is not sure if the problem is related to how aircraft are being flown or to where the airlines are engaging RNAV. Mike Porcello said that the TRACON has observed that airline operating procedures to conserve fuel or reduce engine wear seem to have changed how aircraft are being operated and possibly affected how they fly certain procedures. He added that some of the aircraft flying the conventional departure (Whitestone) now seem to be tracking east of Flushing Meadows Corona Park. In summary, the TRACON will continue to look at flyability issues with Runway 13 RNAV SIDs.

Reinstate the Runway 13 River Visual Approach

Mike Porcello indicated that the TRACON cannot get the required airspace separations from Newark's airspace or air traffic separations from Newark's air traffic needed to reinstate the Runway 13 River Visual approach. In summary, this suggested procedure is not supported by the TRACON.

Utilize a Left Turn at the DIALS Waypoint and Flyover Manhattan on the Approach to LGA

Mike Porcello said one issue with a left turn at DIALS and flyover of Manhattan are the 1,800-foot obstructions in Manhattan. Ralph Tamburro suggested keeping aircraft at 2,500 feet over the Hudson River. Ralph Tamburro also suggested developing an approach that follows the East River north, and then turns right 90 degrees to Runway 13. Ralph added that the Expressway Visual has a turn greater than 90 degrees. Mike said the TRACON could look into an East River approach, but he expects airlines will have flyability concerns.

Implement a Runway 13 RNAV Approach

There is a draft approach plate for RNAV GPS to Runway 13 to address runway closure that is actually more noise-friendly than some of the other alternatives. This RNAV GPS approach keeps aircraft higher in some areas.

TRACON's Review of the Suggested JFK Noise Abatement Measures

Utilize a Preferential Runway Use System at Night

Mike Porcello indicated that the TRACON is supportive of investigating a preferential runway use system for nighttime operations. The goal would be to avoid Runway 22L and Runway 22R arrivals during the nighttime hours (10 pm to 7 am) and identify preferred arrival and departure ends. Mike added that the FAA's ability to implement a nighttime preferential runway use would be affected by runway maintenance/construction activities. Ralph agreed and noted that perhaps the Port Authority could do some of the maintenance work during the day. The FAA and Port Authority should discuss/coordinate on runway maintenance better.

Use Intersecting Runway Operations to Develop Alternate Off-Peak Runway Configurations for Noise Relief

Mike Porcello noted that the FAA used to use intersecting runway operations at JFK. Mike indicated that this is not hard to accomplish, and reinstatement of intersecting runway operations at JFK may be "low-hanging fruit".

Increase the Use of the Nighttime Procedures in the New York TRACON Standard Operating Procedure (SOP)

Mike Porcello indicated that the TRACON would need some specificity on what aspects of the SOP's nighttime procedures should be investigated. Mike noted that there is a nighttime noise abatement climb off of Runway 22L and Runway 22R that takes aircraft immediately to the right (west) and avoids overflights of communities.

Dual Approaches to Runways 13L/R

Ralph indicated the interest in using dual approaches to Runways 13L/R. Mike Porcello expressed concern about increasing the noise exposure in Brooklyn.

Reduce Runway 31L Intersection Departures at Night

Ralph mentioned reducing the Runway 31L intersection departures at night. Mike Porcello indicated that the TRACON will talk to the JFK Tower about this. Kelly Mitchell indicated that the Port Authority will talk to the Tower as well.

Increase Altitudes of Aircraft Arrivals to Runways 22L/R

Adeel Yousuf asked if it would be possible to increase altitudes of aircraft arrivals to Runways 22L and 22R. He noted that while this is not necessarily a measure that will benefit the 65 DNL contour, there were a number of comments from the public during public workshops and the Port Authority receives many noise complaints about it. Mike Porcello noted that it is not clear what can be gained by increasing the approach altitudes (depends on location), but the TRACON will look at how this might be addressed during off-peak times.

Follow-up Steps

Kelly Mitchell thanked the TRACON for participating in the conference call and for having a productive discussion about the suggested noise abatement procedures. She suggested that a meeting to follow up on the items discussed be scheduled around the time of the February TAC meetings on February 15th and 16th, so consultant team members could attend in person. Mike Porcello added that it may be beneficial to get the involvement of additional operational people from TRACON. Andrew Brooks said he would look into scheduling the next meeting with the TRACON around those dates.

Kelly Mitchell adjourned the meeting at 10:08 am EST.

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E-10 Federal Aviation Administration Meeting February 22, 2017

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	February 22, 2017	meeting time	11:00 A.M. EST
present	**PA:** Kelly Mitchell, Adeel Yousuf **ESA:** Steve Alverson, Mike Arnold, Mike Alberts, Chris Sequeira **FAA:** Andrew Brooks, Zack DeLaune, Steve Kapsalis, Michael Lamprecht, Steve McClain, Mike Porcello, David Sanchez, Jim Byers, Jordan Klein	route to	Kelly Mitchell, Adeel Yousuf
distribution date	February 27, 2017		
Subject	Special Port Authority/FAA/NY TRACON Follow-Up Discussion on Noise Abatement Measures		

Kelly Mitchell stated that the purpose of the meeting is to follow up on several action items and areas of investigation that were discussed during the January 20, 2017 Special Port Authority/FAA Discussion on Noise Abatement Measures with members of the New York TRACON. Kelly Mitchell then introduced Steve Alverson with the ESA Study Team, who proceeded with the meeting agenda.

Confirm Feasibility of Reducing Nighttime Use of TNNIS

Steve Alverson asked the New York TRACON (N90) whether reducing the nighttime use of the TNNIS Area Navigation (RNAV) Standard Instrument Departure (SID) was feasible. Mike Porcello responded that the runway configurations of LaGuardia Airport (LGA) and John F. Kennedy International Airport (JFK) influence the use of TNNIS. Though the New York TRACON is monitoring the use of TNNIS, monitoring will be a challenge over the next four or five months because (1) the LGA Runway 13, Runway 22 configuration is not frequently used in the wintertime, and (2) the upcoming closure of JFK Runway 4R – 22L will enable the use of TNNIS to be reduced somewhat.

Steve Alverson asked about the possibility of reducing the use of TNNIS in comparison with a baseline of 2016, so that this reduced-use scenario could be modeled for the year 2021 in the LGA 14 CFR Part 150 Study Noise Compatibility Program (NCP). In response, Mike Porcello indicated that there is not an available 2016 dataset of TNNIS use that could be used as a baseline for comparison. Mike Arnold suggested that a notional scenario of a 10-percent reduction of TNNIS use could be modeled instead.

Jim Byers emphasized the importance of using the NCP Report and associated outreach to explain to the public why certain noise abatement measures are not feasible; such explanation is a key part of educating the public on aircraft operations that influence noise. Mike Porcello noted that the public would benefit

from an explanation of how aircraft operations on JFK Runways 22L/R and the closure of runways at JFK influence the use of TNNIS.

Feasibility of RNAV or Charted Visual Overlays for LGA LDA-A Runway 22

Steve Alverson requested thoughts from the New York TRACON on the feasibility of an RNAV overlay for the LDA-A approach to LGA's Runway 22. Mike Porcello spoke about both the feasibility of an RNAV overlay and the feasibility of a charted visual overlay for this approach, stating that the RNAV overlay would be a better option than a charted visual overlay. This statement was based on feedback from aircraft operators about the workload involved in using charted visual approaches in comparison with using RNAV approaches. Mike Porcello recommended that a charted visual overlay should only be investigated if an RNAV overlay is determined to be infeasible. While the New York TRACON has concerns about operator compliance with approaches that lack vertical guidance, Mike Porcello also mentioned that some airlines will create their own vertical guidance information for approaches that lack such guidance (such as the Expressway Visual approach to LGA Runway 13).

Mike Porcello then suggested that moving forward the FAA's Air Traffic Organization Eastern Service Center's Operations Support Group (OSG) should be engaged, because they would be tasked to develop or modify procedures for the New York area. This includes environmental review of proposed procedures. Andrew Brooks indicated that he has been in contact with Lee Kyker, an environmental specialist at Eastern Service Center's OSG, about the JFK and LGA 14 CFR Part 150 Studies. Andrew indicated that he will alert Lee that some concrete ideas for noise abatement-related procedure designs may come to her in the near future. Mike Porcello clarified that Eastern Service Center OSG Manager Joey Medders should be engaged about these procedures. In response, Andrew Brooks stated that he would contact Joey Medders.

Steve Alverson noted that modeling the use of an RNAV overlay (or any proposed procedure) during the NCP phase of the 14 CFR Part 150 Studies would require the ESA Study Team to have information on the percent use of the flight procedure. Mike Arnold added that the times of use would also be needed. (The daytime period is defined as 7:00 A.M. to 10:00 P.M., and the nighttime period is defined as 10:00 P.M. to 7:00 A.M.). Mike Porcello replied that the New York TRACON cannot currently estimate how often an RNAV overlay for LGA's LDA-A Runway 22 approach could be used. He indicated, however, that such an approach might be in use a majority of the time when LGA is in a "land Runway 22 / depart Runway 31" configuration.

Next Steps on Investigating Flyability Issues with Runway 13 RNAV SIDs

Steve Alverson asked the New York TRACON whether there had been further investigation of flyability issues with the LGA Runway 13 RNAV SIDs. Mike Porcello responded that the first two segments of the RNAV SIDs consist of (1) a climb to a specific altitude, followed by (2) a turn to intercept a specific heading. He stated that it may be possible to change the heading of the intercept to bring aircraft closer to Flushing Meadows Corona Park and further away from downtown Flushing. Steve McClain stated that the New York TRACON is not qualified to check flyability. The FAA has a Performance-Based Navigation (PBN) Office that normally checks flyability of proposed RNAV procedures, but this office has been overtasked recently, so the New York TRACON has been asking Eastern Service Center's OSG to check the flyability of proposed procedures. Mike Porcello stated that further investigation of LGA Runway 13 RNAV SID modifications would require New York TRACON to engage Joey Medders, the Eastern Service Center OSG Manager.

Feasibility of Left Turn at DIALS Waypoint and Manhattan Flyover for LGA Approach; Feasibility of East River Approach to LGA Runway 13

Steve Alverson asked the New York TRACON for additional thoughts about the feasibility of a left turn at DIALS and flyover of Manhattan for an approach to LGA. Mike Porcello replied that this idea is linked with the idea of an East River approach to LGA Runway 13. He expressed that he is unsure about the feasibility of these ideas, due to the very tall buildings between DIALS and LGA. The New York TRACON would like to keep considering these two ideas, but currently cannot offer a timeframe for further details. Steve Alverson responded with support for further consideration, even if analysis and implementation happen outside of the LGA 14 CFR Part 150 process.

Status of Draft RNAV GPS Runway 13

Steve Alverson asked about the development status of the draft RNAV GPS approach to LGA Runway 13. Mike Porcello replied that the New York TRACON's role in the procedure development is complete, and the draft procedure is currently under environmental review with Lee Kyker at Eastern Service Center's OSG. Andrew Brooks indicated that the environmental review process should be completed relatively quickly.

Next Steps on JFK Nighttime Preferential Runway Use; Next Steps on Off-Peak Use of Intersecting Runway Operations

Steve Alverson stated that there is a desire to return to noise abatement runway use procedures shown in the New York TRACON Standard Operating Procedures (SOP) document. Mike Porcello replied that the New York TRACON must defer to the JFK and LGA Airport Traffic Control Towers (ATCTs) and asked whether these towers had been engaged about a JFK runway use program. Andrew Brooks stated that he would reach out to Laura Stensland (LGA ATCT) and David Siewert (JFK ATCT).

Nighttime Procedures in N90 Standard Operating Procedures (SOP)

On the topic of nighttime procedures in the New York TRACON SOP, Mike Porcello stated that the TRACON's procedures department has been tasked to design a JFK Runway 22L/R departure procedure that would comply with noise abatement measures in the SOP and avoid residences if possible. When this procedure is in use, aircraft arriving to JFK would overfly JFK in a continuous descent, and then make a left turn over industrial areas at higher altitudes.

Reduction of JFK Runway 31L Intersection Departures at Night

An action item was given for New York TRACON and the Port Authority to speak with the JFK ATCT about this potential noise abatement measure.

Higher Altitudes for JFK Runway 22L/22R Approaches at Night

Steve Alverson stated that this noise abatement measure is intended to address noise issues further away from JFK, where aircraft are held at low altitudes at distances beyond Huntington. Steve noted that implementation of this noise abatement measure is unlikely to affect the Day-Night Average Sound Level (DNL) 65 contour at JFK, but it is of interest to many of the residents along the approach course and may be feasible during periods of lower traffic volume (e.g., during the nighttime). Mike Porcello replied that there may be a possibility to implement this noise abatement measure and place aircraft at considerably higher altitudes northwest of Farmingdale, New York.

New Noise Abatement Departure Procedure for JFK (SKOR2)

Steve Alverson spoke about the draft SKOR2 departure procedure for JFK. He stated that Andrew Brooks is still attempting to obtain approval for the ESA Study Team to use the FAA's Terminal Area Route Generation and Traffic Simulation (TARGETS) software tool to analyze the draft procedure. Steve Alverson stated that the ESA Study Team looked at the procedure using single-event noise metrics and observed that the draft route places an additional 1,500 feet of distance between aircraft and Howard Beach. Chris Sequeira stated that the essential information needed about the draft SKOR2 procedure is (1) waypoints and altitudes, (2) utilization rates, and (3) times of utilization. Steve mentioned that ESA has the waypoints.

Mike Porcello indicated that the SKOR2 procedure passed its flyability check and the New York TRACON will request that further design move forward. The New York TRACON intends to speak with aircraft operators about the feasibility of flying the procedure. Most aircraft that depart JFK at night do not need the full length of Runway 31L to depart, which gives the opportunity for making a left turn before the end of Runway 31L and alleviating noise to communities. Steve Alverson stated that ESA has observed operations at many airports throughout the country where departing aircraft make turns well before reaching the departure end of the runway. Mike Porcello said that poorly-climbing aircraft have mostly left the airline fleet.

Air Traffic Implications of Noise Abatement Departure Procedures (NADPs) 1 and 2

Steve Alverson indicated that a community member asked whether the implementation of International Civil Aviation Organization NADP 1 (close-in) and NADP 2 (distant) would have any implications for New York TRACON and air traffic management. Mike Porcello replied that New York TRACON would need to review its current procedures and then review potential changes associated with implementation of NADPs 1 and 2. Mike Porcello also stated that New York airports have a number of departure procedures that feature turns and/or climbs for air traffic separation purposes.

Action Items and Next Steps

Action items created during the course of discussion were reviewed.

- The ESA Study Team will determine what noise abatement measures to model, and then produce document outlining specific information needed for modeling.
    - Mike Alberts stated that year 2014 runway / procedure utilization rates will be contained in the document. These utilization rates would be revised as necessary for the NCP modeling scenarios.
    - The document will be delivered to the Port Authority in the next two weeks, and then to the New York TRACON and the New York Airports District Office around mid-March.
    - A meeting between the FAA, the Port Authority, and the ESA Study Team would be held before the end of March, giving enough time for the FAA to review the document. This meeting would be held before the ESA Study Team begins its modeling. Steve Alverson also suggested a meeting after the modeling is complete, to show preliminary modeling results.
- Feedback from Eastern Service Center OSG will be requested for proposed noise abatement measures.

- The ESA Study Team will assemble information on flight procedure changes related to NADPs 1 and 2.
- The New York TRACON and the Port Authority will contact JFK ATCT to discuss a nighttime reduction of JFK Runway 31L intersection departures.

Steve Alverson thanked the New York TRACON for their assistance, support, and participation in the discussion. Kelly Mitchell adjourned the meeting around 12:00 P.M. EST.

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E-11 Federal Aviation Administration Meeting April 20, 2017

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technical memorandum

date	March 30, 2017
to	Kelly Mitchell, Port Authority of New York and New Jersey
cc	Adeel Yousuf, Port Authority of New York and New Jersey
from	Steve Alverson, Chris Sequeira, and Mike Alberts (KBE)
subject	Information Request for the JFK and LGA 14 CFR Part 150 Studies Noise Abatement Procedure Noise Modeling Efforts

1. INTRODUCTION

The intent of this technical memorandum is to introduce potential noise abatement measures that the ESA Study Team is recommending for noise modeling as part of the John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA) 14 CFR Part 150 Studies. The technical memorandum identifies the screening criteria used in the selection of these measures for further analysis, along with a request to FAA for the information required to model each measure.

2. SCREENING CRITERIA

For the purposes of this technical memorandum, the following criteria were used to evaluate each noise abatement measure in order to determine what measures should be modeled:

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land use within the DNL 65 contour
- Qualitative evaluation of implementation feasibility (operational, safety, economic)

Under 14 CFR Part 150, the Federal Aviation Administration (FAA) cannot approve recommended Noise Compatibility Program (NCP) noise abatement measures that do not reduce incompatible land uses within the DNL 65 and higher contours.

3. LIST OF POTENTIAL LGA NOISE ABATEMENT MEASURES TO BE MODELED

3.1 Modify NTHNS and GLDMN RNAV[1] SIDs[2] to Reduce Impacts to Flushing (Queens)

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could reduce incompatible land uses within the DNL 65 contour (in Flushing, Queens) associated with Runway 13 departures.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): The FAA's staff at the New York TRACON (N90) indicated support for this effort in a series of files sent to the ESA Study Team on March 9, 2017.

REQUEST FOR FAA:

- Currently NTHNS and GLDMN are for jets only; will this remain true?
- Confirm that the usage frequency of these procedures will be the same after modification as before. If the answer is no, please provide:
  - Daytime[3] usage frequency of NTHNS (e.g. "in the daytime, NTHNS will be used for XX percent of Runway 13 departures")
  - Nighttime[4] usage frequency of NTHNS
  - Daytime usage frequency of GLDMN
  - Nighttime usage frequency of GLDMN
- Provide the TARGETS file
- Provide the estimated lateral dispersion of aircraft along the procedures and their transitions to the en route environment (e.g. "aircraft will be within XX nautical miles of the TARGETS flyability line")
- Provide information on possible ATC[5] vectoring behavior

3.2 Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: The 14 CFR Part 150 process provides an opportunity to explore potential benefits to residents further from the airport who are affected by hold-downs; especially at night.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from FAA on feasibility.

REQUEST FOR FAA:

- Will the OPDs be available to both jets and turboprops?
- Percent use of each OPD, including day/night use for each runway end

[1] RNAV: Area Navigation.
[2] SID: Standard Instrument Departure.
[3] Daytime: 7:00 A.M. to 10:00 P.M.
[4] Nighttime: 10:00 P.M. to 7:00 A.M.
[5] ATC: Air Traffic Control.

- Percent reduction in use of other procedures, including day / night use, for each runway end
- Provide the TARGETS file
- Provide the estimated lateral dispersion of aircraft along OPDs
- Provide information on possible ATC vectoring behavior
- Provide information on transitions to approach procedures

3.3 Eliminate Whitestone Climb and use Revised TNNIS, GLDMN, and NTHNS RNAV SIDS to Maintain Compatibility with JFK Operations

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could reduce incompatible land uses within Flushing associated with Runway 13 departures by moving more operations over Flushing Meadows Corona Park. TNNIS, GLDMN, and NTHNS RNAV SIDs would be revised so that they can be used as the primary Runway 13 departure procedures regardless of JFK's operating configuration.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from the FAA on feasibility.

REQUEST FOR FAA:

- NTHNS and GLDMN are for jets only. Would all turboprop traffic be assigned to TNNIS?
- Provide the percent use of each of these three procedures including day/night use
- Provide the percent reduction in use of other procedures (besides Whitestone climb), including day / night use, for each runway end
- Provide the TARGETS files for revised TNNIS, GLDMN, and NTHNS RNAV SIDs
- Confirm that altitude restrictions, waypoints, ATC vectoring, and lateral dispersion of aircraft along procedures would remain the same

3.4 Implement New Climb to Follow Flushing Meadows Corona Park and Van Wyck Expressway to Overfly JFK

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could reduce incompatible land uses within Flushing associated with Runway 13 departures by moving more operations over Flushing Meadows Corona Park. In particular, this climb would be used in place of NTHNS when JFK is using Runway 31L as the secondary departure runway.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from the FAA on feasibility.

REQUEST FOR FAA:

- Could the procedure be used by both jets and turboprops?
- Provide the percent use of this climb, including day/night use, for Runway 13 departures
- Provide the percent reduction in use of other procedures, including day / night use
- Provide the TARGETS file
- Provide the lateral dispersion of aircraft flying the procedure

- Provide information on possible ATC vectoring behavior

3.5 Create New Runway 13 Departure with Immediate Left Turn over Compatible Land Uses

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could reduce incompatible land uses within Flushing associated with Runway 13 departures by placing operations over industrial land use. This departure would be used in conjunction with GLDMN and NTHNS RNAV SIDs.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from the FAA on feasibility.

REQUEST FOR FAA:

- Could the procedure be used by both jets and turboprops?
- Provide percent use of this climb, including day/night use
- Provide percent reduction in use of other procedures, including day / night use
- Provide the TARGETS file
- Provide lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

3.6 Create RNAV Approach to Runway 31 to Minimize Time Over Land

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: The intention of this noise abatement measure is to reduce the use of the LGA localizer approach to Runway 31 while also remaining clear of Belmont airspace. Implementation of this noise abatement measure could reduce incompatible land uses within Flushing associated with Runway 31 arrivals. Implementation could also create opportunities to implement further noise abatement options at JFK.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from the FAA on feasibility.

REQUEST FOR FAA:

- Could the procedure be used by both jets and turboprops?
- Provide the percent use of this approach, including day/night use
- Provide the percent reduction in use of other procedures, including day / night use
- Provide the TARGETS file
- Provide lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

3.7 Develop RNAV Arrival Transition for LGA “Land Runway 22/Depart Runway 31” Configuration to Keep Aircraft Higher

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: The 14 CFR Part 150 process provides an opportunity to explore potential benefits to residents further from the airport who are affected by hold-downs; especially at night.

Implementation of such an arrival transition is also intended to allow Belmont airspace to be used by JFK operations.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from FAA on feasibility.

REQUEST FOR FAA:

- Will the transition be available to both jets and turboprops?
- Provide percent use of the transition, including day/night use for each runway end
- Provide percent reduction in use of other procedures, including day / night use, for each runway end
- Provide the TARGETS file
- Provide the estimated lateral dispersion of aircraft along the arrivals
- Provide information on possible ATC vectoring behavior
- Provide information on connections to approach procedures

3.8 Create RNAV Arrival Transition to Keep Hudson River Northbound Aircraft over Water Longer

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: The 14 CFR Part 150 process provides an opportunity to explore potential benefits to residents further from the airport. Implementation of such an arrival transition is intended to keep aircraft over water from the Verrazano-Narrows Bridge to the George Washington Bridge.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from FAA on feasibility.

REQUEST FOR FAA:

- Will the transition be available to both jets and turboprops?
- Provide percent use of the transition, including day/night use for each runway end
- Provide percent reduction in use of other procedures, including day / night use, for each runway end
- Provide the TARGETS file
- Provide the estimated lateral dispersion of aircraft along the arrivals
- Provide information on possible ATC vectoring behavior
- Provide information on connections to approach procedures

3.9 Implement RNAV Overlay of LDA-A Offset Approach to LGA Runway 22 to Reduce Impacts to Clason Point (Bronx)

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could shift the DNL 65 contour associated with LGA Runway 22 arrivals away from incompatible land use and over water.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): N90 staff indicated on February 22, 2017 that an RNAV overlay of the LDA-A Runway 22 offset approach could be developed. N90 staff also stated that an RNAV overlay of the LDA-A Runway 22 offset approach is

preferred over a charted visual flight procedure (CVFP) overlay. Furthermore, the FAA indicated support for this measure in a series of files sent to the ESA Study Team on March 9, 2017.

REQUEST FOR FAA:

- Will both jets and turboprops be able to use this approach?
- Provide the daytime and nighttime usage frequency of this approach
- Provide the TARGETS file
- Provide the estimated lateral dispersion of aircraft along the approach
- Provide information on possible ATC vectoring behavior

3.10 Implement RNAV Approach to Runway 13

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could shift the DNL 65 contour associated with LGA Runway 13 arrivals. On a February 22, 2017 teleconference, N90 indicated that this procedure is in the process of being implemented.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): The March 2017 New York Delay Reduction Plan (DRP) for LaGuardia[6] indicates that this approach was implemented at the beginning of March 2017. It is also shown on the FAA Instrument Flight Procedures Gateway.[7]

REQUEST FOR FAA:

- Confirm that the RNAV approach to Runway 13 has been implemented.
- Provide any noise screening documents produced during the environmental review of the procedure.
- Provide percent use of the procedure, including day/night use
- Provide percent reduction in use of other procedures, including day / night use

3.11 Implement Runway 4 Departure to Remain East of Clason Point and West of Other Residential Land Use

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could shift the DNL 65 contour associated with LGA Runway 4 departures away from incompatible land use and over water. Aircraft departing Runway 4 would make a right turn prior to reaching Clason Point and a subsequent left turn back on course to overfly the river, golf course and industrial areas while avoiding direct overflights of Clason Point on departure. This differs from the current Runway 4 departure, which turns right to avoid Clason Point but then overflies other residential land use instead of turning back to the left.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Requesting input from the FAA on the feasibility of implementing this departure procedure.

REQUEST FOR FAA:

- Could the procedure be used by both jets and turboprops?

[6] https://www.faa.gov/about/office_org/headquarters_offices/arc/programs/nyapio/delay_reduction_plan/?content=initiatives&projID=6
[7] https://www.faa.gov/aero_docs/dtpp/1703/00289R13.PDF#nameddest=(LGA)

- Provide the percent use of this climb, including day/night use, for Runway 4 departures
- Provide the percent reduction in use of other procedures, including day / night use
- Provide the TARGETS file
- Provide the lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

4. LIST OF POTENTIAL JFK NOISE ABATEMENT MEASURES TO BE MODELED

4.1 Turn Runway 31L and Runway 22L/R Departures to Heading 180 as Soon as Possible

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: This noise abatement measure may potentially reduce incompatible land use within the DNL 65 contour, particularly over Howard Beach (in Queens) and The Rockaways (also in Queens).
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Requesting input from the FAA on the feasibility of implementing this departure procedure.

REQUEST FOR FAA:

- Provide the percent use of these procedures, including day/night use for each runway end
- Provide the percent reduction in use of other procedures, including day / night use for each runway end
- Provide the TARGETS file
- Provide the lateral dispersion of aircraft flying the procedure
- Provide Information on possible ATC vectoring behavior

4.2 Evenly Distribute Arriving Flights between Runway 22L and Runway 22R

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: This noise abatement measure may potentially change the distribution of noise between Rosedale and Laurelton, in Queens.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from FAA on feasibility. Currently, Runway 22R is a primary departure runway while Runway 22L is a primary arrival runway.

REQUEST FOR FAA: Requesting input from the FAA on feasibility of implementing this departure procedure.

4.3 Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: This procedure may not reduce the incompatible land uses in the DNL 65 and greater contours, but the 14 CFR Part 150 process provides an opportunity to explore potential benefits to residents further from the airport who are affected by hold-downs; especially at night.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): Awaiting further thoughts from FAA on feasibility.

REQUEST FOR FAA:

- Will the OPDs be available to both jets and turboprops?
- Provide percent use of each OPD, including day/night use for each runway end
- Provide percent reduction in use of other procedures, including day / night use, for each runway end
- Provide the TARGETS file
- Provide the estimated lateral dispersion of aircraft along OPDs
- Provide information on possible ATC vectoring behavior
- Provide information on transitions to approach procedures

4.4 Use Dispersed Departure Headings off Runway 22L/R at Night

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: May reduce incompatible land uses in The Rockaways.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): N90 staff indicated support for this measure in a series of files sent to the ESA Study Team on March 9, 2017.

REQUEST FOR FAA:

- Will these departure headings be available to both jets and turboprops?
- Provide estimated percent use of dispersed departure headings at night
- Confirm that zero percent of daytime operations will use this procedure
- Provide coordinates of all waypoints and departure headings
- Provide estimated percent reduction in use of other procedures at night
- Provide the TARGETS file
- Provide information on the lateral dispersion of aircraft when flying dispersed departure headings
- Provide information on possible ATC vectoring behavior; in particular, what procedures / waypoints will aircraft be directed to?

4.5 Use Intersecting Runway Operations to Enable More Configurations to Be Used During Off-Peak Periods

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: May enable more operating configurations that could reduce noise impacts to incompatible land uses.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): N90 staff indicated that such a measure could be "low-hanging fruit."

REQUEST FOR FAA:

- How will runway use percentages change during day and during night due to implementation of intersecting runway operations?
- What are the estimated percentages of use of intersecting runway operations?

- Will flight procedures or ATC vectoring procedures be modified? If so, how will they be modified?

4.6 Implement Preferential Nighttime Runway Use Program to Reduce Nighttime Runway 22L/22R Arrivals

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: May reduce significant noise exposure to incompatible land uses north of Runway 22L/22R.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): N90 staff is supportive of investigating this concept.

REQUEST FOR FAA:

- How will runway use percentages change during day and during night due to implementation of this preferential nighttime runway use program?
- Will flight procedures or ATC vectoring procedures be modified? If so, how will they be modified?

4.7 Increase Altitudes of Arrivals to Runway 22L/22R

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: This procedure may not reduce the incompatible land uses in the DNL 65 and greater contours, but the 14 CFR Part 150 process provides the opportunity to explore potential benefits to residents further from the airport who are affected by hold-downs; especially at night.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): FAA indicated support for this measure in a series of files sent to the ESA Study Team on March 9, 2017. These files present transitions to Runway 22L/22R approaches; these transitions overfly JFK from the northwest.

REQUEST FOR FAA:

- Will the transitions be available to both jets and turboprops?
- Provide estimated percent use of these transitions, including day/night use, for runways 22L and 22R
- Provide estimated percent reduction in the use of other procedures/transitions, including day / night use, for runways 22L and 22R
- What standard terminal arrival routes (STARs) are the transitions for? Will it only be used for RNAV STARs? How will aircraft be directed onto the transitions?
- Provide the TARGETS file
- Provide the lateral dispersion of aircraft before, during, and after the transitions
- Provide information on possible ATC vectoring behavior
- How will aircraft be directed from the transitions to the runways (e.g. vectors to intercept ILS)?

4.8 Implement "Tighten SKORR" Departure Procedure

- Qualitative evaluation of potential for the noise abatement measure to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement measure could reduce incompatible land uses within the DNL 65 contour associated with JFK Runway 31L/31R departures.
- Qualitative evaluation of implementation feasibility (operational, safety, economic): N90 staff indicated on February 22, 2017 that the draft version of this procedure passed its flyability check. N90 staff is communicating with FAA's Air Traffic Organization Eastern Service Center Operations Support Group (OSG) about implementing the procedure.

REQUEST FOR FAA:

- Will the procedure be available to both jets and turboprops?
- Provide the estimated percent use of this procedure, including day/night use, for runways 31L and 31R
- Provide the estimated percent reduction in use of other procedures, including day / night use, for runways 31L and 31R. In particular, will aircraft currently flying straight out or turning to starboard be directed onto this procedure instead?
- Will the proposed procedure retain both YNKEE and RNGRR transitions?
- Provide the TARGETS file
- Provide the estimated lateral dispersion of aircraft along flight procedure
- Provide information on possible ATC vectoring behavior

Appendix A: LGA Runway Use

The LGA runway uses shown in **Table A-1** and **Table A-2**, below, were used for both 2016 and 2021 study years.

TABLE A-1
ARRIVAL RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Arrivals (Time of Day)	Runway 4	Runway 22	Runway 13	Runway 31
Daytime Arrivals	20.36%	47.88%	2.61%	29.15%
Nighttime Arrivals	18.64%	45.76%	6.12%	29.49%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: KB Environmental Sciences, Inc., 2016; Port Authority of New York and New Jersey, ANOMS[8] data for calendar year 2014.

TABLE A-2
DEPARTURE RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Departures (Time of Day)	Runway 4	Runway 22	Runway 13	Runway 31
Daytime Departures	26.17%	1.18%	47.35%	25.30%
Nighttime Departures	25.75%	1.67%	45.01%	27.57%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: KB Environmental Sciences, Inc., 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

[8] ANOMS: Airport Noise and Operations Management System

Appendix B: JFK Runway Use

The JFK runway uses shown in **Table B-1** and **Table B-2**, below, were used for both 2016 and 2021 study years.

TABLE B-1
ARRIVAL RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Arrivals (Time of Day)	Runway 13R	Runway 31L	Runway 4L	Runway 22R	Runway 13L	Runway 31R	Runway 4R	Runway 22L
Daytime Arrivals	0.35%	8.42%	3.74%	4.30%	14.12%	21.91%	17.37%	29.79%
Nighttime Arrivals	0.46%	10.20%	2.64%	2.22%	11.61%	33.88%	16.20%	22.78%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: Environmental Science Associates, 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

TABLE B-2
DEPARTURE RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Departures (Time of Day)	Runway 13R	Runway 31L	Runway 4L	Runway 22R	Runway 13L	Runway 31R	Runway 4R	Runway 22L
Daytime Departures	15.83%	41.82%	17.47%	24.57%	0.18%	0.05%	0.04%	0.04%
Nighttime Departures	13.83%	42.43%	16.82%	25.59%	0.82%	0.41%	0.07%	0.03%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: Environmental Science Associates, 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	April 20, 2017	meeting time	10:30 A.M. EDT
present	**PA:** Kelly Mitchell, Adeel Yousuf **ESA:** Steve Alverson, Mike Alberts, Chris Sequeira, Peter Byrne **FAA:** Mike Porcello, Steve McClain, Andrew Brooks	route to	Kelly Mitchell, Adeel Yousuf
distribution date	May 3, 2017		
Subject	Special Port Authority/FAA/NY TRACON Follow-Up Discussion on Information Request for Noise Abatement Measures		

Kelly Mitchell opened the meeting by stating that the meeting purpose is to discuss the noise abatement measure information request technical memo sent to New York TRACON on April 4, 2017. This information request contained a series of questions related to potential noise abatement measures being considered for modeling as part of the John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA) 14 CFR Part 150 Studies. The overall objective of this meeting is to receive feedback from TRACON on which potential noise abatement measures would be feasible for the Port Authority's consultants to commence with their modeling phase. Kelly then introduced Steve Alverson and Chris Sequeira with the ESA Study Team, who proceeded with the meeting by referring to sections in the information request.

DISCUSSION OF POTENTIAL LGA NOISE ABATEMENT MEASURES TO BE MODELED

1. Modify NTHNS and GLDMN RNAV[1] SIDs[2] to Reduce Impacts to Flushing (Queens)

Chris Sequeira explained that this measure involves modifying a waypoint at the beginning of the NTHNS and GLDMN RNAV SIDS to increase the probability that aircraft flying the procedure will remain over Flushing Meadows Corona Park in Queens, NY. Implementation of this noise abatement measure could reduce incompatible land uses in Flushing, Queens within the DNL 65 contour associated

[1] RNAV: Area Navigation.

[2] SID: Standard Instrument Departure.

with LGA Runway 13 departures. The FAA indicated support for this effort in a series of files sent to the ESA Study Team on March 9, 2017.

Mike Porcello and Steve McClain indicated that this potential noise abatement measure may be feasible to implement. They estimated that there would be no change to the frequency of use of these SIDs and that the types of aircraft flying these SIDs would remain the same. Essentially, the only aspect of the SIDs that they estimated would change would be the waypoints and the location of the flight track over the ground. They stated that if ESA were to model a 175 degree heading, the procedure would be spot on. Thus, the ESA Study Team's questions about this potential noise abatement measure were answered as follows, as shown in bold text below:

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure may be feasible to implement.**
- Currently NTHNS and GLDMN are for jets only; will this remain true? **Yes.**
- Confirm that the usage frequency of these procedures will be the same after modification as before. **Yes, as estimated.**
- Provide the TARGETS file. **This was provided to the ESA Study Team in a series of files sent on March 9, 2017.**
- Provide the estimated lateral dispersion of aircraft along the procedures and their transitions to the en route environment (e.g. "aircraft will be within XX nautical miles of the TARGETS flyability line"). **Lateral dispersion is estimated to be the same as with the existing SIDs.**
- Provide information on possible ATC[3] vectoring behavior. **ATC vectoring behavior is estimated to be the same as with the existing SIDs.**

2. Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

Chris Sequeira explained that the 14 CFR Part 150 process provides an opportunity to explore potential noise benefits to residents further from the airport who are affected by aircraft level-offs, especially at night. Mike Porcello and Steve McClain stated that implementation of OPDs in the New York region is a challenge due to the complexity of airspace. They recommended a focus on other types of measures instead of OPDs.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement due to the complexity of the airspace.**

3. Eliminate Whitestone Climb and use Revised TNNIS, GLDMN, and NTHNS RNAV SIDS to Maintain Compatibility with JFK Operations

Chris Sequeira explained that implementation of this noise abatement measure could reduce incompatible land uses within Flushing associated with LGA Runway 13 departures by moving more LGA operations over Flushing Meadows Corona Park regardless of JFK's operating configuration. Mike Porcello and Steve McClain recommended against the elimination of the Whitestone Climb. They also stated that

[3] ATC: Air Traffic Control.

implementation of this measure would be unlikely due to complexity issues; in particular, departures from JFK would have to be held at lower altitudes than today to avoid traffic conflicts.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement due to the complexity of the airspace.**

4. Implement New Climb to Follow Flushing Meadows Corona Park and Van Wyck Expressway to Overfly JFK

Chris Sequeira explained that this measure is also intended to place more LGA Runway 13 departures over Flushing Meadows Corona Park by achieving more independence from JFK's operating configuration. Implementation of this noise abatement measure could reduce incompatible land uses within Flushing, in Queens. In particular, this climb would be used in place of NTHNS when JFK is using Runway 31L as the secondary departure runway. Mike Porcello and Steve McClain stated that this measure is not compatible with the airspace configuration in the New York region, particularly because it moves aircraft eastward closer to JFK. They also pointed out that if JFK is using Runway 31L/31R for departures, then LGA is likely using Runway 31 for departures (instead of Runway 13) as well.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement due to the complexity of the airspace.**

5. Create New Runway 13 Departure with Immediate Left Turn over Compatible Land Uses

Chris Sequeira stated that this measure could reduce incompatible land uses within Flushing associated with Runway 13 departures by placing operations over industrial land uses. This departure would be used in conjunction with GLDMN and NTHNS RNAV SIDs. Mike Porcello and Steve McClain requested a graphic of the procedure in order to better understand the concept. They stated that LGA may not be able to use Runway 22 for arrivals when the proposed procedure is in use for departures. Mike Porcello and Steve McClain also indicated that an immediate left turn over industrial land use may not be possible due to limitations of RNAV criteria.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **The ESA Study Team will send an illustration of this proposed measure to New York TRACON for further evaluation and feedback to ESA.**

6. Create RNAV Approach to Runway 31 to Minimize Time Over Land

Chris Sequeira explained that the intention of this noise abatement measure is to reduce the use of the LGA localizer approach to Runway 31 while also remaining clear of Belmont airspace. Implementation could also create opportunities to implement further noise abatement options at JFK. Mike Porcello and Steve McClain stated that aircraft flying such a procedure would conflict with aircraft departing LGA, especially aircraft departing on LGA Runway 4. Implementation of this proposed measure would also place aircraft arriving to LGA Runway 31 lower than they are today, because the flight track distance of the proposed measure is shorter than the flight track distances of many aircraft arriving to Runway 31 using today's procedures.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement due to the complexity of the airspace.**

7. Develop RNAV Arrival Transition for LGA "Land Runway 22/Depart Runway 31" Configuration to Keep Aircraft Higher

Chris Sequeira explained that this is a measure that could provide noise benefits to residents further from the airport who are affected by aircraft level-offs, especially at night. Implementation of such an arrival transition is also intended to allow Belmont airspace to be used by JFK operations. Steve McClain and Mike Porcello stated that it is not feasible to raise aircraft altitudes using this kind of measure.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement due to the complexity of the airspace.**

8. Create RNAV Arrival Transition to Keep Hudson River Northbound Aircraft over Water Longer

Chris Sequeira stated that this is also a measure that could provide noise benefits to residents further from the airport. Implementation of such an arrival transition is intended to keep aircraft over water from the Verrazano-Narrows Bridge to the George Washington Bridge. Mike Porcello and Steve McClain stated that the Hudson River is used regularly for arrivals to LGA already. They also explained that the creation of an RNAV route for these arrivals may lead to deteriorations in aircraft speed and performance due to limitations of RNAV criteria, causing a negative impact on the capacity of LGA.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement due to the reduction in LGA capacity that would result.**

9. Implement RNAV Overlay of LDA-A Offset Approach to LGA Runway 22 to Reduce Impacts to Clason Point (Bronx)

Chris Sequeira explained that implementation of this noise abatement measure could shift the DNL 65 contour associated with LGA Runway 22 arrivals away from incompatible land uses and toward water. The FAA indicated support for this measure in a series of files sent to the ESA Study Team on March 9, 2017. Mike Porcello and Steve McClain indicated that the FAA is in the process of developing this procedure. They also estimated that 40 percent of arrivals to LGA Runway 22 might use the procedure. Thus, the ESA Study Team's questions about this potential noise abatement measure were answered as follows, as shown in bold text below:

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure may be feasible to implement. It is in the process of being developed by the FAA.**
- Will both jets and turboprops be able to use this approach? **Yes.**
- Provide the daytime and nighttime usage frequency of this approach. **An estimated 40% of daytime arrivals and 40% of nighttime arrivals to LGA Runway 22 could use this approach.**

- Provide the TARGETS file. **The ESA Study Team received one PDF document and three image files from the FAA on March 9, 2017. These files describe the waypoints of the proposed procedure.**
- Provide the estimated lateral dispersion of aircraft along the approach. **Based on FAA Advisory Circular AC90-105A, Table 5-1, the ESA Study Team will use the following:**
    - **Initial and intermediate segments: RNP 1 (i.e. 95% of all aircraft operations will be within 1 nautical mile of the procedure centerline)**
    - **Final Approach Segment: RNP 0.3 (i.e. 95% of all aircraft operations will be within 0.3 nautical miles of the procedure centerline)**
- Provide information on possible ATC vectoring behavior: **The ESA Study Team will assume the same ATC vectoring behavior as observed for the existing LDA-A offset approach to LGA Runway 22.**

10. Implement RNAV Approach to Runway 13

Chris Sequeira stated that implementation of this noise abatement measure could shift the DNL 65 contour associated with LGA Runway 13 arrivals away from incompatible land uses. Mike Porcello and Steve McClain indicated that this procedure has been implemented on a temporary basis to support the current JFK runway construction activities. They also stated that the FAA is in the process of making the procedure permanent. The ESA Study Team received a copy of the FAA's RNAV Runway 13 approach noise screening document, which contains some procedure utilization information. Thus, most of the ESA Study Team's questions about this potential noise abatement measure were answered as follows, as shown in bold text below:

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **New York TRACON indicated that this procedure has been implemented on a temporary basis and is in the process of being made permanent.**
- Confirm that the RNAV approach to Runway 13 has been implemented. **Yes.**
- Provide any noise screening documents produced during the environmental review of the procedure. **The noise screening document has been provided to the ESA Study Team.**
- Provide percent use of the procedure, including day/night use. **The noise screening document indicates that 1,600 annual operations were used in the FAA's modeling. However, the document does not split these annual operations into day and night.**
- Provide percent reduction in use of other procedures, including day / night use. **This information cannot be discerned from the noise screening document.**

REQUEST FOR FAA:

- **Provide an estimate of how often this procedure will be used at night, either as an annual arrival operation count or as a percentage of total arrival operations.**
- **Provide information on the reduction of other arrival procedures, either as an annual arrival operation count or as a percentage of total arrival operations for each arrival procedure.**

11. Implement Runway 4 Departure to Remain East of Clason Point and West of Other Residential Land Use

Chris Sequeira explained that implementation of this noise abatement measure could shift the DNL 65 contour associated with LGA Runway 4 departures away from incompatible land uses and over water. Aircraft departing Runway 4 would make a right turn prior to reaching Clason Point and a subsequent left turn back on course to overfly the river, golf course and industrial areas while avoiding direct overflights of Clason Point on departure. This differs from the current Runway 4 departure, which causes aircraft to turn right to avoid Clason Point, but then overfly other residential land use instead of turning back to the left. Mike Porcello and Steve McClain stated that they would like further information on this procedure. The ESA Study Team will send an illustration to New York TRACON for their consideration.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **The ESA Study Team will send an illustration to New York TRACON for their consideration.**

LIST OF POTENTIAL JFK NOISE ABATEMENT MEASURES TO BE MODELED

1. Turn Runway 31L and Runway 22L/R Departures to Heading 180 as Soon as Possible

Chris Sequeira explained that this measure may potentially reduce incompatible land uses within the DNL 65 contour, particularly over Howard Beach (in Queens) and The Rockaways (also in Queens). Mike Porcello and Steve McClain stated that for JFK Runway 31L, the "Tighten SKORR" concept should be considered. They also stated that turning Runway 22L/R departures to a compass heading of 180 degrees right away is infeasible; aircraft departing Runway 22L/R must instead fly the runway heading for several miles before turning due to the current noise abatement procedures. Mike Porcello and Steve McClain also indicated that New York TRACON has a draft of a concept that turns Runway 22L/R departures to a compass heading of 250 degrees to avoid overflying The Rockaways.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This concept is infeasible for Runway 22L/R departures because it would cause aircraft to turn too soon. For Runway 31L departures, the "Tighten SKORR" concept should be considered.**

REQUEST FOR FAA: Provide information on the 250 degree heading departure concept to the ESA Study Team for review, as follows:

- **Will both jets and turboprops be able to use this departure?**
- **Provide the daytime and nighttime usage frequencies of this departure.**
- **For departure procedures that will be reduced in usage due to the implementation of the heading 250 departure concept: for each procedure, provide the reduction in daytime and nighttime usage frequencies.**
- **Provide the TARGETS file. Alternatively, provide an illustration of the ground track along with any altitude restrictions.**
- **Provide the estimated lateral dispersion of aircraft along the departure.**

2. Evenly Distribute Arriving Flights between Runway 22L and Runway 22R

Chris Sequeira stated that this noise abatement measure may potentially change the distribution of noise between Rosedale and Laurelton, in Queens. Mike Porcello and Steve McClain stated that this concept is infeasible because for operational efficiency Runway 22R is used primarily for departures, while Runway 22L is used primarily for arrivals. They also indicated that the distribution of arrival operations between Runways 22L and 22R can already reach 50/50 during situations of heavy arrival demand.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement because it would impact JFK's operational efficiency.**

3. Implement Optimized Profile Descents (OPDs) for Various Airport Operating Configurations

Chris Sequeira explained that this procedure may not reduce the incompatible land uses in the DNL 65 and greater contours, but the 14 CFR Part 150 process provides an opportunity to explore potential benefits to residents further from the airport who are affected by aircraft level-offs, especially at night. Mike Porcello and Steve McClain stated that implementation of OPDs is a challenge in the New York region due to the complexity of airspace. They recommended the investigation of other noise abatement measures.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure is not feasible to implement due to the complexity of the airspace.**

4. Use Dispersed Departure Headings off Runway 22L/R at Night

Chris Sequeira explained that the implementation of this measure may reduce incompatible land uses in The Rockaways by reducing the frequency of overflight of any one area. The FAA indicated support for this measure in a series of files sent to the ESA Study Team on March 9, 2017. Mike Porcello and Steve McClain requested copies of the files for their review.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **The ESA Study Team will send the March 9, 2017 files to the New York TRACON for their review of the concept.**

5. Use Intersecting Runway Operations to Enable More Configurations to Be Used During Off-Peak Periods

Chris Sequeira stated that the implementation of this measure may enable more operating configurations that could reduce noise impacts to incompatible land uses by reducing the frequency of overflight of particular areas. Mike Porcello and Steve McClain recommended that the ESA Study Team discuss this measure with the JFK Airport Traffic Control Tower (ATCT), with a focus on nighttime hours.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **The ESA Study Team will consider discussing this measure with the JFK ATCT.**

6. Implement Preferential Nighttime Runway Use Program to Reduce Nighttime Runway 22L/22R Arrivals

Chris Sequeira explained that the implementation of this measure may reduce significant noise exposure to incompatible land uses north of Runway 22L/22R by reducing nighttime overflight of these areas. Mike Porcello and Steve McClain recommended that the ESA Study Team determine the potential for this measure at JFK by investigating preferential nighttime runway use programs at other airports and comparing actual nighttime runway use to that indicated in the programs. Mike suggested that the Port Authority examine its runway maintenance/construction activities, which almost exclusively occur at night. He indicated that this construction activity constrains the FAA's ability to use runway configurations that may have a noise benefit at night. He indicated that there may be a greater opportunity to do runway maintenance during the day than the Port Authority has considered.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **The ESA Study Team may investigate this measure further.**

7. Increase Altitudes of Arrivals to Runway 22L/22R

Chris Sequeira stated that this procedure may not reduce the incompatible land uses in the DNL 65 and greater contours, but could provide noise benefits to residences further from the airport, especially at night. The FAA indicated support for this measure in a series of files sent to the ESA Study Team on March 9, 2017. These files present transitions to Runway 22L/22R approaches; aircraft on these transitions would overfly JFK from the northwest. Mike Porcello and Steve McClain stated that they will investigate whether such a measure could be implemented during the nighttime hours.

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **The ESA Study Team will send the March 9, 2017 files to the New York TRACON for their review.**

8. Implement "Tighten SKORR" Departure Procedure

Chris Sequeira explained that implementation of this noise abatement measure could reduce incompatible land uses within the DNL 65 contour associated with JFK Runway 31L/31R departures, particularly over Howard Beach (in Queens). New York TRACON staff indicated on February 22, 2017 that the draft version of this procedure passed its flyability check. New York TRACON is communicating with FAA's Air Traffic Organization Eastern Service Center Operations Support Group (OSG) about implementing the procedure. Mike Porcello and Steve McClain stated that the ESA Study Team should model the new "Tighten SKORR" procedure for all departures from Runways 31L and 31R that are currently flying the SKORR departure procedure.. They also stated that only the "SKORR" waypoint location and location of the flight track over the ground will change. Other aspects of the departure are expected to remain the same, particularly the YNKEE and RNGRR waypoints. Thus, the ESA Study Team's questions about this potential noise abatement measure were answered as follows, as shown in bold text below:

- Qualitative evaluation of implementation feasibility (operational, safety, economic): **This measure may be feasible to implement. New York TRACON is communicating with FAA's Air Traffic Organization Eastern Service Center Operations Support Group (OSG) about implementing this procedure.**
- Will the procedure be available to both jets and turboprops? **Yes.**

- Provide the estimated percent use of this procedure, including day/night use, for runways 31L and 31R. **"Tighten SKORR" will be modeled for all Runway 31L and 31R departures currently flying the SKORR procedure.**
- Provide the estimated percent reduction in use of other procedures, including day / night use, for runways 31L and 31R. In particular, will aircraft currently flying straight out or turning to starboard be directed onto this procedure instead? **The utilization of other procedures is estimated to be the same as currently observed.**
- Will the proposed procedure retain both YNKEE and RNGRR transitions? **The YNKEE and RNGRR waypoints are expected stay in their existing locations.**
- Provide the TARGETS file. **This file was provided to the ESA Study Team on March 9, 2017.**
- Provide the estimated lateral dispersion of aircraft along flight procedure. **This is estimated to remain the same as in the existing SKORR procedure.**
- Provide information on possible ATC vectoring behavior. **ATC vectoring behavior is estimated to remain the same as with the existing SKORR procedure.**

SUMMARY

The ESA Study Team reviewed the above listed potential noise abatement procedures for both LGA and JFK with TRACON, and the procedures listed below were found to be feasible and will be evaluated further:

LGA Measures That May Be Feasible to Implement:

- Modify NTHNS and GLDMN RNAV SIDs to Reduce Impacts to Flushing, Queens
- Implement RNAV Overlay of LDA-A Offset Approach to LGA Runway 22 to Reduce Impacts to Clason Point (Bronx)
- Implement RNAV Approach to Runway 13

LGA Measures Where New York TRACON Has Requested Further Information:

- Create New Runway 13 Departure with Immediate Left Turn over Compatible Land Uses
- Implement Runway 4 Departure to Remain East of Clason Point and West of Other Residential Land Use

JFK Measures That May Be Feasible to Implement:

- Increase Altitudes of Arrivals to Runway 22L/22R
- Implement "Tighten SKORR" Departure Procedure

JFK Measures Where New York TRACON Has Requested Further Information:

- Use Dispersed Departure Headings off Runway 22L/R at Night

Kelly Mitchell, Adeel Yousuf, and the ESA Study Team thanked Mike Porcello, Steve McClain, and Andrew Brooks for their participation in the meeting. Chris Sequeira requested that the New York TRACON respond within two weeks after receiving the graphical depictions of the proposed noise abatement measures.

ACTION ITEMS

- ESA Study Team to provide graphical depictions of proposed noise abatement measures where New York TRACON has requested further information
- New York TRACON to provide information about the proposed concept that directs JFK Runway 22L/R departures to a heading of 250 degrees
- New York TRACON to provide justification/explanation for suggested Noise Abatement Measures LGA's # 2-4, 6-8 and JFK's # 2 & 3. NOTE: Justification for rejection of suggested measures must be based on accurate technical information and local circumstances as required by 14 CFR Part 150 NCP checklist Section IV. CONSIDERATION OF ALTERNATIVES [B150.7, 150.23(e)(2)].
- New York TRACON to provide all feedback by May 16, 2017

E-12 Federal Aviation Administration Meeting July 5, 2017

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technical memorandum

date	June 15, 2017
to	Kelly Mitchell, Port Authority of New York and New Jersey
cc	Adeel Yousuf, Port Authority of New York and New Jersey
from	Steve Alverson, Chris Sequeira, and Mike Alberts (KBE)
subject	Second Information Request for the JFK and LGA 14 CFR Part 150 Studies Noise Abatement Procedure Noise Modeling Efforts

1. INTRODUCTION

The intent of this technical memorandum is to gather additional information on the potential noise abatement strategies that the ESA Study Team is recommending for noise modeling as part of the John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA) 14 CFR Part 150 Studies. The technical memorandum provides requests to FAA for the information required to model each strategy.

2. SCREENING CRITERIA

For the purposes of this technical memorandum, the following criteria were used to evaluate each noise abatement strategy in order to determine what strategies should be modeled:

- Qualitative evaluation of potential for the noise abatement strategy to reduce incompatible land use within the DNL 65 contour
- Qualitative evaluation of implementation feasibility (operational, safety, economic)

Under 14 CFR Part 150, the Federal Aviation Administration (FAA) cannot approve recommended Noise Compatibility Program (NCP) noise abatement strategies that do not reduce incompatible land uses within the DNL 65 and higher contours. A quantitative evaluation (modeling and impact analysis) is required to demonstrate this reduction.

3. LIST OF POTENTIAL LGA NOISE ABATEMENT STRATEGIES TO BE MODELED

3.1 Modify NTHNS and GLDMN RNAV[1] SIDs[2] to Reduce Impacts to Flushing (Queens)

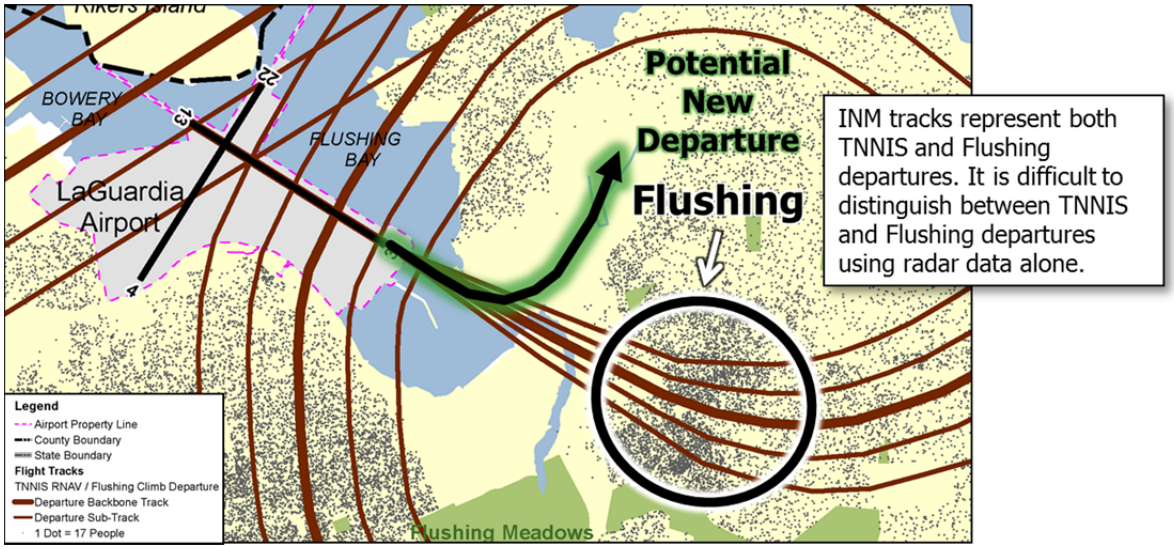
- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement strategy could reduce incompatible land uses within the DNL 65 contour (in Flushing, Queens) associated with Runway 13 departures.
- Implementation feasibility (operational, safety, economic): The New York TRACON (N90) indicated support for this effort during a discussion on April 20, 2017.

REQUEST FOR FAA:

- In a May 18, 2017 email to the Port Authority of New York and New Jersey (PANYNJ), N90 stated the following: "We moved initial turn to KIWIE back about ¾ mile." The ESA Study Team is requesting an updated TARGETS file or a latitude-longitude coordinate of the revised KIWIE waypoint.

3.2 Create New Runway 13 Departure with Immediate Left Turn over Compatible Land Uses

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement strategy could reduce incompatible land uses within Flushing associated with Runway 13 departures by placing operations over industrial land uses. This departure would be used in conjunction with GLDMN and NTHNS RNAV SIDs.
- Implementation feasibility (operational, safety, economic): N90 indicated that such a procedure might restrict arrivals to LGA Runway 22. The ESA Study Team sent N90 a graphical illustration after the discussion on April 20, 2017. It is duplicated here for convenience. The ESA Study Team is awaiting the FAA's determination on the feasibility of this potential procedure.



[1] RNAV: Area Navigation.
[2] SID: Standard Instrument Departure.

REQUEST FOR FAA:

- Could the procedure be used by both jets and turboprops?
- Provide the TARGETS file or suggested waypoints
- Provide lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

3.3 Implement RNAV Approach to Runway 13

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement strategy could shift the DNL 65 contour associated with LGA Runway 13 arrivals.
- Implementation feasibility (operational, safety, economic): This procedure was implemented on a temporary basis in March 2017. The ESA Study Team reviewed the FAA noise screening document, which provided some information necessary for modeling, but did not provide the full information required.

REQUEST FOR FAA:

- Provide an estimate of how often this procedure will be used at night, either as an annual arrival operation count or as a percentage of total arrival operations.
- Provide information on the reduction of other arrival procedures, either as an annual arrival operation count or as a percentage of total arrival operations for each arrival procedure.

3.4 Implement Runway 4 Departure to Remain East of Clason Point and West of Other Residential Land Use

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement strategy could shift the DNL 65 contour associated with LGA Runway 4 departures away from incompatible land use and over water. Aircraft departing Runway 4 would make a right turn prior to reaching Clason Point and a subsequent left turn back on course to overfly the river, golf course and industrial areas while avoiding direct overflights of Clason Point on departure. This differs from the current Runway 4 departure, which turns right to avoid Clason Point but then overflies other residential land use instead of turning back to the left.
- Implementation feasibility (operational, safety, economic): The ESA Study Team sent an illustration of this concept to N90 after a discussion on April 20, 2017. On May 16, 2017, N90 indicated to the Port Authority that it is developing a version of this concept that includes an associated RNAV arrival. N90 recommended a further conversation with the ESA Study Team.

REQUEST FOR FAA:

- Could the procedure(s) be used by both jets and turboprops?
- Provide the percent use of this climb, including day/night use, for Runway 4 departures
- Provide percent use of the associated arrival, including day/night use
- Provide the percent reduction in use of other arrival and departure procedures, including day / night use

- Provide suggested waypoints for the departure (the TARGETS file sent by N90 does not include the turn to the left after passing Clason Point)
- Provide the lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

3.5 Develop Runway 13 Approach Starting at DIALS and Passing Williamsburg Bridge to Cross Over Manhattan to Hudson River

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement strategy could reduce incompatible land uses associated with LGA arrivals, if aircraft that normally arrive to other LGA runway ends could instead use this strategy some of the time.
- Implementation feasibility (operational, safety, economic): On February 22, 2017, N90 indicated that it would like to keep considering this idea. An illustration is provided below. The illustrated flight path and altitudes enable obstacle avoidance. Abeam Central Park, aircraft would be 1,000 feet lower than with the existing LGA River Visual Runway 13.

REQUEST FOR FAA:

- Could the procedure be used by both jets and turboprops?
- Provide the percent use of the procedure, including day/night use, for Runway 13 arrivals
- Provide the percent reduction in use of other procedures, including day / night use
- Provide the lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

4. LIST OF POTENTIAL JFK NOISE ABATEMENT STRATEGIES TO BE MODELED

4.1 Increase Altitudes of Arrivals to Runway 22L/22R

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: This procedure may not reduce the incompatible land uses in the DNL 65 and greater contours, but the 14 CFR Part 150 process provides the opportunity to explore potential benefits to residents further from the airport who are affected by hold-downs; especially at night.
- Implementation feasibility (operational, safety, economic): In an email to the Port Authority on May 16, 2017, N90 indicated that it has submitted a rough-draft arrival procedure to the FAA PBN Office. The ESA Study Team is determining whether there is enough information available at this time to enable a modeling activity.

REQUEST FOR FAA:

- Will the procedure be available to both jets and turboprops?
- Provide estimated percent use of the procedure, including day/night use, for runways 22L and 22R
- Provide estimated percent reduction in the use of other procedures, including day / night use, for runways 22L and 22R
- Provide the TARGETS file of the rough-draft procedure submitted to the FAA PBN Office
- Provide the lateral dispersion of aircraft on the procedure
- Provide information on possible ATC vectoring behavior
- How will aircraft be directed from the procedure to the runways (e.g. vectors to intercept ILS)?

4.2 Implement “Tighten SKORR” Departure Procedure

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: Implementation of this noise abatement strategy could reduce incompatible land uses within the DNL 65 contour associated with JFK Runway 31L/31R departures.
- Implementation feasibility (operational, safety, economic): N90 staff indicated on February 22, 2017 that the draft version of this procedure passed its flyability check. N90 staff is communicating with FAA’s Air Traffic Organization Eastern Service Center Operations Support Group (OSG) about implementing the procedure. On April 20, 2017, N90 provided additional information necessary for modeling the procedure.

REQUEST FOR FAA:

- On April 20, N90 indicated that aircraft currently flying SKORR would fly the proposed "Tighten SKORR" procedure. The ESA Study Team is in possession of Port Authority ANOMS data and is requesting a conversation with N90 about techniques for using the data to identify aircraft currently flying SKORR.

4.3 Use Dispersed Departures from Runway 4L

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: This strategy may change the shape of the DNL 65 contour associated with Runway 4L departures.
- Implementation feasibility (operational, safety, economic): The ESA Study Team is recommending the addition of at least one heading to the current heading of 100, and is aware that dispersed headings of 070 and 110 were used in the past.

REQUEST FOR FAA:

- Would there be the opportunity to add one or more headings to the current departure heading of 100? If so, what would the heading(s) be?
- Would the headings be available to both jets and turboprops?
- Provide estimated percent use of the various headings, including day / night use
- Provide the TARGETS file or information of any waypoints and altitude restrictions
- Provide information on ATC vectoring after the procedure

4.4 Turn Runway 22L/22R Departures to Heading 240 at Night

- Potential for the noise abatement strategy to reduce incompatible land uses within the DNL 65 contour: This strategy may change the shape of the DNL 65 contour associated with Runway 22L/22R departures over The Rockaways.
- Implementation feasibility (operational, safety, economic): This was suggested by N90 during a discussion on April 20, 2017. N90 provided the file "JFK 22R headings clean.tgs."

REQUEST FOR FAA:

- Will this departure heading be available to both jets and turboprops?
- Provide estimated percent use of this departure heading at night
- Confirm that zero percent of daytime operations will use this procedure
- Provide details of all waypoints / turns or provide TARGETS file
- Provide estimated percent reduction in use of other procedures/headings at night
- Provide information on the lateral dispersion of aircraft
- Provide information on possible ATC vectoring behavior; in particular, what procedures / waypoints will aircraft be directed to?

Appendix A: LGA Runway Use

The LGA runway uses shown in **Table A-1** and **Table A-2**, below, were used for both 2016 and 2021 study years.

TABLE A-1
ARRIVAL RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Arrivals (Time of Day)	Runway 4	Runway 22	Runway 13	Runway 31
Daytime Arrivals	20.36%	47.88%	2.61%	29.15%
Nighttime Arrivals	18.64%	45.76%	6.12%	29.49%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: KB Environmental Sciences, Inc., 2016; Port Authority of New York and New Jersey, ANOMS[3] data for calendar year 2014.

TABLE A-2
DEPARTURE RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Departures (Time of Day)	Runway 4	Runway 22	Runway 13	Runway 31
Daytime Departures	26.17%	1.18%	47.35%	25.30%
Nighttime Departures	25.75%	1.67%	45.01%	27.57%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: KB Environmental Sciences, Inc., 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

[3] ANOMS: Airport Noise and Operations Management System

Appendix B: JFK Runway Use

The JFK runway uses shown in **Table B-1** and **Table B-2**, below, were used for both 2016 and 2021 study years.

TABLE B-1
ARRIVAL RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Arrivals (Time of Day)	Runway 13R	Runway 31L	Runway 4L	Runway 22R	Runway 13L	Runway 31R	Runway 4R	Runway 22L
Daytime Arrivals	0.35%	8.42%	3.74%	4.30%	14.12%	21.91%	17.37%	29.79%
Nighttime Arrivals	0.46%	10.20%	2.64%	2.22%	11.61%	33.88%	16.20%	22.78%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: Environmental Science Associates, 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

TABLE B-2
DEPARTURE RUNWAY USE (ALL FIXED-WING AIRCRAFT)

Departures (Time of Day)	Runway 13R	Runway 31L	Runway 4L	Runway 22R	Runway 13L	Runway 31R	Runway 4R	Runway 22L
Daytime Departures	15.83%	41.82%	17.47%	24.57%	0.18%	0.05%	0.04%	0.04%
Nighttime Departures	13.83%	42.43%	16.82%	25.59%	0.82%	0.41%	0.07%	0.03%

NOTE: Does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: Environmental Science Associates, 2016; Port Authority of New York and New Jersey, ANOMS data for calendar year 2014.

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	July 5, 2017	meeting time	11:00 A.M. EDT
present	**PA:** Kelly Mitchell, Ralph Tamburro, Adeel Yousuf **ESA:** Steve Alverson, Mike Arnold, Chris Sequeira **FAA:** Mike Porcello, Steve McClain,	route to	Kelly Mitchell, Adeel Yousuf
distribution date	July 12, 2017		
Subject	Special Port Authority/FAA/NY TRACON Follow-Up Discussion on Second Information Request for Noise Abatement Measures		

Adeel Yousuf opened the meeting by stating that the meeting purpose is to discuss the second information request technical memo, dated June 19, 2017. This information request contained additional questions related to potential noise abatement strategies being considered for modeling as part of the John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA) 14 CFR Part 150 Studies. The overall objective of this meeting is to receive the additional information requested in the technical memo, so that the Port Authority's consultants can commence with their modeling phase. Adeel then introduced Steve Alverson and Chris Sequeira with the ESA Study Team, who proceeded with the meeting by referring to sections in the information request.

Chris Sequeira began the conversation by requesting clarification on why the proposed LGA Runway 13 departure following the Van Wyck Expressway (discussed with NY TRACON on April 20, 2017) is not feasible to implement. Steve McClain responded that the proposed procedure would place JFK and LGA departures into the same airspace, requiring altitude restrictions that would likely place JFK departures lower than they are today, which would increase departure noise for the communities near JFK. Chris Sequeira thanked Steve McClain for the clarification and proceeded with the noise abatement strategies described in the second information request technical memo.

LIST OF POTENTIAL LGA NOISE ABATEMENT STRATEGIES NEEDING ADDITIONAL INFORMATION

1. Modify NTHNS and GLDMN RNAV[1] SIDs[2] to Reduce Impacts to Flushing (Queens)

Chris Sequeira referenced a May 18, 2017 email in which the NY TRACON stated the following: "We moved initial turn to KIWIE back about ¾ mile." Chris Sequeira requested an updated TARGETS file or some other information showing aircraft flight tracks resulting from this revision. Steve McClain responded that the FAA Performance Based Navigation (PBN) Group evaluated the revision and stated that it does not meet RNAV criteria. The PBN Group instead kept the KIWIE waypoint in its original location and changed the beginning of the procedure to a turn at altitude toward KIWIE rather than a track-to-fix (TF) segment. Steve McClain then stated that this latest revision is not accessible to NY TRACON, and that the PBN Group intends to follow up with NY TRACON about the proposed procedure in October. He mentioned that Matt Cathcart within the Group may have further details, but that the Group may not wish to share further information at this time.

Mike Porcello asked Ralph Tamburro if he knows of anyone within the FAA who can help expedite the development of the various noise abatement strategies that are being proposed for JFK and LGA. He suggested looking beyond the Air Traffic Organization's Eastern Service Center Operations Support Group (OSG) for this person. Given the need to begin noise modeling activities soon in order to keep the LGA 14 CFR Part 150 project on schedule, Chris Sequeira recommended moving forward with the existing TARGETS file for this proposed strategy. He recommended assuming that all aircraft flying the existing NTHNS and GLDMN SIDs would be reassigned to the new NTHNS and GLDMN SIDs for the purposes of noise modeling. The Port Authority and NY TRACON agreed. Thus, the ESA Study Team's information request has been resolved as follows:

REQUEST FOR FAA, WITH N90 RESPONSE:

- In a May 18, 2017 email to the Port Authority of New York and New Jersey (PANYNJ), N90 stated the following: "We moved initial turn to KIWIE back about ¾ mile." The ESA Study Team requested an updated TARGETS file or a latitude-longitude coordinate of the revised KIWIE waypoint.

Response: The draft strategy is now with the PBN Group, and NY TRACON does not currently have access to the latest revisions to the proposed procedure.

AGREED WAY FORWARD:

- The ESA Study Team will move forward with the TARGETS file currently in its possession. As a noise modeling assumption, all aircraft flying the existing NTHNS and GLDMN procedures will be reassigned to the modified NTHNS and GLDMN procedures.

[1] RNAV: Area Navigation.

[2] SID: Standard Instrument Departure.

2. Create New Runway 13 Departure with Immediate Left Turn over Compatible Land Uses

Chris Sequeira asked if the NY TRACON has determined whether this proposed strategy is feasible to implement. Mike Porcello responded that the strategy is infeasible to implement because departures flying the proposed procedure would conflict with LGA Runway 22 arrivals. Chris Sequeira asked about using the strategy when aircraft are landing on LGA Runways 4 or 13. Mike Porcello replied that the TNNIS procedure (which the proposed strategy would presumably replace) was designed to deconflict LGA Runway 13 departures from LGA Runway 22 arrivals and JFK Runway 22L/R arrivals. When landing aircraft on LGA Runway 13, the Flushing Climb is used for Runway 13 departures. If aircraft are landing on LGA Runway 4, there is still the potential for aircraft flying missed approaches to conflict with the proposed strategy. Thus, the ESA Study Team's information request has been resolved as follows:

REQUEST FOR FAA, WITH N90 RESPONSE:

- Could the procedure be used by both jets and turboprops?
- Provide the TARGETS file or suggested waypoints
- Provide lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

Response: This strategy is infeasible to implement because of conflicts with LGA Runway 22 arrivals. The TNNIS procedure was originally designed to deconflict Runway 13 departures from LGA Runway 22 arrivals and JFK 22L/22R arrivals.

AGREED WAY FORWARD:

- Because the strategy is infeasible to implement, it will not be modeled.

3. Implement RNAV Approach to Runway 13

Chris Sequeira indicated his awareness that the FAA implemented this procedure on a temporary basis in March 2017 in order to support runway rehabilitation activities at JFK. Chris Sequeira stated that the ESA Study Team has reviewed the FAA's environmental screening report for the procedure and found that some information needed for noise modeling is not contained within the report. Mike Porcello responded that the intention of the procedure is to deconflict LGA arrivals from Newark Liberty International Airport (EWR) and Teterboro Airport (TEB) operations. He added that there is a low demand for this type of deconfliction at night. For this reason, Mike Porcello stated that a nighttime utilization of less than 1 percent can be assumed for the procedure. He also clarified that operations flying this procedure would otherwise be flying the LGA ILS Runway 13 approach. Thus, the ESA Study Team's information request has been resolved as follows:

REQUEST FOR FAA, WITH N90 RESPONSES:

- Provide an estimate of how often this procedure will be used at night, either as an annual arrival operation count or as a percentage of total arrival operations.

Response: Nighttime use will be less than 1 percent.

- Provide information on the reduction of other arrival procedures, either as an annual arrival operation count or as a percentage of total arrival operations for each arrival procedure.

Response: Operations flying this procedure would otherwise fly the ILS approach to LGA Runway 13.

AGREED WAY FORWARD:

- Given the information above, the ESA Study Team now has the necessary information to model the strategy.

4. Implement Runway 4 Departure to Remain East of Clason Point and West of Other Residential Land Use

Chris Sequeira described the proposed strategy and indicated his awareness that there appear to be three initial headings commonly used for LGA Runway 4 departures: runway heading, heading 055, and a heading that appears to be directly north (heading 360) or north-northwest. Chris Sequeira emphasized that while the existing initial heading of 055 directs departures away from the Clason Point neighborhood in the Bronx, the proposed strategy would direct aircraft back to the west over compatible land uses after passing Clason Point, limiting overflights of other residential land uses. Mike Porcello responded that NY TRACON is still discussing this strategy and requested more time to continue these discussions. Steve McClain stated that the turn back to the west after Clason Point as located in the proposed strategy would not meet RNAV criteria. After the call, Steve McClain provided a TARGETS file indicating a first-order estimate of where the turn could be placed based on RNAV flyability criteria. The ESA Study Team's information request has thus been addressed as follows:

REQUEST FOR FAA, WITH N90 RESPONSE:

- Could the procedure(s) be used by both jets and turboprops?
- Provide the percent use of this climb, including day/night use, for Runway 4 departures
- Provide percent use of the associated arrival, including day/night use
- Provide the percent reduction in use of other arrival and departure procedures, including day / night use
- Provide suggested waypoints for the departure (the TARGETS file sent by N90 does not include the turn to the left after passing Clason Point)
- Provide the lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

Response: The strategy as proposed is infeasible because the turn back to the left occurs too soon, which would cause a loss of capacity and/or divergence.

AGREED WAY FORWARD:

- After reviewing the TARGETS file, the ESA Study Team communicated to N90 that the turn after passing Clason Point should be located in a position that will maximize opportunities to use this departure. The turn can be to the left or to the right, whichever maximizes utilization opportunities. The ESA Study Team is requesting what this utilization could be, in terms of how many aircraft can be shifted from a "Fly runway heading" departure to this procedure.

5. Develop Runway 13 Approach Starting at DIALS and Passing Williamsburg Bridge to Cross Over Manhattan to Hudson River

Chris Sequeira explained that the proposed strategy was conceived as a replacement for the LGA River Visual Runway 13 approach. Ralph Tamburro clarified that the proposed strategy actually begins before the DIALS waypoint, rather than at the DIALS waypoint. Mike Porcello responded that aircraft flying up the Hudson River must remain above 3,500 feet to prevent conflicts with EWR traffic. He noted the alternative idea of an approach flying up the East River and turning right to land on LGA Runway 13, or an approach where aircraft would follow the ILS signal to Runway 4 and then circle to land on Runway 13. Both Mike Porcello and Ralph Tamburro agreed that aircraft operators would likely be unwilling to fly such approaches due to aircraft performance and safety concerns, however. The ESA Study Team's information request has thus been addressed as follows:

REQUEST FOR FAA, WITH N90 RESPONSE:

- Could the procedure be used by both jets and turboprops?
- Provide the percent use of the procedure, including day/night use, for Runway 13 arrivals
- Provide the percent reduction in use of other procedures, including day / night use
- Provide the lateral dispersion of aircraft flying the procedure
- Provide information on possible ATC vectoring behavior

Response: This strategy is infeasible to implement because aircraft flying north along the Hudson River must remain above 3,500 feet so as not to conflict with Newark International Airport (EWR) traffic.

AGREED WAY FORWARD:

- Because the strategy is infeasible to implement, it will not be modeled.

LIST OF POTENTIAL JFK NOISE ABATEMENT STRATEGIES TO BE MODELED

1. Increase Altitudes of Arrivals to Runway 22L/22R

Chris Sequeira pointed out his awareness that the FAA provided a TARGETS file illustrating a concept for the proposed strategy. NY TRACON provided the following information to resolve the ESA Study Team's information request:

REQUEST FOR FAA, WITH N90 RESPONSE:

- Will the procedure be available to both jets and turboprops? **Yes.**
- Provide estimated percent use of the procedure, including day/night use, for runways 22L and 22R: **The strategy will only be used at night.**
- Provide estimated percent reduction in the use of other procedures, including day / night use, for runways 22L and 22R: **50% of Runway 22L and 50% of Runway 22R arrivals will use this procedure.**

- Provide the TARGETS file of the rough-draft procedure submitted to the FAA PBN Office: **Use the file JFK 22 TRANS.tgs sent by the FAA on March 9, 2017.**
- Provide the lateral dispersion of aircraft on the procedure: **There will be very little dispersion.**
- Provide information on possible ATC vectoring behavior: **There will be very little ATC vectoring once the aircraft join the procedure.**
- How will aircraft be directed from the procedure to the runways (e.g. vectors to intercept ILS)? **The procedure leads aircraft directly to the localizers for Runways 22L and 22R.**

AGREED WAY FORWARD:

- Given the information above, the ESA Study Team now has the necessary information to model the strategy.

2. Implement "Tighten SKORR" Departure Procedure

Chris Sequeira stated that the challenge with modeling this procedure is in using radar data to determine which aircraft are flying the existing SKORR procedure. He pointed out that many aircraft were observed turning left soon after takeoff instead of flying by the SKORR waypoint. Chris Sequeira proposed drawing a small box around the SKORR waypoint and assigning aircraft intercepting the box to the proposed "Tighten SKORR" procedure for the purposes of modeling. Mike Porcello supported this analysis technique and stated that aircraft currently vectored soon after takeoff instead of flying by SKORR today would likely continue to be vectored if "Tighten SKORR" is implemented. The ESA Study Team's information request has thus been resolved as follows:

REQUEST FOR FAA, WITH N90 RESPONSE:

- On April 20, N90 indicated that aircraft currently flying SKORR would fly the proposed "Tighten SKORR" procedure. The ESA Study Team is in possession of Port Authority ANOMS data and is requesting a conversation with N90 about techniques for using the data to identify aircraft currently flying SKORR.

Response: N90 agreed with ESA's suggestion that drawing a box / intersection plane around the current SKORR waypoint with a width of 0.3 nautical miles to either side of the waypoint; all operations that intersect this box should be reassigned to the "Tighten SKORR" procedure. Aircraft that do not intersect the box can be left as is, under the assumption that aircraft vectored off of the current SKORR procedure close to the airport would continue to be vectored off of the "Tighten SKORR" procedure.

AGREED WAY FORWARD:

- Given the information above, the ESA Study Team now has the necessary information to model the strategy.

3. Use Dispersed Departures from Runway 4L

Chris Sequeira stated his awareness that at least one dispersed departure heading has been used for Runway 4L departures in the past. Steve McClain stated that heading 070 used to be used for propeller aircraft, but that there are very few propeller aircraft departing JFK today. He then stated that the intention of the current SID, which directs aircraft to a heading of 100 after departure, is to bring aircraft through the Runway 4R extended centerline as quickly as possible to avoid conflicts with aircraft flying the Runway 4R missed approach. Steve McClain indicated that the use of heading 070 for jet aircraft would introduce more noise over residential neighborhoods. The ESA Study Team's information request has thus been addressed as follows:

REQUEST FOR FAA, WITH N90 RESPONSE:

- Would there be the opportunity to add one or more headings to the current departure heading of 100? If so, what would the heading(s) be?
- Would the headings be available to both jets and turboprops?
- Provide estimated percent use of the various headings, including day / night use
- Provide the TARGETS file or information of any waypoints and altitude restrictions
- Provide information on ATC vectoring after the procedure

Response: N90 indicated that the 070 heading was used for propeller aircraft in the past. Use of the 070 heading by jet aircraft may introduce more noise over residential land uses.

AGREED WAY FORWARD:

- Because implementation of the strategy may introduce more noise over residential land uses, it will not be modeled.

4. Turn Runway 22L/22R Departures to Heading 240 at Night

Chris Sequeira indicated that the ESA Study Team has reviewed the FAA's TARGETS file showing this proposed strategy, which appears to place aircraft over land use in The Rockaways with a lower population density. Steve McClain indicated that this procedure would be used only at night during situations of low traffic volume. He stated that the intent of the procedure design was to implement a noise abatement strategy in the NY TRACON Standard Operating Procedures (SOP) document while giving aircraft an opportunity to reach higher altitudes before passing over The Rockaways. Steve McClain stated that JFK has high traffic volumes through midnight, so an assumption of 50% use of this strategy at night is reasonable. He indicated that the departure would be an RNAV procedure, so flight track dispersion would be minimal. The ESA Study Team's information request has thus been addressed as follows:

REQUEST FOR FAA, WITH N90 RESPONSE:

- Will this departure heading be available to both jets and turboprops? **Yes**
- Provide estimated percent use of this departure heading at night: **50 percent of Runway 22L and 50 percent of Runway 22R departures would use this procedure**
- Confirm that zero percent of daytime operations will use this procedure: **Correct**

- Provide details of all waypoints / turns or provide TARGETS file: **See the TARGETS file "JFK 22R headings clean.tgs"**
- Provide estimated percent reduction in use of other procedures/headings at night: **As described above, 50 percent of Runway 22L and 50 percent of Runway 22R departures would use this procedure**
- Provide information on the lateral dispersion of aircraft: **This would be an RNAV departure, with a minimum of variation from the flight track.**
- Provide information on possible ATC vectoring behavior; in particular, what procedures / waypoints will aircraft be directed to? **The ESA Study Team is assuming that aircraft will be directed to the same places as with today's Runway 22L/R departures.**

AGREED WAY FORWARD:

- Given the information above, the ESA Study Team now has the necessary information to model the strategy.

The ESA Study Team and the Port Authority thanked the NY TRACON for the information. Steve Alverson stated that the modeling activity must commence within the month of July, so all necessary information must be gathered soon. The Study Team intends to develop draft modeling results by October for presentation at the October Technical Advisory Committee (TAC) meetings. Steve McClain stated that the NY TRACON will answer questions when possible and may be able to direct the Study Team to other people within the FAA.

Mike Porcello asked about the status of discussions on runway rotation programs for JFK and LGA. Steve Alverson replied that JFK and LGA Airport Traffic Control Towers (ATCTs) are unlikely to change their existing runway use strategies. JFK ATCT, in particular, stated that there is a runway use program based on runway availability, winds and weather, traffic volume, and other factors that are prioritized before community noise. Mike Porcello stated that he will reach out to the Port Authority to discuss runway use strategies.

Summary of Action Items

- ESA Study Team, to update the June 19, 2017 technical memo to incorporate the NY TRACON responses
- ESA Study Team to develop meeting notes
- The NY TRACON to contact the Port Authority and discuss runway use strategies for JFK and LGA
- The NY TRACON to provide information on how often the LGA Runway 4 departure avoiding Clason Point could be utilized instead of assigning departures to fly the runway heading

E-13 Federal Aviation Administration and Aircraft Operator Meeting September 8, 2017

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Purpose of this Presentation

- The Port Authority of New York and New Jersey (Port Authority) is performing 14 Code of Federal Regulations (CFR) Part 150 Studies for John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA)
- 14 CFR Part 150 provides a two-phase framework for addressing exposure of incompatible land uses (such as residential land uses) to noise levels of Day-Night Average Sound Level (DNL) 65 and higher
  - Noise Exposure Map (NEM) phase, to document noise exposure
  - Noise Compatibility Program (NCP) phase, to develop strategies for addressing noise exposure
- This presentation will show noise abatement procedure concepts for JFK and LGA to obtain initial operator feedback on flyability

What is a Noise Compatibility Program?

- The NCP explores noise abatement, land use, and programmatic strategies for addressing aircraft noise exposure
  - Noise levels are determined through the creation of a Noise Exposure Map (NEM) before the NCP phase of a 14 CFR Part 150 Study begins
  - Airport Proprietor recommendations are placed into an NCP Report
- FAA has 180 days to review the NCP Report once submitted
- During its review, the FAA will respond as follows for each recommended strategy:
  - Approved
  - Disapproved
  - Approved or disapproved in part
  - No action (only relevant for NCP measures involving flight procedures)

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

All NCP Measures Must Consider:

- Reduction of existing incompatible land use and prevention / reduction of future incompatible land use
- Safety and efficiency
- Consistency with the powers and duties of the FAA
- Avoidance of unjust discrimination against certain aircraft types
- Interstate commerce
  - Measures cannot impose an undue burden on interstate commerce (requires balancing of interests)
- The ability to meet both local needs and national air transportation system needs

14 CFR Part 150 Evaluation Criteria for Noise Abatement Strategies

- Level of noise reduction: must reduce noise within DNL 65
  - Noise levels are being modeled using the Integrated Noise Model (INM) for the JFK and LGA 14 CFR Part 150 Studies
  - Strategies that do not reduce noise within DNL 65 could be pursued outside the 14 CFR Part 150 process
- Effects on capacity, delay, and air traffic control procedures
- Consistency with FAA safety and other standards
- Other environmental effects (environmental review required)
- Operational effects and costs; financial feasibility
- Consistency with policies adopted by Airport Proprietor

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

JFK Noise Abatement Procedure Concepts

JFK Noise Abatement Procedure Concepts

- The Port Authority and ESA Study Team have held several conversations with New York TRACON (N90) about noise abatement procedure concepts
- N90 provided feedback on the feasibility of implementing various proposed procedure concepts
- The following slides introduce JFK noise abatement procedure concepts that may be feasible to implement
- A number of concepts focus on nighttime, because the DNL metric treats one nighttime operation as equivalent to ten daytime operations
- Feedback is requested on the flyability of the shown procedures

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
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Adopt ICAO NADP1 Measures*

- Description: ICAO NADP1 may reduce noise exposure for communities close to the airport. This is in contrast to ICAO NADP2, which may reduce noise exposure for communities further from the airport
- Rationale: The proposed strategy to adopt ICAO NADP1 measures may reduce incompatible land uses within the DNL 65 contour
- Implementation of ICAO NADP1 would be voluntary, and would vary by operator and aircraft type
- The ESA Study Team is performing analysis to determine whether adoption of ICAO NADP1 may benefit communities surrounding JFK

* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

Reduce JFK Runway 31L Intersection Departures at Night

- **Description: In calendar year 2014, 25 percent of nighttime departures started their takeoff roll at the intersection of Runway 31L and a taxiway rather than at the end of Runway 31L**
- **Rationale: Reducing intersection departures may reduce noise over Howard Beach**
  - **Aircraft departing from the runway end will be at a higher altitude at the point of closest approach to Howard Beach**
  - **Aircraft may also turn left further away from Howard Beach, increasing lateral distance from the neighborhood**
- **The intersection of Taxiway KD and Runway 31L was used for INM noise modeling, as shown in the next slide**

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
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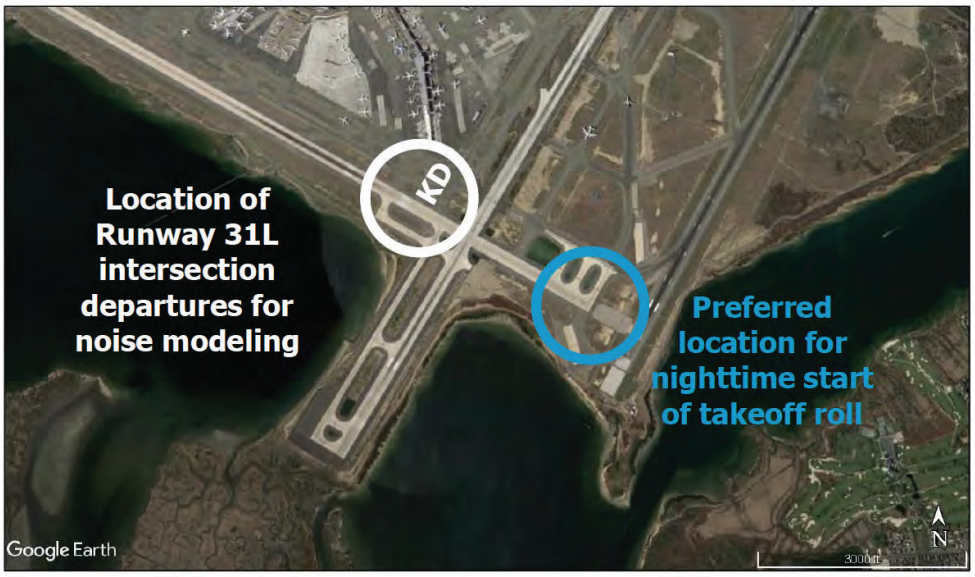
Intersection Departure Location Used in Noise Modeling



SOURCE: Google Earth, last accessed August 31, 2017; ESA, 2016.

FOR DELIBERATIVE PURPOSES ONLY

Increase Altitudes of Arrivals to Runways 22L and 22R at Night

- **Description: Implementation of this proposed strategy at night may keep arriving aircraft at higher altitudes farther from the airport, reducing the occurrence of "hold-downs" (level segments) at low altitudes**
- **FAA proposed an Area Navigation (RNAV) Standard Terminal Arrival Route (STAR) for the noise abatement procedure concept**
- **FAA-suggested utilization: 50% of Runway 22L and Runway 22R arrivals at night**
- **Rationale: May reduce noise exposure below DNL 65. If feasible, implementation would be pursued outside of the 14 CFR Part 150 process**
- **Potential Procedure: See next slides**

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts

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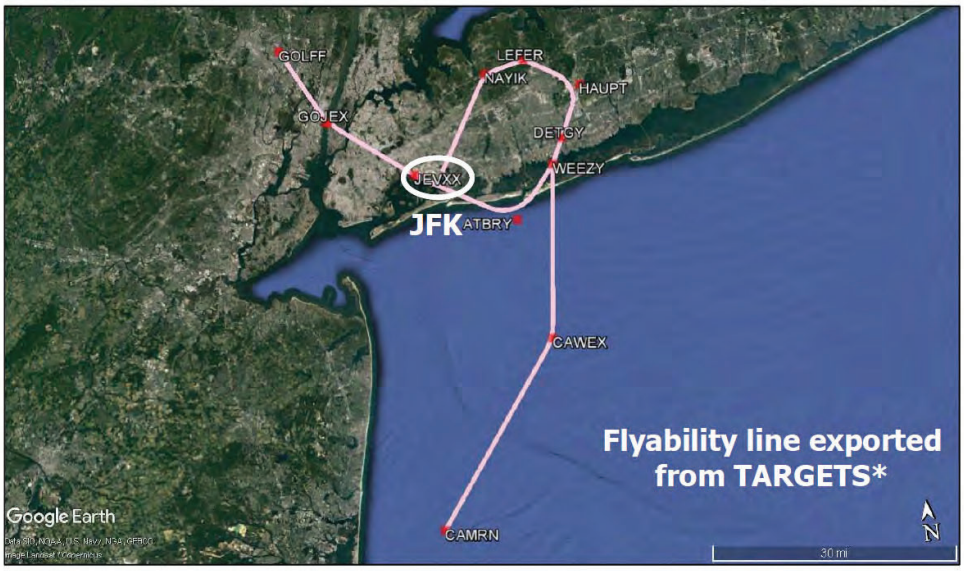
FAA-Proposed Procedure Top View



SOURCE: Google Earth, last accessed August 31, 2017; FAA, 2017.
* TARGETS: Terminal Area Route Generation and Traffic Simulation tool.

FAA-Proposed Procedure Top View (Close-Up)

SOURCE: Google Earth, last accessed August 31, 2017; FAA, 2017.

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
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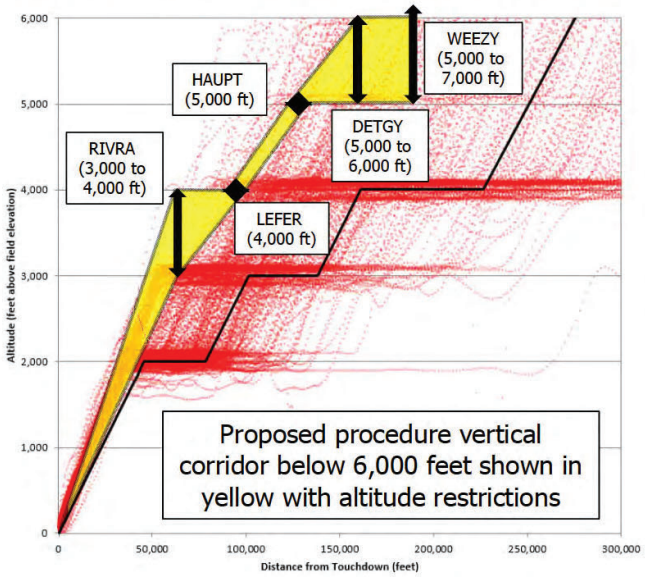
Sample of A320-232 Nighttime Arrivals to Runway 22L



168 Nighttime Operations Shown

Data from January 2014 to September 2014

SOURCE: Port Authority Airport Noise and Operations Management System (ANOMS) data, 2014; FAA, 2017; ESA, 2017

Turn Nighttime Runway 22L/R Departures to Heading 240

- **Description: This concept may enable aircraft to gain more altitude before overflying The Rockaways (in Queens) and also overfly land use with lower population density**
- **Rationale: This proposed strategy may change the shape of the DNL 65 contour in The Rockaways**
- **FAA proposed an RNAV departure for this noise abatement procedure concept**
- **FAA-suggested utilization: 50% of Runway 22L and Runway 22R departures at night**
- **Existing and Potential Procedures: See next slide**

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Noise Abatement Procedure Concepts
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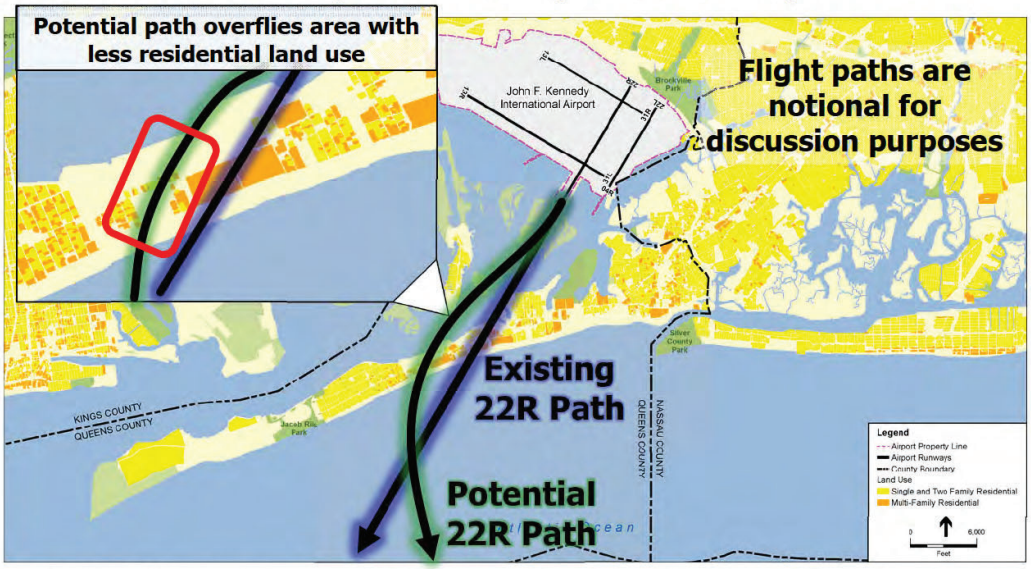
Noise Abatement Departure Example for Runway 22R



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Federal Aviation Administration, 2017.

FOR DELIBERATIVE PURPOSES ONLY

Implement Proposed "Tighten SKORR" Departure Procedure

- Description: The SKORR waypoint is located such that many aircraft flying RNAV departures from Runways 31L/R overfly Howard Beach (in Queens). "Tighten SKORR" would move the SKORR waypoint to reduce departure overflights of Howard Beach
- Rationale: This strategy may reduce incompatible land uses within the DNL 65 contour over Howard Beach
- FAA proposed this noise abatement departure procedure concept
- Combining this concept with a reduction of Runway 31L intersection departures at night could provide an additional benefit
- Existing and Potential Procedures: see next slide

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts

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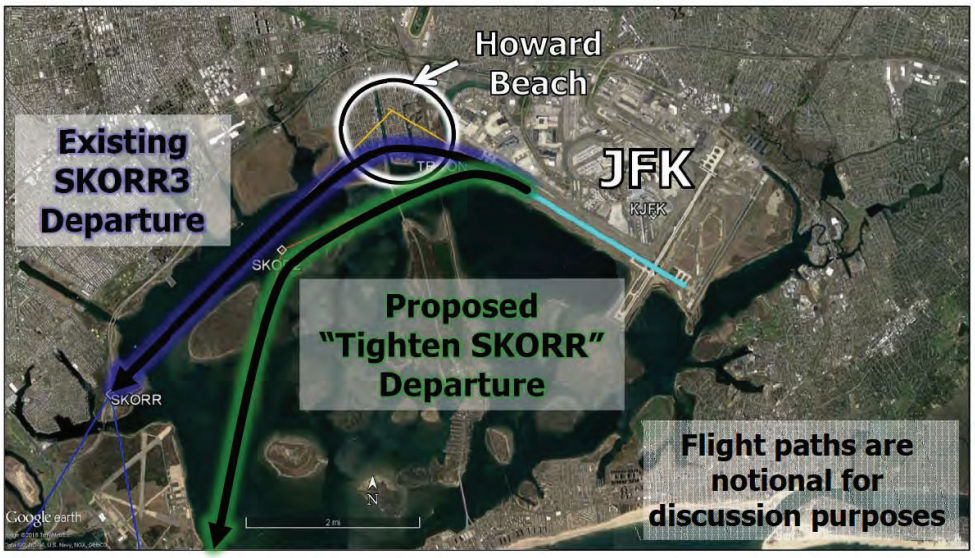
Implement Proposed "Tighten SKORR" Departure Procedure



SOURCE: Google Earth, April 19, 2016, last accessed March 31, 2017; Federal Aviation Administration, 2017.

LGA Noise Abatement Procedure Concepts

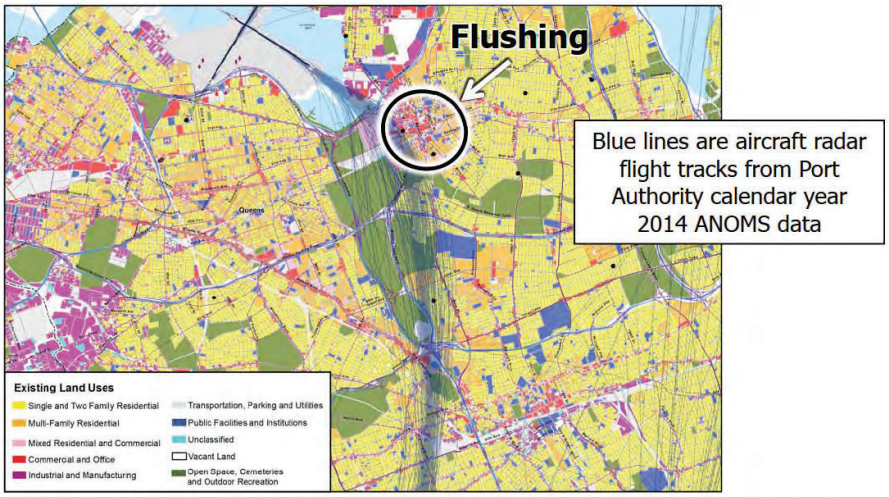
FOR DELIBERATIVE PURPOSES ONLY

Modify NTHNS and GLDMN RNAV Departures to Reduce Impacts to Flushing (in Queens)

- Description: Modify NTHNS and GLDMN departures from LGA Runway 13 to reduce overflights of Flushing
- Rationale: This proposed strategy may reduce incompatible land use within the DNL 65 contour by more effectively keeping aircraft over Flushing Meadows Corona Park
- FAA proposed departure procedure modifications designed to meet the objectives of this noise abatement procedure concept
- Existing and Potential Procedures: See next slides

FOR DELIBERATIVE PURPOSES ONLY

Modify NTHNS and GLDMN RNAV SIDs to Reduce Impacts to Flushing



SOURCE: Port Authority ANOMS data, 2014; New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; Planning Technology, Inc. 2016; KB Environmental Sciences, Inc., 2016; Federal Aviation Administration, 2017; KB Environmental Sciences, Inc., 2017.

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts

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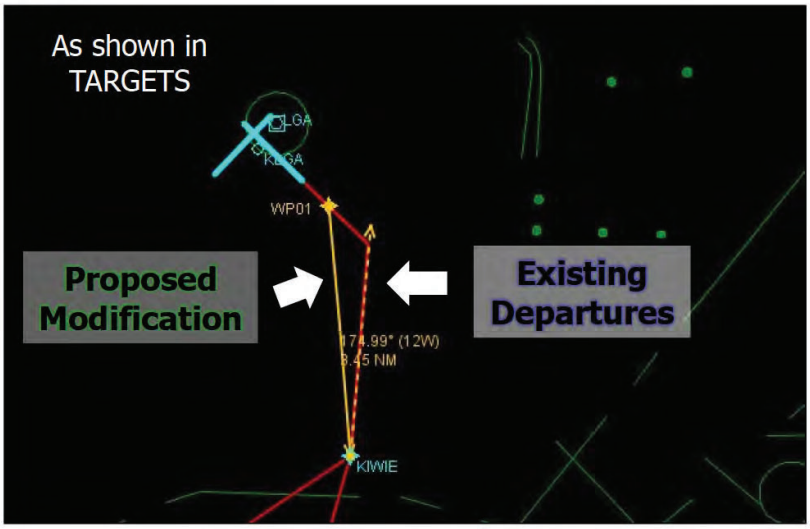
Modify NTHNS and GLDMN RNAV SIDs to Reduce Impacts to Flushing



SOURCE: FAA, 2017. Annotations by ESA, 2017.

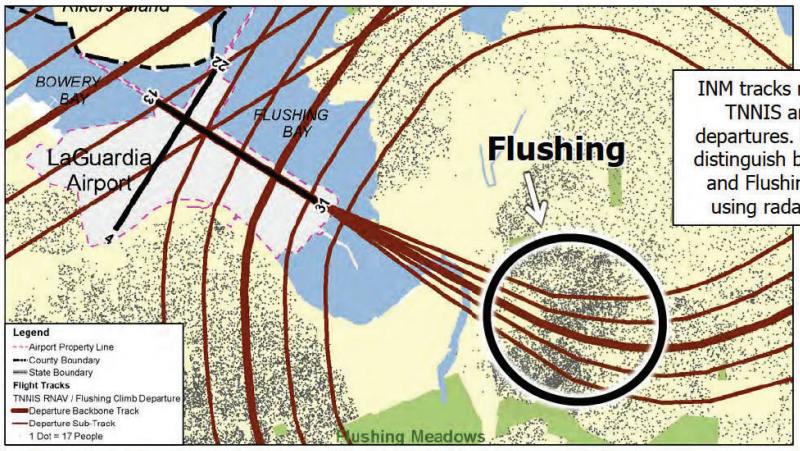
Do Not Use TNNIS Between 10 P.M. and 7 A.M.

- **Description: Do not use TNNIS RNAV SID for nighttime aircraft departures**
- **Rationale: This proposed strategy may reduce incompatible land use within the DNL 65 contour by reducing overflights of Flushing**
- **Feedback from NY TRACON: It is not feasible to eliminate nighttime TNNIS use entirely, but a slight reduction may be possible**
- **The ESA Study Team will model a 10-percent reduction in the use of TNNIS at night, to determine if there is a noise benefit to a slight reduction in nighttime TNNIS departures**
- **Existing Procedure: See next slide**

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

Existing TNNIS RNAV SID and Flushing Conventional Climb, and Proposed Measure for Modeling

Flight tracks shown are INM modeled tracks based on radar data.
A 10-percent reduction of nighttime TNNIS use will be modeled for the NCP.



SOURCE: NAIP, 2013; KB Environmental Sciences, Inc., 2016; U.S. Census Bureau, 2010.
INM flight tracks based on 2014 data as used for developing Noise Exposure Maps.

Adopt ICAO NADP1 Measures

- Description: ICAO NADP1 may reduce noise exposure for communities close to the airport. This is in contrast to ICAO NADP2, which may reduce noise exposure for communities further from the airport
- Rationale: The proposed strategy to adopt ICAO NADP1 measures may reduce incompatible land uses within the DNL 65 contour
- Implementation of ICAO NADP1 would be voluntary, and would vary by operator and aircraft type
- The ESA Study Team is performing analysis to determine whether adoption of ICAO NADP1 may benefit communities surrounding LGA

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

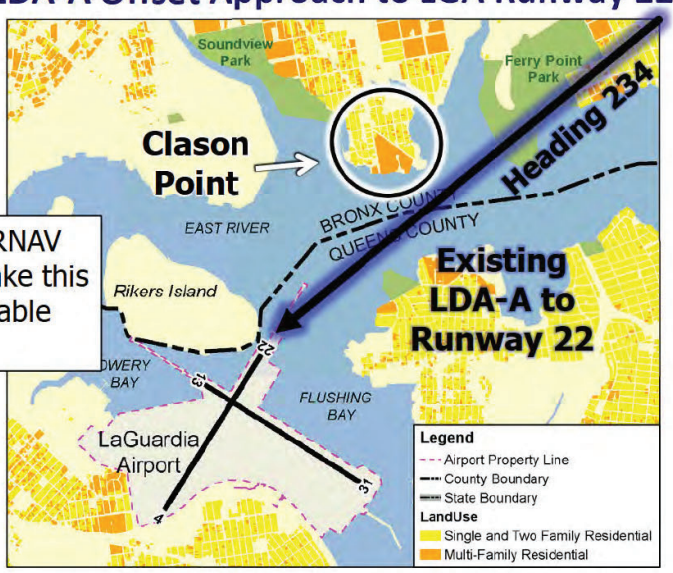
Implement Proposed RNAV Overlay of LDA-A* Offset Approach to LGA Runway 22 to Reduce Impacts to Clason Point (Bronx)

- Description: This proposed procedure would keep aircraft arriving on Runway 22 over water longer. An RNAV overlay of the existing LDA-A approach could potentially be used in a wider variety of weather conditions than the existing LDA-A
- Rationale: May shift the DNL 65 contour away from incompatible land uses in Clason Point by making an over-water Runway 22 approach available more often
- FAA proposed this RNAV procedure
- FAA-suggested utilization: 40% of daytime and nighttime Runway 22 arrivals could use this procedure
- Existing and Potential Procedure: See next slide

* LDA: Localizer-type Directional Aid.

The Existing LDA-A Offset Approach to LGA Runway 22

Creation of an RNAV overlay may make this flight path available more often



SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; Planning Technology, Inc. 2016; KB Environmental Sciences, Inc., 2016; IFP Information Gateway Search Results: LGA New York/LaGuardia. Federal Aviation Administration. Last Accessed: March 29, 2017. https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=LGA

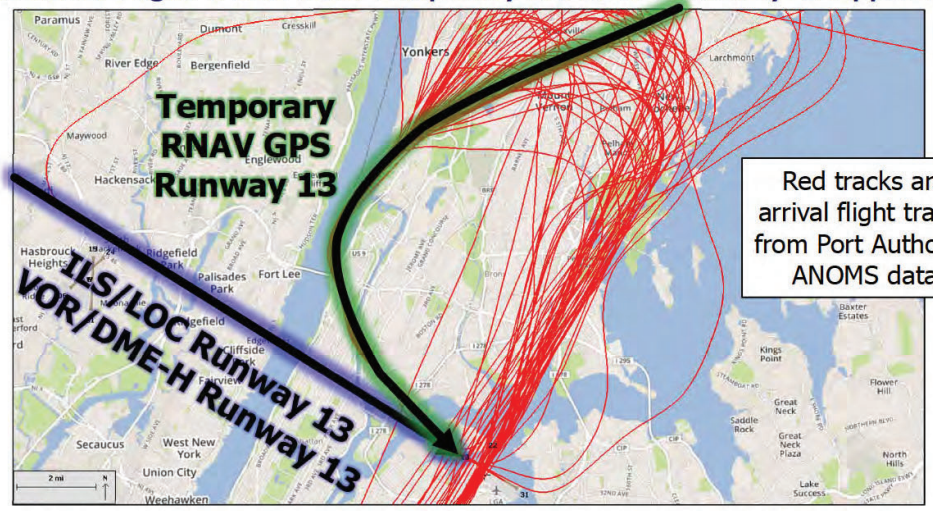
JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

Implement Proposed RNAV Approach to LGA Runway 13

- **Description: This proposed procedure would place arriving aircraft on a southwest approach over the Bronx, followed by a left turn to LGA Runway 13**
- **Rationale: Implementation of this proposed strategy may shift the DNL 65 contour associated with Runway 13 arrivals**
- **A temporary RNAV GPS approach was implemented by the FAA in March 2017 to accommodate JFK runway rehabilitation activities. FAA is considering permanent implementation of this procedure and it is currently under environmental review**
- **Existing and Temporarily-Implemented Procedure: See next slide**

Existing ILS/LOC and VOR/DME-H LGA Runway 13 Approaches*

Sample Radar Flight Tracks from Temporary RNAV GPS Runway 13 Approach



SOURCE: Port Authority ANOMS Data, 2017. IFP Information Gateway Search Results: LGA New York/LaGuardia. Federal Aviation Administration. Last Accessed: April 7, 2017. https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=LGA

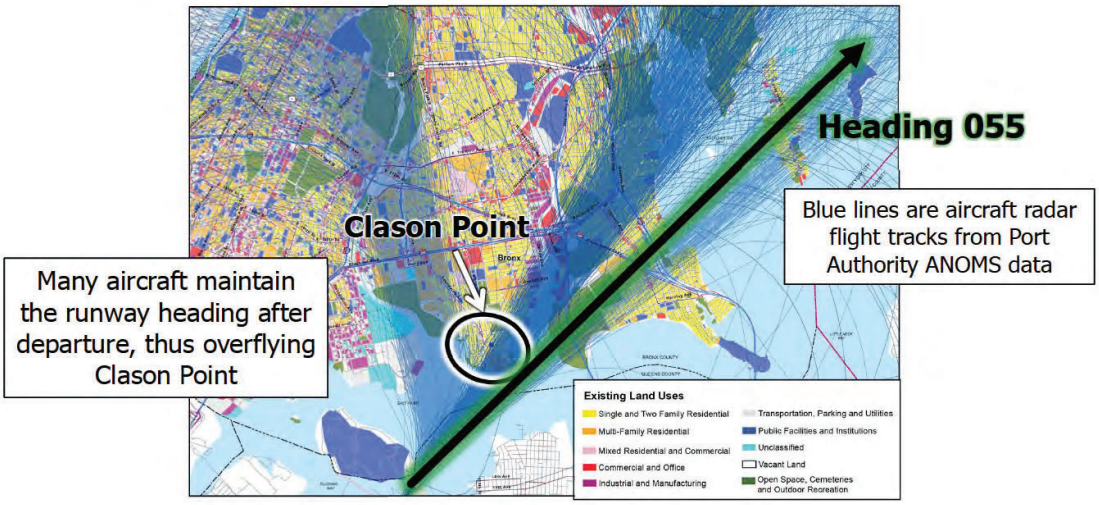
* ILS: Instrument Landing System: VOR: Very High Frequency Omnidirectional Range. DME: Distance Measuring Equipment.

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

Increase Use of Heading 055 for LGA Runway 4 Departures

- **Description: This noise abatement procedure would keep departing aircraft over water longer by directing them east of Clason Point (Bronx)**
- **Rational: This procedure could shift the DNL 65 contour associated with LGA Runway 4 departures**
- **The existing La Guardia Five conventional departure contains a departure heading of 055 degrees after passing 600 feet of altitude**
- **The ESA Study Team will analyze whether directing a greater percentage of Runway 4 departures to heading 055 would provide a noise benefit**
- **Existing Procedure: See next slide**

Existing Runway 4 Departures



SOURCE: Port Authority ANOMS data, 2014; New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping Services; Environmental Science Associates, 2016; Planning Technology, Inc. 2016; KB Environmental Sciences, Inc., 2016; KB Environmental Sciences, Inc., 2017.

JFK and LGA 14 CFR Part 150 Studies
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Adjourn

Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Peter Byrne, Deputy Project Director
  - Mike Arnold, LGA Technical Director
  - Chris Sequeira, JFK Technical Director
- Website:

  http://www.panynj.gov/airports/aircraft-noise-information.html
- E-Mail: NYPart150@panynj.gov

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meeting notes

project	PANYNJ EWR, TEB, JFK, and LGA 14 CFR Part 150 Studies
meeting date	September 8, 2017
meeting time	10:00 A.M. EDT
present	**PA:** Tim Middleton, Kelly Mitchell, Adeel Yousuf **FAA:** Lindsay Butler, Durre Cohen, David Johnson, Michael Lamprecht, Joey Medders **ESA:** Steve Alverson, Mike Arnold, Chris Sequeira **HMMH:** Rhea Gundry, Bob Mentzer, Dominic Scarano, Diana Wasiuk, Jessica Cohen **American Airlines:** Wes Googe, Eric Silverman, Brian Townsend **Delta Air Lines:** Rob Goldman **FedEx:** Larry Hills, Phil Santos **JetBlue:** Joe Bertapelle **Southwest Airlines:** George Hodgson, Gary McMullin, Rich Teilborg **United Airlines:** Glenn Morse, Chris Osterman, Peggy Schorsch **United Parcel Service:** Jonathan Bonds
route to	Kelly Mitchell, Adeel Yousuf, Tim Middleton
distribution date	September 22, 2017
Subject	Special Port Authority/FAA/Aircraft Operators Meeting on Proposed Noise Abatement Procedure Concepts for the 14 CFR Part 150 Studies at TEB, EWR, JFK, and LGA

Adeel Yousuf opened the meeting at 10:03 A.M. EDT and introduced Chris Sequeira to commence the presentation. Chris Sequeira performed a roll call of all airlines and FAA participants on the webinar, then gave a brief overview of the 14 CFR Part 150 Process. He explained that the purpose of the meeting was to solicit initial feedback on the flyability of proposed noise abatement procedure concepts. Chris then introduced HMMH to present proposed noise abatement procedure concepts for Newark Liberty International Airport (EWR) and Teterboro Airport (TEB).

EWR PROPOSED NOISE ABATEMENT PROCEDURE CONCEPT

EWR Offset Approach to Runway 22L

Rhea Gundry introduced this proposed concept, which is intended to reduce incompatible land uses within the Ironbound area of Newark, NJ. She noted that the FAA has determined that this concept may be feasible to implement. Glenn Morse (United Airlines) indicated that a procedure similar to this was proposed for EWR many years ago. He emphasized the importance of determining where aircraft must be aligned with the Runway 22L extended centerline. Tim Middleton indicated that the proposed concept is for an RNAV[1] GPS[2] approach, and that the point of alignment would depend on the aircraft type. Glenn replied that absent a specific design, United Airlines aircraft must be aligned with a runway extended centerline by at least two miles before touchdown.

Gary McMullin (Southwest Airlines) emphasized Glenn Morse's (United Airlines) statements and also noted that an RNAV GPS approach could not be used for the proposed concept because it would not allow for an aircraft to align with the runway extended centerline so close to touchdown. Joe Bertapelle (JetBlue) asked Gary when Southwest Airlines aircraft must be aligned with the runway. Gary replied that the requirement depends on the procedure design; he also stated that RNP[3] approaches allow for turns on short final with a prescribed glide path angle, whereas RNAV GPS approaches do not. Gary indicated that a manual alignment with the runway on short final would be inappropriate. Larry Hills (FedEx) agreed, stating that an RNAV GPS approach like the proposed concept would not meet FedEx's safety criteria.

Joe Bertapelle (JetBlue) asked the other aircraft operators whether they could use RNP approaches. Glenn Morse (United Airlines) indicated his willingness to meet with the FAA and other operators to determine a flyable design. Tim Middleton noted that the Port Authority will summarize the airline responses and determine a way to meet specifically on this proposed noise abatement procedure concept.

TEB PROPOSED NOISE ABATEMENT PROCEDURE CONCEPT

TEB Runway 24 Night Departure Procedure

Bob Mentzer introduced this proposed concept, which is intended to reduce aircraft noise exposure in residential areas off the end of TEB Runway 24. The procedure would be conventional and would involve a turn to a 230 degree heading, climb to 1500 feet, and then a turn to a 280 degree heading. He indicated that the use of this concept would require the implementation of the "EWR Offset Approach to Runway 22L" concept, in order to achieve required separation between TEB and EWR operations. Gary McMullin (Southwest Airlines) raised concerns about the interaction of this proposed concept with EWR Runway 22L/22R missed approaches. Bob Mentzer responded that he does not believe there will be a negative

[1] RNAV: Area Navigation.
[2] GPS: Global Positioning System.
[3] RNP: Required Navigation Performance.

interaction. He stated that the proposed procedure concept achieves the necessary 15 degrees of separation.

JFK PROPOSED NOISE ABATEMENT PROCEDURE CONCEPTS

1. Adopt ICAO[4] NADP1[5] Measures

Chris Sequeira introduced this proposed concept and stated that ICAO NADP1 is also known as the "close-in" NADP. Rob Goldman (Delta Air Lines) offered his support of this concept, stating that it could be beneficial from a noise and an operational standpoint. Glenn Morse (United Airlines) emphasized that implementation would be voluntary and would not be standardized across aircraft operators and aircraft types. He recommended that New York TRACON[6] (N90) be engaged to offer feedback on how implementation of this proposed concept would affect air traffic management. Wes Googe (American Airlines) agreed, noting that heavier aircraft in particular may have NADP1 climb profiles that present air traffic management challenges.

2. Reduce Runway 31L Intersection Departures at Night

Chris Sequeira explained that implementation of this proposed concept may increase the distance between departing aircraft and the neighborhood of Howard Beach, in Queens. He then noted that the intersection of Runway 31L and Taxiway KD was used as a starting point for Runway 31L departures in the noise modeling for JFK 14 CFR Part 150 Study. Glenn Morse (United Airlines) replied that departure procedures must support the reduction in intersection departures; if an aircraft uses the full length of Runway 31L but still overflies the same locations, noise reduction may be less than anticipated. Later in the meeting, Phil Santos (FedEx) indicated that modeling of a reduction in intersection departures must consider how aircraft would be reconfigured for using the full length of the runway. Wes Googe (American Airlines) agreed, noting that use of full runway length opens up opportunities for greater loading or lower departure thrust, which could result in the aircraft using additional runway length for its takeoff roll; potentially reducing the noise benefits of this proposed concept.

3. Increase Altitudes of Arrivals to Runways 22L and 22R at Night

Chris Sequeira explained that this proposed concept is not expected to reduce noise within the DNL 65 contour and thus could not be approved within the auspices of 14 CFR Part 150, but may be investigated outside of 14 CFR Part 150 for reduction of noise outside of the DNL 65 contour. He indicated that the proposed concept was submitted to the Port Authority by the FAA. Wes Googe (American Airlines) stated that the procedure must be evaluated to determine whether aircraft can fly the vertical profile. He also asked how the lateral track of the procedure varies from what is typically flown for nighttime arrivals to Runways 22L and 22R. Larry Hills (FedEx) agreed, stating that the flight path angle is a key piece of information. Larry noted that flight path angles greater than 3 degrees will be difficult to fly. Wes Googe stated that flight path angles may be a topic of discussion with the procedure designer. He also indicated

[4] ICAO: International Civil Aviation Organization.
[5] NADP: Noise Abatement Departure Procedure.
[6] TRACON: Terminal Radar Approach Control.

that heavier aircraft may need more room to descend, and that newer aircraft with greater efficiency also can have challenges descending with specified flight path angles.

4. Turn Nighttime Runway 22L/R Departures to Heading 240

Chris Sequeira indicated that this proposed concept may allow Runway 22L and 22R departures to gain more altitude before overflying The Rockaways (in Queens) and also to overfly land use with lower population density. He indicated that this proposed concept was sent to the Port Authority by the FAA. Joe Bertapelle (JetBlue) asked how population density under the proposed flight path might change over time. Steve Alverson responded that it is possible for the population density to change in the future. Glenn Morse (United Airlines) noted that development in The Rockaways is continuing to happen. The proposed flight path overflies a school in The Rockaways, which is assumed to be inactive during nighttime hours.

5. Implement Proposed "Tighten SKORR" Departure Procedure

Chris Sequeira explained that this proposed concept is intended to increase the distance between Howard Beach (in Queens) and aircraft departing JFK Runways 31L and 31R. He noted that the draft procedure concept was sent to the Port Authority by the FAA. Larry Hills (FedEx) indicated that the procedure appears to reduce track miles, and thus the ability to meet crossing restrictions (implemented for air traffic management purposes) must be analyzed. Gary McMullin (Southwest Airlines) noted that the expected lateral track must be analyzed, because the notional flight path line shown in the presentation file does not represent a flyable track. He indicated that even an RF[7] turn could not begin until after the aircraft passes 500 feet of altitude, and thus aircraft would not be turning left before the end of the runway. Glenn Morse noted that aircraft flying conventional departures could turn before reaching the end of the runway, and emphasized that the benefits of this proposed concept would not be realized if aircraft turn after passing the runway end. Gary McMullin responded that Southwest Airlines still employs RNAV technology with conventional departures; thus, Southwest Airlines departures do not turn before passing the runway end even when flying conventional procedures. He also pointed out the high likelihood that heavy aircraft would pass the runway end before gaining enough altitude to make a turn, regardless of procedure design. Gary McMullin also stated that any proposed procedure for Runway 31L and 31R departures must ensure separation from air traffic to the west of JFK.

LGA PROPOSED NOISE ABATEMENT PROCEDURE CONCEPTS

1. Modify NTHNS and GLDMN RNAV Departures to Reduce Impacts to Flushing (in Queens)

Chris Sequeira indicated that this proposed concept was provided to the Port Authority by the FAA and is intended to reduce overflights of Flushing by aircraft flying NTHNS and GLDMN departures. Wes

[7] RF: Radius-to-Fix.

Googe (American Airlines) stated that Airbus A321 aircraft currently have challenges meeting departure altitude restrictions on the existing NTHNS and GLDMN procedures during the summer months, and that the proposed FAA concept would make meeting these restrictions even more difficult. He noted that aircraft that cannot fly the specified procedure would be forced to use a different procedure. Chris Osterman (United Airlines) indicated that Boeing 737-700, -800, and -900 aircraft types have the same challenge. Gary McMullin (Southwest Airlines) agreed, then noted that Southwest Airlines 737-800 aircraft also experience this issue. Rob Goldman (Delta Air Lines) indicated that it is very difficult for aircraft to meet the climb gradient even with the existing NTHNS and GLDMN procedures.

2. Do Not Use TNNIS Between 10 P.M. and 7 A.M.

Chris Sequeira explained that N90, when reviewing this proposed concept, indicated that nighttime use of TNNIS cannot be eliminated. Chris noted that for noise analysis, "nighttime" is defined as 10:00 P.M. to 6:59:59 A.M. For screening purposes, the ESA Study Team is analyzing whether a 10 percent reduction of TNNIS at night may provide noise benefits worth pursuing further. Glenn Morse (United Airlines) asked whether the FAA's environmental review of TNNIS before implementation assumed any use of TNNIS at night. He recommended that the ESA Study Team engage N90 to characterize what motivates the nighttime use of TNNIS. Gary McMullin (Southwest Airlines) asked about the level of existing TNNIS nighttime use. Glenn Morse responded that TNNIS use in general is driven by the use of JFK ILS arrivals to Runways 22L and 22R. Rob Goldman (Delta Air Lines) agreed that TNNIS enables the use of JFK ILS Runway 22L and 22R arrivals; if those cannot be used, aircraft arriving to these runways are limited to using the VOR approaches. He asked how much demand is on JFK Runways 22L and 22R at night. Glenn Morse indicated that he doesn't believe aircraft operators would be opposed to a reduction of TNNIS usage if the operational impacts are minimal. Rob Goldman pointed out that there is a dependency on which aircraft operators can accept an offset VOR approach to JFK.

3. Adopt ICAO NADP1 Measures

Chris Sequeira indicated that this proposed concept is similar to what is being proposed for JFK. He asked whether any participants had comments specific to a potential implementation of NADP1 at LGA. Glenn Morse (United Airlines) responded that an analysis of NADP1 departures from Runway 13 is critical, given the challenges of meeting existing crossing altitude restrictions when departing from this runway.

4. Implement Proposed RNAV Overlay of LDA-A[8] Offset Approach to Runway 22 to Reduce Impacts to Clason Point (in The Bronx)

Chris Sequeira indicated that the LDA-A approach to Runway 22 is a conventional approach that keeps aircraft to the east of Clason Point, a neighborhood in The Bronx that is on the LGA Runway 22 extended centerline. He noted that FAA suggested an RNAV version of this approach to the Port Authority that may have different weather minimums, enabling a reduction of Clason Point overflights by arriving aircraft. Gary McMullin (Southwest Airlines) indicated that it is very difficult to fly offset approaches.

[8] LDA: Localizer-type Directional Aid.

Glenn Morse (United Airlines) asked about the weather minimums for the existing LDA-A approach, and Gary McMullin replied that the existing procedure is considered a circling approach, with associated weather minimums (which vary by aircraft category). Glenn Morse replied that he does not believe N90 uses the approach down to these minimums; N90 likely assigns ILS approaches well before those minimums are reached. Gary McMullin stated that the LGA RNAV RNP Z approach has minimums of 380 feet. Larry Hills (FedEx) echoed Gary McMullin's concerns about implementing offset approaches.

5. Implement Proposed RNAV Approach to LGA Runway 13

Chris Sequeira indicated that this approach was implemented on a temporary basis by the FAA in March 2017, and that the FAA is in the process of determining whether to make the procedure available on a permanent basis. Gary McMullin (Southwest Airlines) reiterated the challenges of offset RNAV GPS approaches. Glenn Morse (United Airlines) indicated that he was unsure whether this particular proposed concept was coordinated with aircraft operators before being implemented by the FAA. He noted that the airline industry is willing to collaborate toward the implementation of procedures that are safer, more flyable, and more environmentally friendly. Gary McMullin agreed.

6. Increase Use of Heading 055 for LGA Runway 4 Departures

Chris Sequeira indicated that this proposed concept is to increase the use of the existing 055 heading in the LaGuardia Five conventional departure procedure chart, which avoids overflying Clason Point (in The Bronx). Chris pointed out that three primary headings were observed in radar data of LGA Runway 4 departures. Steve Alverson noted that Clason Point is exposed to noise levels of DNL 65 and higher, and that implementing procedures to avoid Clason Point may reduce the number of residences that are exposed to these noise levels. Gary McMullin (Southwest Airlines) recommended that the Port Authority have a discussion with LGA Airport Traffic Control Tower (ATCT) to understand what drives the choice of headings. He stated that LGA ATCT may be using the three headings observed in radar data to enable a higher frequency of departures from Runway 4. Steve Alverson indicated that the centerline and westbound headings would not be eliminated in this proposed concept; instead, the percent use would be more heavily weighted toward the 055 heading. Gary McMullin emphasized that this is ultimately a LGA ATCT decision. Rob Goldman (Delta Air Lines) indicated that the 055 heading was used more often in the past; the reduction in use today may be related to air traffic separation needs. Rob stated that Delta Air Lines aircraft would be able to accept a heading of 055. Phil Santos (FedEx) encouraged the exploration of whether the selection of headings was driven by the use of different airspace departure gates by aircraft with different destinations.

NEXT STEPS

The Port Authority thanked all participants for their feedback. Tim Middleton indicated that notes on the EWR proposed offset arrival concept will be assembled and distributed; he also noted that he will try to assemble a future meeting as well as further discussions with N90 and EWR ATCT on the proposed concepts. Kelly stated that all feedback will be summarized and distributed to the participants on the conference call. She indicated that under the auspices of 14 CFR Part 150, the Port Authority may wish to recommend noise abatement procedures as part of the Noise Compatibility Program (NCP) for a given airport. If the FAA approves a recommended noise abatement procedure, the procedure would go through

additional FAA processes for development. These FAA processes would include aircraft operator engagement. Steve Alverson agreed, and also invited the aircraft operators to attend the Technical Advisory Committee (TAC) meetings for the Studies, where several operators already participate. Phil Santos (FedEx) expressed his concern about how communities will respond to the proposed concepts if they are not portrayed realistically; not all proposed concepts presented today are flyable. Kelly Mitchell responded that the proposed concepts seen today have been communicated to the TAC and are on the project website, but the Port Authority repeatedly communicates that the concepts are only proposed drafts.

ADJOURN

The meeting was adjourned at 11:28 A.M. EDT.

E-14 Federal Aviation Administration Meeting October 6, 2017

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	October 6, 2017	meeting time	11:00 A.M. EDT
present	**PA:** Tim Middleton, Kelly Mitchell, Ralph Tamburro, Adeel Yousuf **ESA:** Steve Alverson, Mike Arnold, Chris Sequeira **HMMH:** Mary Ellen Eagan, Bob Mentzer, Gene Reindel **FAA:** Maria Aviles, Andrew Brooks, Lindsay Butler, Suki Gill, Angela Guzman, Steve Kapsalis, Joey Medders, Steve McClain, Kathy Moclair-Shea, Mike Porcello, David Sanchez	route to	Tim Middleton, Kelly Mitchell, Adeel Yousuf
distribution date	November 30, 2017		
Subject	Special Port Authority/FAA Discussion on Flyability of Proposed Noise Abatement Procedure Concepts		

Kelly Mitchell and Adeel Yousuf (Port Authority) opened the meeting and invited the FAA to discuss aircraft operator reactions to the Newark Liberty International Airport (EWR), Teterboro Airport (TEB), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA) 14 CFR Part 150 Study noise abatement procedure concepts presented to operators on September 8, 2017. Andrew Brooks (FAA) indicated that FAA had spoken to some aircraft operators afterward, and that it was clear to FAA that operators were concerned about the concepts presented. He said that he intended to discuss those concerns on this call and recommended that the participants on this call hold a follow-up conversation with aircraft operators at a later date. Andrew also explained that the FAA is willing to work with the Port Authority, so that any noise abatement procedures selected for implementation are published as close as possible to the publication of FAA Records of Approval (ROAs) for the four 14 CFR Part 150 Studies.

Mike Porcello (FAA) stated that the procedures being proposed are no different than other procedures in the National Airspace System (NAS). He indicated that aircraft operator participants on the September 8, 2017 presentation may not have been the people who represent decision-makers in their respective companies. Andrew Brooks (FAA) indicated that aircraft operators consistently raise concerns about the flight procedure development process and about being called upon in public forums to explain their reluctance to fly certain types of procedures. Andrew then asked how operator comments from the September 8, 2017 presentation have influenced the noise modeling process for proposed noise abatement procedures in the 14 CFR Part 150 Studies.

Steve Alverson (ESA) responded that in general, aircraft operators were asking for more procedure design details to react to. He added that some operator comments were similar to comments raised by NY TRACON[1] (N90) (e.g., the constraints placed upon procedure design by the limitations of RNAV[2] criteria). Steve stated that the ESA Study Team modeled the procedures that had enough detail to support modeling, using information such as draft TARGETS[3] files that had been provided by the FAA.

Gene Reindel (HMMH) indicated that aircraft operators said they could fly the proposed EWR offset approach to Runway 22L by using certain "NextGen-type" instrumentation that not all aircraft are equipped with. Mike Porcello (FAA) stated that the intent was to create a visual procedure, with the understanding that an offset approach would need fairly high minimums. Mike added that the Port Authority and the FAA are not asking aircraft operators to fly an offset approach at minimums. He recommended that community affairs staff at aircraft operator companies be engaged for further discussions. Mike also recommended that the proposed EWR offset procedure be modeled and that further exploration occur to determine where the offset should be placed. He reminded the group that the proposed EWR offset procedure, if implemented, would enable the use of the proposed TEB Runway 24 nighttime[4] noise abatement departure. Gene responded that the proposed EWR offset procedure will not provide benefit to the Ironbound neighborhood in Newark, NJ if the offset is further away than two miles from the Runway 22L landing threshold.

Chris Sequeira (ESA) added that for JFK, the ESA Study Team has decided not to show preliminary modeling results of the proposed "Tighten SKORR" and "Reduce Runway 31L Intersection Departures at Night" concepts due to aircraft operator concerns about the modeling process. Aircraft operators had indicated that aircraft flying RNAV departures cannot turn before passing the runway end. Operators had also commented that aircraft flying the full length of Runway 31L (vs. departing from Taxiway KD) would load their aircraft to make use of the additional runway length, reducing or eliminating potential noise benefits. Mike Porcello (FAA) responded that aircraft flying RNAV departures can turn after passing 400 feet, adding that the vast majority of JFK Runway 31L departures are RNAV departures. Chris replied that the Port Authority's ANOMS[5] data indicate that many RNAV departures from Runway 31L are currently turning left before passing the runway end.

Mike Porcello (FAA) recommended that a test of "Tighten SKORR" be implemented in order to determine what flight tracks would result from the proposed procedure. Joey Medders (FAA) asked about the length of such a test, with various options such as 90 days or 6 months. Mike Porcello indicated that if a test were to be implemented, it would be best executed at opportune times (i.e., outside of busy departure periods). He indicated that buy-in from aircraft operators would have to be obtained. Andrew Brooks (FAA) indicated that a test, if implemented, would run beyond the JFK Noise Compatibility Program (NCP) schedule. Andrew said that the draft JFK NCP Report is due to the FAA in May 2018. Tim Middleton (Port Authority) expressed concern that a test of the procedure may delay the NCP Report and recommended that such a test would be better executed after the ROA. Andrew Brooks suggested that the topic of "Tighten SKORR" modeling methodology may not be resolved on this call.

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[1] TRACON: Terminal Radar Approach Control.

[2] RNAV: Area Navigation.

[3] TARGETS: Terminal Area Route Generation and Traffic Simulation software.

[4] Nighttime: 10:00 P.M. to 6:59:59 A.M. Daytime: 7:00 A.M. to 9:59:59 P.M.

[5] ANOMS: Airport Noise and Operations Management System.

Andrew Brooks (FAA) stated that aircraft operators have told FAA, "nothing is off the table, but the devil is in the details." He stressed that utilization rates must be determined for some of the proposed noise abatement procedures. Andrew mentioned the EWR offset arrival procedure as an example, indicating that a 100 percent utilization rate concerns aircraft operators, but a 75 percent utilization rate may allow for aircraft that cannot fly the procedure. Tim Middleton (Port Authority) replied that the EWR Study Team is looking at multiple scenarios that may provide even a small amount of benefit to the Ironbound neighborhood. Gene Reindel (HMMH) agreed, stating that the EWR Study Team is looking at potential benefits of different offset distances for the EWR offset procedure. Gene added that feasible NCP strategies are typically implemented well after a 14 CFR Part 150 Study ROA, though the Port Authority and the Study Teams appreciate FAA's efforts to accelerate the review/approval schedule for the 14 CFR Part 150 Studies. He stated that the purpose of an NCP is to illustrate benefits that **could** be possible. Steve Alverson (ESA) raised the concern of modeling noise abatement procedures that the aircraft operators later disagree with in public forums, while Mike Arnold (ESA) warned against portraying potential benefits that may not materialize. Andrew Brooks (FAA) replied that the goal is to keep lines of communication open between stakeholders in the NCP process. Specific to "Tighten SKORR," Andrew recommended that it may be better to focus on other proposed noise abatement procedures with potential benefits for the time being.

Tim Middleton (Port Authority) raised the proposed Runway 24 nighttime noise abatement departure for TEB. He asked if that proposed procedure is still dependent upon the implementation of the EWR offset approach. Andrew Brooks (FAA) replied that the dependency still exists. Mike Porcello (FAA) recommended a continued focus on "Tighten SKORR." He also indicated that the proposed procedure that would turn JFK Runway 22L/R nighttime departures to heading 240 requires the implementation of the proposed procedure that would increase the altitudes of nighttime JFK Runway 22L/R arrivals. Mike reminded the group that FedEx expressed concerns about the descent angle that the Runway 22L/R arrival may require, while adding that in N90's view, the descent angle is flyable. Mike indicated that the proposed "Tighten SKORR" procedure would deliver benefits during both daytime and nighttime, in contrast with the proposed procedure that would turn JFK Runway 22L/R nighttime departures to heading 240.

Mike Porcello (FAA) then asked about the modeling results of the proposed procedure revising the NTHNS and GLDMN RNAV departures from LGA Runway 13. He added that aircraft operator concerns about the procedure's climb gradient were due to a misperception. Chris Sequeira (ESA) replied that the ESA Study Team modeled an early draft of the procedure from March 2017, and that much of the noise benefit may be outside the DNL[6] 65 contour. Mike stated that the NTHNS and GLDMN Runway 13 departures would continue to be refined, to increase the probability that departing aircraft remain over Flushing Meadows Corona Park.

Mike Porcello (FAA) commented on the proposed implementation of ICAO[7] NADP1.[8] He stated that if this proposal were to be carried forward, N90 would need to know the times of operation and the speeds of aircraft flying such a departure. Andrew Brooks (FAA) replied that if ICAO NADP1 is recommended

[6] DNL: Day-Night Average Sound Level.

[7] ICAO: International Civil Aviation Organization.

[8] NADP1: Noise Abatement Departure Procedure (NADP) that may provide benefit to neighborhoods close to an airport.

in an NCP Report, N90 would be engaged by other FAA employees prior to FAA deciding whether to approve such a strategy.

Andrew Brooks (FAA) asked whether the group would be available for a follow-up conversation with aircraft operators in the next few weeks, to discuss the operator concerns raised on September 8, 2017. Mike Porcello (FAA) replied that dates outside of the October 18 – 20 and October 24 – 26 windows would be best for N90. Kelly Mitchell (Port Authority) recommended November for the follow-up conversation. Adeel Yousuf (Port Authority) added that the conversation should be a webinar meeting rather than an in-person meeting and should potentially be scheduled on a Friday, to maximize attendance. Andrew requested a list of contact information for operators that participated in the September 8, 2017 call. Steve Alverson (ESA) thanked Mike for N90's support in the 14 CFR Part 150 Studies, while Andrew reiterated that the FAA's goal is to review and issue approvals of any recommended noise abatement procedures during the NCP process.

The meeting was adjourned at noon EDT.

E-15 Federal Aviation Administration and Aircraft Operator Meeting November 3, 2017

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Purpose of this Presentation

- **Summarize the list of noise abatement procedures presented on September 8, 2017 for the Port Authority of New York and New Jersey's (Port Authority's) 14 Code of Federal Regulations (CFR) Part 150 Studies for John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA)**
  - **Some concept names have been updated, but concepts have not changed**
- **Discuss further details on flyability for a subset of JFK noise abatement procedures**
- **Dialogue with the aircraft operators, FAA, and Port Authority to resolve remaining concerns**

JFK Noise Abatement Procedure Concepts

- Adopt ICAO NADP1*
- Reduce Runway 31L Intersection Departures at Night
- Increase Altitudes of Arrivals to Runways 22L and 22R at Night
- Turn Nighttime Runway 22L/R Departures to Heading 240
- Implement Proposed "Tighten SKORR" Departure Procedure

* ICAO: International Civil Aviation Organization. NADP: Noise Abatement Departure Procedure.

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

LGA Noise Abatement Procedure Concepts

- Modify NTHNS and GLDMN Runway 13 RNAV* SIDs (Departures) to Direct Aircraft Over Flushing Meadows Corona Park
- Reduce the Use of TNNIS Between 10 P.M. and 7 A.M.
- Adopt ICAO NADP 1
- Implement Offset Approach to Runway 22 to Reduce Noise Exposure Over Clason Point (Bronx)
- Implement RNAV Approach to Runway 13
- Reduce Runway 4 Departure Noise Over Clason Point (Bronx)

* RNAV: Area Navigation.

JFK Noise Abatement Procedure Concepts Requiring Further Discussion

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts

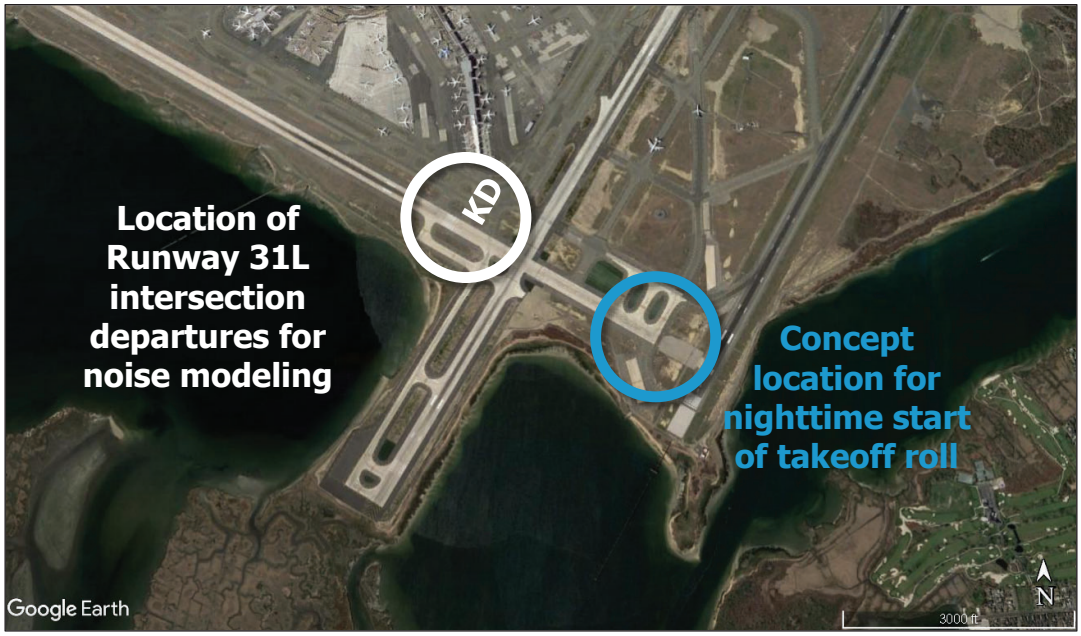
FOR DELIBERATIVE PURPOSES ONLY

JFK: Reduce JFK Runway 31L Intersection Departures at Night*

- **Description: In calendar year 2014, 25 percent of all nighttime departures at JFK began their takeoff roll at the intersection of Runway 31L and a taxiway rather than at the Runway 31L end.**
- **Rationale: Reducing intersection departures at night may reduce noise over the Hamilton Beach and Howard Beach communities**
  - **Aircraft departing from the runway end may be at a higher altitude at the point of closest approach to Hamilton Beach and Howard Beach**
  - **Aircraft may also turn left farther away from Hamilton Beach and Howard Beach, increasing lateral distance from the neighborhood**
- **The intersection of Taxiway KD and Runway 31L was used for INM+ noise modeling, as shown in the next slide**

* Night: 10:00:00 P.M. to 6:59:59 A.M.
+ INM: Integrated Noise Model.

Intersection Departure Location Used in Noise Modeling



SOURCE: Google Earth, last accessed August 31, 2017; ESA, 2016.

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

Summary of Feedback

- The change in start-of-takeoff-roll location may cause operators to change departure procedures
- Aircraft may use additional runway length with this concept, due to opportunities to change:
  - Departure thrust
  - Takeoff weight

Discussion Points

- We expect that aircraft currently using the full runway length for performance reasons would not be reconfigured if this concept were to be implemented
- For aircraft that would normally use an intersection departure, but are then asked to depart from the runway end: We understand that departure configuration changes will vary by aircraft, operator, and situation (e.g., weather, destination, business model, etc.)
- Which configuration changes are most likely?
  - Departure thrust? Is there a general methodology for determining a reduction?
  - Takeoff weight?
  - Flap/slats settings?

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JFK: Implement Proposed "Tighten SKORR" Departure Procedure

- Description: The SKORR waypoint is located such that many aircraft flying RNAV departures from Runways 31L/R overfly Howard Beach. "Tighten SKORR" would move the SKORR waypoint to reduce departure overflights of Howard Beach
- Rationale: This strategy may reduce incompatible land uses within the DNL 65 contour over Howard Beach
- FAA proposed this noise abatement departure procedure concept in a draft sent to the Port Authority on March 9, 2017
- Combining this concept with a reduction of Runway 31L intersection departures at night could provide an additional benefit

Summary of Feedback

- The vast majority of Runway 31L departures are RNAV departures
- For RNAV departures, an RF* turn could not begin until after passing 500 feet of altitude
- The ability to meet crossing restrictions must be analyzed
- The expected benefit of the proposed concept will not be realized if aircraft turn after passing the end of the runway
- Separation from air traffic west of JFK must be ensured

* RF: Radius to Fix.

JFK and LGA 14 CFR Part 150 Studies
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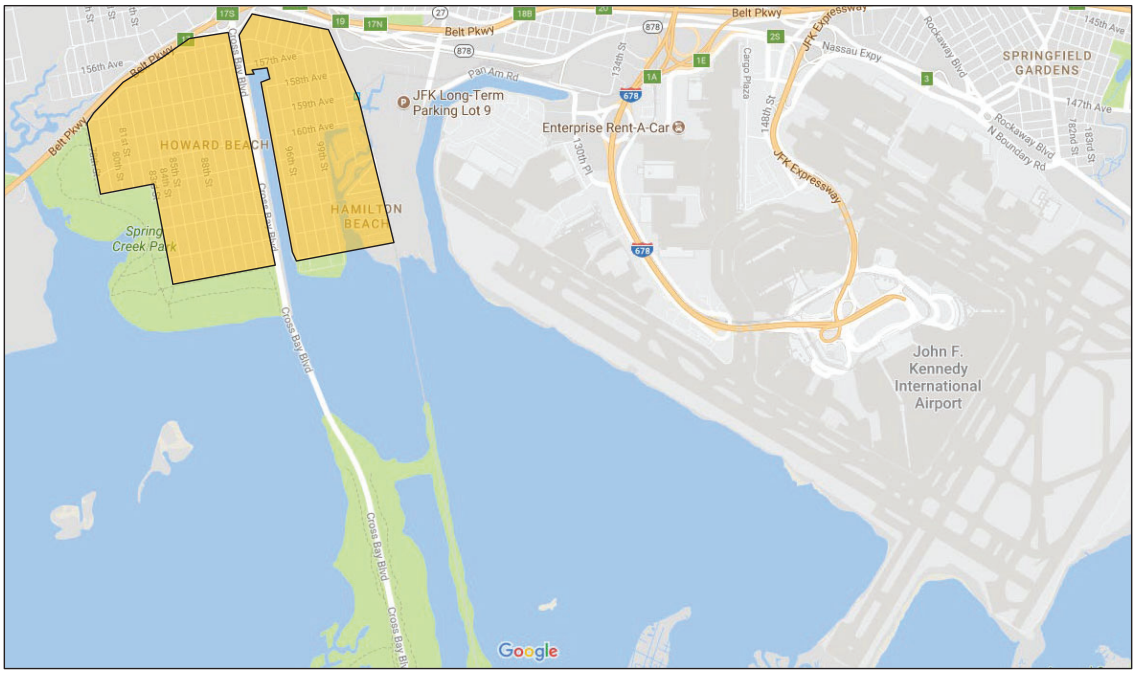
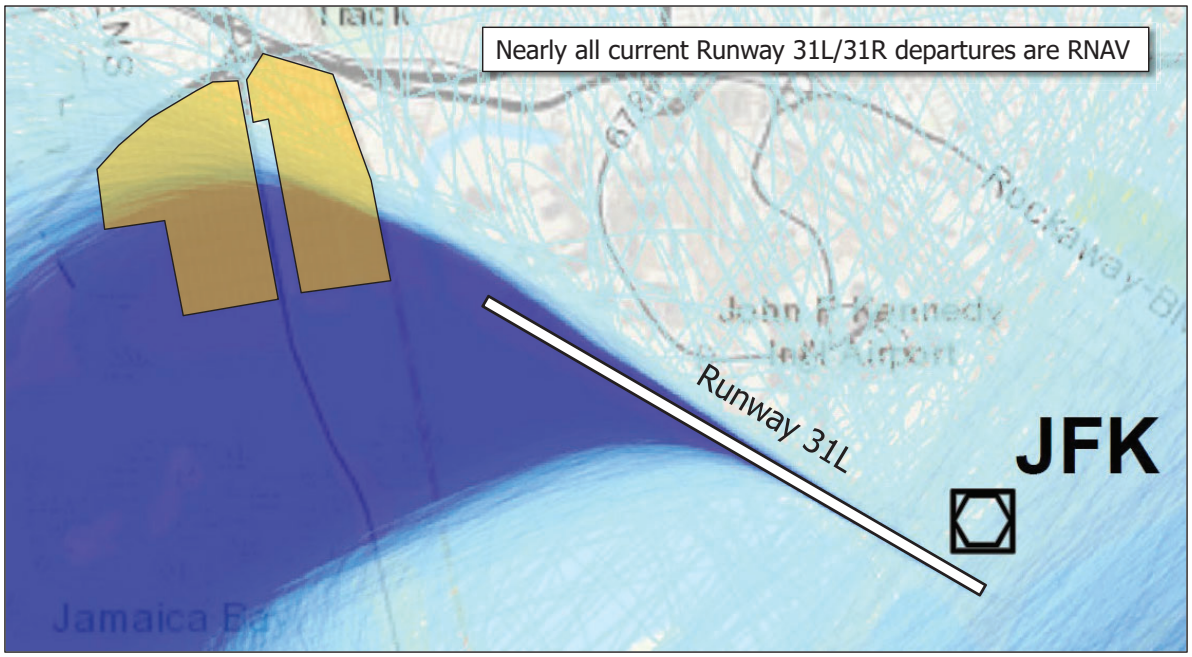
Hamilton Beach and Howard Beach, Queens



Calendar Year 2014 Radar Data: Runway 31L Departures



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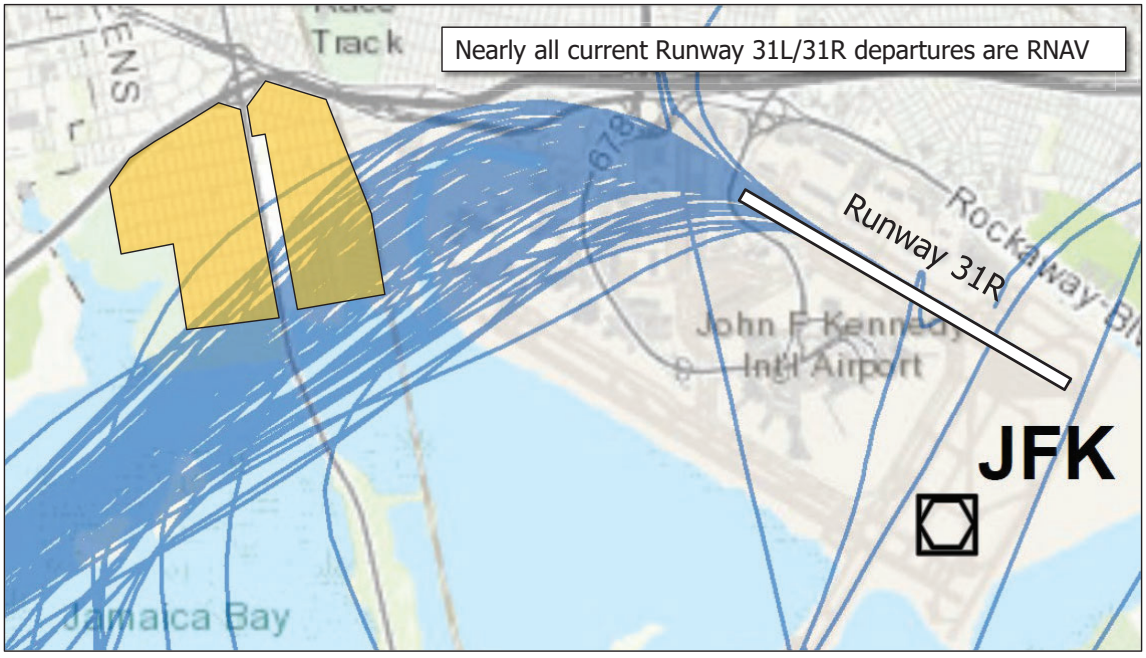
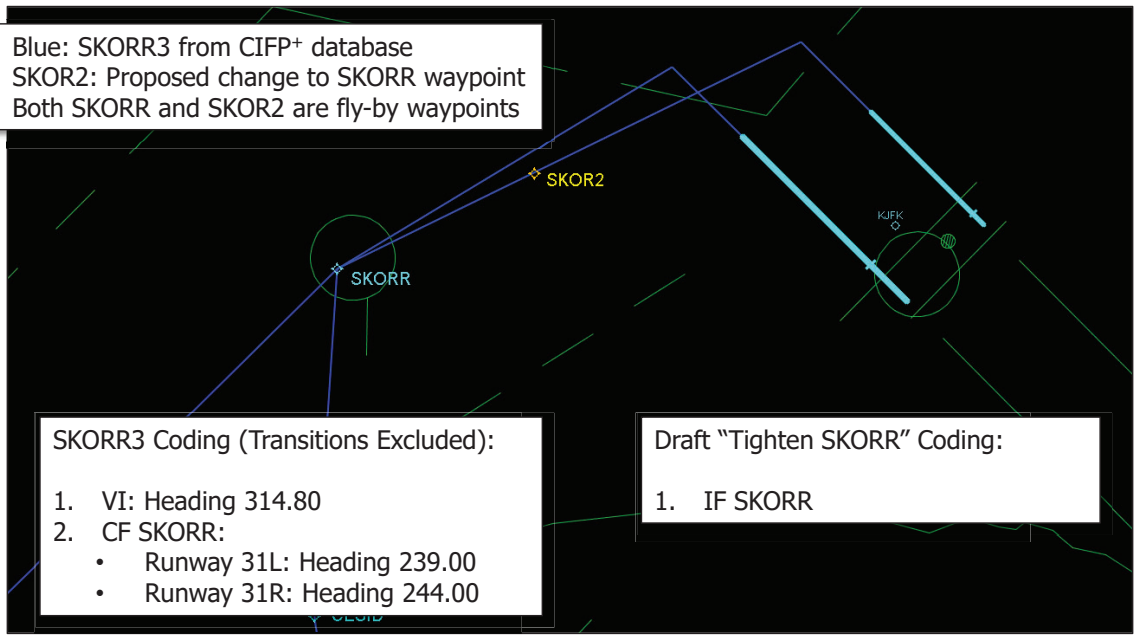
Calendar Year 2014 Radar Data: Runway 31R Departures



SKORR3 and "Tighten SKORR" in TARGETS*

- Blue: SKORR3 from CIFP+ database
- SKOR2: Proposed change to SKORR waypoint
- Both SKORR and SKOR2 are fly-by waypoints



SKORR3 Coding (Transitions Excluded):

1. VI: Heading 314.80
2. CF SKORR:
   - Runway 31L: Heading 239.00
   - Runway 31R: Heading 244.00

Draft "Tighten SKORR" Coding:

1. IF SKORR

* TARGETS: Terminal Area Route Generation and Traffic Simulation software.
+ CIFP: Coded Instrument Flight Procedures.

JFK and LGA 14 CFR Part 150 Studies
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Discussion Points

- **The draft "Tighten SKORR" coding may only exist for the purpose of illustrating the concept in TARGETS**
- **If a VI → CF coding is used, the CF headings would have to be recomputed for maximum benefit**
- **We understand that aircraft performance limits the range of CF headings that could be utilized**

Adjourn

JFK and LGA 14 CFR Part 150 Studies
Noise Abatement Procedure Concepts
FOR DELIBERATIVE PURPOSES ONLY

Project Team and Website

- Port Authority of New York and New Jersey
  - Kelly Mitchell, Project Manager
  - Adeel Yousuf, Noise Office Manager
- ESA Study Team
  - Steve Alverson, Project Director
  - Peter Byrne, Deputy Project Director
  - Mike Arnold, LGA Technical Director
  - Chris Sequeira, JFK Technical Director
- Website:

  http://www.panynj.gov/airports/aircraft-noise-information.html
- E-Mail: NYPart150@panynj.gov

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meeting notes

project	PANYNJ EWR, TEB, JFK, and LGA 14 CFR Part 150 Studies
meeting date	November 3, 2017
meeting time	11:00 A.M. EDT

present

PA: Tim Middleton, Kelly Mitchell, Ralph Tamburro, Adeel Yousuf
FAA: Maria Aviles, Andrew Brooks, Lindsay Butler, John DePhillips, Suki Gill, Angela Guzman, Steve Kapsalis, Steve McClain, Joey Medders, Gary Nielsen, Mike Porcello, David Sanchez, David Swanson
ESA: Steve Alverson, Chris Sequeira
HMMH: Rhea Gundry, Gene Reindel, Dominic Scarano
American Airlines: Wes Googe, Brian Townsend
Delta Air Lines: Chip Beall
FedEx: Larry Hills
JetBlue: Joe Bertapelle, Joe DeVito
Southwest Airlines: George Hodgson, Gary McMullin, Rich Teilborg
United Airlines: Glenn Morse, Ron Renk, William Patterson
United Parcel Service: Jonathan Bonds

route to: Kelly Mitchell, Adeel Yousuf, Tim Middleton

distribution date: November 20, 2017

Subject: Special Port Authority/FAA/Aircraft Operators Meeting on Specific Proposed Noise Abatement Procedure Concepts for the 14 CFR Part 150 Studies at TEB, EWR, JFK, and LGA

Andrew Brooks (FAA) opened the teleconference at 11:03 A.M. EDT and thanked participants for joining. He indicated that the purpose of the teleconference is to discuss additional technical details of several specific noise abatement procedures that were initially presented to aircraft operators on September 8, 2017 for the Teterboro (TEB), Newark Liberty International Airport (EWR), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA) 14 CFR Part 150 Studies. He then invited all participants to introduce themselves.

EWR PROPOSED NOISE ABATEMENT PROCEDURE CONCEPT

EWR Offset Approach to Runway 22L

Tim Middleton (Port Authority) briefly introduced HMMH as the prime consultant for the TEB and EWR 14 CFR Part 150 Studies. Rhea Gundry (HMMH) explained that the proposed EWR offset approach to Runway 22L is intended to direct nighttime[1] arrivals from the north to the east of, rather than over, the Ironbound community in Newark, NJ. She explained that all details of the procedure do not have to be resolved by the close of the EWR Noise Compatibility Program (NCP) development process, however, the Port Authority and HMMH are interested in continuing the conversation about what procedure design concepts may be feasible. Rhea summarized operator feedback from the September 8th conference call. Specifically, that most operators recommended an RNAV[2] (RNP[3]) approach, and that a visual approach would require aircraft to be aligned with the runway before reaching the Ironbound community. She stated that the offset approach must intercept the Runway 22L approach course within one nautical mile of the runway end in order to provide a noise benefit to the community. Rhea added that the Port Authority would still be interested in the offset approach even if the offset must be farther away from the runway end, because an offset approach to EWR Runway 22L will enable the possibility of a noise abatement departure from TEB Runway 24.

Tim Middleton (Port Authority) stated that the Port Authority and the HMMH Study Team will be looking at modeling different offset distances from the runway end. The goal is to propose a procedure with the offset located between 0.5 and 4.26 nautical miles from the runway end. He added that the draft concept given to the Port Authority was provided by Kevin Thompson at the FAA and intended to be a "first rough cut" draft. Gary McMullin (Southwest Airlines) asked how many degrees were in the offset. Rhea Gundry (HMMH) responded that the offset is 12 degrees from the runway centerline. Ron Renk (United Airlines) indicated that United Airlines would like to see a procedure with lateral and vertical guidance, since the procedure will be used at night at the end of long flights and long pilot working hours. The other aircraft operators on the call agreed with United Airlines' recommendation.

Mike Porcello (FAA) indicated that there are other approaches and departures in the National Airspace System that look similar to the noise abatement concepts that the Port Authority is considering for the 14 CFR Part 150 Studies. He added that the intention of the process is to determine notional designs and involve operators in order to develop flyable procedures. He recommended that the group look at noise abatement procedures in other regions to see how they are utilized, with the understanding that many of those procedures are visual procedures. Glenn Morse (United Airlines) asked when FAA Flight Standards (AFS) expects pilots to align with the runway when flying an instrument approach in visual conditions. He added that there is no requirement to fly an offset approach to the runway threshold if the pilot identifies the runway end at a farther distance. Gary McMullin (Southwest Airlines) agreed, adding that most pilots will break from the instrument approach and align with the runway once it is in sight. In that situation, there is no longer any vertical or lateral guidance provided. Tim Middleton (Port Authority) stated that an RNP approach may be a solution. Dave Swanson (FAA) stated his understanding that the

[1] Daytime: 7:00 A.M. to 9:59:59 P.M. Nighttime: 10:00 P.M. to 6:59:59 A.M.

[2] RNAV: Area Navigation.

[3] RNP: Required Navigation Performance.

proposed EWR 22L offset approach concept is designed to TERPS[4] criteria and thus should be flyable. He added that even if a waiver is required, AFS would ensure that a waivered procedure meets an equivalent level of safety. Dave indicated that he understands that not every operator or aircraft type can fly every kind of procedure; the proposed concept is a potential solution, but is not perfect for all stakeholders, and there may be no other alternatives for abating noise to a community that is one nautical mile from the runway end.

One commenter stated that the offset approach concept is a starting point for future work, and Mike Porcello (FAA) agreed. Tim Middleton (Port Authority) expressed the group sentiment that lateral and vertical guidance must be provided until the aircraft aligns with the runway, and indicated that there may be multiple ways of doing this. He stated that there should be an effort to determine what types of procedure designs will provide such guidance, then use one of those procedure designs as a final modeling assumption. Tim also added that there is an understanding that the modeling assumption may not be the same as a final procedure design. Mike Porcello (FAA) asked Ralph Tamburro (Port Authority) if GBAS[5] technology could provide suitable procedure concepts in the long term. Ralph replied in the affirmative. Ron Renk (United Airlines) indicated that a GLS[6] approach with an RNP feed could provide an offset close to the airport. Tim Middleton reiterated that the current goal is to determine a procedure concept for modeling purposes, with the understanding that a finalized procedure may be different after further development work. Gene Reindel (HMMH) indicated that the question to be answered is, what can be done with an offset approach, so that the noise modeling can show the potential benefit for documentation purposes? Joey Medders (FAA) agreed with this process.

Andrew Brooks (FAA) asked if the design of the EWR Runway 22 offset approach has ramifications for the proposed TEB Runway 24 noise abatement departure concept. Tim Middleton (Port Authority) stated that the answer to that question has not been determined. Mike Porcello (FAA) suggested that protection of the TEB departure concept should be a design parameter for the EWR Runway 22L offset approach. Joey Medders (FAA) asked about the timeline for development of the EWR noise abatement concept, and Andrew Brooks replied that the timeline has not been established yet and took an action item to get an answer. Tim Middleton stated that there is a TEB Technical Advisory Committee (TAC) meeting next week, and the Port Authority may be able to provide a general timeline after the meeting. He took an action item to investigate.

JFK PROPOSED NOISE ABATEMENT PROCEDURE CONCEPTS

Kelly Mitchell (Port Authority) introduced the JFK 14 CFR Part 150 Study and stated that today's discussion builds on the discussion from September 8, 2017. She indicated that only a subset of procedures from September 8th will be discussed on today's call. Kelly thanked FAA Flight Standards and other FAA flight procedure staff for attending the call.

[4] TERPS: Terminal Instrument Procedures.

[5] GBAS: Ground-Based Augmentation System.

[6] GLS: GBAS Landing System.

1. Reduce Runway 31L Intersection Departures at Night

Chris Sequeira (ESA) briefly described the proposed strategy, which is intended to increase the distance between aircraft and the Howard Beach and Hamilton Beach neighborhoods at night. He explained that in calendar year 2014, 25% of all nighttime departures at JFK departed from the intersection of Runway 31L and Taxiway KD. Brian Townsend (American Airlines) asked if the goal is to reduce noise or to eliminate noise, and if the proposed strategy has buy-in from the communities. Chris replied that the goal is to reduce noise over the neighborhoods, specifically by reducing the number of dwelling units and population within the DNL[7] 65 contour. Kelly Mitchell (Port Authority) added that the foremost goal is to reduce the contour size, which is required by 14 CFR Part 150 for recommended noise abatement procedures, and then the benefits will accrue to the community. Steve Alverson (ESA) agreed that the objective is to reduce the size of the DNL 65 contour, which may reduce the cost of a potential sound insulation program. He added that the key question for the proposed strategy is how aircraft operators may respond to the additional runway length made available when aircraft are directed to use the full length of Runway 31L rather than an intersection for departures. Steve indicated that the preference is that operators do not reconfigure their aircraft, thus maximizing potential noise benefit, but also added that airline economics may motivate operators to use different departure configurations under the scenario of the proposed strategy.

Joe Bertapelle (JetBlue) replied that configuration changes cannot easily be determined in advance because a pilot's Flight Management System (FMS) dictates how the aircraft is configured. He added that a discussion would have to be held with aircraft operator engineering teams. Ron Renk (United Airlines) stated that the aircraft operators' goal is to maximize revenue, but there are agreements with engine leasing companies that dictate standards of engine care; these agreements favor the use of reduced-thrust takeoffs. Thus there is a potential that engine takeoff thrust would be lower if the proposed strategy were implemented. Larry Hills (FedEx) pointed out that the Port Authority does not currently recommend a specific Noise Abatement Departure Procedure (NADP) for aircraft operators to utilize, and added that FedEx could easily accommodate a Port Authority-recommended NADP. Chris Sequeira (ESA) stated that the ESA Study Team has analyzed the potential noise effects of the conceptual NADP1 and NADP2 profiles described in the Integrated Noise Model (INM) User Guide; the analysis results can be found on the Port Authority website.

Chris Sequeira (ESA) stated the understanding that fine details needed for determining the impacts of this proposed strategy may not be worked out during the NCP process. Kelly Mitchell (Port Authority) expressed the understanding that the details of configuration changes would need further discussion with the FAA and the airlines. Andrew Brooks (FAA) suggested the modeling assumption that aircraft departing from the full length of the runway would not reconfigure their aircraft for the additional length. He added that from a 14 CFR Part 150 perspective, this assumption would be reasonable for NCP modeling, rather than determining further details at this point. Chris replied that the ESA Study Team has

[7] DNL: Day-Night Average Sound Level.

performed preliminary modeling using this assumption, but the modeling result appears to be an upper bound (i.e., may overstate the noise reduction benefits), based on the discussion that aircraft operators are likely to reconfigure their aircraft for the additional runway length. Mike Porcello (FAA) recommended that a live test be held for several months, coordinated with JFK Airport Traffic Control Tower (ATCT). Andrew Brooks replied that the NCP schedule must be considered during any efforts to obtain further technical details. Steve Alverson (ESA) stated that the Port Authority would be very hesitant to include an overly-optimistic assumption in an NCP as it could reduce the number of potentially eligible dwelling units, if the Port Authority were to pursue sound insulation. Andrew Brooks suggested that there are factors that should likely be discussed in a smaller group, and also stated that the Port Authority has discretion to pursue this strategy or not pursue it, either during this NCP or in a future NCP update.

2. Implement Proposed "Tighten SKORR" Departure Procedure

Chris Sequeira (ESA) presented the proposed concept, which involves moving the "SKORR" waypoint so that aircraft may gain increased distance from the Howard Beach and Hamilton Beach communities. He explained that the vast majority of Runway 31L departures today are RNAV departures, and that there is a wide variation in locations where aircraft turn left after departing Runway 31L. Mike Porcello (FAA) recommended that an operator evaluate the concept using flight simulation. Gary McMullin (Southwest Airlines) asked if the proposed procedure passed TARGETS[8] RNAV criteria checks, to which Mike replied no. Mike added that there is a conventional procedure design that may work, but that the FAA would be reluctant to design and implement new conventional procedures. Gary observed that the proposed procedure may not be flyable and recommended a face-to-face discussion to refine the design. He added that flights currently turning early may turn later with the proposed procedure, increasing noise levels rather than decreasing them. A commenter stated that a "VA[9] → DF[10]" RNAV coding might work; Gary McMullin added that a "VI[11] → CF[12]" coding would increase noise levels rather than decreasing them.

Steve McClain (FAA) asked if reducing intersection departures and using the existing SKORR procedure would lead to earlier turns. Gary McMullin (Southwest Airlines) replied that aircraft may actually turn later under this scenario, depending on how operators reconfigure their aircraft. He added that at Southwest Airlines, takeoff thrust settings are held until passing approximately 1,000 feet of altitude above ground level (AGL). Mike Porcello agreed, while indicating that nighttime departures are often performed by heavier aircraft. A commenter stated that aircraft observed on radar to turn farther away from the airport may already be using the full length of Runway 31L. Steve Alverson (ESA) expressed the understanding that earlier turns are compatible with the aircraft operators' goal of reducing track miles for their operations. He asked if there was a procedure design other than the proposed concept that could help implement this goal. A commenter responded that there is no easy way to turn earlier, as aircraft following RNAV departures must pass through 400 feet AGL before turning. Gary McMullin added that a thrust reduction would add to the distance needed before an aircraft passes 400 feet.

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[8] TARGETS: Terminal Area Route Generation and Traffic Simulation software.

[9] VA: Maintain heading until reaching a specified altitude.

[10] DF: Fly directly to a specified navigational fix.

[11] VI: Maintain heading until intercepting a given heading to the next RNAV leg.

[12] CF: Fly a specified course to a specified fix.

Joe DeVito (JetBlue) asked how an elimination of intersection departures may affect airport throughput. Ralph Tamburro (Port Authority) stated that when JFK is using a multiple-runway configuration, intersection departures would be used. He clarified that a discussion of full-length takeoffs from Runway 31L is focused on nighttime hours, adding that JFK ATCT will often use full-length departures at night if the full runway length is available.

Joe DeVito (JetBlue) asked about the usage hours for the proposed "Tighten SKORR" concept. Chris Sequeira (ESA) replied that it would be used during daytime and nighttime hours, replacing the existing SKORR departure. Joe DeVito (JetBlue) asked about the implications for airport throughput. Ralph Tamburro (Port Authority) replied that departures would still be released from an intersection if JFK is using a multiple-runway configuration. Steve Alverson (ESA) indicated that there may be an additional benefit from combining the "Tighten SKORR" concept with a reduction of intersection departures at nighttime; this combination is not being suggested for daytime use. Joe DeVito (JetBlue) expressed his concern that departure throughput not be impacted during the summertime, especially in situations of thunderstorms. Steve Alverson agreed. Ralph Tamburro stated that if the Port Authority's airports are backed up, noise abatement procedures typically will not be used.

Joe DeVito (JetBlue) asked if an aircraft FMS would allow the use of an intersection departure profile even if the aircraft is using the full length of Runway 31L. The response was that any parameters regarding power settings and obstacle clearance would have to be evaluated through individual aircraft operator systems. Gary McMullin (Southwest) agreed, indicating that operator performance engineering staff would have to be engaged. He added that it is difficult for the pilot to override an FMS, because all aircraft performance numbers then change. The typical choices are, either use reduced thrust based on FMS parameters, or use a full-thrust departure. Mike Porcello (NYTRAOCN) asked what pilots do if a portion of the runway is NOTAMed[13] as unavailable. An aircraft operator responded that if the FMS were to be directed to use a shorter runway length when departing the full length of Runway 31L, operator performance engineering staff would have to enter the required data into the performance management system. Chip Beall (Delta) stated that most Delta pilots departing from JFK will load intersection departure performance requirements because they represent worst-case runway length requirements; if the pilots are then directed by JFK ATCT to use a full-length takeoff, the pilots will keep the intersection departure requirements rather than changing the FMS parameters during the aircraft taxi operation.

NEXT STEPS

Andrew Brooks (FAA) indicated that the FAA will reach out to the Port Authority to discuss next steps. Mike Porcello (FAA) indicated that the LGA noise abatement procedure concepts are still being developed, including the offset approach to LGA Runway 22. He recommended that a future group discussion focus on these concepts. Mike added that a LGA Runway 4 departure avoiding overflight of Clason Point (in The Bronx) may be implemented using conventional procedures. He also stated that the concept of increasing altitudes of JFK Runway 22L/22R arrivals at night is being advanced outside of the 14 CFR Part 150 process; the FAA will engage operators in the future about flyability.

[13] NOTAM: Notice to airmen.

ACTION ITEM

Andrew Brooks took an action item to get back to Joey Medders on the timeframe for developing the EWR Runway 22L Offset Approach. Tim Middleton took an action item to investigate the potential TEB noise abatement departure development schedule after the upcoming TEB TAC meeting.

ADJOURN

The meeting was adjourned at 12:30 P.M. EDT.

E-16 Federal Aviation Administration Meeting November 16, 2017

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	November 16, 2017	meeting time	12:30 P.M. EST
present	**PA:** Tim Middleton, Kelly Mitchell, Adeel Yousuf **ESA:** Steve Alverson, Mike Arnold, Chris Sequeira **HMMH:** Rhea Gundry, Gene Reindel, Dominic Scarano, Diana Wasiuk **FAA:** Andrew Brooks, Gail Butler, Lindsay Butler, Jim Byers, Suki Gill, Steve McClain, Mike Porcello	route to	Tim Middleton, Kelly Mitchell, Adeel Yousuf
distribution date	November 30, 2017		
Subject	Special Follow-Up Port Authority/FAA Discussion on Flyability of Proposed Noise Abatement Procedure Concepts		

Kelly Mitchell (Port Authority) opened the call at 12:34 P.M. EST and explained that the purpose of the call was to clarify decisions for the proposed "Tighten SKORR Departure Procedure" and "Reduce Runway 31L Intersection Departures at Night" noise abatement strategies associated with the John F. Kennedy International Airport (JFK) 14 Code of Federal Regulations (CFR) Part 150 Study. She pointed out that aircraft operators had specific flyability-related feedback on those two strategies. Andrew Brooks (FAA) stated that he understood the concerns of the operators, and he recommended that the call focus on what additional work needs to be done. He explained that he wants the Port Authority to have enough information to generate noise results for the procedures. Andrew added that he is getting support from the FAA's Air Traffic Organization (ATO) on the idea that all procedures in the Noise Compatibility Program (NCP) would be ready for use on the day that the FAA signs the Record of Approval (ROA) for the Study, but that there is an understanding that not all procedures may be ready for use on that day.

Andrew Brooks (FAA) asked about the outstanding items associated with "Tighten SKORR Departure Procedure" and "Reduce Runway 31L Intersection Departures at Night" that need to be resolved for (1) proceeding with modeling, and/or (2) enabling the Port Authority to provide a recommendation related to the strategies. Chris Sequeira (ESA) asked the conference call participants if there was any level of concern related to overstating the potential benefits of the procedures. Andrew expressed that on the November 3, 2017 call with aircraft operators, Jonathan Bonds of United Parcel Service (UPS) stated that the UPS fleet would turn left 4,000 feet sooner if directed to fly full-length departures from Runway 31L rather than intersection departures. Andrew pointed out that he understands that not all operators would take the same action as UPS. He added that UPS had also offered to perform flight simulation for the "Tighten SKORR Departure Procedure" strategy. Steve Alverson (ESA) responded that UPS flight

simulation results would only provide one data point. He added that the Port Authority can decide whether to recommend strategies in the NCP, but there is a desire to avoid overstating the benefits of the proposed strategies, which could remove an unreasonably large number of people from the 2021 Day-Night Average Sound Level (DNL) 65 contour.

Chris Sequeira said his understanding of 14 CFR Part 150 is that showing potential benefits of NCP strategies in an NCP Report is distinct from submitting a revised Noise Exposure Map (NEM) for FAA acceptance. Jim Byers (FAA) stated his understanding that the public will want to evaluate the benefits of the proposed "Tighten SKORR Departure Procedure" and "Reduce Runway 31L Intersection Departures at Night" strategies, but the group does not know how the JFK aircraft fleet will react if the strategies were to be implemented. He added that if modeling does not show a benefit, the FAA will not be able to approve the strategies. Gene Reindel (HMMH) expressed his understanding of the conversation so far as: each strategy must be evaluated individually for potential benefit, but then the Port Authority can choose to recommend each strategy in an NCP Report, while excluding the strategy from a cumulative benefit noise contour map if there is uncertainty associated with the strategy. Andrew Brooks (FAA) replied that any uncertainty associated with a strategy would also be present in the individual benefit analysis, to which Kelly Mitchell (Port Authority) responded that aircraft operators and the FAA would further develop the strategies at a later time. Andrew added that all noise abatement strategies have uncertainty in terms of actual implementation; thus, why not include them all in a cumulative noise contour map? Gail Butler (FAA) asked what the criteria would be for including some strategies in a map, but excluding others? Chris Sequeira expressed his latest understanding of the conversation as: the action to recommend a proposed noise abatement strategy for implementation is the same as the act of modeling the noise abatement strategy in a revised NEM; expressed another way, if the Port Authority chooses not to include the noise abatement strategy in a revised NEM, this is the same action as choosing not to recommend the noise abatement strategy for implementation. Gene Reindel expressed his interpretation that the FAA-accepted Future Condition NEM would not change unless the Port Authority requests the FAA's approval of a revised NEM. Jim Byers agreed with this interpretation. Gene asked if a cumulative benefit noise contour exhibit presented in the NCP Report would automatically replace the existing FAA-accepted Future Condition NEM. Jim replied no. Andrew added that such a replacement would not happen unless the Port Authority requests that the FAA review and accept the revised NEM.

Kelly Mitchell (Port Authority) emphasized that the Port Authority needs to know what 14 CFR Part 150 requires for an NCP. She reminded the call group that the proposed "Tighten SKORR Departure Procedure" and "Reduce Runway 31L Intersection Departures at Night" strategies show potential benefits, but that those benefits may be overstated. Tim Middleton (Port Authority) stated that he does not see a situation where the Port Authority creates official NEMs that have predicted procedure usage assumptions in them. Steve Alverson (ESA) expressed his understanding of the conversation thus far as: if the Port Authority does not resubmit a noise exposure map, then the official NEM remains unchanged; thus, the Port Authority can show conceptual benefits without changing the NEMs. Andrew Brooks (FAA) replied that the FAA is not forcing any additional work upon the Port Authority, but rather is trying to leverage existing work performed by the Port Authority; hence the understanding that not all proposed procedures may be implemented on the day that the ROA is approved.

Andrew asked if there is any other information that must be provided in order to assist the Port Authority in making a recommendation on proposed strategies. Chris Sequeira (ESA) recommended that the existing draft modeling results be used for the JFK 14 CFR Part 150 Study, with appropriate language in

the NCP Report to contextualize the estimated benefits. Gene Reindel (HMM) stated that for Newark Liberty International Airport (EWR), his understanding is that the ATO will develop an offset instrument procedure to Runway 22L (rather than a visual procedure), and that the EWR Study Team may update its modeling effort depending on the nature of the procedure developed by ATO. Andrew Brooks responded that thus, there is an open action item in the hands of ATO regarding the EWR offset procedure. Diana Wasiuk (HMMH) added that at the last EWR Technical Advisory Committee (TAC) meeting, the FAA discussed the idea of assigning departure angles for EWR departures based on aircraft destinations or other criteria. Diana stated that the EWR Study Team will need New York Terminal Radar Approach Control (N90) or EWR Airport Traffic Control Tower (ATCT) discussion on what those criteria might be. Andrew stated his surprise, indicating that he has observed pushback from ATCT controllers in the past regarding the idea of assigning procedures based on destinations. He added that a follow-up discussion regarding EWR procedures seems to be needed.

Andrew Brooks (FAA) asked if the Port Authority is preparing cumulative benefit noise maps, but not recommending them as the new Future Condition NEMs. Steve Alverson (ESA) responded that the ESA Study Team needs to hold a discussion with the Port Authority about preparing cumulative maps, but that upon confirmation by the Port Authority, any cumulative benefit noise maps would not be recommended as the new NEMs. Andrew stated that in the context of the EWR Runway 22L offset procedure, his understanding is that different offsets would be analyzed; he added that Glenn Morse of United Airlines had recommended using the LaGuardia Airport (LGA) Runway 22 offset approach at EWR.

Mike Porcello (FAA) recommended using caution with the “Tighten SKORR Departure Procedure” strategy, due to the challenges of flyability, but added that N90 wishes to see what concept can be moved forward. Kelly thanked the FAA for their support in the 14 CFR Part 150 Studies. Andrew Brooks (FAA) stated that he will send an email to continue the conversation related to potential EWR noise abatement strategies. Kelly Mitchell adjourned the call at 1:14 P.M. EST.

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E-17 Federal Aviation Administration Meeting February 5, 2018

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	February 5, 2018	meeting time	9:30 A.M. EST
present	**PA:** Kelly Mitchell, Adeel Yousuf **ESA:** Steve Alverson, Chris Sequeira **FAA:** Andrew Brooks, Suki Gill, Michael Lamprecht, Steve McClain, Mike Porcello	route to	Kelly Mitchell, Adeel Yousuf
distribution date	March 20, 2018		
Subject	Port Authority/FAA Discussion on LaGuardia NCP Concepts and Comments		

Kelly Mitchell (Port Authority) opened the call at 9:36 A.M. EST and explained that the purpose of the call was twofold:

- Firstly, to discuss suggested LaGuardia Airport (LGA) Runway 4 departure modifications proposed by New York Terminal Radar Approach Control (N90) and present preliminary aircraft noise modeling results produced by ESA; and,
- Secondly, to discuss comments received by the Port Authority in response to the Technical Advisory Committee (TAC) Meeting No. 15 homework assignment, which was to review a handout of LGA Noise Compatibility Program (NCP) strategies and bring comments and questions to the next TAC meeting.

Kelly Mitchell then introduced Chris Sequeira (ESA), who proceeded with the discussion. Chris explained that N90 had suggested a procedure design concept that would increase the number of Runway 4 departure headings to five, which would change the utilization of the headings. He indicated that modeling showed a reduction in the Day-Night Average Sound Level (DNL) 65 contour over Clason Point (in The Bronx), but also indicated that a noise increase of up to 3.4 DNL could occur outside of the DNL 60 contour in residential neighborhoods east of the Bronx Zoo, due to use of the proposed 020 heading. (The full set of magnetic headings proposed is 340, 360, 020, 040, and 055.) Chris expressed that an increase of 3 DNL equates to a doubling of operations (all other factors being equal) and would be noticeable to the community. However, this noise increase would not show up in the FAA's air traffic noise screening tools because it does not meet the FAA reporting threshold of a 5 DNL or greater increase in the 45 to 60 DNL range. Steve Alverson (ESA) stated that since N90 had proposed adding new flight tracks over residential areas that were not previously overflown, the Port Authority and ESA Study Team chose to analyze potential increases in noise outside of the DNL 65 contour. Kelly stated that the Port Authority is leaning toward not submitting this flight procedure as a recommended noise abatement

strategy under the auspices of 14 Code of Federal Regulations (CFR) Part 150, adding that the FAA had stated that this concept was being looked at internally.

Mike Porcello (FAA) asked if implementation of a nighttime (10:00 P.M. to 6:59:59 A.M.) prohibition on use of one of the new headings (020 degrees magnetic) would make a difference. Chris Sequeira (ESA) replied no, because LGA operations occur primarily during the daytime (7:00 A.M. to 9:59:59 P.M.). Adeel Yousuf (Port Authority) expressed that the addition of the new departure headings essentially amounts to the creation of new flight tracks over a community that does not get air traffic currently. Michael Lamprecht (FAA) asked about the current noise levels in the areas that could potentially experience increases in aircraft noise. Chris replied that the current aircraft noise levels are below DNL 55. Mike Porcello asked about the percentage of Runway 4 departure traffic that was placed on the departure tracks for the purposes of modeling, and Chris responded that he would find this information and send it to N90.

Kelly Mitchell (Port Authority) expressed concerns about flight track dispersal concepts for noise abatement. Chris Sequeira (ESA) stated that in general, dispersal concepts are not being investigated because there is residential land use on nearly all sides of LGA. Mike Porcello (FAA) replied that these comments would be taken back to operational analysts within the FAA, adding that N90 originally proposed the concept as a way of reducing noise over Clason Point. Chris stated that N90's efforts to reduce noise are appreciated. He recommended retaining the current LGA Runway 4 departure headings, adding that if the concept were to be modified, the LGA NCP schedule would not accommodate additional noise modeling. Kelly added that the Port Authority will make its decision using the information already available. Steve Alverson (ESA) stated that FAA's suggested Runway 4 departure concept (including use of heading 020) would be documented in the NCP Report, but would not be recommended by the Port Authority as an NCP strategy. Instead, the Port Authority may investigate use of other LGA Runway 4 departure headings as an NCP strategy.

Kelly Mitchell (Port Authority) stated that the Port Authority wished to discuss comments provided by Queens Quiet Skies and the Queensboro President's Office in response to the TAC Meeting No. 15 homework assignment (i.e., to review NCP strategies and bring comments to the next TAC meeting). Mike Porcello (FAA) asked if the intent of the TAC is to address noise concerns in general, and Kelly replied that the TAC's purview is specifically noise issues as they relate to the LGA 14 CFR Part 150 Study. Mike commented that a number of the noise abatement strategies referred to in the comments have been previously communicated as infeasible in numerous discussions between the FAA and communities in the past. He also suggested that a number of the suggested changes by community members are focused on areas well outside the DNL 65 contour. Kelly Mitchell agreed that the focus of 14 CFR Part 150 is reducing impacts within the DNL 65 contour. He asked if some of the strategies have been dropped from further analysis under the 14 CFR Part 150 process. Adeel Yousuf noted that a number of strategies were dropped from further detailed analysis earlier in the 14 CFR Part 150 process. Mike requested an email from the Port Authority indicating which strategies have been dropped. He added that N90 is trying its best to address noise issues, but certain questions are being asked multiple times.

Andrew Brooks (FAA) expressed that Queens Quiet Skies has not participated in recent TAC meetings and has instead commented based on the TAC meeting slides and summary notes. Andrew noted that a portion of the detail in TAC meeting discussions is lost when a TAC member is not there. He added that he believes the TAC discussions have been detailed enough to provide sufficient explanation for feasibility determinations in the NCP Report. Kelly noted that the Port Authority believes that the FAA is

trying to do its best to assist with evaluating noise abatement procedures and added that the comments are being provided to the FAA for the purposes of awareness and do not need to be addressed now, but will be addressed by the Port Authority at the next LGA TAC meeting.

Mike Porcello (FAA) asked if there will be a time when the Port Authority will insist that the FAA and airlines fly the advertised noise abatement procedures. He suggested that the Port Authority consider this and respond to FAA later with an email. Kelly Mitchell (Port Authority) replied that the Port Authority is investigating this as a programmatic NCP strategy; the intent would not be to force airlines to fly the noise abatement procedures (since the Port Authority does not have jurisdiction to mandate that airlines fly a certain procedure), but to collaborate with the FAA and airlines toward the mutual goal of noise reduction. Adeel Yousuf (Port Authority) added that the Port Authority is considering the establishment of a Fly Quiet program as one of the potential programmatic measures. Mike Porcello gave an example of several airlines selectively deciding not to fly the LDA-A approach[1] to LGA's Runway 22 (which limits noise exposure to Clason Point) without communicating those intentions to the Port Authority and FAA. Mike Porcello also suggested that the topic of preferential runway use and nighttime runway construction be discussed by the FAA and Port Authority.

Chris Sequeira (ESA) thanked N90 for its extensive assistance in the development and review of potential noise abatement procedures. He requested that N90 provide its current and year 2012 Standard Operating Procedure (SOP) documents, so that the Port Authority and ESA Study Team could review them in order to address the Queens Quiet Skies and Queensboro Presidents' Office comments. Mike Porcello (FAA) replied that N90 will look for these, adding that the current SOP is FAA Order N90 7110.1E. Steve McClain added that a new SOP, FAA Order N90 7110.1F, should become effective in about two weeks.

Mike Porcello asked if the Port Authority was getting the support it felt it needed from the ATCTs. Adeel Yousuf (Port Authority) stated that the Port Authority had spoken with Airport Traffic Control Tower (ATCT) management about a preferential runway use program at JFK, but that the JFK ATCT stated it uses a rotational runway use program where it reviews runway use every 8 hours and makes changes based on runway availability, wind, weather, and traffic volume and was not open at this time to modifying the existing methods of runway use management.

Kelly Mitchell thanked the FAA for its participation on the call and its continued assistance with noise abatement strategies. She added that the Port Authority will keep N90 in the loop and share its reply to the comments provided by Queens Quiet Skies and the Queensboro President's Office in response to the TAC Meeting No. 15 homework assignment. The call concluded at 10:25 A.M. EST.

[1] LDA-A: Localizer-type Direction Aid approach A.

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E-18 Federal Aviation Administration Meeting February 16, 2018

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	February 16, 2018	meeting time	11:00 A.M. EST
present	**PA:** Kelly Mitchell, Ralph Tamburro **ESA:** Steve Alverson, Chris Sequeira **FAA:** Andrew Brooks, Jim Byers, Michael Lamprecht, Steve McClain	route to	Kelly Mitchell, Adeel Yousuf
distribution date	March 20, 2018		
Subject	Follow-Up Discussion on Potential LGA Runway 4 Departure Procedures		

Kelly Mitchell (Port Authority) opened the call at 11:02 A.M. EST and passed the call over to Steve McClain (FAA). Steve McClain (FAA) stated that in the previous conference call (held on February 5, 2018), New York Terminal Radar Approach Control (N90) was asked to consider removing the departure magnetic heading of 020 from a potential LGA Runway 4 departure procedure update because it would introduce aircraft noise in residential areas that currently do not experience high levels of aircraft noise. He added that aircraft originally proposed to depart on heading 020 under the proposed LGA Runway 4 departure procedure would instead use departure heading 040, providing no noise relief to Clason Point. Kelly replied that previously, the Port Authority had taken the operational assumptions provided by N90 for the potential LGA Runway 4 departure procedure and converted them to use percentages for the flight tracks in the procedure. She asked what the flight track use percentages would be for the remaining tracks if the 040 departure heading were removed. Steve McClain replied that the use would be based on departure gates, as follows:

- Heading 340: for south gates
- Heading 360: for west gates
- Heading 020: for north gates
- Heading 040: for east gates
- Heading 055: possible only if an Area Navigation (RNAV) Standard Terminal Arrival Route (STAR) is implemented to de-conflict these departures from LGA arrivals. Steve McClain (FAA) indicated that no promises can be made about potential future utilization of heading 055 at this time.

Steve Alverson (ESA) agreed that removing the 020 departure heading from the FAA-proposed LGA Runway 4 departure procedure removes the possibility of a noise benefit to Clason Point, but added that placing flight tracks where they have not been before (particularly if they are concentrated tracks) has the

potential to generate community controversy as has been seen in other parts of the country and with the implementation of TNNIS. Chris Sequeira (ESA) stated that developing noise abatement procedures is challenging when there is residential land use all around an airport, as there is for LGA. He added that 055 departure heading is the preferred heading for noise abatement purposes because aircraft using this heading overfly water rather than Clason Point, while stating that the ESA Study Team understands why this heading could only be used infrequently. He indicated that it may be better to keep the status quo for LGA Runway 4 departure headings.

Kelly Mitchell (Port Authority) stated that the Port Authority will take all presented information under consideration, but is interested in how the FAA will pursue the concept, as the FAA developed the concept and presented it to the Port Authority. Steve McClain (FAA) responded that N90 is fine with removing the 020 departure heading from the concept, adding that N90 would be open to using heading 055 more often if an RNAV STAR is developed and implemented. He stated that N90 typically uses two departure headings from Runway 4 currently, and that N90 would like to have those headings memorialized. Steve added that N90 does not utilize the LAGUARDIA FIVE Standard Instrument Departure (SID) as written; this SID contains a heading of 055. He stated that N90 would probably recommend the magnetic headings of 360 and 040, which are used today. Steve indicated that the FAA Performance Based Navigation (PBN) Office takes time to do its work, but does want Optimized Profile Descent (OPD) RNAV STARs for LGA.

Ralph Tamburro (Port Authority) asked if N90's proposed LGA Runway 4 departure procedure concept would use heading 020 for departures heading to north gates. Steve McClain (FAA) replied yes, adding that this heading is rarely used today. Ralph asked the call group what would happen if the proposed LGA Runway 4 departure concept were taken to the public, adding that FAA seems to be looking at systematic dispersion of flight tracks. Chris Sequeira (ESA) replied that under Title 14 Code of Federal Regulations, Part 150 (14 CFR Part 150), airport operators must propose strategies that seek to reduce noise over noise sensitive areas without increasing noise over other noise sensitive areas. Chris added that he does not know details about FAA's consideration of flight track dispersion and whether the consideration is regional or nationwide, but that flight track dispersion can be implemented by FAA outside of the 14 CFR Part 150 process. Steve Alverson (ESA) indicated that the Port Authority could suggest the proposed LGA Runway 4 departure procedure to the public outside of the 14 CFR Part 150 process, but added that it is difficult to help the public understand what the experience of noise increases is like until it actually occurs. He stated that the increase in aircraft noise exposure in the Bronx caused by departures on the 020 departure heading would be noticeable.

Steve McClain (FAA) indicated that the headings of 360, 040, and 055 could be memorialized in a future LGA Runway 4 departure procedure, because heading 055 is used when aircraft are using the Instrument Landing System (ILS) Runway 13 approach for landing. Chris Sequeira (ESA) noted that the use of the status quo runway headings to be memorialized by N90 is captured in the 2016 LGA Noise Exposure Map. Steve McClain (FAA) added that N90 may be open to using the 055 departure heading in certain runway configurations. Kelly Mitchell (Port Authority) indicated that the Port Authority is leaning toward not recommending the 020 departure heading in the LGA NCP and noted that the TAC members had seen presentations on increasing the use of the 055 departure heading. Andrew Brooks (FAA) asked if the RNAV STAR enabling higher use of heading 055 would be a STAR meant for John F. Kennedy International Airport (JFK). Steve responded that the RNAV STAR would be for LGA and would be intended to connect to LGA Runway 4 and Expressway Visual Runway 31 approaches. Andrew replied

that it may then be useful to recommend both the increased use of heading 055 and the implementation of an RNAV STAR in the LGA NCP. Steve Alverson stated that modeling would be needed to determine whether such a concept would show benefits to Clason Point, adding that he believes the noise modeling effort in the NCP has concluded. Kelly Mitchell (Port Authority) said that the Port Authority would have a separate discussion with the consultant team regarding additional noise modeling. Chris Sequeira (ESA) asked if a noise abatement strategy can be recommended in a Noise Compatibility Program (NCP) for future investigation, without modeling having been done. Andrew responded that a strategy could be recommended as an additional study to contemplate, as a programmatic recommendation for a potential future NCP update. Jim Byers (FAA) agreed, but added that the FAA response in a Record of Approval (ROA) would be that the strategy is disapproved for purposes of 14 CFR Part 150 and would require further study.

Chris Sequeira (ESA) asked if the conference call participants support the idea of N90 recommending headings of 360, 040, and 055 in a potential future LGA Runway 4 departure procedure. Steve McClain (FAA) responded in the affirmative, adding that the 020 heading would be dropped. He also stated that N90 is fine with dropping the heading of 340. Kelly Mitchell (Port Authority) added that the Port Authority agrees as well.

Andrew Brooks (FAA) asked if the Port Authority would be willing to convene a New York 14 CFR Part 150 Studies Project Team call so that the FAA can get an overall sense of where the JFK and LGA NCPs stand. Kelly Mitchell (Port Authority) indicated that the Port Authority would absolutely support such a call and would schedule it towards the end of March.

The call was adjourned at 11:28 A.M. EST.

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E-19 Federal Aviation Administration Meeting April 12, 2018

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meeting notes

project	PANYNJ JFK and LGA 14 CFR Part 150 Studies		
meeting date	April 12, 2018	meeting time	2:00 P.M. EDT
present	**PA:** Nick Dmytryszyn, Jane Herndon, Tim Middleton, Kelly Mitchell, Adeel Yousuf **ESA:** Mike Arnold, Chris Sequeira **FHI:** Kristen Ahlfeld, Ryan Walsh **HMMH:** Jessica Cohen, Mary Ellen Eagan, Rhea Gundry, Bob Mentzer, Gene Reindel, Dominic Scarano **FAA:** Andrew Brooks, Gail Butler, Lindsay Butler, Jim Byers, Patricia Henn	route to	Tim Middleton, Kelly Mitchell, Adeel Yousuf
distribution date			
Subject	FAA – Port Authority Discussion on JFK, LGA, EWR, and TEB NCP Phase Schedules		

Tim Middleton (Port Authority) opened the call at 2:05 P.M. EDT and stated that Andrew Brooks (FAA) reached out to the Port Authority in March, 2018 to request a status update discussion on the John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Newark Liberty International Airport (EWR), and Teterboro Airport (TEB) 14 CFR Part 150 Studies. Tim then passed the call to Adeel Yousuf (Port Authority), who opened a discussion of the NCP development and document review schedules.

NCP Development Update and Document Review Schedule

Adeel Yousuf (Port Authority) indicated that the NCP phases of the Studies have been delayed because the Port Authority decision-making process for determining recommended land use strategies is ongoing. The existing publicly-available Study schedules were predicated upon having these decisions made internally by April, but the Port Authority needs more time to complete the decision-making process. Adeel added that land use strategies are unlikely to be discussed at a Port Authority Board meeting until approximately five to six months from now. Andrew Brooks (FAA) asked why five to six months would be needed, given that Board meetings happen on a monthly basis. Adeel responded that more time is needed for internal deliberations on the strategies due to staff changes within the Port Authority. Jane Herndon (Port Authority) added that the Port Authority Noise Office has been working hard to move the topic forward within different areas of the Port Authority, such as legal, financial, and executive management divisions. She stated that multiple sign-offs are required before a discussion of land use strategies could be brought to the Board, and that the Port Authority is currently reviewing bigger policy and budget issues.

Andrew indicated that the FAA's Office of Airports (ARP) has been having internal discussions with the FAA's Air Traffic Organization (ATO) on noise abatement strategies, and that there are dependencies on ATO's flight procedure development and publication schedules. He stated that having updated Study schedules would help keep ATO's energy and focus on the 14 CFR Part 150 Studies.

Jane Herndon (Port Authority) asked Andrew Brooks (FAA) to elaborate. Andrew replied that the FAA has been having extensive internal coordinating conversations so that any Port Authority-recommended NCP strategies that are feasible to implement can be implemented in a reasonably quick fashion. He stated his concern that a pause of several months in the Study schedules could lead to the loss of ATO's attention on the development of noise abatement procedures for the Studies. Andrew added that the FAA was expecting the submittal of the draft LGA NCP Report in March of 2018 and the draft JFK NCP Report in April of 2018, both with the full package of strategies that the Port Authority intends to pursue; the FAA has not yet seen the Port Authority's recommended strategies. Kelly Mitchell (Port Authority) responded that the draft NCP Report submissions will occur, but the submission schedules have been moved back. Adeel Yousuf (Port Authority) agreed, adding that the NCP Reports are currently in draft form. When the Port Authority updates the 14 CFR Part 150 Study schedules, the schedules will contain the draft NCP Report submission dates.

Andrew Brooks (FAA) asked if a preliminary draft of the noise abatement strategy recommendations could be shared with the FAA while the Port Authority is considering land use strategies. Jane Herndon (Port Authority) expressed her concern that any draft documents shared with the FAA could become public through an information request and cause public concern if land use strategies are not in the documents. Andrew replied that the FAA will review noise abatement strategies first anyway, per 14 CFR Part 150 regulations. Tim Middleton (Port Authority) expressed that harmonizing the ATO's schedules with the Port Authority's Study schedules seems challenging; Andrew replied that the FAA's Office of Airports and ATO are required to coordinate on the review of noise abatement strategies. He added that the ATO is awaiting the Port Authority's final noise abatement strategy recommendations and is attempting to target mid-summer 2019 for procedure publication, which is the originally-scheduled time window for the JFK and LGA 14 CFR Part 150 Study Records of Approval (ROAs). If more time is now available for ATO, Andrew is interested in making the ATO aware. Andrew requested that the Port Authority continue to share its intended direction regarding noise abatement strategies.

Mary Ellen Eagan (HMMH) asked if any of the noise abatement strategies could be advanced through the RTCA, Inc. NextGen Advisory Committee's Northeast Corridor (NEC) program. Andrew Brooks (FAA) responded that the FAA's Office of Airports has been coordinating closely with NEC participants but does not want to take any recognition away from the Port Authority's efforts to develop noise abatement strategies. Jane Herndon (Port Authority) stated that the Port Authority will be communicating internally to determine ways to advance the development of noise abatement strategy recommendations. She asked if the FAA has preferences on any particular proposed noise abatement strategy concepts. Andrew replied that he does not know, but has seen ATO interest in modifying the LGA NTHNS and GLDMN departures as well as advancing certain TEB procedures. Nick Dmytryszyn pointed out that the NEC program will be discussed at this evening's New York Community Aviation Roundtable (NYCAR) meeting and asked about the purpose of introducing the NEC at the meeting. He expressed his concern that the public may be confused or concerned by the NEC program. Andrew Brooks (FAA) responded that he was unsure of how the NEC program was placed on the Roundtable meeting agenda, but that the FAA has told the public in

the past that it would look into opportunities to accelerate the implementation of noise abatement strategies.

Tim Middleton (Port Authority) stated that the Port Authority will discuss the FAA's feedback internally and attempt to determine updates to the 14 CFR Part 150 Study schedules. Andrew Brooks (FAA) asked if a revised schedule is ready for sharing, adding that the FAA has been briefing Congressional representatives on the 14 CFR Part 150 Studies using the existing schedules. Jane Herndon (Port Authority) replied that October is the absolute earliest that a discussion of land use strategies could occur at a Port Authority Board meeting, and it is possible for the discussion to be delayed beyond that date. Andrew asked if it was fair to say that the draft NCP Reports may not be released to the FAA until the first quarter of 2019; Jane replied that this is not an unreasonable expectation.

Next Technical Advisory Committee (TAC) Meetings

Adeel Yousuf (Port Authority) stated that the Port Authority has been considering hosting one TAC meeting for each Study as a forum for the discussion of schedule changes. Andrew Brooks (FAA) agreed, stating that the most recent TAC meetings occurred four to five months ago. He added that the Port Authority will need to engage the TACs more than once during the period before NCP Report submittal. Andrew indicated that the Port Authority must determine the content for the meetings, but it is the FAA's position that public involvement is a key goal for the 14 CFR Part 150 Study processes. Adeel replied that an EWR TAC meeting could be held to discuss the updated Noise Exposure Maps (NEMs). Tim Middleton (Port Authority) added that the previously-determined EWR workshop dates are still being targeted. Andrew asked Tim when the draft EWR NEM Report would be delivered to the FAA. Tim replied that the Report delivery is being targeted for the middle of July. Kelly Mitchell stated that any discussion of 14 CFR Part 150 Study schedules would be raised at the TAC meetings, rather than Roundtable meetings. She added that the Port Authority is thinking of content for the summer TAC meetings and will discuss ideas with the FAA.

Jim Byers (FAA) briefly mentioned the FAA's noise annoyance study. He stated that the noise annoyance study is being reviewed by the Department of Transportation's Office of the Secretary of Transportation (DOT OST) and that there is no other update at this time. The conference call was adjourned at 2:42 P.M. EDT.

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E-20 JFK 14 CFR Part 150 Study NCP Phase Newsletters

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Part 150 Airport Noise and Land Use Compatibility Study
John F. Kennedy International Airport (JFK)

WINTER 2017
Newsletter

STUDY UPDATE

The Port Authority of New York and New Jersey (Port Authority), in cooperation with a Study Team and Technical Advisory Committee (TAC), has spent much of the last year and a half collecting and analyzing the data needed to develop Noise Exposure Maps (NEMs) and support documents for John F. Kennedy International Airport (JFK). The Draft NEM Report was made available for public review and comment from October 26, 2016 to November 28, 2016. The Final NEM Report will include responses to all comments received during this comment period. The Port Authority expects to submit the Final NEM Report to the Federal Aviation Administration (FAA) in early 2017 for their acceptance that the Report was in fact prepared in accordance with 14 CFR Part 150 requirements.

The JFK Part 150 Study is transitioning from the NEM phase to the second phase of the study, the development of a Noise Compatibility Program (NCP). Using the NEM maps developed in phase one, the goal of the NCP phase is to propose measures to abate aircraft noise and/or improve land use compatibility in areas surrounding the airport, specifically, those areas exposed to Day-Night Average Sound Level (DNL) 65 decibels (dB) and greater due to JFK aircraft operations. In accordance with 14 CFR Part 150, below are the types of strategies that must be evaluated during the NCP phase, as well as examples of what those strategies could include:

NOISE ABATEMENT STRATEGIES

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Noise barriers
- Run-up enclosures
- Use restrictions*

*Subject to further notice, review, and approval requirements in 14 CFR Part 161

LAND USE STRATEGIES

Mitigation
- Property acquisition
- Sound insulation
- Avigation easements

Prevention
- Land use controls
- Zoning
- Building codes
- Comprehensive plans
- Real estate disclosures

PROGRAMMATIC STRATEGIES

- Implementation tools (rules, regulations, ordinances, etc.)
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision

By mid-2018, the Port Authority expects to submit the NCP to the FAA for review and approval. Once the NCP is officially received, then the FAA has 180 calendar days to review. The FAA review will conclude with either approving, disapproving, recommending for further study, or taking no action on each of the noise abatement and mitigation measures proposed by the Port Authority.

Please visit the project web site at http://panynjpart150.com/JFK_homepage.asp for the most recent project information.

PUBLIC WORKSHOP RECAP

The Port Authority held public workshops for the JFK 14 CFR Part 150 Study on Wednesday, November 2nd at the Hilton New York JFK Airport hotel in Queens, and on Thursday, November 3rd at the Cradle of Aviation Museum in Nassau County. Both workshops were held from 6 P.M. to 9 P.M. and presented identical information.

The purpose of the workshops included:

- Presenting the draft NEMs
- Providing the public with an opportunity to ask questions of the Study Team
- Providing the public with an opportunity to review the Draft NEM Report
- Requesting that each attendee provide comments to the Port Authority and the Study Team regarding the draft NEMs

The workshops were conducted in an "open-house" format and consisted of seven stations that attendees could visit at their leisure. Five of these stations consisted of presentation boards that provided an overview of the 14 CFR Part 150 Study process; the land use data collection process and land use map; the noise modeling process and inputs; and the 2016 and 2021 NEMs depicting the DNL 65, 70, and 75 contours overlaid on a map depicting existing land uses in the airport environs. The other two stations had interactive components. At one of those stations, attendees could type their home address into an interactive noise contour program and see where their home is in relation to the DNL 65, 70, and 75 contours. The interactive noise contour program is also available to the public at http://panynjpart150.com/JFK_IMAP.asp.

At the other station, attendees could view the Port Authority's "WebTrak" flight tracking and noise information system. WebTrak is available to the public at http://www.panynj.gov/airports/webtrak.html. Members of the Study Team and Port Authority staff were available to answer questions and listen to attendee feedback. All materials displayed at the public workshops are available to the public and can be downloaded via the project website at http://panynjpart150.com/JFK_PIW.asp.

Almost 50 members of the public attended the two workshops in total, with attendees representing communities including: East New York, Ozone Park, Laurelton, Springfield Gardens, Arverne, Neponsit, Rosedale, East Atlantic Beach, New Hyde Park, Garden City, Hempstead, Malverne, Valley Stream, Baldwin, and Bethpage.

Attendees were asked to submit feedback in writing on comment forms provided at the workshops or via email to NYPART150@panynj.gov.

STAY CONNECTED

The Port Authority has several ways you can participate and stay informed:

- The project website (http://panynjpart150.com/JFK_homepage.asp) is updated regularly with project documents, meeting announcements, and other general information about the study. Go to the website to join the mailing list and receive project updates.
- To make comments, give feedback, or ask questions on the 14 CFR Part 150 Study, please email us at NYPart150@panynj.gov.
- To file an aircraft noise complaint, please call the noise complaint hotline at **1-800-225-1071**.

Part 150 Airport Noise and Land Use Compatibility Study
John F. Kennedy International Airport (JFK)

STUDY UPDATE

SPRING 2017
Newsletter

The Port Authority of New York and New Jersey (Port Authority), in cooperation with a Study Team and Technical Advisory Committee (TAC), has met a major milestone in the John F. Kennedy International Airport (JFK) 14 CFR Part 150 Study: The submission of the Final JFK Noise Exposure Map (NEM) Report to the Federal Aviation Administration (FAA) on April 28, 2017. The Final NEM Report was the product of a year and a half project to collect and analyze the data needed to develop NEMs and associated documentation for JFK. The Report also includes responses to all public comments received during the Draft JFK NEM Report comment period of October 26 through November 28, 2016. The FAA accepted the official JFK NEMs on May 19, 2017. Notice of the FAA's acceptance was published in the Federal Register on May 30, 2017. Public announcements of the FAA's acceptance of the JFK NEMs will be published three times in 15 newspapers of general circulation as indicated below:

PUBLICATION	DATE
Daily News (Queens)	June 5, 7, 9
Queens Courier (All Editions)	June 8, 15, 22
Queens Chronicle (All Editions)	June 8, 15, 22
Queens Tribune (All Editions)	June 8, 15, 22
South East Queens Press	June 9, 16, 23
Queens Ledger (All Editions)	June 8, 15, 22
Queens Gazette (All Editions)	June 7, 14, 21
Queens Times Ledger (All Editions)	June 9, 16, 23
Bronx Times Reporter	June 9, 16, 23
Greek Herald	June 5, 7, 9
El Especialito	June 5, 7, 9
Sing Tao	June 5, 7, 9
Chinese World Journal	June 5, 7, 9
Newsday	June 5, 7, 9
LI Herald (West / North Zones)	June 8, 15, 22

The official JFK NEM Report is available online at http://panynjpart150.com/JFK_FNEM.asp.

Using the official NEMs developed in Phase One, the Port Authority's JFK 14 CFR Part 150 Study is now developing a Noise Compatibility Program (NCP). The goal of the NCP phase is to evaluate potential land use, noise abatement and programmatic strategies to abate aircraft noise and improve land use compatibility in areas surrounding the airport, specifically those areas exposed to Day-Night Average Sound Level (DNL) 65 decibels (dB) and greater due to JFK aircraft operations.

In accordance with 14 CFR Part 150, below are the types of strategies that must be evaluated during the NCP phase, as well as examples of what those strategies could include:

NOISE ABATEMENT STRATEGIES

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures

*Subject to further notice, review, and approval requirements in 14 CFR Part 161

- Airport layout modifications
- Noise barriers
- Run-up enclosures
- Use restrictions*

LAND USE STRATEGIES

Mitigation
- Property acquisition
- Sound insulation
- Avigation easements

Prevention
- Land use controls
- Zoning
- Building codes
- Comprehensive plans
- Real estate disclosures

PROGRAMMATIC STRATEGIES

- Implementation tools (rules, regulations, ordinances, etc.)
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM update
- NCP revision

By early-2019, the Port Authority expects to submit the NCP to the FAA for review and approval. The FAA will have 180 calendar days to review the NCP. The review includes approving, disapproving, recommending for further study, or taking no action on each noise abatement and mitigation measure proposed by the Port Authority. Please visit the project web site at http://panynjpart150.com/JFK_homepage.asp for the most recent project information.

DEVELOPMENT OF NOISE COMPATIBILITY PROGRAM (NCP)

NOISE ABATEMENT STRATEGIES

The Port Authority is evaluating a number of proposed strategies for modifying aircraft operations at JFK to abate noise and is also evaluating strategies that were received from the TAC, the public, and the FAA. The Port Authority has begun coordinating with representatives of the New York Terminal Radar Approach Control (TRACON) to discuss which proposed strategies may be feasible to implement as part of the NCP. Strategies that may be feasible to implement will be refined for noise modeling in the NCP phase to determine the extent to which their implementation would change the DNL 65, 70, and 75 dB contours surrounding JFK.

LAND USE STRATEGIES

The Port Authority and its Study Team met with representatives of several jurisdictions exposed to noise of DNL 65 dB or greater due to aircraft arriving to and departing from JFK. The purpose of the meeting was to educate local land use planners and other local government officials about land use strategies that are commonly employed to promote new development that is compatible with airport operations or to reduce existing noncompatible land use within the DNL 65, 70, and 75 dB contours for JFK. In particular, the discussion at the meeting focused on zoning, building code revisions, real estate disclosure of noise levels and proximity to the airport, and avigation easements.

In attendance were representatives of the following jurisdictions:

- City of Long Beach
- Nassau County
- Town of Hempstead
- Town of North Hempstead
- Queens Borough President's Office
- Village of Lawrence

The Port Authority presented the proposed preventative land use strategies from the TAC and the public and also received a number of suggestions from representatives, which will be refined in follow-up discussions.

PROGRAMMATIC STRATEGIES

The Port Authority, along with the TAC, is reviewing the typical noise compatibility program strategies that would be needed to develop programmatic measures within the NCP phase of the JFK 14 CFR Part 150 Study. Programmatic measures focus on the development and implementation of programs to monitor, abate, and mitigate noise, as well as communicate noise information to aircraft operators and communities. The Port Authority already has a number of programmatic measures in place, including:

- A noise office with dedicated staff and a website (http://www.panynj.gov/airports/aircraft-noise-information.html)
- An Airport Noise and Operations Management System (ANOMS)
- A noise complaint management and mapping system by PlaneNoise, Inc., with reports provided to the FAA on a monthly basis (http://www.planenoise.com/panynj/daPRAbr9/)
- Monitoring and enforcement of the existing 112 perceived noise decibels (PNdB) departure noise limit at JFK
- WebTrak flight tracker (http://www.panynj.gov/airports/webtrak.html)
- Interaction with communities, elected officials, and noise abatement organizations, including the New York Community Aviation Roundtable (NYCAR)

The Port Authority has already received a number of suggested programmatic strategies from the TAC and the public, and they are in the process of being evaluated.

The Port Authority continues to meet with the Technical Advisory Committee to discuss noise abatement, land use, and programmatic measures for addressing aircraft noise from JFK.

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Part 150 Airport Noise and Land Use Compatibility Study
John F. Kennedy International Airport (JFK)

WINTER 2018
Newsletter

STUDY UPDATE

The Port Authority of New York and New Jersey (Port Authority), in cooperation with a Study Team and Technical Advisory Committee (TAC), has focused on Noise Compatibility Program (NCP) development for the JFK 14 CFR Part 150 Study since the last newsletter. The goal of the NCP is to propose strategies to abate aircraft noise and improve land use compatibility in areas surrounding the airport, specifically those areas exposed to Day-Night Average Sound Level (DNL) 65 decibels (dB) and greater due to JFK aircraft operations. The Port Authority expects to submit the NCP to the Federal Aviation Administration (FAA) for review and approval in 2019.

The Port Authority has now held 15 meetings with the Technical Advisory Committee to discuss the JFK 14 CFR Part 150 Study. All TAC meetings are open to the public.

Much of the NCP development effort thus far has focused on noise abatement strategies, which involve reducing noise exposure by changing the sources of noise. The Port Authority has communicated with aircraft operators and the FAA to discuss the feasibility of implementing various strategies suggested by the TAC, the Port Authority, the FAA, and the public. The initial content for the JFK Draft NCP Report is now being prepared. Please visit the project web site at http://panynjpart150.com/JFK_homepage.asp for the most recent project information, including TAC presentations showing details of numerous noise abatement strategies, starting with the TAC Meeting #10 presentation.

The JFK TAC Meeting #15 presentation file, available at http://panynjpart150.com/JFK_TAC.asp, contains a full list of noise abatement strategies received and considered by the Port Authority. The public is encouraged to review this meeting's presentation and meeting notes and provide feedback.

NOISE ABATEMENT STRATEGY THEMES

The Port Authority has received and considered over 50 noise abatement strategies for JFK. The strategies received can be grouped into **three themes**, listed below. These are not unique to JFK, as many noise abatement strategies proposed in 14 CFR Part 150 Studies across the United States can be grouped into the same themes.

1. **Increase dispersion of flight tracks:** this involves spreading aircraft operations geographically to reduce the frequency of operations over any one specific area.
2. **Concentrate flight tracks over compatible land use:** this involves modifying flight tracks to move aircraft from non-compatible land use, such as residential areas, to compatible land use, such as industrial areas.
3. **Change operation times or implement use restrictions:** this involves implementing operational restrictions based upon aircraft types, aircraft flight paths, runway use, operating times, or other operational characteristics of JFK.[1]

[1] The Airport Noise and Capacity Act of 1990 (ANCA) prevents airport authorities from establishing operational restrictions on aircraft in flight without FAA review and approval.

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E-21 Project-Related Newspaper Articles and Electronic Publications

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ESA Part 150 PR Report
Noise Compatibility Program Clips
John F. Kennedy International Airport

NLC monitored the following upcoming press coverage on behalf of ESA Part 150 (JFK Airport) from January 7, 2017 to September 22, 2020. The press coverage is listed chronologically.

Outlet	Article	Circulation/ UVPM
Queens Chronicle February 2, 2017	Queens pols backing plane mitigation act	Circulation: 160,000 UVPM: 31,995
Newsday February 6, 2017	Noise activists: JFK repair to cause headaches for months	Circulation: 309,246 UVPM: 3,156,121
LI Herald June 15, 2017	Legislation calls for a second noise study	Circulation: 89,534 UVPM: 59,577
Queens Chronicle December 7, 2017	JFK Committee: More Questions for the FAA	Circulation: 160,000 UVPM: 31,995
LI Herald May 3, 2018	Malverne resident Larry Hoppenhauer is TVASNAC's executive director	Circulation: 89,534 UVPM: 58,038
LI Herald May 10, 2018	Airport jet noise plagues parts of Nassau County, including Malverne	Circulation: 89,534 UVPM: 58,038
Queens Chronicle July 26, 2018	Port Authority asks for public feedback	Circulation: 160,000 UVPM: 31,995
LI Herald November 1, 2018	Valley Stream residents irked by JFK presentation	Circulation: 89,534 UVPM: 58,038
Union News Daily February 18, 2019	Summit official expresses satisfaction with the skies	UVPM: 9,462

LI Herald May 23, 2019	Long Island residents, legislators urge study on healthy	Circulation: 89,534 UVPM: 58,038
LI Herald May 23, 2019	State reps. Propose legislation to combat jet noise on Long Island	Circulation: 89,534 UVPM: 58,038
Newsday May 29, 2019	Noise, noise, noise	UVPM: 3,169,549
New York Times June 20, 2019	Airplane Noise and Real Estate	UVPM: 29,984,446
LI Herald January 30, 2020	Plane noise complaints drop after JFK runway reconstruction ends	Circulation: 89,534 UVPM: 58,038
LI Herald February 6, 2020	Jet noise persists in Malverne amid runway project completion	Circulation: 89,534 UVPM: 58,038
LI Herald September 14, 2020	Hewlett resident James Vilardi becomes executive director of TVASNAC	Circulation: 89,534 UVPM: 58,038
Queens Chronicle September 17, 2020	JFK group wants new health studies OK'd	Circulation: 160,000 UVPM: 31,995

ESA Part 150 John F. Kennedy International Airport Noise Compatibility Program Report

January 7, 2017 – September 22, 2020

QUEENS Chronicle

Circulation: 160,000
UVPM: 31,995

Queens pols backing plane mitigation act

Thursday, February 2, 2017

Total Republican control of Washington hasn't discouraged some Queens lawmakers from pushing a bill to make information about the health effects of airplane noise and emissions available to the Federal Aviation Administration.

The Airplane Impacts Mitigation Act, which was introduced by Rep. Stephen Lynch (D-Mass.), is co-sponsored by Reps. Joe Crowley (D-Bronx, Queens), Grace Meng (D-Flushing), Tom Suozzi (D-Suffolk, Nassau, Queens) and Hakeem Jeffries (D-Brooklyn, Queens), along with other U.S. lawmakers who are in Congress' Quiet Skies Caucus.

Airplane noise has become an even bigger concern for many Queens residents thanks to the GPS-based NextGen navigation system, which can save fuel and time for flights by sending them over extremely precise and narrow routes. Although it can increase efficiency, Lynch's office said, the neighborhoods below the flight paths are burdened with menacing noise and negative health effects.

The AIM Act would require the FAA administrator to make an agreement with a "reputable and independen school of public health" to do a study of the health impacts of airplane noise exposure such as elevated blood pressure, sleep disturbance, asthma exacerbation and stress.

The health impacts of exposure to large amounts of airplane noise can be serious. A study by Harvard and Boston University public health researchers found that people who live in ZIP codes that experience a large amount of airplane noise are at an increased risk for cardiovascular problems.

The AIM Act study would focus on residents living below flight paths in several cities, including New York.

Even the FAA, whose bureaucracy is a main target for quiet skies advocates, appears aware of the flight system's noxious effects.

"Using NextGen procedures also sometimes results in changes in flight patterns and noise for communities around airports," FAA Administrator Michael Huerta said in September. "As a result, we've seen an increasing level of public debate, political interest, and even litigation related to aircraft noise."

Queens Quiet Skies President Janet McEneaney hopes that the AIM Act, if passed, results in a more exact metric for measuring NextGen noise than day-night sound level, which she says does not completely measure the sound produced by the navigation system.

"I think that the AIM Act is a really good idea and I think we need to go a little farther and just study NextGen noise by itself and find out how to measure it," she said. "What kind of a metric really captures the intensity of NextGen noise and how far out does it go?"

There is no companion legislation in the U.S. Senate yet, according to a spokeswoman for Lynch.

The bill is not the first recently introduced in the House of Representatives aimed at reducing airplane noise for those who live near airports. Meng previously introduced a bill that would restore the EPA Office of Noise Abatement and Control, a body that would oversee airplane noise and require the DNL to be reduced from 65 decibels to 55.

"The FAA must take the health of those on the ground into consideration when designing new flight paths," Susan Carroll, a quiet skies advocate who lives in Flushing and supports the Airplane Impacts Mitigation Act, said in an emailed statement.

Barbara Brown, who represents communities impacted by JFK Airport on the New York Community Aviation Roundtable's coordinating committee, is also a supporter of the legislation.

"I think that it's important that those who are making decisions understand what the environmental and health impacts are on everyone and particularly the people who are under the flight patterns and so forth that probably bear the greatest impact," Brown said.

Airplane noise from LaGuardia Airport departures has been an extreme annoyance to northeast Queens residents in recent years and JFK Airport flights have similarly been a serious quality-of-life issue to people in Southeast Queens.

State lawmakers mandated a Part 150 airplane noise study, now ongoing, by the Port Authority of New York and New Jersey to analyze the impact of flights on residents of communities around the airports.

According to Assemblyman Ed Braunstein (D-Bayside), the support of the FAA will be crucial to securing the reforms sought by quiet skies advocates for flight policy.

"It's always been primarily a federal issue and the major responsibility lies with the FAA," Braunstein said.

Bay Terrace Community Alliance President Warren Schreiber, Brown's counterpart for people impacted by LaGuardia flights on the roundtable's coordinating committee, supports the bill but acknowledged the challenges to passing it.

"You would think that [airplane noise] would be a bipartisan issue," he said. "Unfortunately, nothing ever is when it comes to Congress."

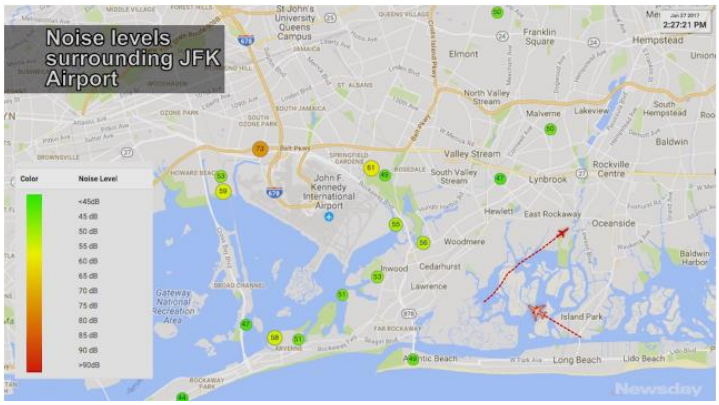
Airline companies, he added, could try to stop the bill from becoming law.

"They're a billion-dollar industry, they have lobbyists that they hire," said Schreiber, who is also a member of Community Board 7. "They don't want anything to be done that would interfere in anyway with their business model or that would cause them to go to extra expense."

Newsday

Circulation: 309,246
UVPM: 3,156,121

February 6, 2017



Noise activists: JFK repair to cause headache for months

By William Murphy

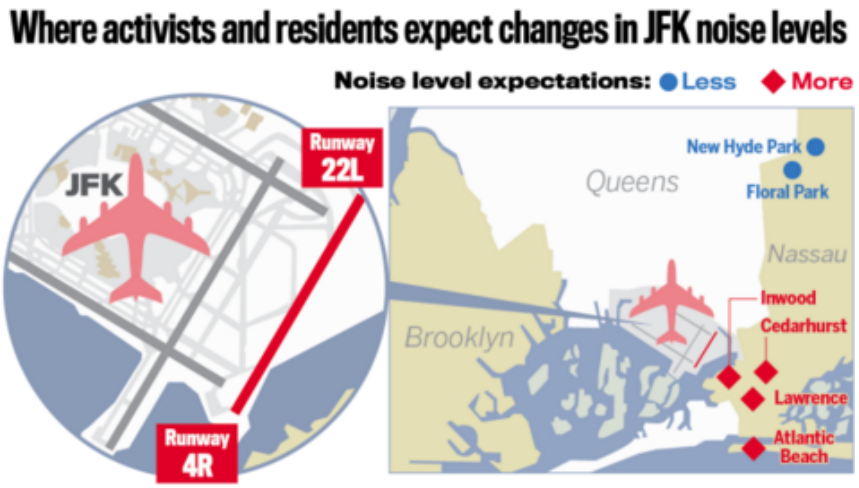
Several Nassau communities east of Kennedy Airport will see an increase in flights when repairs to the main arrivals runway begin this month, causing a temporary change in takeoff and landing patterns.

That will mean more airplane noise in areas such as Cedarhurst, Lawrence, Inwood and Atlantic Beach, activists and residents say.

"In the summer, it's going to be really bad," predicted Carl Baessler, 66, a member of a local noise abatement committee for 26 years. He lives in Atlantic Beach at the western tip of Long Beach island and just southeast of the airport.

The project, a renovation of Runway 4 Right 22 Left, begins Feb. 27 and continues until December, according to the Port Authority, which operates the airport.

During that time, some airplane noise will be shifted away from central Nassau areas north of Kennedy, such as Floral Park and New Hyde Park, activists and residents say.



A major JFK airport runway will undergo renovations starting in February. The closure will alter arrival and departure patterns, which activists and residents say could change noise levels for some areas. Photo Credit: NEWSDAY/ROD EYER

The runway, running northeast to southwest, is one of four at the airport and mostly handles arrivals, the agency said. Last year, the runway accounted for 91,355 of the 225,053 landings at Kennedy, the Port Authority said.

The agency said it could not predict how specific flights would be changed by the runway's closing because arrival and departure patterns are set by the Federal Aviation Administration, and federal air traffic controllers direct inbound and outbound flights.

Neither the Port Authority nor the FAA would comment on which communities would be affected by the changes.

Baessler is the Atlantic Beach representative on the Town-Village Aircraft Safety and Noise Abatement Committee, made up of representatives from localities within the Town of Hempstead that are affected by airport noise.

He said that during the summer there is usually an increase in overhead flights because southerly winds dictate a change in runway use. "Inwood is the path of cargo flights and those planes are older, heavier and noisier," Baessler said.

Baessler and other activists said they based their opinions on what had happened during previous runway closures over the years.

Another member of the noise abatement group, Hezzie Cibere, 78, of Inwood, said complaints about noise have fallen on deaf ears. "People come to our meetings and complain. They think if they complain it will stop. It doesn't," she said.

"We've known this was coming for some time," she said of the runway project. "There's really nothing we can do about it."

Her neighborhood has a noise monitor, installed in the summer of 2015 as part of an ongoing study of noise at the three major area airports, Kennedy and LaGuardia in Queens and Newark Liberty in New Jersey.

Property owners found to experience high levels of airplane noise might be eligible for federal funds to install sound-muffling features.

Mary-Grace Tomecki of Floral Park, northeast of the airport, said the change will provide temporary relief for her neighborhood, but flight patterns will change back after the runway work is finished.

"There has been an intensification of flights for the last 10 to 12 years," she said. "It's not just the noise, it's the sheer volume of flights. You can hear the next plane approaching as one is going overhead. It's constant noise and vibration."

Tova Plaut, 46, who has lived in Lawrence for the past three decades, said she has been complaining about the noise for years. "If you complained a lot, they'd send it over another area for a few days, and then they're back," she said.

Community activists have been critical of how the Federal Aviation Administration measures noise. The FAA uses an average of the noise generated over a 24-hour period at any one spot on the ground, which does not accurately reflect the noise when a plane goes overhead, the activists say.

The measurement, called a Day-Night Average Noise Level or DNL, is expressed in decibels. The FAA considers a DNL of 65 decibels or above too high for residential neighborhoods.

Nassau residents are concerned that the problem will only get worse. The gradual installation of a national GPS-based flight tracking system called NextGen allows planes to fly closer to one another, as well as more takeoffs and landings on any given day.

Tomecki said she has accepted that some airport noise will be there as long as she lives in Floral Park and Kennedy remains an airport.

"You cannot move Floral Park. You cannot move JFK. All we ask for is a more equitable way, with more frequent rotation of runways," she said. "There has to be some reason injected into this."

LI HERALD .COM
WEST HEMPSTEAD

Circulation: 89,534
UVPM: 59,577

Legislation calls for a second plane noise study

Posted June 15, 2017

By Rossana Weitekamp

After stating that the impact of plane noise on the health and environment is a top issue for the residents in his district, Assemblyman Brian Curran (Republican, Lynbrook) introduced legislation last week requiring the New York State Departments of Transportation and Environmental Conservation to examine and report on the effects of air traffic from John F. Kennedy and LaGuardia airports.

The legislation was prompted by Curran's disappointment with the Port Authority of New York and New Jersey's Part 150 Study, which is examining the impact of plane noise in areas within the flight paths of JFK and LaGuardia. The study excludes most parts of Long Island from its research because many of the Island's plane noise monitors —which measure plane sound intensity — have shown the day-night average sound levels to be below the Federal Aviation Administration's definition of significant noise — about 65 decibels.

However, the decibel level the monitors are reporting is distorted, Malvernite Larry Hoppenhauer has told the Herald in the past, because of how the numbers are tabulated. "They're averaging things out over a year's time, so everything's watered down," said Hoppenhauer, Malverne's representative on the Town-Village Aircraft Safety & Noise Abatement Committee.

Nassau County communities are also excluded from the FAA's roundtable discussions on plane noise, Curran said. The roundtables, which were mandated by Gov. Andrew Cuomo in 2014 and first met in 2015, were charged with providing an ongoing opportunity for the Port Authority, the FAA and the community to manage noise impacts and provide updates while the separate Part 150 noise study was under way.

"I believe that there is increased noise pollution in our area due to the overuse of certain runways, and that plane traffic is becoming an increasing problem," Curran said. "You cannot go outside in Lynbrook or Malverne and say there is not an increase in air traffic over those areas. This is a legitimate health problem that should be looked at."

Curran's legislation calls on the DEC with assistance from the DOT to conduct a study on the environmental noise and its health impact in areas that are adjacent to the two airports' flight paths. He is proposing that the study begin monitoring noise levels in 2018 and 2019, paying particular attention to air and noise pollution, and emissions — and their impact of quality of life, health and property values.

Malvernite Elaine Miller, a co-founder of PlaneSense for Long Island, applauded Curran's legislation. "We cannot rely on the false narrative put forth by the FAA that NextGen has 'no significant impact' when they did not conduct an environmental study on the deleterious effects on our health and the increase of dangerous air pollutants," she said. "The residents who are living under flight paths which are designed to fly planes at low altitudes and in a continuous path are entitled to know the dangers to which they are exposed."

Two community roundtables will be held later this month to address plane noise from LaGuardia and JFK. LaGuardia's will be Wednesday, June 21, from 7 to 9 p.m. at the Adria Hotel and Conference Center at 221-17 Northern Blvd. in Bayside. JFK's will be held Wednesday, June 28, from 7 to 9 p.m. at the Police Substation at Green Acres Mall, 2034 Green Acres Mall, Sunrise Highway, Valley Stream.

http://bit.ly/2tMorI3

Queens Chronicle

Circulation: 160,000
UVPM: 31,995

JFK Committee: More questions for the FAA

■ Airport neighbors want to hear more about noise abatement strategies

Posted: Thursday, December 7, 2017 10:30 am

by Michael Gannon, Editor |

The JFK Airport Committee has spent the last few months reading and digesting information on airport noise pollution and the studies and technology aimed at alleviating it.

On Tuesday night, as often happens, the information left members with a new round of questions that will be brought to the Port Authority, which runs John F. Kennedy International Airport, and the Federal Aviation Administration.

The committee is a subsection of the New York Community Aviation Roundtable, which also covers issues related to LaGuardia Airport.

Barbara Brown of the Eastern Queens Alliance, who heads the panel, said Tuesday night that the information being discussed came from the group's last meeting in June, as well as the Oct. 30 meeting of the full Aviation Roundtable.

On things like takeoffs and landings, for example, the FAA said JFK's layout means it is not possible to have all landings and takeoffs over the water to avoid populated areas.

A typical passenger airliner, for example, coming into JFK from the north-northeast, would have to align itself with the runway glide path at five miles out, or in other cases no more than three.

Bill Heisman, the group's facilitator, said the FAA is experimenting with things like moving touchdown points for incoming aircraft based on their size and how much runway they need. Back in October an FAA representative said that could alleviate some noise by allowing planes to descend later if they can safely land farther down the runway.

Peter Granickas, a Howard Beach resident and member of Community Board 10, said people directly beneath takeoffs and landings need relief. He said things like the new, larger Airbus A380 passenger jets are an example, as they are lower over residential areas for longer periods.

"When a 380 takes off and start to climb, it looks like the train on the hill saying 'I think I can, I think I can,'" he said. "It's no wonder they're talking about cutting down trees in [Idlewild] Park," he said.

Bill Heisman, the moderator for the group, said while A380s are larger, they are much quieter than older jets.

He added that airlines are finding that as they turn over their fleets, replacing older aircraft with quieter, more fuel-efficient planes, that some problems will reduce themselves.

Brown sided with Granickas.

"If you're beneath that plane, it's loud," she said.

In response to questions about health concerns, Heisman restated information discussed in October when FAA engineers and technical experts came from Washington, DC to a meeting at Borough Hall.

He said the FAA has commissioned studies with major colleges and universities to examine the health effects of airports on surrounding communities on conditions ranging from sleep deprivation to heart disease.

Committee member Dan Mundy Jr., a civic leader from Broad Channel and a prominent environmentalist, said he would like FAA and PA representatives to attend some of their meetings. He cited the ongoing Part 150 environmental study, which has regular presentations.

At Kennedy Airport.

During regular weekday business hours.

Mundy considers that impractical for many of the committee members to attend.

"I realize that a part 150 study has a lot of technical things, but they don't have to bring all their technical jargon with them," Mundy said. "It can be difficult for people to attend meetings at the airport during the day. They should come by here. It isn't too much to ask."

The group will meet again in March.

LI HERALD .COM

UVPM: 58,038

Malverne resident Larry Hoppenhauer is TVASNAC's executive director

Posted May 3, 2018

TVASNAC, which addresses concerns about John F. Kennedy International Airport, has a new executive director, Malverne resident Larry Hoppenhauer.

SUE GRIECO/HERALD

By Jeff Bessen

After roughly four months of rudderless direction, the Town-Village Aircraft Safety & Noise Abatement Committee has a new pilot Larry Hoppenhauer, a nearly six-year member of TVASNAC and a Malverne resident, will be the next executive director.

TVASNAC works to mitigate aircraft noise and address other environmental concerns at John F. Kennedy International Airport. Hoppenhauer was offered and accepted the position at the April 23 committee meeting. A Town of Hempstead board resolution needs to be voted on to make the appointment official, which should be done at the May 8 meeting. A new representative from Malverne has yet to be named.

Kevin Denning, the most recent executive director, stepped down, apparently because of the change in leadership as Laura Gillen, a Democrat, became Hempstead town supervisor in January, succeeding Anthony Santino, a Republican. Gillen appointed Joe Davenport, the town's executive assistant for infrastructure, to serve as liaison to the committee while the search for an executive director was conducted.

"The last four months we were kind of floundering with no direction without an executive director who is up on the issues," Hoppenhauer said. "This is the first opportunity that someone from the committee is to become the executive director, so there is no learning curve. I want to make more people aware that they have a voice and to let it be heard."

Founded in 1966, TVASNAC deals with the Port Authority of New York and New Jersey and the Federal Aviation Administration. The committee also works with other grassroots organizations to help ensure that residents' quality of life is not negatively impacted by changes in flight paths and other issues.

TVASNAC is comprised of Atlantic Beach, Cedarhurst East Williston, Floral Park, Garden City, Lawrence, Malverne, New Hyde Park, Stewart Manor, Valley Stream and Woodsburgh. All incorporated villages.

"Larry's an excellent choice, he's got good experience involved with the roundtables," said Carl Baessler, the Atlantic Beach representative, the most senior member of TVASNAC, who has served since August 1991. "He will do an excellent job and we are 100 percent behind him."

Established by Gov. Andrew Cuomo, the roundtable meetings occur four times a year. Elected officials, community leaders and business people makeup the 80-plus people who address issues on JFK and LaGuardia airports. Without an executive director, the Town of Hempstead-sponsored committee was not being represented.

"You always need a leader, a liaison, a person who sets the agenda," said Akiva Lubin, the TVASNAC representative from Lawrence for nearly three years.

Hoppenhauer noted that TVASNAC should have input on the governor's JFK project that calls for a $10 billion overhaul of the airport similar to the work being done at LaGuardia. It addresses roadway access to and from the airport on the Van Wyck Expressway and at the Kew Gardens Interchange.

There are also recommendations to double the capacity of the AirTrain, improve the subway and Long Island Rail Road connections to the AirTrain Jamaica station and explore the viability of what state officials called "a one-seat rail ride to the airport." The plan also entails centralizing parking, amenities such as fine dining, duty-free shopping, best-in-class retail, and conference and meeting room facilities, expanding the taxiways and installing state-of-the-art security technology.

"Legislatively, there is more to do and be communicated to Albany and Washington about lowering the DNL (Day-Night Average Sound Level) to 55 (from 65 decibels), changing the system utilized since the 1980s," Hoppenhauer said, adding that projects such as the current Part 150 noise study that is examining the impact of plane noise in areas within the flight paths of JFK and LaGuardia and the implementation of NextGen at both airports need to be overseen. NextGen is a satellite GPS technology that the FAA says has resulted in $1.6 billion in benefits to airlines and travelers by allowing planes to fly more frequently and closer together, take direct routes and save time and fuel.

To support TVASNAC, the villages pay annual dues depending on size. For the 2017-18 fiscal year, the total operating budget is $14,207. Cedarhurst, Floral Park, Garden City, Lawrence and Valley Stream paid $1,812 each. Atlantic Beach, East Williston, Malverne, New Hyde Park, Stewart Manor and Woodsburgh paid $479 each. The remaining money was generated by $60 in interest and a $2,213 fund balance.

"Larry is an outstanding and committed individual who is truly worthy and qualified to fulfill this role," Gillen said. "He does a credit to our community and is a proven advocate for a safer and quieter environment."

LI HERALD .COM

UVPM: 58,038

Airport jet noise plagues parts of Nassau County, including Malverne

Posted May 10, 2018

Local elected leaders and representatives of others heard concerns about jet noise at a meeting last week. Above were, from left, Tom Curry, a representative of U.S. Rep. Kathleen Rice; State Assemblyman Brian Curran; Conner Dunleavy, from Assemblyman Ed Ra's office; Imran Ansari, a representative of Gov. Andrew Cuomo; and Justin Connor, representing U.S. Rep Tom Suozzi.

NAKEEM GRANT/HERALD

By Nakeem Grant

The sound of jets arriving and departing at Kennedy and LaGuardia airports, which has irked many Nassau County residents for years, was the main topic of discussion at a public meeting in Malverne last week. Advocacy group Plane Sense 4 Long Island organized the meeting, where they gathered representatives of local elected leaders to meet with residents. People at the meeting spoke about how jet noise has gotten worse in recent years.

“I don’t ever remember it ever being this bad as it has been in the last 10 years,” said State Assemblyman Brian Curran. “The Part 150 studies were being held over us for a very long time. I was hopeful for that. My hope has kind of dissipated a little in regards to the Part 150s.”

> Part 150 studies, conducted by the Port Authority of New York and New Jersey, examine the effect of jet noise in areas below the flight paths of Kennedy and LaGuardia airports. But he studies exclude most parts of Long Island because many of the Island’s plane noise monitors — which measure plane sound intensity — have indicated that day-night average sound levels are below the Federal Aviation Administration’s definition of significant noise — about 65 decibels.
>
> “It’s a very, very stressful issue,” said Justin Connor, a representative of U.S. Rep. Tom Suozzi. “We’re trying our best, but it’s very complicated, and you’re dealing with the Port Authority and the FAA. They’re very, very powerful organizations to go up against.”

Ann Marie Cullen, a lifelong Malverne resident, said she took comfort in seeing that people shared her concerns. “I think the volume of the planes has to be looked at, and Nassau County needs a bigger voice,” Cullen said. “We don’t live in Queens, but we matter, and what they do affects us, so we should have a bigger voice.”

“While one of our priorities is to get more representation for Nassau County residents, our partners in Queens do share a lot of same issues that we’re experiencing,” said Tom Curry, a representative of U.S. Rep Kathleen Rice. “We’re all in this together, but I, too, would like to see more representation from Nassau County.”

Conner Dunleavy, a representative of State Assemblyman Ed Ra, said that both Democrats and Republicans agree that jet noise is an issue. “It’s not political. It’s bipartisan,” Dunleavy said. “It’s about how people’s lives are getting affected by this on a daily basis, and it’s really getting to the point where we need action on this. And I’m glad that we’re working very closely with our state, federal and our local representatives as well to address these concerns. This is a people issue.”

“About eight to 10 years ago, I got into it because the noise got significantly worse,” said Laurence Quinn, a member of the Town-Village Aircraft Safety & Noise Abatement Committee, who lives in New Hyde Park. “If I have one plane that wakes me up, that same plane is going to keep me up for hours.”

State Sen. Todd Kaminsky, who is co-sponsoring a bill that would direct the state Department of Conservation to conduct a study on the environmental and health impacts of JFK and LaGuardia, said that the decibel levels allowed in New York were set 40 years ago, and other states now have much lower thresholds.

"We need to be able to bring objective evidence to them, and that's why I think the study is so important," Kaminsky said. "From the state level, it's one of the few things we could really do to try to push the federal government to do the right thing, so I think it's a good first step."

He added that while he believes that Nassau needs a stronger voice, jet noise is an issue that affects people in Queens as well. The bigger issue, he said, is getting the federal government to pay attention. "We really need to push this to the forefront and get this on their radar, I guess, pun intended," Kaminsky said, "and really try to push this issue forward."

Have an opinion on plane noise in Nassau County? Send your letter to the editor at ngrant@liherald.com.

https://bit.ly/2xtR9R8

QUEENS Chronicle

UVPM: 160,000

Port Authority asks for public feedback

■ Residents of South Queens voice concerns about JFK redevelopment

Posted: Thursday, July 19, 2018 10:30 am | *Updated: 11:53 am, Thu Jul 26, 2018.*

by Anna Sackel, Associate Editor | **0 comments**

Spend a few hours in southern Queens and you will quickly understand why living near one of the busiest airports in America is not the most peaceful.

With airplanes flying closely overhead day and night, it's no wonder residents have questions and concerns about Gov. Cuomo's plan to redevelop John F. Kennedy International Airport.

The $10 billion plan will, according to Cuomo "bring JFK into the 21st century" by creating "a unified, world-class airport."

The changes have some residents in neighboring communities questioning what changes to their quality of life may come.

On July 17 and 18 the Port Authority, which operates JFK, held meetings in Far Rockaway and St. Albans to address the communities' concerns.

"We are here to show you what we have planned, and to hear your concerns and answer any questions you may have," said a representative from the PA.

Huntley Lawrence, director of aviation at the PA, explained the new features that will be coming to the airport.

PHOTO BY ANNA SACKEL

Dozens of residents attended a meeting on Tuesday to get an update and ask questions on Gov. Cuomo's redevelopment plan for JFK airport.

"The Port Authority is currently in discussions with terminal operators and they are expected to continue throughout 2018," Lawrence said. "We are looking to announce in the coming months another agreement to expand another terminal, and when we do projects of this size, they're going to be subject to an environmental review, as well."

After the panel of JFK and PA officials gave their updates on various projects and programs within the redevelopment, residents were able to ask questions.

The major issues brought up were jobs, community assistance and noise.

"How about you guys hire from these towns that are affected by airplane noise?" one meeting attendee asked.

"The noise is already so bad, if you're expanding the airport doesn't that mean more flights? And if there's mor flights then there's going to be more noise," said another meeting attendee. "That's not fair to us."

Previously residents and community leaders drafted a community benefits agreement with the goal to make sure the PA and JFK would not only hire area residents, but also put some of the $10 billion back into the communities.

"The intent is to have preference for hiring from the local community," said Selvina Brooks-Powers, manager o external affairs and community outreach for the JFK redevelopment program. "We want to make sure that community residents benefit most from the redevelopment of the airport."

Due to community backlash over the possibility of noise increases with the airport update, the PA released a noise and land use compatibility study that focused on the development of a Noise Compatibility Program.

"Much of the NCP development effort thus far has focused on noise abatement strategies, which involve reducing noise exposure by changing the sources of noise," said PA in a newsletter. "The public is encouraged ... to provide feedback."

LI HERALD .COM

UVPM: 58,038

Valley Stream residents irked by JFK presentation

Posted November 1, 2018

Larry Hoppenhauer, executive director of the Town-Village Aircraft Safety & Noise Abatement Committee, said the presentation about Kennedy Airport's renovations was not well advertised.

MELISSA KOENIG/HERALD

Valley Stream residents stormed out of the Veterans of Foreign Wars Post 1790 hall on Merrick Road on Oct. 24 after Hersh Parekh, the director of downstate regional affairs in Gov. Andrew Cuomo's office, announced that the Port Authority of New York and New Jersey would not answer questions about plane-noise concerns at a presentation about John F. Kennedy International Airport's renovations.

"This program is about what's happening on the ground," Parekh explained.

Representatives of the Port Authority spoke about a $13 billion plan to renovate the airport, which includes demolishing some terminals and adding more gates. They said they were upgrading the airport's infrastructure to allow for more passengers as airplanes become larger, without increasing the amount of air traffic.

The Port Authority is also conducting land-use and noise-abatement studies.

Officials received more than 50 noise abatement strategies for JFK and have grouped them into three categories, including: increasing the dispersion of the flight tracks, concentrating flight tracks over compatible land and changing operation times or implementing use restrictions.

The Port Authority will hold community meetings at the airport, and intends to open an outreach office in Queens within walking distance of a Long Island Rail Road Station. Port Authority representatives are already studying widening the Van Wyck Expressway and increasing the Air Train's frequency from the Jamaica Long Island Rail Road station to the airport.

"We are working to make this as seamless as possible," said Nantasha Williams, the Port Authority's manager of external affairs and community outreach.

Nassau County minority and women business owners would benefit from the project, according to Justin Bernbach, the Port Authority's director of government and community relations. He said that Cuomo mandated that at least 30 percent of the construction work be done by minority and women-owned businesses. The Port Authority would also work with such businesses to make sure they were properly certified.

Elizabeth Wellington, the deputy director of the Long Island African-American Chamber of Commerce, said she appreciated the fact that the Port Authority would encourage the use of minority and women-owned businesses. She said she supported the project and did not understand why others would not do the same.

But many Valley Streamers who attended the presentation expected to hear about the repaving of runway 13L, a separate project that would increase air traffic over Valley Stream by 30 percent from April to November. Larry Hoppenhauer, executive director of the Town-Village Aircraft Safety & Noise Abatement Committee, attributed the confusion to the lack of notice about the meeting.

“There was not enough advanced notice, which meant the goals weren’t clear,” Hoppenhauer said. “People came here expecting to talk about noise, not a construction project.”

"The Port Authority was not involved in inviting attendees to the meeting nor were we involved in any efforts to publicize it," Alana Calmi, the Port Authority's senior information officer said in a statement. "While the Port Authority did stick to the specific subject matter that we were asked to present on, we also provided information on other forums through which the agency addresses quality of life issues.”

Valley Stream Mayor Ed Fare said he had only learned about the event from Facebook that morning. He said he knew that the Port Authority planned to discuss the renovations at JFK, but expected the representatives to also address noise concerns about the runway project.

“I know this is about investment in the community,” Fare said, “but you’ve got to consider all factors.”

The next day, he and Malverne Mayor Patricia Ann Norris-McDonald published a letter to the Port Authority expressing their concerns about the runway project.

In the letter, they asked Kathryn Lamond, the manager of the airport’s environmental programs, what safety enhancements would result from the runway repairs, what alternative flight patterns were considered, what positive outcomes they could expect, what would be a realistic timeline for the work’s completion — and whether the Port Authority had considered diverting air traffic.

“As mayors of these respective villages, we have serious concerns about the level of noise that will be produced by the planned re-assignment of air traffic,” Fare and Norris-McDonald wrote, “with the predicted increased number and frequency of flights over Valley Stream and Malverne.” The letter was scheduled to be delivered to the Port Authority on Monday.

This story was updated on Nov. 2 at 12:47 p.m. to add a statement from the Port Authority and to make a correction. A previous version of this story said that the Port Authority had to finish the land-use study before breaking ground on the project, but it can begin working on the project without the land-use study.

https://bit.ly/2Ov4yLS

UNION NEWS DAILY

UVPM: 9,462

Summit official expresses satisfaction with the skies

By Liv Meier on February 18, 2019

SUMMIT, NJ — John Nicholas reminded residents that it's not just a coincidence that skies are quiet over Hilltop City.

The Summit resident serves as vice president of the Union County Air Traffic Noise Advisory Board and spoke at the Feb. 5 Common Council meeting about the organization, which advocates for reducing noise levels in the county.

"The metropolitan air space that we live in is among the busiest in the world and the board was really set up to help stay on top of any changes, particularly regarding Newark Airport," Nicholas told the board.

He referred to the board as the "watchdog organization for noise," first implemented more than 30 years ago. Nicholas has been involved for 15 years.

"I just have to come back to Summit taking for granted that there is no noise," he said at the meeting. "We live in the most congested airspace in the country."

Nicholas' assessment of noise contrasts with Cranford, which sits 6 miles from Newark Airport and whose Municipal Council adopted a resolution last November "expressing opposition" to the "increase of low-flying aircraft in the community since May 2018."

A copy of that resolution was sent to U.S. Rep. Leonard Lance, and U.S. Sens. Robert Menendez and Cory Booker. A copy also was sent to the local field office of the Federal Aviation Administration as well as the Port Authority of New York and the New Jersey Noise Office.

Newark Liberty International Airport, the 17th largest airport in North America, is a little more than 10 miles from Summit and, according to Nicholas, the FAA has made attempts to redesign the airspace in the metropolitan area.

Nicholas recalled an event in the 1990s, when the FAA tried to introduce a Metroplex at Newark Airport and the advisory board was instrumental in fighting against the initiative.

For a Metroplex program, the FAA "collaborates with aviation stakeholders to improve regional traffic movement by optimizing airspace and procedures based on precise satellite-based navigation," according to its website.
"There are virtual highways above us where planes fly and a lot of them are set procedures that everyone uses," Nicholas said at the meeting. "The Metroplex concept actually allowed planes to fly by GPS setting and they were routing the planes in such a way that was very adverse, from a noise standpoint."

The Port Authority of New York and New Jersey estimates that there will be 457,000 flight operations in 2019 in the metro area, according to Nicholas. About 340,000 of those flights are domestic, 75,000 are international and 25,000 are cargo-related.

Nicholas also said the FAA has been conducting a Part 150 Airport Noise Compatibility Study for the past two years.
The Union County Air Traffic Noise Advisory Board, along with other organizations in New York, Connecticut and Pennsylvania, was instrumental in bringing the study to Union County.

In 2014, the Port Authority embarked on its first-ever Part 150 study through the FAA for John F. Kennedy and LaGuardia airports, and began another study for Newark and Teterboro airports in 2017.

With the latter study, Newark Airport operators will be provided with a formal process for addressing airport noise and noncompatible land uses as a "noise exposure map report" and "noise compatibility program" are developed.
"Noncompatible land use" means the sound exposure is not compatible with the outdoor noise environment because the day-night average sound level is greater than levels identified in the Part 150 study.

These levels vary based on land use; for example, the threshold for residential land use is DNL 65, but for commercial land use the threshold is DNL 70.

There are 14,500 people living in the metropolitan area where the DNL is more than 65, according to Nicholas.
Summit Common Council members Mike McTernan and Beth Little expressed their appreciation for the county's advisory board at the end of Nicholas' presentation.

"If there weren't so many people working hard to make sure that the noise stays at a reasonable level, it would be something that we would all notice and that we would all be concerned about," Little said.

McTernan said Summit's close proximity to a major transportation hub is a plus and that, thanks to the advisory board, it's not detrimental to the city.

"We are that close to a major transportation hub with very little of the downside, thanks to the hard work of the advisory board," he said.

LI HERALD .COM

UVPM: 58,038

Long Island residents, legislators urge study on health impact of jet noise

State Assemblywoman Judy Griffin says sound is 'excessive, harmful to humans and needs to be mitigated'

Posted May 23, 2019

Malvernite Elaine Miller, a co-founder of the newly formed Nassau County Aviation Committee, at lectern, spoke about the negative impact of jet noise at a news conference on May 17.

NAKEEM GRANT/HERALD

By Nakeem Grant

Thanks to the concerted efforts of the founders of the newly formed Nassau County Aviation Committee, elected officials hope to introduce legislation that will address jet noise.

State Sen. Jim Gaughran and State Assemblywoman Judy Griffin, of Rockville Centre, proposed a bill last week that would study the environmental and human health impacts of John F. Kennedy International Airport and LaGuardia Airport. The proposed legislation would require the New York State Departments of Environmental Conservation and Transportation to examine and report on the effects of air traffic from JFK and LaGuardia.

> "The noise is excessive, harmful to humans and needs to be mitigated," Griffin said at the aviation committee's news conference on May 17. "Although we will always endure a level of airplane noise, I am hopeful that this study will illustrate that many residents are faced with excessive noise way above the acceptable level."

Malvernite Elaine Miller, one of the co-founders of the aviation committee, said that the group's main goal is to improve quality of life for residents of Nassau County.

"That will have to be done through numerous ways, but especially legislation," Miller said. "The effects of plane noise have been brought to the forefront, and it seems that since the formation of this group, the ball has really been rolling."

Rockville Centre resident Stefanie Handsman told the Herald in a phone interview last week that jet noise had disrupted her for the last 10 days or so. It could be heard each night, she said, sometimes as late as after midnight, and also around 5 to 6 a.m. She said she had lived in Rockville Centre for 31 years and never encountered this problem previously.

"It sounds like it's at very low altitude," Handsman said. "You can feel the vibrations."

State Assemblyman Ed Ra said that in 2012, he helped pass legislation for the current Part 150 noise study, which is examining the impact of plane noise in areas below the flight paths of Kennedy and LaGuardia airports. He said that this study led to roundtable meetings, in which elected officials, community leaders and business people meet with the Port Authority of New York and New Jersey to address concerns at JFK and LaGuardia airports. However, Ra said that Nassau County has been under-represented at those meetings.

"We need a true voice when it comes to aviation issues," Ra said. "We need balance. We need an opportunity for our communities to enjoy their properties."

In addition to the Part 150 study, NextGen was also implemented in 2012. It is a satellite GPS technology that has saved $1.6 billion by reducing jets' time in the air and their use of fuel, according to the FAA. Miller said that it has not helped to mitigate jet noise.

One of the reasons for the recent rise in jet noise is the increased number of arrivals and departures — 35 to 70 percent more because of the Port Authority's runway project at Kennedy Airport, which began on April 1. County Legislator Howard Kopel, who represents parts of Rockville Centre, said that while he understands that he lives near an airport, more should be done to address jet noise.

"I can practically reach up and shake hands with some of the pilots," Kopel said. "I know that we can't move the airports, but there has to be a way that we can divert some of the traffic."

Jana Goldenberg, who is also a co-founder of the Nassau County Aviation Committee, said the next step is getting the proposed legislation passed in the Senate and the Assembly.

"We don't let grass grow under our feet," Goldenberg said. "We're going to work until we can live in peace and quiet and know that we're not being killed by the toxic fumes flying over us."

Ben Strack contributed to this story.

LI HERALD .COM

UVPM: 58,038

State reps. propose legislation to combat jet noise on Long Island

Posted May 23, 2019

A plane departs from John F. Kennedy International Airport in Queens, N.Y.

SUE GRIECO/HERALD

By Alyssa Seidman

State Sen. Jim Gaughran and Assemblywoman Judy Griffin proposed a bill last week that would study the environmental and human health impacts of John F. Kennedy International Airport and LaGuardia Airport. The proposed legislation would require the state Departments of Environmental Conservation and Transportation to examine and report on the effects of air traffic at the two airports.

"The noise is excessive, harmful to humans and needs to be mitigated," Griffin said at a Nassau County Aviation Committee news conference on May 17. "Although we will always endure a level of airplane noise, I am hopeful that this study will illustrate that many residents are faced with excessive noise way above the acceptable level."

> Gaughran, a Democrat from Northport, recalled knocking on doors during his campaign for senate. He said in some cases he couldn't finish a conversation with a constituent due to the noise from low-flying planes overhead. "There are direct flight paths that go over the northern part of [the Town of] Oyster Bay," he said referring to the cluster of incorporated villages there. "In those communities you feel like you can reach up and touch some of these planes. It's a distraction."

The recent rise in jet noise is partly attributable to an increase in arrivals and departures — 35 to 70 percent more because of the Port Authority's runway project at Kennedy, which began on April 1.

The bill would require the DEC and the DOT to study plane noise levels from JFK and LaGuardia between 2020 and 2021 and report its findings to the state the following year. The study would also identify holding patterns and air traffic trends that may produce unprecedented noise levels and offer alternatives to the federal government to curve the problem, Gaughran said.

"We're going to confront the federal government to fix this issue that, we see, is obvious, and create guidance to try and make some changes so these communities that are unfairly inundated with all this air traffic can get some relief," he said.

Malvernite Elaine Miller, one of the co-founders of the aviation committee, which formed in March, said that its main goal is to improve Nassau County residents' quality of life. "That will have to be done through numerous ways, but especially legislation," Miller said. "The effects of plane noise have been brought to the forefront, and it seems that since the formation of this group, the ball has really been rolling."

Assemblyman Ed Ra said that in 2012, he helped pass legislation to facilitate what is known as a Part 150 study, which is examining the impact of plane noise in areas under the flight paths at Kennedy and LaGuardia. The study has led to roundtable meetings at which elected officials, community leaders and business people met with the Port Authority of New York and New Jersey to address concerns at those airports. But Nassau County has been under-represented at those meetings, Ra said.

An aide from Gaughran's office said the Part 150 study does not include most of Long Island since many of the plane noise monitors that measure sound intensity there have reported average sound levels below the Federal Aviation Administration's definition of significant noise (approximately 65 decibels).

In addition to the Part 150 study, NextGen, a satellite GPS technology, was also implemented in 2012. It has saved $1.6 billion by reducing jets' time in the air and their fuel use, according to the FAA. Miller said, however, that it has not helped mitigate jet noise.

"Since the implementation of NextGen, citizens across the county have been exposed to an intrusive assault on their lives," she said, "due to the continual use of constricted airspace."

Jana Goldenberg, another co-founder of the Nassau County Aviation Committee, said that getting local elected officials behind the proposed legislation was a win for the group, and that the next step would be its passage in the Senate and Assembly.

"We don't let grass grow under our feet," Goldenberg said. "We're going to work until we can live in peace and quiet and know that we're not being killed by the toxic fumes flying over us."

https://bit.ly/314WXLD

Newsday

UVPM: 3,165,549

OPINION

The Point

Long Island gets serious about noise pollution, energy

Sherri Hurwitz, of Roslyn Heights, speaks to the panel at the Nassau County Aviation Committee meeting on April 30, 2019 in Uniondale. Photo Credit: Howard Schnapp

Updated May 29, 2019 5:16 PM

Daily Point

Noise, noise, noise

What's that up in the sky? A bird? A plane? A really, really loud plane?

This calls for a study! Do we really need another one?

Last month, a newly formed airplane noise-pollution group, the Nassau County Aviation Committee, held its first meeting to hear from residents affected by noise at Kennedy and LaGuardia airports. The committee, which consists of representatives of 17 Nassau and state elected officials, heard from dozens of people who live near the airports who are upset that loud, low-flying planes are spoiling their quality of life. What they got was politicians seeing a hot issue and springing into legislation.

Two weeks ago, Northport Sen. James Gaughran and Rockville Centre Assemb. Judy Griffin, both Democrats, introduced legislation to mandate a state study of the two airports, citing increased air traffic and changing flight patterns that have led to low-flying planes bothering residents at all hours.

Not wanting to be left behind, Republicans on the Nassau County Legislature introduced a resolution last week that noted the same complaints of more planes flying lower and at all hours. If passed, it, too, would "conduct a study of the noise produced by planes arriving at and departing from both airports, look at historical data, and recommend next steps to reduce aircraft noise."

Complaints of too much noise by those who live near the airports of one of the world's largest cities are not new.

There was a big move spurred by complaints of residents to conduct similar studies in 2013 and 2014. And it got results. Gov. Andrew M. Cuomo issued an order to the Port Authority to address the complaints of residents in March 2014, and seven months later the authority agreed to pay $8 million to conduct noise studies at the airports and recommend ways to reduce unwanted sound.

The noise studies for JFK and LGA were completed in 2017 and can be found here and here.

The Noise Compatibility Program Report for JFK, which includes suggestions to alleviate the problem, is to be completed in August, according to the schedule found here.

And the one for LaGuardia will be done in July, according to the schedule found here.

What's that up in the sky, coming to save the day? It's certainly not going to be another study by the county or state legislatures.

- Lane Filler *@lanefiller*

The New York Times

UVPM: 29,984,446

CALCULATOR

Airplane Noise and Real Estate

A new study finds the neighborhoods with the largest share of home listings likely to be plagued by excessive airplane noise.

By Michael Kolomatsky

June 20, 2019

Before you rent or buy that new home, look up and listen. One of the most unpleasant moving-day surprises is a constant procession of low-flying planes and the noise that comes with them.

In a recent study, Localize.city, the real estate data and listings site, examined airplane noise in New York City and which neighborhoods were most likely to bear the brunt of it. Specifically, the site looked at areas where noise levels exceeded 55 decibels — or roughly the equivalent of a television with the sound on low, or conversational speech. Anything higher quickly becomes intolerable: Once you get up to 65 decibels, the Federal Aviation Administration has determined, an area may not be suitable for residential use.

Using information from a 2017 Port Authority of New York and New Jersey noise-impact study and 2014-17 complaint data obtained from the Port Authority through the Freedom of Information Law, Localize.city was able to identify the listings for homes where residents would experience the most airplane noise.

With the city's two major airports in Queens, it should come as no surprise that airplane noise was worst in that borough. In fact, the study found, one in 10 listings is likely to suffer from excessive noise.

But it's not as simple as proximity to an airport — the more important factor is flight paths, and which neighborhoods are beneath them. In Brookville, just north of Kennedy International Airport, 96 percent of all home listings were in a zone where noise levels topped 70 decibels — something resembling the sound of a blow dryer or vacuum cleaner.

Of all the neighborhoods in New York City, these 20 were identified as having the largest share of listings where buyers may have to contend with more noise than they bargained for.

Share of Listings With Excessive Airplane Noise

96%	QUEENS **Brookville**		10	QUEENS **Jackson Heights**	
88	QUEENS **Howard Beach**		10	QUEENS **South Ozone Park**	
66	QUEENS **Flushing**		8	BROOKLYN **Canarsie**	
57	BRONX **Mott Haven**		8	QUEENS **North Corona**	
49	QUEENS **Rockaway**		8	QUEENS **Ozone Park**	
46	QUEENS **East Elmhurst**		7	MANHATTAN **East Harlem**	
43	QUEENS **Rosedale**		3	QUEENS **Auburndale**	
42	QUEENS **Laurelton**		2	MANHATTAN **Harlem**	
27	QUEENS **Woodside**		1	QUEENS **Kew Gardens Hills**	
25	QUEENS **College Point**		1	QUEENS **Maspeth**	

Source: Localize.city • By The New York Times

For weekly email updates on residential real estate news, sign up here. Follow us on Twitter: @nytrealestate.

A version of this article appears in print on June 23, 2019, on Page RE2 of the New York edition with the headline: While Looking, Listen. Order Reprints | Today's Paper | Subscribe

LI HERALD .COM

UVPM: 58,038

Plane noise complaints drop after JFK runway reconstruction ends

Posted January 30, 2020

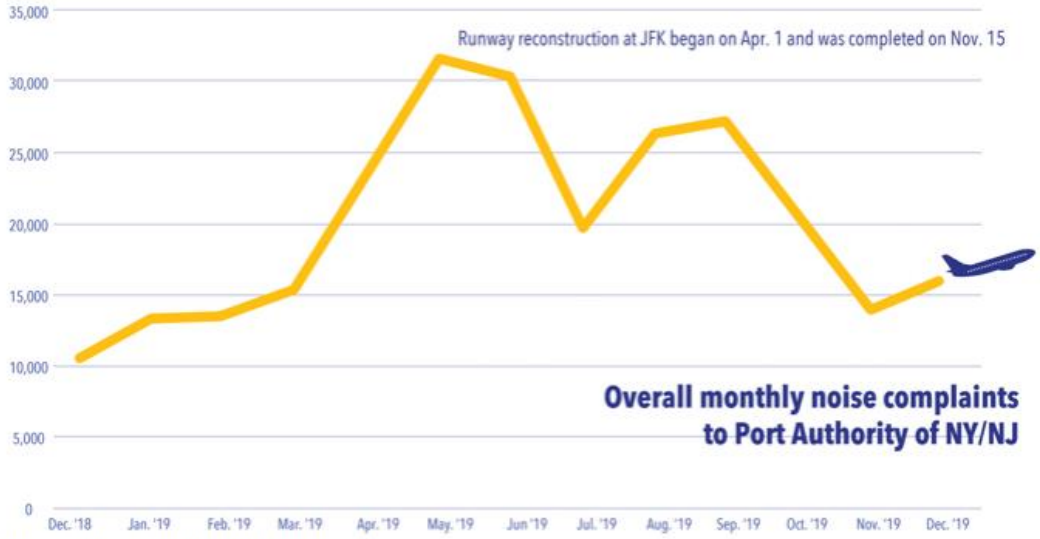


ILLUSTRATION BY CHRISTINA DALY/HERALD

By Peter Belfiore

From April 1 to shortly after Nov. 15, Valley Streamers were subjected to sustained levels of increased plane noise as two of John F. Kennedy International Airport's main runways were closed for reconstruction.

During that period, noise complaints to the Port Authority of New York and New Jersey, which operates the airport, skyrocketed, with the monthly volume jumping from around 15,000 in March to more than 23,000 the following month, then peaking in May at nearly 31,600, according to the authority's reports.

Last spring, the Herald spoke with Valley Stream resident Ulla Kjarval, who, while nursing a newborn at home, said her situation had made her acutely aware of additional noise.

Her daughter is now almost 10 months old, and Kjarval said she was happy to report that except for evenings of bad weather and some other random periods, the plane noise levels have improved in the weeks since the runways reopened.

"Yes, there has been a reprieve from the constant plane noise," Kjarval said. "... A few weeks ago it was unbearable ... however, it has generally been better since the runway completion."

Other Valley Streamers ex-pressed mixed sentiments. Responding to a Herald social media request for comments, resident Danielle Phanord wrote that the noise was "still ridiculous."

"Better so far but I'm more interested in how it will be [in the] spring and summer," Mary Lou Gillen commented.

The summer months see an increase in flights to and from JFK, according to the Port Authority, from an average of 37,000 arrivals and departures per month to around 40,000.

Others residents said that because they live less than five miles from JFK, plane noise will always be an issue. "It's Valley Stream people," Caroline Tortorici Vila wrote. "We live very close to the airport."

The $355 million reconstruction project at JFK involved the widening and lengthening of parallel runways 31R/13L and 13R/31L, upgrades to lighting and electrical systems and the use of concrete to increase their operational lifespan to 40 years, rather than eight to 12.

The closing of the two runways resulted in major changes to the flight patterns for planes landing and taking off at the airport.

Most of the arrivals and departures for 31R/13L — which has historically handled a third of the airport's traffic — and 13R/31L were transferred to the airport's remaining two runways, with some seeing an increase of traffic by as much as 10,000 flights in a month.

For Valley Stream, arrivals at the northeast end of 22L/4R, whose flight path lies above the neighborhood, saw an increase from nearly 3,000 in February to more than 9,400 in April, after construction began.

Additionally, departures, which tend to be louder as pilots increase jet engine throttle for takeoff, from the northeast end of runway 22R/4L, whose flight path is above Elmont, also saw a similar increase, going from roughly 2,500 takeoffs in February to more than 9,600 in April, peaking at more than 12,000 in July.

The Federal Aviation Administration's standard method of measuring airplane noise uses a metric called day-night average sound level, or DNL, which measures the total accumulation of noise measured over a 24-hour period.

The FAA regards a 65-decibel DNL as its threshold for what it considers "significant" noise.

Overall plane noise in Valley Stream, as determined by a noise-monitoring device on Catherine Street, increased on average about two DNL decibels throughout the duration of the project, peaking at 61.6 DNL decibels in October.

Typically, areas directly north and south of JFK saw the worst increases in noise as a result of the construction, with neighborhoods such as Rosedale and Arverne experiencing noise as loud as 71 DNL decibels.

"Yes, the noise impacts on the surrounding communities for two of the operation three runways was much worse than we were led to believe," said Larry Hoppenhauer, former executive director for the Town of Hempstead's Town-Village Aircraft Safety & Noise Abatement Committee, a civilian watchdog agency that monitors airplane noise in the area.

He said the noise levels in the neighborhoods surrounding JFK are returning to preconstruction levels, but they remain "unacceptable to the impacted communities."

"The problems remain the same," he said. "Using departure and arrival routes for long periods of time and not rotating runways, low flying aircraft and night time flights that wake people up."

Currently, the Port Authority is in the final stretches of a noise study, known as a Part 150, examining the impact of plane noise in areas under the flight paths at Kennedy and LaGuardia. In 2012 the state passed legislation authorizing the study, but Hoppenhauer said he had little faith it would, when completed, produce the changes to the flight paths he hopes for.

Additionally, he noted mounting scientific evidence of the negative health effects related to constant plane traffic in communities near airports.

In response, State Sen. Jim Gaughran and State Assemblywoman Judy Griffin introduced in their respective houses bills S5855/A7710, which would have called on the Department of Environmental Conservation and Department of Transportation to conduct a study on the human-health impact of runway use at JFK and LaGuardia airports on residents living in their vicinity.

The study was intended to look at the health impact of plane noise. In the 2019-20 legislative session, the bills passed both houses, but Gov. Andrew Cuomo vetoed it.

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UVPM: 58,038

Jet noise persists in Malverne amid runway project completion

Posted February 6, 2020

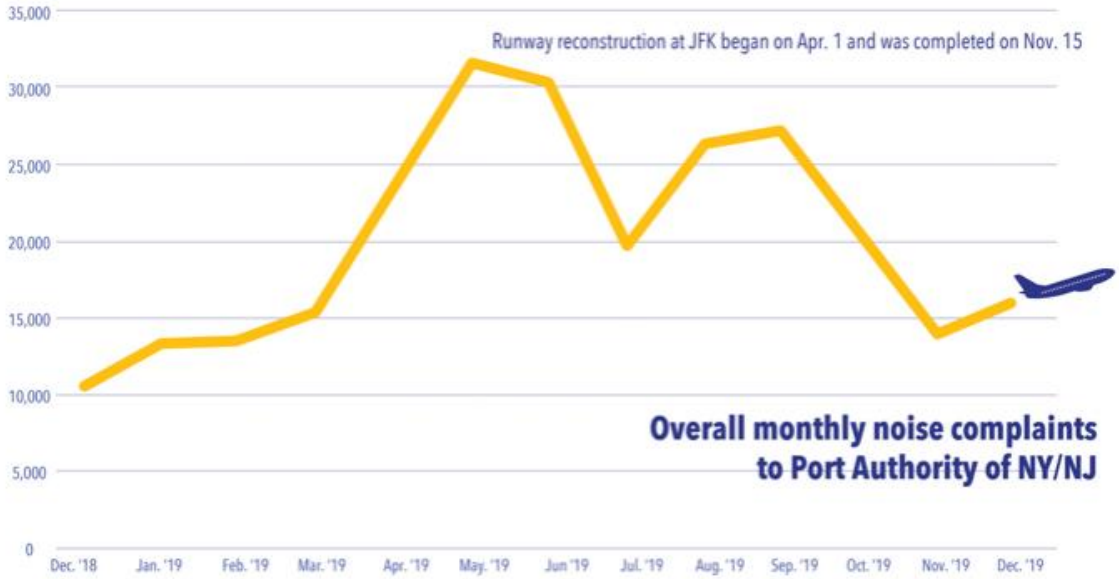

ILLUSTRATION BY CHRISTINA DALY/HERALD

By Peter Belfiore and Nakeem Grant

Malvernites were subjected to sustained levels of increased plane noise from April 1 to shortly after Nov. 15, as two of John F. Kennedy International Airport's main runways were closed for reconstruction.

During that period, noise complaints to the Port Authority of New York and New Jersey, which operates the airport, skyrocketed, with the monthly volume jumping from around 15,000 in March to more than 23,000 the following month, then peaking in May at nearly 31,600, according to the authority's reports.

The Nassau County Aviation Committee held its first public forum in May, at which residents of Malverne and other western Nassau County communities decried the increase of jet noise. Malvernite

Elaine Miller, a committee co-founder, had hoped that because the group includes several elected officials, residents' complaints about jet noise would no longer fall on deaf ears.

"It's not as though this issue hasn't been publicized or talked about," Miller said. "It's at the forefront of issues in our communities."

The summer months see an increase in flights to and from JFK, according to the Port Authority, from an average of 37,000 arrivals and departures per month to around 40,000.

The $355 million reconstruction project at JFK involved the widening and lengthening of parallel runways 31R/13L and 13R/31L, upgrades to lighting and electrical systems and the use of concrete to increase operational lifespan to 40 years, rather than eight to 12.

The closing of the two runways resulted in major changes to the flight patterns for planes landing and taking off at the airport.

Most of the arrivals and departures on 31R/13L — which has historically handled a third of the airport's traffic — and 13R/31L were transferred to the airport's remaining two runways, with some seeing an increase of traffic by as much as 10,000 flights in a month.

"We're going on eight years now," said Jana Goldenberg, another co-founder of the aviation committee. "It's not like we haven't been patient, and it's not like we didn't do what we needed to do. It's just that nobody is taking the bull by the horns."

Malvernite Larry Hoppenhauer, former executive director of the Town of Hempstead's Town-Village Aircraft Safety & Noise Abatement Committee, a civilian watchdog agency that monitors airplane noise in the area, said that noise impacts for two of the three runways were much worse than expected. He also said that although the noise levels in the neighborhoods surrounding JFK are returning to preconstruction levels, they remain "unacceptable to the impacted communities."

"The problems remain the same," Hoppenhauer said. "Using departure and arrival routes for long periods of time and not rotating runways, low-flying aircraft and night-time flights that wake people up."

Miller echoed Hoppenhauer's comments, saying she had not noticed a drop in jet noise. She said that residents are now getting hit with the noise from departures and arrivals at LaGuardia Airport. Part of the problem, Miller said, is the lack of communication between residents and the Federal Aviation Administration. The aviation committee met with members of the Port Authority, along with representatives of U.S. Rep. Kathleen Rice's office, a few months ago to discuss jet noise, but all parties agreed that the FAA needed to be a part of that meeting.

"The number of complaints they're getting is a direct indication of what's happening to our communities," Miller said. "We want to know what the FAA is doing with the noise complaints they're collecting."

The group sent two letters to Veda Simmons, the FAA's regional noise ombudsman for New York, to see how she planned to work with communities on addressing jet noise. So far, the group has received no response.

"In essence, the crux of the matter is how the FAA is now completely ignoring any concerns from communities regarding the noise complaints," Miller said. "The fact that they just absolutely refuse to meet with us is frustrating."

Calls to Simmons's office were not returned by press time.

The Port Authority is currently in the final stretches of a noise study, known as a Part 150, examining the impact of plane noise in areas under the flight paths at Kennedy and LaGuardia. In 2012, the state passed legislation authorizing the study, but Hoppenhauer said he had little faith that, when completed, it would produce the needed changes to flight paths.

Additionally, he noted mounting scientific evidence of the negative health effects of constant plane traffic in communities near airports.

In response, State Sen. Jim Gaughran and Assemblywoman Judy Griffin introduced in their respective houses bills S5855 and A7710, called on the Department of Environmental Conservation and the Department of Transportation to conduct a study on the health impact of runway use at JFK and LaGuardia airports on residents living in their vicinity.

The study was intended to look at the health impact of plane noise. In the 2019-20 legislative session, the bills passed both houses, but Gov. Andrew Cuomo vetoed them.

"While Governor Cuomo unfortunately vetoed my bill, I am in touch with his office to ensure its passage this year," Griffin said in a statement. "Long Islanders have suffered enough with airplane noise and its detrimental effects, therefore I will make sure this gets over the finish line this session."

In addition, Gaughran recently reintroduced a bill, S7305, to conduct the same study. "We feel that the only way this situation is going to be resolved for the residents is through legislation," Miller said. "A law must be passed to protect the citizens and the communities to combat the onslaught that we deal with every day."

Have an opinion on plane noise in Nassau County? Send your letter to the editor at ngrant@liherald.com.

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FIVE TOWNS

UVPM: N/A

Hewlett resident James Vilardi becomes executive director of TVASNAC

Posted September 14, 2020

By Jeff Bessen

Immersed in several Five Towns organizations, what is one more "job" to James Vilardi as the Hewlett resident who grew up in Inwood was named the executive director of the Town of Hempstead's Town-Village Aircraft Safety & Noise Abatement Committee.

"Don Clavin asked me to do it," said Vilardi, the owner of Valley Steam-based Bedford Construction Group that builds housing across Nassau County. Clavin is the town supervisor. "It is kind of interesting and the people on the committee are dedicated to the issue," Vilardi added, saying committee members are well versed on the issues and "I view my role to take all their accumulated institutional knowledge to effect incremental change."

Established in 1966, TVASNAC originally consisted of representatives from 10 villages from what was designated as the southwest quarter of Nassau County. Atlantic Beach, Cedarhurst, Floral Park, Garden City, Lawrence, Malverne, New Hyde Park, Stewart Manor, Valley Stream and Woodsburgh are the villages. Other communities, such as Inwood also have representatives on the committee.

"It's difficult to get the feds to do something positive for the communities," said Cedarhurst Trustee Dan Plaut, who serves on the committee. "I have a good feeling with Vilardi getting things done with his vast experience and his business and government acumen." Plaut said the committee wants to improve residents' quality of life and not always have the planes roaring over their homes.

The committee is tasked with communicating with the Port Authority of New York/New Jersey and the Federal Aviation Administration on aircraft noise and environmental issues regarding John F. Kennedy International Airport.

Over its 54 years, TVASNAC has served as a voice to help ensure that JFK Airport does not overload the communities with aircraft noise from arriving and departing planes, made sure that airport capital projects did not inconvenience residents any more than necessary and aimed to decrease aircraft noise pushing for technological upgrades and studies.

Vilardi, who succeeds Malverne resident Larry Hoppenhauer, understands he has an uphill battle. "Seems like the FAA is a very powerful agency, I figure incremental change is not going to be easy," Vilardi said. "Working together with other committee members we are going to draft a new mission statement and identify achievable goals. We won't ask for too much but look to lessen the noise and improve people's quality of life. We should be able to get to things done."

The new executive director was diving into the minutia, including the Part 150 study that is examining the impact of plane noise in areas under the flight paths of Kennedy and LaGuardia. "We are looking for the middle ground, we don't want to jeopardize passenger safety," Vilardi said, adding that is aiming to have the local FAA administrator speak at TVASNAC's September meeting.

"As a lifelong resident of the Five Towns, James Vilardi has made it his life's work to make his community a better place in which to live, work and raise a family," Clavin said. His commitment to the many civic and humanitarian organizations throughout America's largest township is without equal, and I am confident that he will be a dedicated leader on the TVASNAC committee and a true advocate for local residents."

QUEENS Chronicle

UVPM: 45,623

JFK group wants new health studies OK'd

PA says some community benefits from rebuild are on hold for now

by Michael Gannon, Editor Sep 17, 2020 Updated Sep 17, 2020 0

The devastation that the COVID-19 pandemic has wreaked on the airline industry has had an equally devastating effect on the redevelopment of John F. Kennedy International Airport — and, by extension, on a number of community benefit proposals that the Port Authority of New York and New Jersey has had to suspend with the near future of the entire airline industry in a state of flux.

The assessment was met with disappointment Monday night during a Zoom meeting of the JFK Airport Committee, which is made up of residents of Eastern and South Queens and western Nassau County.

"Aside from what we announced in October, the other items are on hold," said Hersh Parekh of the Port Authority.

A science, technology, engineering and math, or STEM, initiative with York College in Jamaica is moving forward as York is going to all online learning for now. Also moving forward is a council to help area businesses apply for and secure concessions at the airport. So too, Parekh said, is a second-chance employment program for job seekers who have had involvement with the criminal justice system.

He said projects begun before the COVID-19 shutdown, such as the $300 million expansion of American Airlines' Terminal 8, are progressing. But deals for Terminals 1 and 6 were cut short, and will be re-evaluated as the airline industry continues to stagger forward with massive declines in passengers.

“These are two big projects that need to be reviewed and see if they are viable,” he said.

Other benefits that communities near the airport have been seeking, and whose reviews also are on hold are health studies, including those related to air quality and the noise under the flight paths.

Barbara Brown, president of the Eastern Queens Alliance and chairwoman of the JFK Committee, has been pushing for such studies for years, even before plans to rebuild the airport were announced. She once again asked the PA to use the break to consider changes when plans begin to move forward.

“Build it back better,” Brown said.

Parekh said along those lines the JFK planners are learning from the ongoing reconstruction of LaGuardia Airport, particularly for things like proper spacing for passengers, touchless technology and newer, safer protocols for cleaning and maintenance.

Gloria Boyce-Charles of the Eastern Queens Alliance said she would prefer the health studies be approved and moved forward.

“Putting people’s health in the back burner isn’t building back better,” she said.

In other business, Dan Mundy Jr. of Broad Channel got the support from his fellow committee members to draft a letter to the Federal Aviation Administration asking why planes departing JFK from Runway 31 Left — which sits adjacent to Jamaica Bay and launches planes over Howard Beach — cannot make the left turn over Riis Park rather than continue blasting Howard Beach and the Rockaways with jet engine noise. Mundy has sought the change for years.

“We’ve never really gotten an answer on that,” said Mundy, who also is an ardent environmentalist and a member of Jamaica Bay Ecowatchers.

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Appendix F
Public Comments

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APPENDIX F
Public Comments

This appendix includes a copy of public and agency comments received throughout the development of the John F. Kennedy International Airport (JFK) Title 14 Code of Federal Regulations Part 150 Noise Compatibility Program (NCP). The official comment period for the JFK Draft NCP was held from September 1, 2021 to October 15, 2021.

Public comments include written comments received by postal mail and e-mail and oral comments received during the virtual Public Hearing. This appendix contains the following items:

- Appendix F-1 Organization of Public Comments and Responses
- Appendix F-2 Topic Specific Responses to Public Comments on the JFK Draft NCP
- Appendix F-3 Comments and Responses

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F-1 Organization of Public Comments and Responses

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APPENDIX F-1

Organization of Public Comments and Responses

This sub-appendix provides an overview of the organization of comments submitted on the JFK Part 150 Study NCP and the Port Authority of New York and New Jersey's (the Port Authority's) responses. For the purposes of the Final NCP report, all comment formats (i.e., form letters, letters, comment forms, e-mails, and verbal comments) are referred to as comment "letters." Twenty-six public comment letters were received on the JFK Draft NCP Report (see **Table F-1**).

The comment letters included in **Appendix F-3**, *Comments and Responses*, are presented exactly as they were received and may contain typographical errors and/or misspellings. They have not been edited in any way and are provided in this manner to show that they were quoted exactly as they were in their original form. Additionally, it is worth noting that typed comment letters were received via the project website or by electronic mail (e.g., e-mail).

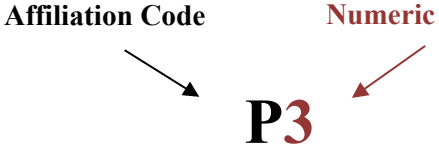
Comment Letter Coding

The enclosed table includes a list of public comment letters, with the name(s) of each party that provided a comment. Each comment letter was assigned a unique Letter Code to catalog the submittal. Public comments are generally organized in the order they were received, as practicable.

Letter Codes consist of a character and a number to identify each comment letter. The first character identifies the type of commenter (affiliation code):

- P – Public Comments Received During the Draft NCP Comment Period
- PH – Public Comments Received During the Draft NCP Public Hearing

The number identifies the specific comment letter (numeric identifier). For example, a Letter Code "P3" describes the public comment letter as being the 3rd letter in this appendix. In most cases, a single comment letter included multiple topics of discussion that were treated as individual comments. Therefore, each letter code includes multiple comments and an associated response.



The Port Authority developed Topic Specific Responses to cover topics that were raised in multiple comments (e.g., public meetings/outreach, recommended noise abatement measures, recommended sound insulation program). The Topic Specific Responses also contain background information on the general context of the JFK 14 CFR Part 150 Study (e.g., purpose of the Study; federal regulations that prescribe the content of, and methods employed in, the Study; and processes followed in the Study) to assist the public in better understanding the Port Authority's responses to comments.

Topic Specific Responses are provided in **Appendix F-2**, *Topic Specific Responses to Public Comments on the JFK Draft NCP*. Topic Specific Responses are categorized into the following topics:

1. Part 150 Regulations/Guidelines
2. Noise Compatibility Program
3. Other

Within each of those topics, specific responses were developed based on the nature of comments received or additional questions that were raised within each of the categories. Each response was assigned a number, beginning with the topic per the list above. For example, 1-1 is the first specific response within the "Part 150 Regulations/Guidelines" category. A response was provided to each of the comment letters. A topic specific response number(s) might also be provided and referenced for a response to the comment and/or question. If a comment letter contained a comment or question that was not covered under these general responses, an individual response was provided. All comments and their responses are included in **Appendix F-3**, *Comments and Responses*.

TABLE F-1
INDEX OF PUBLIC COMMENT LETTERS

Commenter	Letter Code(s)
General Public	
John D	P1
Richard and Maya Bentz	P2, PH13
Karen Annunziata	P3, PH2
Elaine Miller	P4, PH10
Stacey Vargas	P5
JeanMarie DaSilva	P6
Larry Hoppenhauer	P7
Sandra Barron	P8
Gloria Boyce-Charles	P9
Andrew Clavin	P10, PH6
Barbara E. Brown	P11
Guido Muchal	PH1
Andre Doris	PH3

TABLE F-1 (CONTINUED)
INDEX OF PUBLIC COMMENT LETTERS

Commenter	Letter Code(s)
Nancy Brennan	PH4
Alex Vassallo	PH5, PH15
Beverly Graham	PH7
Andrea Miller	PH8
Robert Turner	PH9
Michael Ference	PH11
Yani Pickett	PH12
Ibrahim Mossalam	PH14

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F-2 Topic Specific Responses to Public Comments on the JFK Draft NCP

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APPENDIX F-2

Topic Specific Responses to Public Comments on the JFK Draft NCP

The Topic Specific Responses set forth herein cover topics that were raised in multiple comments received by the Port Authority during the public comment period on the JFK Draft Noise Compatibility Program (NCP). Background information on the general context of the JFK 14 CFR Part 150 Study (e.g., purpose of the Study; federal regulations that prescribe the content of, and methods employed in, the Study; and processes followed in the Study) is set forth in full in the JFK NCP, but is summarized in some of the Topic Specific Responses to assist the public in better understanding the Port Authority's responses to comments.

Topic 1: Part 150 Regulations/Guidelines

- 1-1: Public Meetings/Outreach
- 1-2: Stakeholder Roles and Responsibilities in Noise Compatibility Planning

Topic 2: Noise Compatibility Program (NCP)

- 2-1: Recommended Noise Abatement Management Measures
- 2-2: Part 150 Sound Insulation Program Recommendations
- 2-3: Fly Quiet Program
- 2-4: Airport Access Restrictions
- 2-5: Runway Use
- 2-6: "Tighten SKORR" Departure Procedure

Topic 3: Other

- 3-1: NextGen
- 3-2: Noise Monitors

Topic 1: Part 150 Regulations/Guidelines

1-1: Public Meetings/Outreach

The Port Authority received six comments pertaining to public meetings and outreach. This Topic Specific Response supplements the Port Authority's responses to comments about the public engagement program that was implemented to meet the requirements of FAA's Part 150 regulations.

Throughout the NCP phase of the JFK Part 150 Study, the Port Authority provided a public involvement program to meet the requirements of FAA's Part 150 regulations. Between December 2016 and October 2019, the Port Authority held eight Technical Advisory Committee meetings during the NCP phase that were open to the public and at which the public could provide their input. The Port Authority provided a publicly available website (https://aircraftnoise.panynj.gov/aircraft-noise-compatibility-planning-study/) with up-to-date information on the JFK Part 150 Study and a dedicated e-mail address (NYPart150@panynj.gov) that the public could use to submit comments. Members of the public were invited to participate in the October 2021 virtual public workshop and hearing, and to provide written comments on the JFK Draft NCP from September 1, 2021 through October 15, 2021. A list of public outreach meetings is provided in **Chapter 5** and all meeting materials are provided in **Appendix E**, *Public Outreach*, of the JFK NCP.

The NEM phase of the JFK Part 150 Study also included an extensive public involvement process, including several workshops and more than a dozen meetings. More information on the public outreach process during the NEM phase of the JFK Part 150 Study can be found in Appendix E, *Public Outreach*, of the JFK NEM Report.

In collaboration with FAA and representatives of nearby communities, and outside of the Part 150 process, the Port Authority facilitated the development of the New York Community Aviation Roundtable (NYCAR) JFK Airport Committee in 2014 to provide the community with ongoing communication with the Port Authority and the FAA, and to seek feasible ways to manage aircraft noise impacts. The NYCAR was used to communicate Part 150 project information. The NYCAR JFK Airport Committee meetings continue to be held outside of the Part 150 process on a regularly scheduled basis and are open to the public.

1-2: Stakeholder Roles and Responsibilities in Noise Compatibility Planning

The Port Authority received approximately five comments regarding the assignment of aircraft flight procedures and management of the national airspace system. This Topic Specific Response supplements the Port Authority's responses to comments by detailing the roles and responsibilities of key stakeholders involved in the development and implementation of the JFK NCP.

The Port Authority

The Port Authority is the operator of JFK and in that role is responsible for the development of information to support the noise compatibility planning effort (e.g., aviation forecasts);

coordination with aircraft operators related to operational procedures; interaction with local planners and elected officials related to land use compatibility; and public outreach.

In addition, to the extent that the Port Authority elects to pursue any of the FAA-approved noise abatement and mitigation measures in the JFK NCP, the Port Authority would be responsible for implementing or assisting with the implementation of the measures and applying for FAA grants to support such grant-eligible measures. A Port Authority recommended, and FAA-approved, measure in the JFK NCP does not require the implementation of the measure, however it establishes eligibility for federal funding and allows the Port Authority to apply for FAA grants to support its implementation. Measures recommended by the Port Authority are subject to review and approval by the FAA before they can be implemented. In their review, the FAA will consider consistency with air safety and federal regulations, and the reduction in noise for noncompatible land uses.

Federal Aviation Administration

The FAA is responsible for reviewing an airport operator's NCP and issuing a Record of Approval, in accordance with 14 CFR Part 150, Sec.150.35(b) and Appendix B, Sec. 150.5. For each measure proposed in an NCP, the FAA is responsible for approving, disapproving, approving or disapproving in part, approving as voluntary, or stating that no action will be taken for the purposes of a Part 150 Study.

The FAA's Air Traffic Organization (ATO) is charged with the safe and efficient use of the National Airspace System (NAS) and is solely responsible for determining when particular flight procedures are utilized within JFK's airspace. The ATO utilizes the published flight procedures that best suit the NAS operating conditions at any given time taking into consideration runway availability, traffic volume, winds/weather conditions, and how the runways at nearby airports, such as LGA and EWR, are being used. With the exception of emergency situations, the scheduled airlines departing from and arriving at JFK must follow FAA air traffic control instructions/published flight procedures.

Local Governments

All land use decisions, including zoning and building codes, are the responsibility of various units within local governments. Local governments may develop and implement land use planning, zoning, and housing regulations that limit land use near airports to those compatible with airport noise.

Pilots

The pilot has the ultimate responsibility for the safe operation of the aircraft. Although ATO assigns the flight track and altitude, the pilot still maintains the authority to make the final judgment due to safety. In general, it is up to the pilot to adhere to noise abatement procedures and to ensure the safety of aircraft while in flight.

Topic 2: Noise Compatibility Program (NCP)

As a part of the agency consultation and public involvement process during the JFK Part 150 Study, the Port Authority received 97 recommendations from the public, the FAA, airlines and other interested stakeholders on potential noise abatement, land use, and program management measures. These measures are detailed in JFK NCP **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*. Of those 97 recommendations, 22 were recommended for inclusion in this NCP for the FAA's review/approval.

2-1: Recommended Noise Abatement Management Measures

Six commenters raised issues relating to the anticipated effectiveness of one or more recommended noise abatement measures. Noise abatement measures can be defined as those that address a reduction in the noise source. This Topic Specific Response supplements each comment response by providing a summary of how noise abatement measures were developed during the JFK Part 150 study.

Based on consultation with aircraft operators, local government entities, the FAA, air traffic controllers and the general public, the Port Authority's JFK Part 150 Study identified seven noise abatement measures that are expected to reduce noncompatible land uses in proximity to JFK.

Each recommended noise abatement measure in the JFK NCP is a notional design that was developed in order to determine potential noise reduction benefits. Any JFK NCP-approved noise abatement measures would be subject to final procedure design by the FAA. Precise implementation details, such as flight track locations and altitudes, developed by the FAA may differ from the notional noise abatement measure designs presented in this NCP, in order to adequately address safety, efficiency, and aircraft performance considerations.

Details on the seven noise abatement measures are provided in **Section 2.2**, *Noise Abatement Measures Recommended for Inclusion in This NCP*, and in **Appendix H**, *Noise Compatibility Program Implementation Schedule*. Noise abatement measures evaluated by the Port Authority, but not recommended for inclusion in the JFK NCP, are described in **Section 2.3**, *Noise Abatement Strategies Considered but Not Being Recommended for Inclusion in this NCP*. A summary of all noise abatement measures evaluated as part of the NCP are also included in **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*.

To be approved by the FAA in the JFK NCP, a recommended measure must reduce noncompatible land uses within the DNL 65 contour, not impose a burden on interstate or foreign commerce, not degrade the safety of the local airspace, and consider both local and national air transportation needs. Implementation of noise abatement flight procedures is subject to FAA approval. If a noise abatement management measure recommended in the NCP is approved by FAA, the FAA would further evaluate and possibly implement the associated flight procedure. Any new or modified procedures would be subject to several technical review and approval processes prior to approval, including environmental review under the National Environmental Policy Act (NEPA).

2-2: Part 150 Sound Insulation Program Recommendations

The Port Authority received six comments about the scope of a residential sound insulation program under *Land Use Measure 1: Sound Insulate Eligible Dwelling Units*. In addition to responding to those comments in **Appendix F-3**, the Port Authority is providing this summary of eligibility requirements under a Part 150 sound insulation program to assist commenters in understanding some of the key parameters of such a program.

The goal of sound insulation under Part 150 is to provide an average interior noise level below DNL 45 and to provide at least a 5-decibel improvement to the noise level reduction of the structure. Residential sound insulation within the DNL 65 and higher contours was recommended as part of the JFK NCP (see **Section 4.2** of this NCP, *Recommended Corrective Land Use Measures)*. Structures in areas outside the DNL 65 contour would not be eligible for sound insulation that is supported by federal funding; therefore, the Port Authority would not be able to support such a program.

If this measure is approved by the FAA in the JFK NCP, the housing units would be required to meet certain eligibility requirements in order to receive sound insulation under this program. For residential sound insulation programs funded in part by FAA, a housing unit is typically only eligible for sound insulation if it meets all criteria set forth by the FAA (i.e., *Airport Improvement Program Handbook*, Appendix R). A housing unit is not eligible for federally funded sound insulation just by virtue of its location inside the DNL 65 contour. To be eligible, the housing unit must meet, at a minimum, the following criteria:

1) It must be located within the DNL 65 contour of an FAA-accepted Noise Exposure Map.

2) It must have been constructed before publication of FAA-accepted noise contours.[1] Dwelling units constructed in the vicinity of JFK after August 4, 2008, are not eligible for sound insulation.[2]

3) It must be in compliance with the local building code.[3]

4) It must have an average noise level in *habitable* rooms above DNL 45 (with windows closed) and must be able to be reduced by at least 5 dB.[4]

If the sound insulation program recommended in the JFK NCP is approved by FAA, the FAA would further evaluate and possibly fund the program. The program would be subject to several

[1] On March 27, 1998, FAA issued a policy on 14 CFR Part 150 airport noise compatibility programs that limits approval of remedial mitigation measures, e.g., soundproofing, property acquisitions, and relocation, etc., to land uses that were in place as of October 1, 1998, unless an airport operator can demonstrate that DNL contours were not published prior to that date. New noncompatible uses resulting from airport expansion may be eligible for funding consideration. For JFK, DNL 65, 70, and 75 contours were first made available to the public on August 4, 2008.

[2] Notice of Availability and Request for Comment, Environmental Assessment, Delay Reduction Program – New Taxiways, Improvements to Existing Taxiways, and Runway 13R Threshold Relocation, John F. Kennedy International Airport, Jamaica, New York. Newsday, August 4, 2008.

[3] Areas within a structure that do not meet the local building code are not "habitable" under FAA requirements and therefore are not eligible for sound insulation under the AIP. The AIP Handbook, Appendix R, provides the following example of an area that is not eligible for sound insulation: "A resident has converted part of a basement to a bedroom and the bedroom conversion does not meet the building code requirements to be categorized as a bedroom. The converted bedroom is not considered habitable space."

[4] Appendix R in the AIP Handbook defines habitable rooms for residences as living, sleeping, eating, or cooking areas. This includes living rooms, family rooms, dining rooms, bedrooms, kitchens, and dens.

technical review and approval processes prior to approval, including environmental review under the NEPA.

2-3: Fly Quiet Program

This Topic Specific Response supplements the Port Authority's responses to comments on measures that could reduce noise outside of the DNL 65 contour and the identification of additional noise abatement measures by summarizing the elements of recommended *Program Management Measure 7: Establish and Manage a Fly Quiet Program*.

A Fly Quiet Program is a voluntary collaboration of the airport operator, aircraft operators, and air traffic controllers that encourages pilots and air traffic controllers to use noise abatement flight procedures and preferential runways. Such programs have been implemented successfully at other airports in the United States to reduce noise impacts. The Port Authority is recommending *Program Management Measure 7: Establish and Manage a Fly Quiet Program.* This program is expected to facilitate implementation of noise abatement measures included in the JFK NCP and serve as a forum for identifying noise abatement measures that may reduce noise outside of the DNL 65 contour. The Port Authority anticipates that a Fly Quiet Program at JFK will increase the usage of noise abatement procedures. See **Section 4.2**, *Recommended Program Management Measures*, of the JFK NCP for additional information.

2-4: Airport Access Restrictions

The Port Authority received five comments pertaining to the topic of airport access restrictions. In addition to responding to those comments in **Appendix F-3**, the Port Authority is providing this summary to assist commenters in understanding the reasons why operations at JFK cannot be restricted.

Commercial service airports, such as JFK, are generally prohibited from restricting access to the airport for reasons other than safety and maintenance, unless authorized by the FAA under 14 CFR Part 161.[5] As a condition of receiving funding from the FAA, an airport is obligated to keep its runways open and available to support aircraft arrival and departures operations at all times of the day. The Port Authority does not have the authority to restrict nighttime operations. The FAA cannot approve NCP measures that "create an undue burden on interstate or foreign commerce (including any unjust discrimination)." In addition, the Port Authority does not have authority to restrict or limit the use of JFK to any aircraft operator. Banning or moving operations to another airport would discriminate against a class of aircraft operators; therefore, it is considered a use restriction that cannot be approved by the FAA.

[5] FAA Order 5190.6(b), "Airport Compliance Manual" Chapter 13, Section 14, paragraph (a). To be approved, restrictions must meet the following six statutory criteria: 1) the proposed restriction is reasonable, nonarbitrary, and nondiscriminatory. 2) The proposed restriction does not create an undue burden on interstate or foreign commerce. 3) The proposed restriction maintains safe and efficient use of the navigable airspace. 4) The proposed restriction does not conflict with any existing federal statute or regulation. 5) The applicant has provided adequate opportunity for public comment on the proposed restriction. 6) The proposed restriction does not create an undue burden on the national aviation system.

2-5: Runway Use

The Port Authority received four comments regarding runway usage at JFK. In addition to responding to those comments in **Appendix F-3**, the Port Authority is providing this summary to assist commenters in understanding the factors that influence runway utilization.

The FAA has advised that it evaluates runway selection based on the following factors: (1) runway availability, (2) prevailing wind and weather patterns, (3) operational efficiency, and (4) community noise concerns. The Port Authority supports the FAA's approach to evaluating runway selection and encourages the FAA to rotate runway use at JFK when appropriate and safe. The Port Authority anticipates that runway use will be a subject for evaluation under the Fly Quiet Program for JFK (see *Program Management Measure 7: Establish and Manage a Fly Quiet Program* recommended in the JFK NCP in **Section 4.2**, *Recommended Program Management Measures)*.

2-6: "Tighten SKORR" Departure Procedure

The Port Authority received four comments regarding *Noise Abatement Measure 1: Implement "Tighten SKORR" Departure Procedure*. This Topic Specific Response supplements the Port Authority's responses to comments about the *Noise Abatement Measure 1: Implement "Tighten SKORR" Departure Procedure* by summarizing the procedure and how it could reduce noncompatible land uses, if approved in the JFK NCP and implemented.

The FAA's arrival and departure procedures for aircraft using JFK (see **pages C-3** and **C-5** of **Appendix C**, *Supplemental Information Related to the Recommended Noise Abatement Measures*, of the JFK NCP) include navigational waypoints to safely guide aircraft to and from the airport. Once such waypoint is "SKORR", which is located near the Brooklyn neighborhood of Bergen Beach.

The intention of *Noise Abatement Measure 1: Implement "Tighten SKORR" Departure Procedure* is to reduce the number of aircraft that fly over Howard Beach, Old Howard Beach, and Hamilton Beach (in Queens) by moving the SKORR waypoint southward from its current location to Jamaica Bay. Relocating the SKORR waypoint could reduce the numbers of noncompatible land uses within the DNL 65 and higher contours in the neighborhoods of Howard Beach, Old Howard Beach, and Hamilton Beach. The change in DNL contours has the potential to remove up to 923 people and 351 dwelling units from the DNL 65 contour. See **Section 2.2**, *Recommended Noise Abatement Measures*, of this NCP for additional information.

The Port Authority is also recommending *Noise Abatement Measure 4: Combine "Tighten SKORR" Departure Procedure with Reduce Runway 31L Intersection Departures at Night*. This NCP measure is a combination of Noise Abatement Measures 1 and 3 listed in **Section 2.2**, *Noise Abatement Measures Recommended for Inclusion in This NCP*. As set forth in **Table 2-14** of the JFK NCP, this measure may add 19 people and 5 dwelling units in the area within the DNL 65 contour in Nassau County but potentially remove up to 1,517 people and 564 dwelling units from within the DNL 65 contour in Queens.

Topic 3: Other

3-1: NextGen

This Topic Specific Response supplements the Port Authority's responses to comments about NextGen by summarizing the NextGen Program, its goals, and how NextGen is implemented by the FAA.

The FAA's Next Generation Air Transportation System (NextGen) is a comprehensive modernization of the National Airspace System to make air travel more convenient and dependable, while ensuring that flying is as safe and secure as possible. Through NextGen, the FAA seeks to build the capability to guide and track aircraft more precisely and efficiently to save fuel and reduce noise and air pollution. The Port Authority supports the FAA's efforts to modernize the air transportation system to make flying safer, more efficient, and more predictable.

NextGen uses Performance Based Navigation (PBN) technology, consisting of satellites to guide aircraft along precise flight paths. These precise flight paths often result in the concentration of aircraft within narrow flight corridors. Because the use of NextGen procedures to guide aircraft along precise flight paths can increase the frequency of overflights of areas below the concentrated flight paths, the Port Authority is recommending Program Management Measure 12: *The Port Authority to Coordinate with the FAA on Development and Implementation of NextGen Procedures*. This measure recommends that the FAA coordinate closely with the Port Authority if and when it evaluates the implementation of NextGen flight procedures in the greater New York/ New Jersey region. See **Section 4.2**, *Recommended Program Management Measures*, of the JFK NCP for additional information.

As a member of the NextGen Advisory Committee (NAC), the Port Authority can propose measures for further FAA evaluation by either submitting measures for its consideration and/or directly engaging with the FAA. The Port Authority expects to continue that collaborative approach. Through its membership of the NAC, the Port Authority can provide insight for FAA consideration regarding future airspace and procedure designs for the region as a whole, outside of the Part 150 process.

3-2: Noise Monitors

The Port Authority received four comments about the use and function of noise monitors in areas surrounding JFK. In addition to responding to those comments in **Appendix F-3**, the Port Authority is providing this summary to assist commenters in understanding the purpose of noise monitoring devices.

The Port Authority maintains a network of noise monitors that are located within and outside of the JFK DNL 65 contour. The noise monitors are installed to monitor airport noise impacts. As detailed in **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP, the Port Authority considered the addition of more noise monitors and determined that the current noise monitors provide adequate coverage of multiple neighborhoods in the vicinity of JFK, including several neighborhoods in Queens, as well as villages and hamlets in

Nassau County. Noise monitors on the ground provide noise level information at specific points and for specific aircraft events, which is helpful in understanding the noise level generated by a specific aircraft event or for reviewing noise level trends over time. However, noise monitor measurements provide limited information when evaluating noise exposure and land use compatibility over a broad area surrounding an airport. For example, noise monitors provide insights into single noise events at specific locations and not over a broad area that often surrounds an airport. Noise monitors on the ground also detect non-aircraft noise sources (e.g., ambient noise), which can interfere with the results of aircraft noise readings by giving falsely high values. Furthermore, monitors may pick up noise from aircraft operations not associated with JFK which could be misleading to those interpreting the data.

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F-3 Comments and Responses

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P1

From: John D <johnd9924@yahoo.com>
Sent: Tuesday, September 28, 2021 8:36 PM
To: NYPART150STUDIES <NYPART150STUDIES@panynj.gov>
Subject: NY Part 150 Study COMMENT

I appreciate your time to review my comments. As a resident of Nassau County Long Island, my comments will be focused on JFK arrivals on 22LR.

- As I review the 7 noise abatement measures they are all focused on departures from JFK. To me this means the focus on noise abatement is all local to JFK airport only. I live in Roslyn Heights Long Island and am impacted by JFK arrivals on 22LR. Will the tens of thousands of residents of Long Island that are also impacted by JFK through arrivals (the 'arc of doom' as it's been called with dozens of towns getting pummeled with flights on constricted paths at 2000' altitude) receive a benefit from the NY Part 150 Study? If so, please explain the benefit.

- The NY Part 150 study continues to reference DNL as the means to measure sound volume for residents on the ground, yet this measurement has been disputed for decades and especially today as not providing a clear picture for the noise impacts to residents for plane events. Averaging over a 24 hour period would require a tremendous amount of volume to even get close to 65DNL. For that reason are other measurements being considered? and if so, what? and if not, why?

- I've heard that TRACON has a software program to implement rather quickly that would disperse JFK arrivals on 22LR to alleviate those impacted under the existing concentrated paths spreading the occurrences. Certainly NextGen - a program so precise to have a plane fly over certain waypoints over and over and over again precisely, can be tweaked to distribute those waypoints in such a way as to maximize available airspace for dispersal. Why wouldn't these solutions be considered?

Thanks,

Mr. John D.

P2

From: Maya <mgb525@gmail.com>
Sent: Wednesday, September 29, 2021 8:23 PM
To: NYPART150STUDIES <NYPART150STUDIES@panynj.gov>
Subject: JFK Public Information Workshop and Public Hearing

Dear Mr. Walsh:

Thank you for providing this opportunity to express our concerns regarding the JFK plane noise. Unfortunately, There are no JFK staff members available to discuss our complaints regarding aircraft noise. The noise complaint form on the JFK website does not work properly (after the form submission, there is no acknowledgment or confirmation that the form has been submitted). After sending daily complaints to JFK for several months, nobody contacted us from the JFK airport. The JFK airport needs to utilize the new Community Outreach Center in Queens to meet with people, discuss the noise and frequency issues, and work on solutions to mitigate aircraft noise concerns.

JFK and Republic Airport share airspace. JFK is intruding into the airspace which is already occupied by one of the busiest FRG airports on Long Island. JFK airport has approximately **949** operations per day. Approximately 200-250 JFK planes fly over Farmingdale and Bethpage State Park every day. This means that at least one-fourth of JFK arriving planes fly over Farmingdale when our community members already live in the noise-sensitive area due to the Republic Airport with **987** total operations per day (higher than JFK). We would like to ask you to have a fair and equal distribution of JFK planes over Long Island. Hundreds of JFK planes should not be flying over Farmingdale every day, in addition to 949 existing FRG operations.

Since JFK arriving planes often fly over the same community multiple times per hour, JFK Tower should adjust the procedure so ATC vectors alternate aircraft along with different points on the approach. This would disperse traffic and reduce the number of planes flying over a given home per hour ensuring equal and fair distribution of JFK planes over Long Island.

We are disappointed that noise meters are not considered by JFK Part 150 final NCP. Noise meters must be installed in our residential area to monitor the noise level from both airports JFK and FRG.

The environmental study should be conducted to research the aircraft emission particle impact on the health. Numerous research is conducted on the adverse impacts of aircraft noise on people's mental and physical health. The FAA depends on noise models which fall short of how noise actually impacts people within their homes.

P2, Cont.

The FAA should develop appropriate procedures for submitting the helicopter noise complaints. It is difficult to determine which airport to contact regarding NY helicopters flying over our community each day.

We are hardworking citizens who pay the highest taxes in the region, including the Village taxes. We would like to go home after a busy workday and relax in our backyard without being tortured by the excruciating aircraft noise and poisoned by emissions. The Town of Oyster Bay has strict noise ordinance regulations. Still, loud jets can fly over our houses in the middle of the night and early in the morning disrupting our sleep, polluting our environment, and causing irreparable damage to our nervous system and overall well-being.

Thank you for your time.

Sincerely,

Richard and Maya Bentz

48 Jerome Dr., Village of Farmingdale, Town of Oyster Bay, Nassau County, NY 11735

P3

From: KAREN ANNUNZIATA <onemaple@verizon.net>
Sent: Thursday, October 07, 2021 6:00 PM
To: NYPART150STUDIES <NYPART150STUDIES@panynj.gov>
Subject: JFK Draft CFR Part 150 Noise Compatibility

Please include the following statement/comment to be included in the official record for the JFK Draft 14 CFR Part 150 Noise Compatibility :

I do not agree with the finding that those of us who live along the narrow corridor using the ILS to approach JFK 22L have to take all the burden of the noise pollution. We are all taxed at the same rate and when I purchased my home airplane noise pollution was not an issue until the FAA made changes to the flight paths. My home is located at the point on the map where the planes start their final part of approach in the descent and am considered outside "the zone." I feel we are forgotten when it comes to finding a solution.

Science shows that chronic excess noise exposure leads to stress and high blood pressure. This increases the risk of stroke, coronary heart disease and cardiovascular disease. My husband is a two tour Vietnam Combat Vet, and yet has has to listen to planes directly over his head for days on end EVERY 30 TO 45 SECONDS!!

After reading the report, I see that the only way to solve this is the OPD??? **One** page out of a report that is almost two hundred pages long?? I find that unacceptable.

I know for a fact that there is an alternative to this constant stress and noise. I am asking the the ILS approach heading into 22L be used as little as possible (certainly not days on end, 24 hours a day, every 45 seconds.

INSTEAD: PLEASE USE THE RNAV XRAY approach into 22L

Thank you

Karen Annunziata
1 Maple Drive
New Hyde Park, NY 11040
516.426.1493

P4

From: Elaine Miller <ps4longisland2@gmail.com>
Sent: Monday, October 11, 2021 12:17 PM
To: NYPART150STUDIES <NYPART150STUDIES@panynj.gov>
Subject: Comment Part 150 Study

Nassau County has been fighting the overuse of runways and the concentrated paths of incessant low flying aircraft since the inception of NextGen. Exposure to prolonged or excessive nose has been shown to cause a range of health problems. Yet your study continues to use an outdated system of measurement for noise, DNL. By using a 65DNL level you are obfuscating the true impact on our communities but you continue to use it in your study.
Air pollution is another serious issue we are forced to deal with. Airplane exhaust contains a variety of pollutants, many of which are ultrafine particles which studies show is a major health hazard. Our citizens mental and physical well being is at risk however this critical issue is not taken into consideration with your noise exposure maps and your noise evaluations which are for the most part invalld for neighborhoods who are severely impacted. It seems clear to us that you will support the FAA and your recommendations will go against the communities. All that money gone to waste for a system that refuses to change for the benefit of the people.

Sincerely,
Elaine Miller
Plane Sense 4 Long Island

P5

From: Stacey Vargas <staceykvargas@yahoo.com>
Sent: Monday, October 11, 2021 10:49 PM
To: NYPART150STUDIES <NYPART150STUDIES@panynj.gov>
Subject: PART 150 Study comments

To whom it may concern,
I am shocked and appalled by the discussion which took place concerning the study.
I moved under the 22L flight path without knowing it three years ago. No one told me that flights would go over my house and my backyard at all hours of the day and night.
Now, I am left with learning all about the reason my daughter has to wear earplugs ,made for people who work on runaways, in order to sleep at night when the planes are running. I have been to enough meetings at this point to know that you couldn't care less about her needs.
My one comment-that you cannot recommend dispersal of the 22L runway because you don't want to increase noise levels in other impacted communities is insulting. Why and how was my community selected for this honor of being wrecked by this logic?
This sort of thinking must come to an end. There are too many variables to list at this moment - but - I will say this, ignoring the rights of citizens to life ,liberty and the pursuit of happiness is guaranteed by our constitution.
You should review that occasionally just to make sure your decisions do not rest outside of those boundaries.

Stacey Korman Vargas

Sent from my iPhone

P6

HARBOUR POINTE AT ARVERNE BY THE SEA HOA IV, INC.

377 Oak Street, Suite 110
GARDEN CITY, NY 11530

(516) 745-0150
FAX (516) 745-0189

October 12, 2021

Port Authority of NY/NJ:

We pray that all is well with you and your families in these trying times. Our community here in Arverne by the Sea, one of the largest revitalization projects in our region, is coming together as a collective voice to capture your attention and elicit a call-to-action.

For over a decade now, members of our community have worked tirelessly with local communities and the Port Authority to come up with a proposed noise abatement strategy for aircraft traffic landing and departing nearby JFK Airport. The Port Authority of NY/NJ along with the FAA and other agencies have finally presented a proposed Noise Compatibility Program to address these noise concerns for all surrounding communities. **Though not everything we suggested over the years has been adopted in this program**, we do see improvement as compared to what existed previously. We want to thank the PANYNJ and the FAA for hearing us.

PANYNJ, we need your help now. What this growing and influential community needs is to make the proposed right turn to a heading of 240 degrees off **runway 22** an **all-day procedure** not just at night. These types of turns from runways initially after takeoff to then parallel the departure path exist **all day** at airports like EWR, LGA, DCA, SFO, and across the world.

Page 63 and 114 on the draft NCP report talk about this proposed turn being only done at night. The noise monitors clearly show that the noise levels over our community on departing traffic from runway 22R and 22L are unacceptable all day and night. We want to see this turn being permanent as it affects no other high-density communities and is very feasible for airlines in normal conditions. Thank you very much for your time and understanding. Please let our collective community know how you feel about this proposal.

In Good Health,

Harbour Pointe at Arverne by the Sea HOA IV, Inc.
Board of Directors (133 units)

Harbour Pointe at Arverne by the Sea HOA I, Inc.
Board of Directors (32 units)

Harbour Pointe at Arverne by the Sea HOA III, Inc.
Board of Directors (14 units)

P7

Public Comments On:
THE DRAFT NOISE COMPATIBILITY PROGRAM (NCP) REPORT

Submitted By:
Larry Hoppenhauer, Citizen Member of the New York Community Aviation Roundtable & Technical Advisory Committee Member (TAC) for JFK
Date:
October 6, 2021

General Comments:

I have been involved in noise reduction efforts at JFK International Airport on behalf of my community since February 2012. Since then, many local community groups concerned with airport and aircraft noise levels came together presenting our concerns to the Port Authority of NY/NJ (PA) and the Federal Aviation Administration (FAA). This was done as individual groups and collectively. Some of those groups were Queens Quiet Skies, Town Village Aircraft Safety and Noise Abatement Committee (TVASNAC), Eastern Queens Alliance, Town of North Hempstead, etc.. We were told by representatives of the PA and FAA that a 150 Study is the process needed to be completed to address our concerns. Since the PA was not willing to initiate this process, community groups made a concerted effort to pass legislation in Albany, that would require the PA to conduct the 150 Study at both JFK International Airport and LaGuardia Airport. After a few years of great effort, the NY State Legislature passed a motion requiring the PA conduct the 150 Study. Then in late 2013, Governor Cuomo, issued an Executive Order to the PA, requiring them to establish Community Roundtables with their airports, and to initiate a 150 Study at both JFK and LGA airports. The first meeting of 150 Study was in October 2014 with a projected end date of October 2018. This 150 Study is still not completed in October 2021. This Public Comment period is part of the process. From my perspective, there has been no accountability or transparency about the extremely long delay. Upon frequent questioning from myself and others of PA representatives at New York Community Aviation Roundtable and JFK Airport Committee meetings, no informative response was given. One response was “so many recommendations for the FAA to go through”. Another response was “COVID-19 impacted the timeline”. There was no further explanation of these statements. For example, “how or why did COVID-19 impact the timeline”? No answer. Or did the PA plan so poorly that they miscalculated by almost 4 years, the FAA’s response to the committees Noise Abatement Measures? Again, no elaborated response to questions about why FAA’s review was taking so long. Transparency was not experienced.

150 Study Not the Right Tool/Process:

- In the years prior to the establishment of the 150 Studies, there was constant concern expressed by community organizations to the PA and FAA of the following :

- Too much and too constant noise over certain communities due to arrivals and departures at JFK and LGA.
- Too many flights arriving and departing JFK and LGA
- Excessive noise at nighttime caused by departing and arriving flights
- Aircraft flying too low over communities
- No consistent changing of runways to prevent excessive noise over the same residents
- That the DNL metric does not capture the real noise experienced under flight paths by the same residents.
- There are many new reputable studies that shed new light on the impacts of aircraft noise on the health of individuals. It was hoped to be addressed in the 150 Study.

✈ Community organizations were told repeatedly by the PA and FAA that a 150 Study is the way to bring about desired changes. My experience is that it was not the tool to bring about any of the desired changes. I was also a member of the 150 Technical Advisory Committee and soon learned there were very stringent guidelines to the 150 Study that could not be changed. For example:

- The 150 Study would not allow for a change in noise metric. Only DNL was allowed, and this was the metric that all community groups said was outdated and not a true measurement of noise.
- There was great desire by community groups that if forced to use the DNL metric, it should be changed from 65 DNL to 55 DNL. This would have made the United States compliant with most European Countries that us 55 DNL. But the metric could not be altered or changed in the 150 Study.
- Therefore, the Noise Exposure Maps would not change due to the requirement that 65 DNL was the only acceptable metric. This changed nothing for our communities to alleviate noise exposure.
- There are Administrative Noise Abetment procedures that allow for assistance to homeowners who can prove by set criteria that they qualify for assistance like noise insulation to their home or instillation of air-conditioning so windows can be closed. This is all laid out in the 150 Study. However, there is so little money available that we are told that no individual residences will receive assistance.
- One of the concerns of people who experience constant noise due to the use of certain runways and flight paths repeatedly is why can't the paths be "fanned out" a little to bring some relief to those who experience the same high level of noise. The FAA won't consider a change in flight paths that may increase the level of noise already experienced by a group of residents. Again, some rule of either the FAA or 150 Study that will not change. Since NextGen and

other navigational advances, aircraft are now laser focused on their flight paths going over the same homes at the same altitudes on most arrivals and departures. However, it is my understanding that frequently in the past, aircraft would vary a few degrees to the left or right and vary their altitudes on departures and arrivals. Therefore, spreading the pain of aircraft noise a little more equitably in the community.

- The impact of noise on the health of individuals, particularly their cardiovascular system, could not be addressed by the 150 Study.

Appendix G. Noise Compatibility Program Strategies Suggested by Stakeholders

- The fact that only 7 of the 60 recommendations submitted to the FAA for review, were recommended says it all.
- Of the 7 recommendations, 5 of them deal with the Queens neighborhoods of Old Howard Beach, Howard Beach and Hamilton Beach, with minimal impact on noise levels since most of the flight paths are over water
- 1 suggests implementing Optimized Profile Descent procedures, when feasible
- 1 is already an existing noise abatement measure
- No recommendations to alleviate noise levels for residents west, north, or east of JFK Airport. The highly populated areas surrounding the airport

Therefore, this draft of the NCP provides no significant change to procedures that will bring relief to the residents who continue to experience aircraft noise at the same or greater levels as before the study, some 8 years ago.

P8

From: SANDRA BARRON <sandra.d.barron@gmail.com>
Sent: Friday, October 15, 2021 6:03 PM
To: NYPART150STUDIES <NYPART150STUDIES@panynj.gov>
Subject: JFK Part 150 Draft NCP Public Commenting Period:

Dear Kelly Mitchell,

I have been a resident of Laurelton, NY, for over 30 years. I have reviewed the documents and attended JFK Airport Committee Quarterly Meeting on Monday, and the Public hearings of the JFK PART 150 Draft Noise compatibility program.

Please find below my comments on the Draft of the JFK Part 150 of the DNCP:

Since moving to Laurelton, New York the airplane noise and pollution has grown by over 150 percent. When I first moved to Laurelton, you would have an occasional flying of the planes on the weekends. Now, it is constantly flying over my home, the noise and the pollution has become unbearable. I will not be able to sell my home because of this.

I cannot leave my windows open for fresh air due to there is no fresh air and noise is unbearable. Since the pandemic and having to work from home when I am on a Zoom meeting or call, I am constantly asked (where are you?) due to the noise.

Seven years ago, I purchased double pane windows, hoping to alleviate some of the noise. Which was fruitless, the noise and pollution is still able to penetrate. I smell the exhaust fumes from the planes. I have called National Grid believing that the exhaust fumes, was a gas leak, to be informed the smells are from the planes.

When it rains the noise is even louder and more constant. This goes on all night and into the morning 2 and 3 am! It is unfair as stated at the Airport meetings that we knew that we were moving near an airport. When I purchased my home, I was not informed and for years as mentioned earlier the planes did not fly over my house directly or as often.

The airplane traffic was not at the levels that they are today. I have a two-family house and the tenants only stay a year due to the noise levels and the exhaust fumes from the planes.

My community is constantly being assaulted by the constant noise and exhaust pollution of the planes flying over our heads.
Needless to say there must be some compensation, mitigations and abatements programs made available immediately, in order to alleviate the constant assaults on my community and my home. Please take the necessary steps to have quality of life issues resolved as soon as possible.

Best Regards,
Sandra Barron

P8, Cont.

Sandra Dee Barron

222-32 141st Road • Laurelton, New York 11413

PANYNJ 4 World Trade Center,
150 Greenwich Street, 18th Floor,
New York, NY 10007

Dear Kelly Mitchell,

I have been a resident of Laurelton, NY, for over 30 years. I have reviewed the documents and attended JFK Airport Committee Quarterly Meeting on Monday, and the Public hearings of the JFK PART 150 Draft Noise compatibility program.

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My community is constantly being assaulted by the constant noise and exhaust pollution of the planes flying over our heads. Needless to say there must be some compensation, mitigations and abatements programs made available immediately, in order to alleviate the constant assaults on my community and my home. Please take the necessary steps to have quality of life issues resolved as soon as possible.

Best Regards,

Sandra Barron

P9

Comments on the JFK Part 150 Noise Compatibility Program **Gloria Boyce-Charles**

Thank you for this opportunity to provide my commentary on the Draft Noise Compatibility Program report for JFK Airport. My name is Gloria Boyce-Charles, and my family has resided in Springfield Gardens, Queens since 1975. My family, like so many others here, has invested significant time, energy and financial equity into this community. We are concerned that the commercial interests in this community have been expanding exponentially, often without keeping in mind the health and interests of the people who reside here. Benefits to their corporate interests (e.g., their customer bases, employees, corporate shareholders) and indeed to the city and state of New York seemingly take precedence over the needs of the residents, who are often not (or, at best, only begrudgingly) acknowledged as key stakeholders.

Noise Abatement

The abatement strategies within the report provide limited abatement to some residences, while increasing noise exposure to others. This is concerning and would seem to contradict one of the basic tenets of this effort, specifically, the prevention or discouragement of noncompatible land uses.

For example, in **Abatement Measure 1**, it was unclear for me whether there would be any new communities impacted by the revised points of departure. And if so, what would they be? And what would be the noise contours in these communities?

In **Abatement Measure 2**, you would direct flights coming off of 22L and 22R toward other *less densely populated areas*. **Abatement Measures 3 and 4**, would introduce additional aircraft impacts to new communities as well. How is that consistent with your above-stated noise abatement strategy? It would seem to be especially inconsistent if any of these areas are already in the 65 or higher DNL contours. It also contradicts one of the reasons that you gave for rejection of Stakeholder Proposed Strategy #19, recommending dispersal headings off of Runway 4L. In your rationale, you stated: "The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses."

Other than the NAPD 1 and NAPD 2 departure strategies outlined in **Abatement Measure 5**, which are voluntary on the part of the aircraft operator, most of the abatement measures that you provide would seem to bring relief to the Howard Beach area, with some relief to Far Rockaway and very little promise for abatement in the Brookville, Rosedale areas that sit closest to the 22R and 22L runways.

Abatement Measure 7 references the Mandatory Departure Noise Limit and the $250 penalty exacted on those airlines that violate the mandatory 112 PNdB departure noise limit. The report indicates that this measure is currently in progress and that it provides noise benefits to communities in the vicinity of JFK. My questions would be:

- Why are the penalties so low?
- Can the public access the data on airlines that are not in compliance? Can we see the data on the incidents of non-compliance, the associated airlines, the penalties exacted and paid?
- How are the fines used to benefit the community?

As I reviewed the stakeholder suggestions outlined in **Appendix G**, I noticed that several recommended the expanded use of Stewart International Airport (rows 14, 57). The suggestions were rejected by the Port Authority, in part because the Port Authority does not have jurisdiction over airline flight schedules

P9, Cont.

or production. But this is an insufficient response to suggestions that call upon you to rethink the ways that usage of other airports might alleviate some of the pressures on the people who reside within communities that are closest to the JFK runways. For example, Jet Blue recently announced that it was the first airline to fly direct from NYC to Gatwick. This could certainly have the effect of decreasing flights into Heathrow. The question is, how can the Port Authority partner with the airlines to engage in similar initiatives here in an effort to redistribute air traffic to Stewart Airport or other surrounding, lesser-used airports? How can the Port Authority and the FAA engage with/incentivize airline operators to upgrade their airplanes to the most efficient, least noisy aircraft? Shouldn't these engagements be part of the Port Authority's Noise Management Program?

Mitigation

The land use measures that you have presented as mitigation strategies to reduce the impact of existing noise on the people living near the airports include sound insulation of eligible dwelling and non-residential noise-sensitive structures. The requirements for eligibility for such mitigation point to what I consider a fundamental inadequacy of the report and its proposed strategies, and that is the use of the 65DNL as the noise compatibility standard.

The fundamental failing at the heart of this report and its proposed strategies is the Port Authority's refusal to acknowledge that the 65DNL is an inadequate starting point from which to begin a discussion of noncompatible land use and mitigation eligibility. The Port Authority contends that they are bound by the use of the 65DNL because it is compliant with FAA stipulations. However, respected research tells us that the 65DNL noise level is damaging to the mental and physical health of the people who live near the airports, and that the 55DNL is a more acceptable standard.[1] With that in mind, the agencies that are responsible for addressing our concerns *could* and *should* have worked together to offer the community some grace and consideration with respect to the DNL levels that qualify for noise mitigation. Would it really have taken new legislation to extend this courtesy to the stakeholders on the ground?

And even though a home is located within the 65DNL contour, it is still not necessarily eligible for mitigation. If the structure was built after August 4 of 2008, **or** "if the self-generated noise from a given use and/or the ambient noise from other non-aircraft and non-airport uses is equal to or greater than the noise from aircraft and airport sources," the home will not qualify for assistance. This unfairly lessens the Port Authority's obligation to suffering homeowners. Developers may have been aware of noise contours in 2008, but the people to whom they sold homes probably were not. And we all know that the ambient noise (and the poor air quality) around homes in DNL65 contours is often associated with the commercial traffic that supports the air cargo industry…a source of significant revenue for the airport. To deny the Port Authority's complicity in these noise levels is unconscionable!

But perhaps the most unsettling requirement of eligibility is that homeowners who accept noise mitigation must sign an ***avigation easement***, which restricts the use of that owner's property "subject to the airport sponsor's easement for overflight and other applicable restrictions on the use and development of the parcel." "Avigation easements run with the land (i.e., are attached to the property for as long as the easement is in effect)," and will be attached to the property deed in perpetuity. This is the ultimate Faustian choice for the poor homeowner who wants to have the peaceful enjoyment of his home. Upon signing such an easement, he jeopardizes the possibility of ever selling his home, should he choose to relocate; and the value of his home is most certainly at risk of depreciation.

The Port Authority's recommendation that ***real estate disclosures*** be implemented as a land use measure is the proverbial icing on the cake. It is an implicit admission of its knowledge that many of the homeowners who have invested in airport communities had no idea about the proximity of their homes to the airport runways and flight paths. Yet it puts all of the burden on those residents to bear the consequences of the Port Authority's overly aggressive growth and development plans for the airport. It is right for potential homeowners to be made aware of the airport's impacts; however, once such a disclosure is made, the desirability and the value of the home will be negatively impacted. We are talking about the most significant investment for many of our homeowners, who have invested money into the upkeep and capital improvement of their property over many years. They did not create this situation, yet they alone bear the burden of the consequences. They sit in their homes, unable to watch a television show, have a casual conversation or sleep through the night because of the air traffic overhead, while aviation industry corporations, C-suite executives and the City and State reap the profits. It's simply not fair. Yet the Port Authority rejects stakeholder suggestions to remedy this situation through the Port Authority's acquisition of noncompatible land, using the premise that it may "fragment established neighborhoods and communities, depending on the number of property owners that voluntarily choose to sell their property." The conclusion is a reasonable one. Yet, as you can imagine, this is one of the possible outcomes of a real estate disclosure as well. Unscrupulous developers and real estate predators will swarm our neighborhoods to buy out frightened homeowners, thus fragmenting and altering the character of our communities.

Why not consider more ways to abate the noise, or to incentivize disclosure, such as a subsidy for homeowners whose market value has been impacted by airport noise? Residents who live near the airport might also be offered a property tax break which could be funded by the revenues from the noise mitigation penalties assessed from non-compliant airlines. Something has to be done to make community members whole! And I'm sure that if there were genuine concern on the part of the corporate interests, reasonable solutions could be found. While I recognize that the Port Authority is not empowered to provide all of the answers, this report does little to even acknowledge or take responsibility for alleviating the critical mental and physical health, quality of life and indeed the financial stresses exacted upon the stakeholders who live underneath the flight path.

The overriding intent of this report seems to be to cross off items on a check list of stakeholder "complaints/objections" rather than to thoughtfully engage in addressing and substantially remedying them, as that would impede the continued "growth and development of the airport operation." This report, along with its abatement and mitigation suggestions, clearly imply that the health, quality of life concerns and the integrity of the stakeholder-on-the-ground communities are low on the Port Authority's list of priorities. In fact, these issues were not even acknowledged.

That it took this agency 7 years to come back to the community with such a heartless, soulless plan to address the compelling and critical human concerns and consequences of airport noise to the stakeholders on the ground speaks volumes about the intent of this effort.

1. The Cost-Effectiveness of Lowering Permissible Noise Levels Around U.S. Airports
International Journal of Environmental Research and Public Health
Int J Environ Res Public Health. 2017 Dec; 14(12): 1497.
Published online 2017 Dec 2. doi: 10.3390/ijerph14121497
Boshen Jiao,[1,*] Zafar Zafari,[1] Brian Will,[2] Kai Ruggeri,[1] Shukai Li,[1] and Peter Muennig[1]
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5750915/

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The Port Authority of NY + NJ

4 World Trade Center
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New York, New York

10007

Kelly Mitchell
18th FLOOR

P10, Cont.

10/15/21

Dear to whom this may concern,

I have been a resident of North New Hyde Park for almost 33 years. I can say sincerely that I loved the Concorde as it was a work of art. I later learned that wind and other factors determined if I would see the Concorde or not, or which approach it would take into 22L. I always knew that we were in the "bad weather pattern or at times when winds are out of the South/Southwest.

I am writing to you with extreme disappointment. I'm not the type of person that would begin complaining if a few days a week there were a lot of planes ....even every minute. However over the past 10 year prior to the implementation of RNAV TNNIS Departure, the use of the VOR/DME 22L as the primary approach while JFK was either on just the 22's or arriving the 22's while departing 22R and 31L became almost

REGULARLY sent 30 or MORE an hour on VOR 22L. As you know the departure configuration at JFK has been used in anywhere from South East all the way to light NNW. WHEN DOES IT END?

We get MORE than our share of ILS 22L, and ROUTINELY ABSORB traffic diverted from 13s b/c ILS 13L is very INEFFICIENT as it affects other airports negatively.If offset approaches WORK to deconflict airspace for the 13s and are ALWAYS the primary approach during VFR weather, then the RNAV XRAY 22L MUST BE USED for noise abatement! PLEASE ALSO consider a regular RNAV overlay that of the RNP Zulu 22L that all commercial pilots can fly, as well as an RNAV overlay to the Belmont Visual 22L!

I'm more then well aware that JFK has much larger aircraft than LGA, but it has me absolutely furious to see how the offsets such as the Expressway Visual 31, Park

nonexistent, and over the last few years the ILS approach has been used almost exclusively. This is REGARDLESS OF WEATHER especially....as you know TNNIS and Jutes were created which I despise.This is ABSOLUTELY UNACCEPTABLE AND UNBEARABLE.

I AM PLEADING WITH YOU TO STOP using ILS 22L and RNAV Y 22L into JFK constantly for EFFICIENCY in VFR weather!

The RNAV GPS XRAY22L now has vertical guidance unlike the VOR approach and I IMPLORE YOU.....The RNAV GPS XRAY MUST be used more when 22L is the PRIMARY arrival runway at JFK. The FAA MUST work on efficient ways of using it w/an approach to 22R OR if this is not feasible, although it has been done, settle with using the RNAV GPS XRAY 22L approach alone. Prior to implementation of RNAV TNNIS, the FAA

P10, Cont.

Visual 31, RNAV 13, and River Visual 13 are all used Regularly and a much easier straightforward approach like the RNAV XRAY 22L RARELY the primary. This leads me to believe that Garden City and the communities impacted the most by the RNAV XRAY are purposely avoided.

I am PLEADING WITH YOU TO HELP US OUT AS HUMAN BEINGS AND BEGIN SHARING THE TRAFFIC for our safety God forbid an accident, less noise pollution, and less air pollution. PLEASE GIVE THIS YOUR ATTENTION! I can be reached at (516 318 1962).

VERY TRULY YOURS,

Andrew J. Clavin

ANDREW J. CLAVIN

P11

JFK Airport Committee of NYCAR
Comments
Draft JFK NCP Report
October 15, 202l

A. General Comments:

We have been involved in noise reduction efforts at JFK International Airport on behalf of our communities since at least 2012. Since then, many local community groups concerned with airport and aircraft noise levels came together presenting our concerns to the Port Authority of NY/NJ (PA) and the Federal Aviation Administration (FAA). This was done as individual groups and collectively. Some of those groups were Eastern Queens Alliance, Inc., Queens Quiet Skies, Town of North Hempstead, Town Village Aircraft Safety and Noise Abatement Committee (TVASNAC), etc.. We were told by representatives of the PA and FAA that a Part 150 Study is the process needed to be completed to address our concerns. Since the PA was not willing to initiate this process, community groups made a concerted effort to require the PA to conduct the Part 150 Study at both JFK International Airport and LaGuardia Airport. In 2013, Governor Cuomo, issued an Executive Order to the PA, requiring them to establish Community Roundtables with their airports, and to initiate a Part 150 Study at both JFK and LGA airports. The first meeting of 150 Study was in October 2014 with a projected end date of October 2017. It is now October 2021 and we're just at the halfway mark for this study. This Public Comment period is part of the process. There has been no accountability or transparency about the extremely long delay. Upon frequent questioning by members of the New York Community Aviation Roundtable (NYCAR) and its JFK Airport Committee (JFKAC) at regularly held meetings, no informative response was given, i.e., "a lot of recommendations to go through," "COVID 19" (which was six years after the commencement of the study).

Part 150 Study Not the Right Tool/Process:

In the years prior to the establishment of the Part 150 Studies, there was constant concern expressed by community organizations to the PA and FAA of the following :

- Too much and constant noise over certain communities due to arrivals and departures at JFK and LGA.
- Too many flights arriving and departing JFK and LGA
- Excessive noise at nighttime caused by departing and arriving flights
- Aircraft flying too low over communities
- No consistent alternation of runway use to prevent excessive noise over the same residents
- That the DNL metric does not capture the real noise experienced under flight paths by the same residents.
- That there are many old and new reputable studies that shed new light on the impacts of aircraft noise on the health of individuals.

It was hoped that these would be addressed in the Part 150 Study.

Although community organizations were told repeatedly by the PA and FAA that a Part 150 Study is the way to bring about desired changes, this seems not to be true. The question: Is this a truly effective, viable tool to bring about any of the desired changes? Those of us who were members of the Part 150 Technical Advisory Committee (TAC) learned that there were very stringent guidelines to the Part 150 Study that could not be changed and minimized any potential solutions to stakeholders on the ground. For example: Use of the DNL Metric

- The 150 Study would not allow for a change in the noise metric used. Only the DNL metric was allowed, yet this was the metric that all community groups said was outdated and not a true measurement of noise levels experienced by communities.
- There was great desire by community groups that, if forced to use the DNL metric, it should be changed from 65 DNL to 55 DNL. This would have made the United States compliant with most European Countries that use 55 DNL. But, again, the metric could not be altered or changed in the Part 150 Study.
- The Noise Exposure Maps could not be changed due to the requirement that 65 DNL was the only acceptable metric. While TAC did provide a 55 DNL contour to its members which showed a much larger swath of territory impacted by JFK Airport, the contour could not be used as a part of the study.

Unfortunately, **it is evident from this document that nothing significant will change for our communities to alleviate noise exposure**.

Public Outreach: Public outreach has been woefully inadequate. This should have involved reaching out to and presenting at community boards and civic associations that represent stakeholders impacted by JFK aircraft noise to maximize informing the public and getting feedback. This was not done instead the Technical Advisory Council (TAC) meetings were held at JFK Airport which is difficult for most to get to unless driving and often in the afternoon when most residents were at work. In fact, a presentation on this current document should have been made specifically to the roundtable. This was not done, although requested. The question: Has this poor outreach strategy been done to lessen public input and awareness of this process?

B. Noise Abatement and Mitigation Recommendations

1. Flight Procedures:

The recommended flight procedures have little or no positive impact. Two of them raise specific concerns:

- The “proposed turn runway 22R and 22 L to 240 degrees at night” which will have a negative impact on the Broad Channel Community (not recognized in the report). It also appears that this might not be a safe flight maneuver swerving north and then back south in short order. (NB. Flight 587 crashed into the Rockaways due to such maneuver and flight stabilizer separation)
- The “Tighten Skorr Procedure” could be beneficial, however despite numerous requests for where those flights would exit over the Rockaway Peninsula we have never gotten a definitive answer (the accompanying flight image is conveniently cut short so the image never shows how the Tighten Skorr flight would continue and where it would cross the Peninsula).

  This is particularly frustrating as the JFK Airport Committee Has asked that the Part 150 team consider that these flights coming off 31L follow a flight pattern across the bay (as depicted in the Tighten Skorr Image) and then be mandated to cross the peninsula over Riis Park. Our reasoning is that there are no homes in the Riis Park area and the flights would be at an increased altitude so it is one of the few locations that increased flights would have no noise impacts on the homes below.

2. There are **Administrative Noise mitigation procedures** listed that allow for assistance to homeowners who can prove by set criteria that they qualify for assistance like noise insulation to their home or installation of air-conditioning so windows can be closed. This is all laid out in the Part 150 Study. However, it is our understanding that there is so little money available that only a few residences will receive assistance in the short term. In fact, using the figures sited in the study, it will take fifty (50) years to insulate the eligible homes if everyone within the 65 DNL contour is willing to agree to stringent stipulations required to indeed have one’s home insulated. That is a half century! One could be born and be almost a senior citizen before any relief is in sight. In the meantime airport capacity is increasing, with an increased number of flights by huge planes resulting in community residents being bombarded by the minute often with decibel levels well over 65.

3. **Flight Paths**: One of the concerns of people who experience constant noise due to the use of certain runways and flight paths repeatedly raises the question of why the paths can’t be fanned out to bring some relief to those who repeatedly experience the same high level of noise. Again, rules and NextGen have been cited as a reason why this is not possible, yet flight paths that would normally track over the tennis stadium are routinely “detoured” during major games and competitions.

P11, Cont.

4. **Health**: The impact of noise on the health of individuals, particularly their cardiovascular systems, is not addressed by the Part 150 Study and it is our understanding that it could not be addressed in this study.

5. **Appendix G**. **Noise Compatibility Program Strategies Suggested by Stakeholders**--We are concerned that only 7 of the 60 recommendations submitted to the FAA for review, were recommended.

- Of the 7 recommendations, 5 of them deal with the Queens neighborhoods of Old Howard Beach, Howard Beach and Hamilton Beach plus there is some minimal relief proposed for the Rockaways. All of these communities have the advantage of a waterway, Jamaica Bay, as a buffer between them and the airport.
- No recommendations were adopted to alleviate noise levels for residents north, or east of JFK Airport, the most highly, densely populated areas immediately surrounding the airport. Instead, the report keeps citing "incompatible land uses". Truly, this report recommends no viable mitigation for these communities that are impacted by the 4/22 runways with heavy JFK departure and arrival traffic. In fact, we declare here that the noise (DNL) levels in Laurelton, Brookville Park, Rosedale, Cambria Heights, Springfield Gardens and parts of 5 Towns must be re-evaluated and regarded as health and environmental justice issues.
- While there is one recommendation that suggests implementing Optimized Profile Descent procedures, "when feasible," what is feasible? How often will that occur?
- While the report cites sound insulation that has been completed in the past, it does not address the concern as to whether that 20 - 30 year old sound insultion is adequate for the amount of noise to which these schools and other institutions are now subjected. In addition, it doesn't address the noise over school playgrounds and that which is experienced when school windows have to be open.

Therefore, we maintain, this draft of the NCP provides no significant change to procedures that will bring relief to the residents who continue to experience aircraft noise at the same or greater levels experienced before the study, some 8 years ago.

And after all this time, the report notes that pursuance of the recommendations is something that the Port Authority can choose or choose not to elect even after the FAA-approves noise abatement and mitigation recommended measures in this NCP; that a "A Port Authority–recommended and FAA-approved measure does not require the implementation of the measure, but merely allows the Port Authority to apply for federal AIP grants for eligible measures."

6. Noise Abatement

a. Abatement strategies within the report provide limited abatement to some residences, while increasing noise exposure to others. This is concerning and would seem to contradict one of the basic tenets of this effort, specifically, the prevention or discouragement of noncompatible land uses. For example:
Abatement Measure 1, it was unclear whether there would be any new communities impacted by the revised points of departure. And if so, what would they be? And what would be the noise contours in these communities?
Abatement Measure 2, you would direct flights coming off of 22L and 22R toward other less densely populated areas.
Abatement Measures 3 and 4, would introduce additional aircraft impacts to new communities as well.

How is that consistent with your stated noise abatement strategy? It would seem to be especially inconsistent if any of these areas are already in the 65 or higher DNL contours. It also contradicts one of the reasons that you gave for rejection of Stakeholder Proposed Strategy #19, recommending dispersal headings off of Runway 4L. In your rationale, you stated: “The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that “reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses.”

b. Other than the NAPD 1 and NAPD 2 departure strategies, which are voluntary on the parts of the aircraft operators, most of the abatement measures that you provide would seem to bring relief to the Howard Beach area, with some relief to Far Rockaway and very little promise for abatement in the Brookville, Rosedale areas that sit closest to the 22R and 22L runways. While NAPD1 and 2 may provide some relief to a few because departures can reach higher altitudes sooner after take off, for those very close to the airport, the additional thrust needed by planes to achieve these elevations will result in more noise for communities such as Brookville and Rosedale which are very close to JFK.

c. **Abatement Measure 7** references the Mandatory Departure Noise Limit and the $250 penalty exacted on those airlines that violate the mandatory 112 PNdB departure noise limit. The report indicates that this measure is currently in progress and that it provides noise benefits to communities in the vicinity of JFK. Our questions would be:

- Why are the penalties so low?
- Can the public access the data on airlines that are not in compliance? Can we see the data on the incidents of non-compliance, the associated airlines, the penalties exacted and paid?
- How are the fines used to benefit the community?

- How have the penalties reduced the noise levels over stakeholders close in to the airport who experience 100's of airplanes roaring over head on a given day at decibel levels in the high 60's, 70's and 80's minute after minute for days on end?

This is a serious health issue that a $250.00 fine does not address and that the 65 DNl metric masks.

d. **Use of Other Airports as Abatement Procedure**--Several stakeholder suggestions recommended the expanded use of Stewart International Airport (rows 14, 57). The suggestions were rejected by the Port Authority, in part "because the Port Authority does not have jurisdiction over airline flight schedules or production." But this is an insufficient response to a reasonable suggestion that might assist in abatement. For example, Jet Blue recently announced that it was the first airline to fly direct from NYC to Gatwick. This could certainly have the effect of decreasing flights into Heathrow. The question is, how can the Port Authority partner with the airlines to engage in similar initiatives here in an effort to decrease air traffic in/out of JFK Airport? How can the Port Authority and the FAA engage with/incentivize airline operators to upgrade their airplanes to the most efficient, least noisy aircraft? Shouldn't these engagements be part of the Port Authority's Noise Management Program?

7. Mitigation

The land use measures that you have presented as mitigation strategies to reduce the impact of existing noise on the people living near the airports include sound insulation of eligible dwellings and non-residential noise-sensitive structures. The requirements for eligibility for such mitigation point to what is a fundamental inadequacy of the report and its proposed strategies--the use of the 65DNL as the noise compatibility standard.

a. A basic failing at the heart of this report and its proposed strategies is the PA's and FAA's refusal to acknowledge that the 65DNL is an inadequate starting point from which to begin a discussion of noncompatible land use and mitigation eligibility and which binds those who conduct the study in order to be compliant with the stipulations. Respected research tells us that the 65DNL noise level is damaging to the mental and physical health of the people who live near the airports, and that the 55DNL is a more acceptable standard. With that in mind, the agencies that are responsible for addressing the concerns of those under flight paths need to change that metric. It does not adequately reflect the true noise levels to which residents face. It does not consider the health impacts of noise.

b. Although a home is located within the 65DNL contour, it is still not necessarily eligible for mitigation. If the structure was built after August 4 of 2008, or "if the self-generated noise from a given use and/or the ambient

noise from other non-aircraft and non-airport uses is equal to or greater than the noise from aircraft and airport sources," the home will not qualify for assistance. Indeed, the report claims that these communities in areas in proximity to JFK generally fall within the urban to dense urban classification. It states, "The areas closest to the Airport would be classified as urban or dense urban." While this classification might be appropriate for some of the main thoroughfares, most of the blocks in the communities near the airport are quiet, residential streets--more suburban than urban. The classification used unfairly lessens the Port Authority's obligation to suffering homeowners. Finally, while developers may or may not have been aware of noise contours in 2008, the people to whom they sold homes probably are not. In addition, the ambient noise (and the poor air quality) around homes in DNL65 contours is often associated with the commercial traffic that supports the air cargo industry--a source of significant revenue for the airport. To deny the Port Authority's complicity in these noise levels is unconscionable!

c. The low flying departures and arrivals to JFK Airport already constitute a taking of property as they invade the space over homes in the flight paths. The recommendation here, represents the ultimate in the taking of property. Homeowners who accept noise mitigation must sign an avigation easement, which restricts the use of that owner's property "subject to the airport sponsor's easement for overflight and other applicable restrictions on the use and development of the parcel," as stated in the report. Furthermore the report informs us, "Avigation easements run with the land (i.e., are attached to the property for as long as the easement is in effect)," and will be attached to the property deed in perpetuity. The result is that "the property owner has restricted use of his/her property subject to the airport sponsor's easement for overflight and other applicable restrictions on the use and development of the parcel. Easement rights acquired typically include the following: the "right-of-flight" of aircraft; the right to cause noise, dust, and other environmental disturbances; the right to remove all objects protruding into the airspace together with the right to prohibit future obstructions or interference in the airspace; and the right of ingress and egress on the land to exercise the other rights acquired." This is the ultimate Faustian Choice for the homeowner who wants to have the peaceful enjoyment of his home. Upon signing such an easement, he in effect, gives away his property rights. This jeopardizes the possibility of ever selling one's home, should one choose to relocate; and the value of one's home is most certainly at risk of depreciation. **Avigation easements should not be and cannot be a requirement for a homeowner to be eligible for sound installation as a mitigation for the deafening, unhealthy noise to which those in homes are subjected.**

d. The Port Authority's recommendation that real estate disclosures be implemented as a land use measure is not a method of noise mitigation. It truly does not speak to reduction of noise in communities that existed when the airport was first built and grew and developed as these very

neighborhoods grew and developed. The concept of "incompatible land use" seemed not to exist as the airport was designed with runways configured to send flights over residential communities instead of considering the use of over water flight paths. Indeed, Runway 4L/22R was recently reconstructed to terminate/begin closer to the residential communities of Brookville and Laurelton in effect, creating more "noncompatible landuse". Recommending real estate disclosures is now an implicit admission of its knowledge that many of the homeowners who have invested in homes in airport communities had no idea about the proximity of their homes to the airport runways and flight paths or about "incompatible land uses". Yet the report puts all of the burden on those residents to bear the consequences of the Port Authority's overly aggressive growth and development plans for the airport. While potential homeowners should be made aware of the airport's impacts, NB: Once such a disclosure is made, the desirability and the value of the home will be negatively impacted. Another example of "taking of property".

e. The Port Authority rejects stakeholder suggestions around the acquisition of noncompatible land while expressing a disingenuous concern that it may "fragment established neighborhoods and communities, depending on the number of property owners that voluntarily choose to sell their property." We suggest there are ways to **incentivize disclosure**, such as **a subsidy for homeowners whose market value has been impacted**. Residents who live near the airport might also be offered **a property tax break** which could be funded by the revenues from the noise mitigation penalties assessed from non-compliant airlines (and that should be increased).

C. Summary

Something concrete has to be done for the very health, wholeness and quality of life our communities. This report does little to acknowledge or take responsibility for alleviating the very real and critical mental and physical health, quality of life and indeed the financial stresses exacted upon the stakeholders who live underneath the flight paths.The overriding intent of this report seems to be to cross off items on a check list of stakeholder "complaints" rather than to thoughtfully engage in addressing and substantially remedying them, as that would impede the continued "growth and development of the airport operation." The report, along with its abatement and mitigation suggestions, clearly imply that the health and quality of life concerns of the community are low on the list of priorities. In fact, these issues were not addressed at all. That it took this agency 7 years--almost fout times as long as it was supposed to-- to come back to the community with a plan that does not truly address the real and critical human concerns and consequences of airport noise to the stakeholders on the ground speaks volumes about the intent of this effort.

The JFK Committee has been holding meetings for years and has heard from many concerned residents who are extremely frustrated with the increasing noise

from JFK operations. We have heard presentations on how this noise has a direct negative medical effect on these residents as well as the negative impact on children and their ability to learn. There is no recognition in this study that the very noise about which we are concerned is detrimental to people's health. There is nothing that has been put forward within this study that gives any hope to those residents subjected to airport-related noise pollution that positive change will occur. A much broader, "Out of the box" approach should be taken that looks to the above recommendations herein made as well as the following:

a. Impose a reduced cap of no more than 65 flights per hour at JFK Airport. The airport capacity needs to be capped as opposed to allowing it to grow exponentially. How big is big enough? What is the ideal capacity of the airport? No consideration to the above questions has been addressed. Right now there is a $13 Billion+ Redevelopment Project at JFK which is only planning for significantly increased capacity to meet projected demand. All the thought seems to be on building a world-class airport with no thought of the stakeholders on the ground. World class doesn't have to mean a behemoth! The thinking needs to change. Building bigger is not necessarily building better! There needs to be more creativity in meeting growing demand!

b. Consider expanding the use of other airports such as MacArthur, Westchester and New York Stewart Airport. These airports should be made more accessible by introducing shuttle busses to allow for there to be increased flights from these airports to lessen the volume at JFK. They are close enough for the flying public to get to

c. Reduction in nighttime flights should be imposed as exists at LaGuardia Airport and in other airports around the world.

d. A change in the way we capture airport and flight noise impacts. The current DNL modeling is ineffective and in no way reflects the noise impacts that residents experience.

e. Set aside a fund to compensate residents for medical bills who have become victims to the adverse environmental harms and risks caused by airplane noise and any other adverse airport-related impacts diagnosed by medical physicians.

f. Study the health effects of airport related noise and air pollution and come up with real solutions to mitigate these very real and unhealthy impacts of aviation. Truly the effects of the plane noise and air pollution have deleterious impacts on current homeowners and generations of offspring whom have been or currently living within the JFK's flight patterns.

g. Consider limiting the access to the airport based on aircraft type and number as a means of abatement.

h. Provide voluntary incentives to property owners to install noise mitigation by changing the law so that these incentives qualify for federal noise mitigation funds, considered to be operational costs for implemntation of an NCP.

In conclusion the PANYNJ and FAA have shown no readiness to really engage on the issue of noise impacts from aircraft operations at JFK. It seems that this study, surely was contrived to lend the appearance of an attempt to address the tremendous negative impacts of increased noise from JFK aircraft when in reality it was a foregone conclusion that nothing would actually change. While the report states that " through the recommended noise abatement, land use, and programmatic measures set forth in this NCP, the Port Authority will have an NCP that, once approved and fully implemented, will eliminate noncompatible land uses without the need for aircraft operation restrictions," this is not the case.

Submitted by JFKAC Executive Committee of NYCAR

Barbara E. Brown, Chair
Daniel Mundy, First Vice Chair
Michelle Keller, Second Vice Chair
Patrick Evans, Recording Secretary
Larry Hoppenhauer, Corresponding Secretary
Gloria Boyce-Charles, Chair, JFKAC Operations Sub Committee
Dennis Graham, Co-Chair, JFKAC Reseach and Development Committee
Dawn Semple-Roberts, Co-Chair, JFKAC Reseach and Development Committee

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

TITLE 14 CODE OF FEDERAL REGULATIONS PART 150 STUDY

DRAFT NOISE COMPATIBILITY PROGRAM REPORT

VIRTUAL PUBLIC HEARING COMMENTS

JOHN F. KENNEDY INTERNATIONAL AIRPORT

September 29, 2021

7:00 P.M.

B E F O R E:

RYAN WALSH,

THE HEARING OFFICER

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P R O C E E D I N G S

THE HEARING OFFICER: Thank you for joining. We will begin in a few minutes. Please note that while we've tried to maximize platform access, the Zoom experience may vary based on your device, your version of Zoom or internet bandwidth. Thank you.

Good evening. Welcome to the virtual public hearing for the Draft Noise Compatibility Plan, or NCP, for the John F. Kennedy International Airport. My name is Ryan Walsh with FHI Studio and I will be the hearing officer for tonight's public hearing.

All participants are automatically muted upon arrival and will remain muted except when providing comments for the record. This hearing is being recorded to support the court reporter's transcript. If you're attending using Zoom and are having trouble viewing or hearing, please use the Q&A feature on the bottom of your Zoom screen and someone on our technical support team will assist you or please text 205-697-3432.

For those that may have missed the presentation at the public information workshop

earlier this evening, we have a very brief overview of the Noise Compatibility Program and general information about the public hearing format. To begin that overview, I will now turn this over to Ms. Kelly Mitchell from the Port Authority of New York and New Jersey.

Kelly.

MS. MITCHELL: Thank you, Ryan.

Good evening, everyone. Aforementioned, my name is Kelly Mitchell and I am the program manager of the Part 150 Studies for J.F. Kennedy International and LaGuardia Airports. I would like to thank everyone for taking the time to be with us today for the JFK Part 150 Study Draft Noise Compatibility Program, or NCP, public hearing.

The JFK Part 150 Study has been ongoing since 2014, reaching its key milestones of the acceptance of the final noise exposure maps, or NEMs, in 2017 and now the public release of the Draft Noise Compatibility Program document, or NCP, on September 1st, 2021.

In a few moments, we will begin the public hearing for JFK's Draft NCP's recommended noise abatement, land use and programatic measures. The Port Authority is recommending an inclusion in

the JFK's final NCP for submittal to the FAA for review and approval.

As I mentioned earlier, during the public information workshop, the Port Authority would like to again extend a special thank you to the FAA for their ongoing involvement and support throughout this studies process and we would also like to thank all the agencies, organizations, elected officials, community boards and groups for their involvement with the JFK's Part 150 study.

I will now, at this time, turn it back over to our facilitator, Ryan Walsh. Thank you.

THE HEARING OFFICER: Thank you, Ms. Mitchell.

The NCP process began as the NEM report was being finalized in 2017. The Port Authority solicited the community's input at the NEM public information workshops held in November of 2016. The Port Authority used suggestions submitted during those workshops as well as those submitted by the Technical Advisory Committee and others to begin the NCP process and evaluate potential measures. The Port Authority presented the Draft Recommended Measures at the Final Technical Advisory Committee

meeting held in October 2019 with plans to hold this public meeting in mid 2020.

Unfortunately, however, due to the COVID-19 pandemic, the public hearing was delayed multiple times in an attempt to try to conduct it in person. Ultimately the public hearing was shifted to a virtual format with public health and safety in mind. The Draft NCP was released on September 1st, 2021 and the comment period is open until October 15th, 2021.

After all public comments are reviewed, the NCP will be revised, as necessary, all comments addressed and a final NCP will be submitted to the FAA for review and approval. The FFA may take up to 108 days to issue a Record of Approval.

The NCP process requires evaluating noise abatement, noise mitigation, land use and programatic strategies or measures. Ultimately, this draft NCP includes potential recommendations for 22 measures with an estimated cost of $1.3 billion. The draft NCP includes seven noise abatement measures, three land use measures and 12 programatic measures. There are detailed presentations for the strategies available on the noise study website:

PANYNJpart150.com/JFK_DNCP.ASP;

And the draft NCP, which details all of the strategies recommended and evaluated, is also available on the website.

To submit a comment on the draft NCP, please use the following instructions provided on the screen as well as in the newspaper advertisement. Comments must be postmarked by October 15th, 2021. You can email your comments to: NYpart150@PANYNJ.gov.

You can mail your written comments to the Port Authority of New York and New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, New York 10007, attention, Kelly Mitchell or you can submit a comment during this public hearing. Please be aware that whether comments are submitted during the formal public hearing or in writing before or after the hearing, all will be considered equally.

Before we open the hearing to receive public comments, there's some additional instructions. Each speaker will have three minutes to provide their comments. A timer will be provided on the screen. Please complete your comments by the three minute mark. After each commenter is done

speaking, your line will be muted.

If you have additional comments, we encourage you to submit them in writing. Instructions are provided in the public notice and we will again show you how to submit comments at the end of this public hearing.

Please use the raise your hand feature if you would like to speak. If you're calling in, please use *9 to raise your hand. Zoom automatically places you in a queue based on when you raised your hand and we'll call on each person in order. If you encounter technical difficulties with this feature, please use the Q&A feature provided at the bottom of your screen and let us know that you would like to speak. Begin you comment by clearly stating our first and last name and your address for the record.

I will now call the public hearing to order.

This public hearing is being conducted for the Draft 14 CFR Part 150 Noise Compatibility Program for the John F. Kennedy International Airport. Notice of this public hearing was announced on September 1st and notices were published in the Daily News, Queens Edition,

Queens Courier, Queens Chronicle, Queens Gazette, Queens Time Ledger, Queens ledger, Newsday, Long Island Herald, the Western North Zones, the Greek Herald, El Especialito, Sing Tao and Chinese World Journal.

Comments should be as specific as possible and related to the Draft NCP. We're here to listen to your comments and questions. However, we will not be responding to comments or answering questions. All comments and questions are being reported by a court reporter and responses will be provided in the final NCP. All comments submitted during the public hearing as well as those submitted in writing or electronically will be considered equally.

I will now turn to those who have raised their hands to speak to request -- request to speak. I will call those speakers in the order in which they have raised their hands. Starting with Guido Muchal now and I will say I will do my best at name pronunciation and please forgive me if I make any mistakes.

Guido, please state your first and last name and your address for the record.

MR. MUCHAL: Guido Muchal,

PH1

Albertson, New York.

I would like to state for the record that it is evident that Part 150 recommendations to airport operators are failing and are preventing them and the FAA to introduce solutions to solve extreme effects of the concentrated path brought by NextGen that are affecting severely a smaller group of people instead of distributing the burden fairly and to a broader area giving relief to those affected the most. It is unacceptable to opt for the narrowing of the corridors for the quote unquote the greater good at the expense of a few unlucky ones or "losers" as an FAA employee described us.

I would like to demand the rendition of Part 150 to allow for alternative routes to disperse noise fairly even if this increases the noise exposure to a larger number of people. A small group of people -- a small group of people cannot take on all the burden of the noise.

Once again, it is clear that the FAA and Part 150 are failing to protect people from the damaging effect of chronic noise and it must be revised to distribute noise fairly. Thank you.

THE HEARING OFFICER: Thank you.

Our next speaker will be Karen Annunziata and she will be followed by Andre Doris. Karen, you can unmute yourself and please state your name and address for the record.

PH2

MS. ANNUNZIATA: Okay. Thank you very much. My name is Karen Annunziata. I live at 1 Maple Drive, New Hyde Park, New York. I want to start off saying that Guido, I agree with him totally and I personally do not agree with the finding that the noise impact cannot be shared with more people and that it must specifically come over my house. My husband and I have lived here for 30 years. It has not always been like this and now it's at the point where my husband, a combat vet from Vietnam, can't sit outside and read a book.

When those planes come, they come one after another after another after another and they go 24 hours for days. That is not a burden. That is more than a burden. It is a health issue. Science shows that chronic excess noise exposure leads to stress and high blood pressure. It increases the risk of stroke, coronary heart disease and cardiovascular disease.

Noise pollution in this area, what you're doing to the people here and saying that

nobody else has to listen to it, but just this one corridor of people is unfair. It's unjust. And I truly believe that it is wrong.

I do not believe that the documents, especially with Covid and people couldn't meet, I don't think that one page, one page, addressing the concerns of 22L page 2-64 when you talked about the optimized profile descent. That's one page, one page out of 149 pages of this document is addressing the issue that we have here where we're living in New Hyde Park and there's absolutely no reason why they cannot use a different approach, the existing RNAV GPS x-ray approach into the primary runway 22L. You're obviously doing it right now because I don't hear a plane over my head right now and it's very interesting to me that when you want to do it, you can do it.

And that's all I got to say. I don't really feel that after being here for 30 years that I should be told, as one of the people at your last workshop meeting said, "oh, there's things you can do in your house to make it quieter." I have to tell you I know how to close my windows. I know how to say I can't sit outside. I know how to have to scream at the person sitting next to me when I

invite a guest over to sit in my background. And like I said, if it's happening once an hour, that would be fine, but you're talking a plane every 45 seconds. To the point where I look up, I can practically touch it and it sounds like it's going to crash my house when I'm trying to sleep. Sorry if I'm annoyed, but this is what happens. Maybe it's one of those health risks where my blood pressure is getting a little high. Thank you.

THE HEARING OFFICER: Thank you.

Next we have Andre Doris followed by Nancy Brennan and Alex Vassallo. Andre Doris, you can unmute yourself and please state your name and your address for the record.

PH3

MR. DORIS: Yeah, this is Andre Doris of 137-41 233rd Street in Laurelton, Queens and as the other speakers have eluded to, I'm subjected to the same level of noise and disturbance on a constant basis, daily and sometimes throughout the night. I do not feel that it's fair that these planes should be flying over my house on such a regular basis.

First of all, there's all the noise that I have to be subjected to. Secondly, there's the fact that there's health risks involved

in inhaling all the different jet fumes and things of that sort. Studies have proven that these affect, not only respiratory, but neurological -- have a neurological impact on people who constantly inhale this and the mere fact that you have chosen to allow the planes to fly the same route everyday for years is totally incomprehensible when it could be spread out in a wider area so that not one area is subjected to the same noise and risk involved. The mere fact that planes fly over the same route everyday means that the folks living in that area are subject to anything falling from a plane ending up on those houses.

There's also the fact that a plane may end up in somebody's living room and the mere fact that the same people are being subjected to this daily, hourly and by the minute, as everyone here is saying, is totally unfair to the folks who are subject to this. The fact that we pay taxes like everyone else, there's no abatement that we're given for this. It's totally incomprehensible. And I do not feel that any plan that is going to be implemented, if it calls for an increase of noise over my house and my neighbors, should go through. The fact that we have been subject to this already,

it's about time that other New Yorkers are subjected to this.

So I think that should be taken into consideration and any politician who allows this to continue, I'm going to personally make it my business to seek to have that person removed from office by galvanizing my neighbors so that that can be done. And if there's employees of your organization that are the ones responsible, they're going to be next on my list because I'm sick and tired of being woken up through the night, subjected to the fact that I cannot go out into my background. I can't have a conversation. I can't do Zoom calls even though I'm working remotely all because of the constant noise and pollution that I'm subjected to.

This needs to be taken into consideration and something should be done immediately to alleviate the situation. Thank you.

THE HEARING OFFICER: Thank you. Next we'll have Nancy Brennan. Before we turn to Nancy Brennan, I just want to state there are several call-in participants. If you would -- for those who have called in, if you would like to raise your hand to speak, you can press *9.

Nancy, you can unmute yourself and

please start by stating your name and address for the record. Nancy, are you unable to -- are you able to unmute yourself?

MS. BRENNAN: Okay. Can you hear me?

THE HEARING OFFICER: Yes. Yes, we can.

PH4

MS. BRENNAN: Okay. Sorry. Hi, my name is Nancy Brennan and my address is 27 Rugby R-U-G-B-Y Road in Manhasset. I don't want to belabor the point about the low flying jets and the noise that many of my neighbors in Nassau County are suffering with, it's a very serious situation. I can attest to all the frustrations and the adverse impact on them as a result of this.

I would like to know eventually at some point I guess in many of the findings or the future communications what's going on with the area navigation computer system that's being used, the RNAV, you know? I just -- I was hoping that would be something that could disperse the traffic.

I don't know what the situation is and I just want to add another thing, that I consistently in my area also get low flying helicopter noise overhead from weekend Hampton runs

and nobody has done anything about this after complaints for several years. It starts on Fridays around 8 to 8:30 a.m. and then repeats in the evenings on Sundays and Mondays, especially if it's a holiday weekend. That would be for the return trips.

When I have filed complaints with our call center at 311, they tell me that our Town Supervisor Judi Bosworth has been working on this to get it resolved. The only time there's been relief is during the Covid pandemic. So I'm hoping that that also gets looked into because it is very intrusive and I can't understand why it can't be routed perhaps over the water when they're heading to the Hamptons anyway, but they are low flying helicopters. I thank you very much for this time.

THE HEARING OFFICER: Thank you. Next, we have Alex Vassallo. Alex will be followed by Andrew Clavin, then Beverly Graham. Alex, you can unmute yourself. Please state your name and address for the record.

MR. VASSALLO: Yes, good evening. My name is Alex Vassallo. I live it 108 Cleveland Avenue in Long Beach. One thing is the community has been bombarded by noise every 90 seconds. As

PH5 soon as the winds turn to the west of the northwest down here, it never stops. And, you know, as I look over this document, I see a lot of things that are either already being done or are informally done and it's just very disappointing.

To talk about zoning changes, what are you going to do? Knock down people's houses or apartment buildings? The entire concept of it is a waste of time. You know, you say you're going to maintain the noise on this. Congratulations. You should be doing that anyway. There's barely anything in here about what really needs to be done.

Changing the flight paths to be, as many people have said, more equitable and dispersing flights. You can disperse flights in as many number of ways, so you can hit other areas and do it fairly. I see here you want to add, like, a fly quiet program. Why is it that a fly quiet program in writing here says you're going to include aircraft operators, but not the public? How can you know what's needed if you don't listen to the public?

You talked about in this document how you want to change the score procedure. That's already been rejected by the FAA in writing to the

caucus that meets on these issues, so that's already over. You also are publicly endorsing the NextGen program here by the FAA. That's what has caused so much more noise to happen in the first place. It's inappropriate for the Port Authority to be endorsing something like that.

So, I look at this and I just don't see any substance and improvements here. I see a lot of little things around the edges. You're not going to get anywhere by, for example, installing noise monitors in people's home. They already know the noise is there and is a problem.

So at the end of the day, I urge the Port Authority to actually start listening to the public, really engaging with the public, with different communities and different entities like [Zoom inaudible] in the Town of North Hempstead for example, listening to what people are actually saying and thinking outside of the box because what's being done here simply isn't adequate and frankly, it's a rehash of things that I've been hearing for a long time.

THE HEARING OFFICER: Thank you. Next we have Andrew Clavin. Andrew will be followed by Beverly Graham and Andrea Miller. Andrew, you

can unmute yourself. Please state your name and address for the record.

PH6

MR. CLAVIN: Andrew Clavin, 15 Jefferson Street, North New Hyde Park. I've been a resident here for 33 years and I agree with everyone else who was spoken on the issue. It's not a matter of using 22 left -- 22 right, I should say, more or using of the runways, you have an existing offset approach to runway 13 left. The RNAV GPS Zulu that's used to deconflict air space with LaGuardia and pilots have no problem flying that one.

We're asking as residents, but we're getting bombarded by the ILS runway 22 left approach for the RNAV GPS x-ray approach to be used for equitable distribution. It's a procedure that the FAA has published, has used and needs to use a lot more. It used to be the excuse that the veer water had no vertical guidance. Well, now you have an approach that has vertical guidance there and it needs to be worked on with using a parallel approach to 22 right or a visual or something if you're saying that your efficiency is going to suffer because of this. We don't care about your efficiency. We care about safety but, you know, if you're here to listen to our complaints, if this is

what you're here to do tonight, this is what we're asking for is for you to start using that RNAV x-rays for equitable distribution.

So like everyone here, Karen Guido, everyone it is for the fair share and I want this to be started to get used as soon as possible and it doesn't even need to be when traffic is light. Obviously it may be easier for you, but when traffic is not light, it could also be used. This way we can have some relief, so that we don't have, you know, up to 48 or more planes landing in an hour's period and it's absolutely outrageous.

People come over here, they ask me if it's always like this. You can't hear the crickets, you know, you can't hear the birds chirp. You can't hear anything when you have this type of situation going on and for the people that said that it's, you know, a ten mile final, that they need a stabilized approach, well just look at the 13 left offset approach that you have into 13 left. The pilots fly that all the time. Look at your expressway visual 31 at LaGuardia, the park visual there --

THE HEARING OFFICER: Andrew, please wrap up your comments. You have about ten

seconds.

MR. CLAVIN: Yeah, all the time. So that's basically -- in a nutshell start using the RNAV GPS x-ray into 22 left. Thank you.

THE HEARING OFFICER: Thank you very much. Next we have Beverly Graham. Beverly will be followed by Andrea Miller and then a call-in participant with the last three digits 324. Beverly, you can unmute yourself. Please state your name and address for the record.

PH7

MS. GRAHAM: Hi, I'm Beverly Graham. I'm at 619 Beach 66th at Arverne, New York and I have a complaint about -- I'm tired of calling 911 -- 6 -- 311 to complain about the noise and the level of the plane that is traveling. You could literally stand on the roof of my home and you could actually jump and catch the wing of the plane. That's how low it flies.

It's very noisy. I cannot hear. I cannot sleep. If I'm working remotely from work, I have to mute when I'm on the phone. I can't really hear. I can't sit in the front. I can't sit in the back. The plane noise is very, very uncomfortable. There's a school up the block. I don't know how these kids are learning because the

planes pass every five seconds.

No matter how much you complain, they said to me one time that oh, I'm on the runway. So I'm like okay I know I'm on the runway because literally the plane could land right on my house, but at least it's not fair to the taxpayers, that we paying our taxes, that we keep complaining and nothing is being done to remedy the issue.

It's not fair to us and they should do an alternative route, different days, different weeks, so at least our section could get a little break or the other side could get a break, but it seems like you just have the same people complaining all the time because we are so bombarded with the noise. We can't sleep. We can't have a good quality of life because it's so annoying. These planes are too low and too noisy.

So I hope that something is being done about it, so we can get some peace and quiet and our quality of life could improve and our health condition as well because these planes, they are dropping a lot of fluids, they are dropping a lot of hazards that's not good to our health and to our family and children that live in our communities and I think there's something that really needs to be

done about it.

They could go over the water. They can go over the sea and they could go over the river. They don't have to come out over our houses in the community and messing up the quality of life for us and our children. It's just not fair. So I hope something is done in the near future.

THE HEARING OFFICER: Thank you very much. Next we have Andrea Miller, followed by the call-in caller with the last three digits 324. Andrea, you can unmute yourself. Please state your name and address for the record.

MS. MILLER: Am I unmuted? You can hear me?

THE HEARING OFFICER: Yes, we can hear you.

PH8

MS. MILLER: Okay. Andrea Miller, 102 Monterey Drive, New Hyde Park, New York. I kind of am agreeing with all the other people, especially Beverly suggesting about having the planes go over the water. I don't understand why that can't happen.

And what I want to say is I've lived many, many years in my area. I'm actually in the Manhasset Hills, New Hyde Park area and, you

know, I always would open the windows. All you would hear was the birds, the crickets, you know, and -- I pay very high taxes in this area, a very high taxes and, you know, all of a sudden I don't know a few years ago, I start saying "oh my god. What's happening?" I thought maybe they were doing the practice for the -- when they do that overhead in Jones Beach. I thought that's what it was and then all of a sudden it wasn't stopping and, you know, when I saw Judi Bosworth at a meeting, she said "oh, it's a NextGen. It's a federal issue. It's not a local issue." I don't know.

And I also was in touch with Suozzi's office and at one point, the assistant said it's something you're going to have to get used to. There's going to be more planes. People are traveling more and more and I got very despondent and I thought what am I going to do? I can't do anything about this.

So I kind of gave up, but now that this is happening, I'm very happy to hear people actually going out of their way to try to make the changes because a lot of people let everybody else, you know, they don't really want to try to voice their opinion and so it's really important that you

hear us and -- yeah, I mean equal distribution because when it's bad, it's like one after another and I can't sleep.

I like to do after activities like bike riding and walking and sometimes I just come into the house because I can't enjoy it, you know? I'm worried about the fumes from the planes and the noise and we're considering my health, that losing sleep is really bad for longevity and -- especially if you're older, it's not good and, you know, I just -- and even on my computer, it sometimes says on the bottom "polluted air." I don't know if it's coming from the, you know, the planes outside or what, but when I open it, I see that listed as a temperature "polluted air."

So I don't know, whatever could be done to solve it. I don't understand the ins and outs of piloting and what happens, but I understand that a certain -- they could use certain pathways. They don't have to always go over our houses. Sometimes I hear my house shake. It's so bad at night and, you know, I just hope something can be done. I understand they're doing studies all along, but I don't know what happened with these studies because I went to a meeting two meetings ago before

the pandemic --

THE HEARING OFFICER: Please wrap up your comments.

MS. MILLER: Yeah. I don't know what's happening, but I hope that they'll address this and, you know, make the quality of life better for us, so we don't have to deal with this anymore.

THE HEARING OFFICER: Thank you very much.

MS. MILLER: Thank you.

THE HEARING OFFICER: So next, we have a caller. Last three digits 324, your phone should prompt you to press *6 to unmute. Caller, you can go ahead and please state your name and address for the record.

(No response.)

THE HEARING OFFICER: Caller? Last three digits 324, are you able to unmute yourself? You press *6 to unmute.

MR. TURNER: Yes. Hello?

THE HEARING OFFICER: Yes, we can hear you.

PH9

MR. TURNER: Yes, hello. My name is Robert Turner. I live at 137-44 233rd Street in Laurelton and I've lived there since 1984 and I've

seen the air traffic increase over the years. Particularly airplanes are now taking off over the house as well as they are landing and I think something should be done. I think someone should monitor that. We should not have to call in and complain all the time and that someone can actively monitor the flight patterns to make sure that one neighbor is not being overburdened with the noise. And that's my comment and thank you for listening.

THE HEARING OFFICER: Thank you very much. I'm seeing no new speaker requests. We'll pause for a moment, give any attendees or participants an opportunity to raise their hand if you would like to speak. As a reminder, if you are -- if you've called in, you can press *9 to raise your hand. We'll give you a few moments to do so if you would like to speak.

Okay. Seeing no new speaker requests, the public hearing will go into recess and we will resume when we see new speaker requests -- when new speakers requests are received. You can raise your hand if you have not spoken and you would like to speak. Oh, we have Elaine Miller. Elaine, you can go ahead and unmute yourself. Please state your name and your address for the record.

PH10

MS. MILLER: Yes, my name is Elaine Miller. My address is 85 Nassau Avenue in Malverne and I would like to make to following statement:

Communities throughout our county, Nassau County, are now experiencing the devastating effects of NextGen. Citizens are forced to lives of misery due to the unrelenting, unyielding, never-ending flights over their homes. The human outcry has roared over the land, but still the FAA has turned a deaf ear to the pleas of the people.

The American people were ambushed by the implementation of a system that has constricted flight paths, lowered altitudes and increased frequency in specific communities living under the superhighways in the skies. By site and safety and efficiency standards, the FAA defends its abuse on each and every individual knowing full well that we are exposed to deleterious health effects from noise and air pollution.

The agency wields its power on citizens who do not have the appropriate means to fight a manic bureaucracy while the airline industry is receiving huge profits all from our suffering. Our peace, our sanctity of our homes, our health and the health and welfare of our children have been

snatched from unwitting communities. Our dreams have been highjacked by corporate greed and the impervious government agency. We struggle to write this injustice and we have the right as individuals to have this injustice be righted by a government agency who holds the power over us. I thank you very much.

THE HEARING OFFICER: Thank you. Again, I'll pause for any additional raised hands. If anyone would like to speak, you can raise your hand and if you've called in, you can press *9 to raise your hand. Seeing no new speaker requests, the public hearing will go into recess and we'll resume when new speaker requests are received. This public hearing will remain open until 9 p.m., but until we receive new speaker requests, we will be in recess. Thank you.

(Whereupon, a recess was taken.)

THE HEARING OFFICER: I see we've received a new speaker request from Michael Ference. Michael, you may unmute yourself and please state your name and address for the record.

MR. FERENCE. Yes. Michael Ference, 3 Maple Lane Extension, Shelton, Connecticut. I attended a previous PA hearing and I

PH11 was wondering if the possibility for some prior speakers to speak again, if that existed as well as for this. I believe it was a hearing delay to the Penn Station earlier in the year, so I didn't know if that option was available to the people who previously spoke. Thank you. That's all I have.

THE HEARING OFFICER: Thank you, Michael. We have afforded each speaker three minutes to make their comments. Additional speakers are welcome to raise their hand for further comments. Seeing no additional speaker requests, we will return into a recess and we'll resume when new speaker requests are received. Thank you.

(Whereupon, a recess was taken.)

THE HEARING OFFICER: We have received a new speaker request from call-in participant last three digits 606. Caller, you press *6 to unmute yourself. Please start by stating your name and address for the record. Caller last three digits 606, are you able to unmute yourself? Caller, your phone should prompt you to press *6 to unmute.

MS. PICKETT: Hello, my name is -- can you hear me?

THE HEARING OFFICER: Yes, we can

hear you. So please state your name and address for the record.

PH12

MS. PICKETT: My name is Yani (phonetic) and my address is 23 Dallas Avenue in New Hyde Park. I just want to say that the -- I echo everything that everyone is saying and I don't think it's fair that we are paying such high taxes and we are bombarded with the noise that is waking us up night and day.

I work as a nurse. I can barely function at work because I can't -- I'm not getting enough sleep. I can feel that my hearing has decreased. I'm losing my hearing due to the noise that I'm constantly bombarded with the low flying planes over my house and I feel that we should have an equal distribution throughout the New York area and not concentrated in one area.

So I'd like to echo what one of the speakers are saying. The plane can fly over the water and I don't feel -- I don't think that it should be constantly going over people's houses like that and we pay too much taxes for that. That's all I have to say.

THE HEARING OFFICER: Yani, could you state your first and last name for the record?

MS. PICKETT: My name is Yani Pickett (phonetic).

THE HEARING OFFICER: Thank you very much and thank you for the comment.

Would any additional speakers like to speak at this time?

(No response.)

THE HEARING OFFICER: Seeing none, we'll return to hold and -- we'll return to hold and resume when we have new speakers.

(Whereupon, a recess was taken.)

THE HEARING OFFICER: It's the top of the hour. It's 8 p.m. We still have no additional speaker requests. However, if any previous speakers were unable to complete their comments in the three minutes allotted, we'll now offer the opportunity to complete your comments with an additional three minutes. So if you are a new speaker or you have already spoken, but would like to continue your thoughts, please raise your hand and we'll allow you to do so. I'll give you a minute for any additional speaker requests.

(No response.)

THE HEARING OFFICER: Seeing no new speaker requests, the public hearing will again go

into recess and will resume when new speaker requests are received and you can raise your hand or if you have called in, press *9 to raise your hand if you would like to speak.

(Whereupon, a recess was taken.)

THE HEARING OFFICER: We have an additional speaker request. Maya Bentz, you may unmute yourself. Please state your name and address for the record.

PH13

MS. BENTZ: Hello. My name is Maya Bentz. I live at 48 Jerome Drive, Farmingdale. Thank you for providing this opportunity to express our concerns regarding the JFK plane noise.

Unfortunately, there are no JFK staff members available to discuss our complaints regarding aircraft noise. The noise complaint form on the JFK website does not work properly. After the form submission, there is no acknowledgement or confirmation that the form has been submitted. After sending daily complaints to JFK for several months, nobody contacted us from the JFK Airport.

The JFK Airport needs to utilize a new community outreach center or create a new noise -- some kind of outlet where people can complain and the staff members from JFK should meet

with people, discuss the noise and frequency issues and work on solutions to mitigate aircraft noise concerns.

JFK and the Republic Airport share airspace. JFK's intruding into the air space, which is already occupied by one of the busiest Farmingdale airports in Long Island. JFK Airport has approximately 949 operations per day and approximately 200, 250 JFK planes fly over Farmingdale and Bethpage State Park every day. This means that at least one-fourth of JFK arriving planes fly over Farmingdale when our community members already live in a noise sensitive area due to the Republic Airport with 987 total operations per day higher than JFK.

We would like to ask you to have a fair and equal distribution of JFK planes over Long Island. Hundreds of JFK planes should not be flying over Farmingdale every day in addition to 949 existing Farmingdale operations.

I agree with previous speakers. Since JFK arriving, planes often fly over the same community 100 times per hour. JFK tower should adjust the procedure, so ATC vectors get their alternate aircraft along with different points on

the peerage. This will disperse traffic and reduce the number of planes flying over a given home per hour ensuring equal and fair distribution of JFK planes over Long Island.

We're disappointed that noise meters are not considered by JFK Part 150 final NCP. Noise meters must be installed in our residential area to monitor the noise level from both airports, JFK and Republic. The environmental study should be conducted to research the aircraft emission particle impact on the health. Numerous research is conducted on the adverse impacts of aircraft noise on people's mental and physical health --

THE HEARING OFFICER: Please be mindful of the time, Maya. Thank you.

MS. BENTZ: Okay.

THE HEARING OFFICER: You still have ten seconds remaining.

MS. BENTZ: The FAA depends on noise models, which fall short on how noise actually impacts people within their homes. Can I have additional time?

THE HEARING OFFICER: Since we opened the floor for an additional three minutes to speakers who have already spoken, we'll afford you

that same opportunity.

MS. BENTZ: Okay. So can I continue?

THE HEARING OFFICER: Yes, you may.

MS. BENTZ: The FAA should develop appropriate procedures for submitting the helicopter noise complaints. We have hundreds of helicopters flying over this summer and it's difficult to determine which airport to contact regarding New York helicopters flying over our community each day. So usually we submit these complaints to Republic Airport, but many of these helicopters are flying from New York to Hamptons and it's -- you should create some kind of website where we should be able to submit these complaints.

We're hard working citizens who pay the highest taxes in the region including the village taxes. We would like to go home after a busy workday and relax in our backyard without being tortured by the excruciating aircraft noise and poison by emissions.

The Town of Oyster Bay has strict noise ordinance regulations. Still loud jets can fly over our house in the middle of the night and early in the morning disrupting our sleep, polluting

our environment and causing irreparable damage to our nervous system and overall wellbeing. Thank you very much for this time.

THE HEARING OFFICER: Thank you.

At this time, do we have any additional speaker requests?

(No response.)

THE HEARING OFFICER: As a reminder for those who have called in, you can press *9 to raise your hand. Seeing no new speaker requests, the public hearing will return to hold and we will resume when new speaker requests are received.

(Whereupon, a recess was taken.)

PH14

THE HEARING OFFICER: We have a new speaker. Ibrahim Mossallam, you may unmute yourself. Please state your first and last name and your address for the record.

MR. MOSSALLAM: Yes. Hello. Good evening. Name is Ibrahim Mossallam, living at 7212 Sandy Dune Way in Arverne, New York.

THE HEARING OFFICER: Thank you. Please begin your comment.

MR. MOSSALLAM: Yes. Comments are regarding the proposal for departures off of runway 22, the 2 -- the southwest runways. The current

proposal has it turning -- has aircraft turning to a heading of 240 degrees only and then turning back to a heading of 220, so kind of an offsetting and paralleling the departure path whereas right now, they're just straight out. The proposal only has this happening at night and I am wondering here, as well as other community members in my areas, as to why won't we make that an all day event as seen in other airports, such as Newark and Germany and Europe and several other places.

THE HEARING OFFICER: Thank you for your comment and question. I'll restate for those who may have joined the meeting more recently, in this public hearing, we will not be responding to any comments or questions. Responses will be prepared in the final NCP report.

At this time, do we have any additional speaker requests?

(No response.)

THE HEARING OFFICER: Seeing none, we'll return to recess and we'll resume when we have new speaker requests.

(Whereupon, a recess was taken.)

THE HEARING OFFICER: We have a speaker request from a previous speaker. Alex

Vassallo, we'll give you another three minutes. You may unspeak your -- unmute yourself now and again, please state your name and your address for the record.

PH15

MR. VASSALLO: Yes, thank you once again. Alex Vassallo, 108 Cleveland Avenue in Long Beach. I was just going through some of the documents here and, you know, in addition to what I had said previously, there are some other comments I think here that need to be made.

You know, you talk about how the noise office operates and one of the things that I had asked of previously is that the noise office change the formats of some of its reports. Right now the way that these reports are designed, it almost -- I'm not saying intentionally, but it certainly appears to downplay the significance of an individual's complaints. You guys appear to record complaints on a house-by-house basis rather than the number of complaints per house. Now if someone complains one time, that has the same weight as somebody who complains 500 times, but the person complaining 500 times is probably pretty upset. So you guys need to look at how you do these reports.

Another thing that you should be

doing is not looking not just at some of these flight path changes that are apparently not going to go anywhere, but also the speed of the planes. When a plane passes over Long Beach at 250 miles an hour, that's a hell of a lot worse than it would be if it was let's say 160 miles an hour. There's way too much variation in these speeds. These are things that have been looked at by MIT, things that are being -- as far as I know, we're looking at implementation in Boston. So speed is another issue that should be a part of this process.

The report makes a lot of references to the DNL metric. This is something that is actually currently the subject of a GAO investigation. The General Accountability Office of the U.S. government is telling the FAA that they should consider alternate metrics, so I'm not sure that the Port Authority should be using that as a reliable source at this point. Also, in terms of CIC DNL 65, the latest study done by the FAA makes it clear that noise annoyance doesn't just happen at 65. It's happening at considerably lower than 65 with the number of people that are annoyed. So using that DNL metric is not correct.

And lastly, a fundamental issue.

Noise is a problem. It's even more of a problem between the hours of let's say midnight and 6 a.m. It should never be allowed. There are avenues that can be pursued unsuccessfully, but a Part 150 study should be performed to restrict usage on the airports, particularly JFK, during the overnight hours. I understand that that's never been a successful strategy, but nonetheless it is something that should be looked at if we're to take the complaints of people seriously on this issue. Thank you.

THE HEARING OFFICER: Thank you. Do we have any additional speaker requests at this time?

(No response.)

THE HEARING OFFICER: Seeing none, we will return to recess and we'll resume when new speaker requests are received.

(Whereupon, a recess was taken.)

THE HEARING OFFICER: The time is 8:45. We will be concluding the public hearing at 9 p.m. I'd like to offer the floor one more time. Do we have any additional speaker requests? And for those who have called in, you can press *9 to raise your hand. For those in the Zoom meeting, you can

raise your hand to request to speak.

(No response.)

THE HEARING OFFICER: Seeing no additional speaker requests, we will return to recess. We will reopen the meeting just before 9 p.m. for some closing statements and reminders of how to submit comments, but at this time we'll return to recess.

(Whereupon, a recess was taken.)

THE HEARING OFFICER: Having no additional speakers, the public hearing for the Draft 14 CFR Part 150 Noise Compatibility Program for the John F. Kennedy International Airport is now closed. I want to thank you very much for joining us at today's public hearing and for those of us who have stuck through to the end.

As a reminder, the public comment period is open until October 15th, 2021. To submit a comment on the Draft NCP, please follow the instructions provided on the screen as well as in the newspaper advertisement. You can email your comments to NY Part 150 at PANYNJ.gov.

You can mail your written comments to the Port Authority of New York and New Jersey at 4 World Trade Center, 150 Greenwich Street, 18th

Floor, New York, New York 10007, attention, Kelly Mitchell.

Today's public hearing materials will ultimately be posted on the project website at:

PANYNYpart150.com/JFK_DNCP.ASP

Thank you all for your participation and good night.

(Whereupon, at 8:58 p.m., the meeting concluded)

STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, ALEXIARA PIERCE, a Shorthand (Stenotype) Reporter, do hereby certify that the foregoing pages 1 through 45, taken via Zoom, is a true and correct transcription of my shorthand notes.

IN WITNESS WHEREOF, I have hereunto set my name this 1th of October, 2021.

ALEXIARA PIERCE

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Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
P1-1	John	D	Runway 22 Arrivals Reducing Noise Outside the DNL 65 Contour	As I review the 7 noise abatement measures they are all focused on departures from JFK. To me this means the focus on noise abatement is all local to JFK airport only. I live in Roslyn Heights Long Island and am impacted by JFK arrivals on 22LR. Will the tens of thousands of residents of Long Island that are also impacted by JFK through arrivals (the 'arc of doom' as it's been called with dozens of towns getting pummeled with flights on constricted paths at 2000' altitude) receive a benefit from the NY Part 150 Study? If so, please explain the benefit.	Your comment regarding Runway 22 arrivals and noise reduction outside of the 65 DNL contour is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority acknowledges that residents outside the Day-Night Average Sound Level (DNL) 65 contour can be affected by aircraft noise. The agency undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. The measures recommended in the JFK Noise Compatibility Program are intended and expected to reduce noise exposure in the communities around JFK that are within the DNL 65 and higher contours. Some measures that are recommended in the JFK NCP may also reduce noise exposure in areas outside of the DNL 65 contour, including Roslyn Heights. The Port Authority is recommending *Noise Abatement Measure 6: Implement Nighttime Optimized Profile Descent Procedures*, which can be expected to reduce noise in areas outside of the DNL 65 contour, including areas along arrival corridors to Runway 22L and 22R. In addition, the Port Authority is recommending the development of a Fly Quiet Program, which is a voluntary collaboration of the airport operator, aircraft operators, and air traffic controllers that encourages pilots and air traffic controllers to use noise abatement flight procedures and preferential runways (See *Program Management Measure 7: Establish and Manage a Fly Quiet Program)*. A Fly Quiet Program may benefit surrounding communities outside the DNL 65 contour by encouraging aircraft operators to proactively reduce aircraft noise levels. For more information on the noise abatement measures and program measures recommended in the JFK NCP, please see the following Topic Specific Responses in **Appendix F-2**: • *2-1: Recommended Noise Abatement Measures* • *2-3: Fly Quiet Program*
P1-2	John	D	DNL Metric	The NY Part 150 study continues to reference DNL as the means to measure sound volume for residents on the ground, yet this measurement has been disputed for decades and especially today as not providing a clear picture for the noise impacts to residents for plane events. Averaging over a 24 hour period would require a tremendous amount of volume to even get close to 65DNL. For that reason are other measurements being considered? and if so, what? and if not, why?	Your comment regarding the DNL metric is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The JFK Part 150 Study was performed and developed consistent with FAA's Part 150 regulations, which require use of the DNL metric (See Appendix A, Sec. A150.101 of the FAA's Part 150 regulations). The DNL is the 24-hour average sound level in A-weighted decibels (dBA). The FAA's Part 150 regulations require use of DNL as the noise metric in Noise Exposure Maps (NEMs) and NCPs. The DNL is derived from all aircraft operations and represents an airport's average annual operational day during a 24-hour period. In calculating DNL, sound events that happen between 10:00 p.m. and 7:00 a.m. receive an additional 10-decibel weighting to account for the greater annoyance that nighttime sounds typically cause for most people. The FAA allows for the use of alternative metrics to further inform the public about noise in surrounding areas. However, these alternative metrics are for information purposes only and the FAA will not accept NEMs or approve NCP recommendations that use metrics other than DNL. Failure to use DNL to quantify the non-compatible land uses around JFK would result in the FAA's disapproval of the recommended NCP measures, which, in turn, would result in the Port Authority being unable to apply for federal funding for certain noise mitigation measures (for example, a sound insulation program). Therefore, consistent with the requirements of the FAA's Part 150 regulations, the DNL metric and the associated DNL 65 threshold were used in the JFK NCP to determine potential compatibility of noise sensitive land uses in the vicinity of JFK. According to FAA's Part 150 regulations and guidance, noise sensitive land uses exposed to DNL 65 or higher are considered to be non-compatible with airport operations. Although the FAA recognizes that aircraft noise occurs outside of the DNL 65 contour, the DNL 65 threshold has been federally accepted as the level at which residential and other noise sensitive land uses are considered non-compatible with aircraft noise. However, the Port Authority is recommending *Program Management Measure 7: Establish and Manage a Fly Quiet Program* which may benefit surrounding communities outside the DNL 65 contour.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
P1-3	John	D	Runway 22 Arrivals Flight Dispersal NextGen	I've heard that TRACON has a software program to implement rather quickly that would disperse JFK arrivals on 22LR to alleviate those impacted under the existing concentrated paths spreading the occurrences. Certainly NextGen - a program so precise to have a plane fly over certain waypoints over and over and over again precisely, can be tweaked to distribute those waypoints in such a way as to maximize available airspace for dispersal. Why wouldn't these solutions be considered?	Your comment regarding flight dispersal, Runway 22 Arrivals and NextGen is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of non-compatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing non-compatible uses and prevents or reduces the probability of the establishment of additional non-compatible uses." Instead, the Port Authority NCP recommendations primarily focus on the increased use of compatible land use corridors for the routing of aircraft. Recognizing that dispersal headings could achieve noise reductions by shifting flight paths to areas less affected by noise, Congress recently directed FAA to reevaluate dispersion when developing new, or amending existing, flight procedures that are based on area navigation (i.e., RNAV). For more information, please see JFK NCP **Section 2.3**, *Noise Abatement Strategies Considered but Not Recommended for Inclusion in This NCP*, **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, and Topic Specific Response *3-1: NextGen* in **Appendix F-2**.
P2-1	Richard and Maya	Bentz	Submittal of JFK Noise Complaints	Unfortunately, There are no JFK staff members available to discuss our complaints regarding aircraft noise. The noise complaint form on the JFK website does not work properly (after the form submission, there is no acknowledgment or confirmation that the form has been submitted). After sending daily complaints to JFK for several months, nobody contacted us from the JFK airport. The JFK airport needs to utilize the new Community Outreach Center in Queens to meet with people, discuss the noise and frequency issues, and work on solutions to mitigate aircraft noise concerns.	Your comment regarding JFK noise complaints submitted to the Port Authority is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority's aircraft noise subject matter experts are within the Aviation Department's Noise Office. The Noise Office handles all matter relating to aircraft noise at JFK. Persons submitting noise complaints/concerns submitted through the Port Authority's official website are provided an automatic confirmation that the form has been submitted. Each noise complaint received is reviewed by the Port Authority's noise subject matter experts. The Port Authority is unable to contact each individual that has submitted a noise complaint/concern. However, the Port Authority Noise office will contact first-time callers/filers and others on a case-by-case basis. To the extent the commenter is referring to a third-party noise complaint tool (e.g., airnoise.io), the Port Authority does not control such tools and cannot comment on their ability to acknowledge complaints. The Noise Office will continue to leverage its in-person outreach activities to support and maintain meaningful dialogue with communities, the FAA, and other aviation stakeholders regarding aircraft noise. The Port Authority's Noise Office staff meet with residents and elected officials from the communities surrounding JFK through its participation in the New York Community Aviation Roundtable JFK Airport Committee. The JFK Airport Committee meets quarterly and is open to the public. Notices of JFK Airport Committee meetings are posted at https://aircraftnoise.panynj.gov/nycar-meeting-dates/. For more information on the Port Authority's public outreach, please see Topic Specific Response *1-1: Public Meetings/Outreach* in **Appendix F-2**.
P2-2	Richard and Maya	Bentz	Flight Dispersal	JFK and Republic Airport share airspace. JFK is intruding into the airspace which is already occupied by one of the busiest FRG airports on Long Island. JFK airport has approximately 949 operations per day. Approximately 200-250 JFK planes fly over Farmingdale and Bethpage State Park every day. This means that at least one-fourth of JFK arriving planes fly over Farmingdale when our community members already live in the noise-sensitive area due to the Republic Airport with 987 total operations per day (higher than JFK). We would like to ask you to have a fair and equal distribution of JFK planes over Long Island. Hundreds of JFK planes should not be flying over Farmingdale every day, in addition to 949 existing FRG operations.	Your comment to the FAA concerning flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The number of aircraft operations at JFK varies on a daily basis. The Farmingdale and Bethpage State Park area is more than 15 miles from JFK and is not only overflown by aircraft utilizing JFK, but also nearby airports, such as LGA. Furthermore, there are additional factors that can make it difficult to ensure equal distribution of aircraft departing from JFK over Long Island, such as weather and the operational and airspace conditions at other local airports, such as LGA. For further information on flight dispersal, please see Comment Response P1-3.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
				Since JFK arriving planes often fly over the same community multiple times per hour, JFK Tower should adjust the procedure so ATC vectors alternate aircraft along with different points on the approach. This would disperse traffic and reduce the number of planes flying over a given home per hour ensuring equal and fair distribution of JFK planes over Long Island.	
P2-3	Richard and Maya	Bentz	Noise Monitors	We are disappointed that noise meters are not considered by JFK Part 150 final NCP. Noise meters must be installed in our residential area to monitor the noise level from both airports JFK and FRG.	Your comment regarding noise monitors is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority considered the installation of noise monitors as part of the Part 150 Study and determined that the current distribution of noise monitors provides adequate and representative coverage of multiple neighborhoods in the vicinity of JFK within the DNL 65 contour, including several neighborhoods in Queens as well as villages and hamlets in Nassau County. The noise monitor locations are depicted in Figure 4-12 of the JFK Noise Exposure Map Report. For more information on JFK noise monitoring, please see Topic Specific Response *3-2: Noise Monitors* in **Appendix F-2**. The technical merit and siting of noise monitors at FRG is outside the scope of the JFK Part 150 Study which is limited to the effects of aircraft noise associated with JFK operations. The Port Authority recommends contacting the New York State Department of Transportation, the owner and operator of FRG, to obtain more information on the siting and locations of noise monitors at this airport.
P2-4	Richard and Maya	Bentz	Health Effects of Aircraft Noise and Emissions	The environmental study should be conducted to research the aircraft emission particle impact on the health. Numerous research is conducted on the adverse impacts of aircraft noise on people's mental and physical health. We would like to go home after a busy workday and relax in our backyard without being tortured by the excruciating aircraft noise and poisoned by emissions. The Town of Oyster Bay has strict noise ordinance regulations. Still, loud jets can fly over our houses in the middle of the night and early in the morning disrupting our sleep, polluting our environment, and causing irreparable damage to our nervous system and overall well-being.	Your comment regarding aircraft emissions and noise is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. FAA regulations limit Part 150 studies to an examination of noise and land use compatibility with the goal of reducing non-compatible land uses. The recommended measures in the NCP are those that provide a net reduction in non-compatible land use while meeting the Airport's operational and safety requirements. Therefore, evaluation of the health effects of noise and emissions was outside the scope of the JFK Part 150 Study. The levels of human annoyance were considered when the FAA was required by Congress, through the Aviation Safety and Noise Abatement Act of 1979, to select one metric for quantifying aircraft noise levels. The DNL metric was selected and is the metric required for use in Part 150 studies, and by other federal agencies, such as the US Department of Housing and Urban Development, when considering noise exposure. Multiple studies on the impacts of aircraft noise on public health have been undertaken and more studies are currently underway.[1,2,3] Research suggests that noise can have varying levels of effects on people. From these studies, criteria have been established to protect public health and safety and prevent disruption of certain human activities. These criteria are based on the effects of noise on people, sleep interference, and physiological responses. The Port Authority understands that noise and emissions affect individuals differently and is committed to working with the community to help address their concerns both within and outside of the regulatory confines of 14 CFR Part 150. Furthermore, the FAA is currently supporting research on the effects of aircraft emissions on human health.[4]
P2-5	Richard and Maya	Bentz	Noise Models	The FAA depends on noise models which fall short of how noise actually impacts people within their homes.	Your comment directed to the FAA regarding noise models is acknowledged and is memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The DNL contours for a Part 150 Study are developed using an industry-accepted FAA-approved modeling tool for determining the cumulative effect of aircraft noise exposure around airports. Modeled aircraft noise is the result of a computerized process that uses a federally prescribed process using FAA's software program to calculate and understand noise exposure from multiple aircraft over a wide, geographic area over a period of time. Modeling does not capture individual aircraft noise events at a specific location. The use of an FAA-approved methodology or computer model is required by the FAA's Part 150 regulations.

1 *The State of the Art of Predicting Noise-Induced Sleep Disturbance in Field Settings*, Fidell S., Tabachnick, B., Pearsons, K., Noise and Health, Volume 12, Issue 47, p. 77-87, 2010.
2 *ACRP Synthesis 9, Effects of Aircraft Noise: Research Updated on Selected Topics*, Transportation Research Board of the National Academies, Airport Cooperative Research Program, 2008.
3 *Request for Comments; Clearance of a New Approval of Information Collection: National Sleep Study*, U.S. Department of Transportation, Federal Aviation Administration, Agency Information Collection Activities, 84 Fed. Reg. 65453, November 27, 2019.
4 FAA, 2021. *Aviation Emissions Characterization (AEC) Roadmap*. Accessed at https://www.faa.gov/about/office_org/headquarters_offices/apl/research/aecr

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
P2-6	Richard and Maya	Bentz	Helicopter Noise Complaints	The FAA should develop appropriate procedures for submitting the helicopter noise complaints. It is difficult to determine which airport to contact regarding NY helicopters flying over our community each day.	Your comment directed to the FAA concerning the appropriate procedures for submitting helicopter noise complaints is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The FAA's Aviation Noise Ombudsman can serve as a liaison with the public on these types of issues. For specific questions, comments, or complaints that cannot be answered or addressed by the Port Authority, please contact the FAA Aviation Noise Ombudsman and follow the instructions detailed at https://www.faa.gov/noise/inquiries/. Noise complaints or inquires can also be submitted to the FAA. To submit a noise complaint for investigation by the FAA, use the online FAA Noise Portal at https://noise.faa.gov/noise/pages/noise.html.
P3-1	Karen	Annunziata	Runway 22L Arrivals Flight Dispersal	I do not agree with the finding that those of us who live along the narrow corridor using the ILS to approach JFK 22L have to take all the burden of the noise pollution. We are all taxed at the same rate and when I purchased my home airplane noise pollution was not an issue until the FAA made changes to the flight paths. My home is located at the point on the map where the planes start their final part of approach in the descent and am considered outside "the zone." I feel we are forgotten when it comes to finding a solution.	Your comment regarding Runway 22L arrival flight paths and flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The JFK NCP does not include any findings concerning usage of the ILS approach to Runway 22L. The FAA has limited flight path options for aircraft arriving to JFK because of the constrained local airspace and the need for aircraft to be established on a stable approach well in advance of landing; as such, the FAA is limited in its ability to assign approaches that differ from the ILS approach to Runway 22L. The Port Authority reviewed stakeholders' suggestions to disperse flights as a means to reduce noise exposure to communities along Runway 22L approach paths; however, the Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP. For information on flight dispersal, please see Comment Response P1-3. The measures recommended in the JFK NCP are intended and expected to reduce noise exposure in the communities around JFK that are within the DNL 65 and higher contours. However, such measures would have limited noise benefit in areas that are in close proximity to the ends of the runways (including Runway 22L). Some measures that are recommended in the JFK NCP may also reduce noise exposure in areas outside of the DNL 65 contour (e.g., encouraging aircraft operators to proactively reduce aircraft noise levels through a Fly Quiet Program). Furthermore, if some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may pursue their development and implementation outside the Part 150 process. For more information on the noise abatement measures recommended in the JFK NCP, please see the following Topic Specific Responses in **Appendix F-2**: • *2-1: Recommended Noise Abatement Measures* • *2-3: Fly Quiet Program*
P3-2	Karen	Annunziata	Health Effects of Aircraft Noise	Science shows that chronic excess noise exposure leads to stress and high blood pressure. This increases the risk of stroke, coronary heart disease and cardiovascular disease.	Your comment regarding the health effects of aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. FAA regulations limit Part 150 studies to an examination of noise and land use compatibility with the goal of reducing non-compatible land uses. The recommended measures in the NCP are those that provide a net reduction in non-compatible land use while meeting the Airport's operational and safety requirements. Therefore, evaluation of the health effects was outside the scope of the JFK Part 150 Study. The levels of human annoyance were considered when the FAA was required by Congress, through the Aviation Safety and Noise Abatement Act of 1979, to select one metric for quantifying aircraft noise levels. The DNL metric was selected and is the metric required for use in Part 150 studies, and by other federal agencies, such as the US Department of Housing and Urban Development, when considering noise exposure. Multiple studies on the impacts of aircraft noise on public health have been undertaken and more studies are currently underway.[5,6,7] Research suggests that noise can have varying levels of effects on people. From these studies, criteria have been established to protect public health and safety and prevent disruption of certain human activities. These criteria are based on the effects of noise on people, sleep interference, and physiological responses. The Port Authority understands that noise affects individuals differently and is committed to working with the community to help address their noise concerns both within and outside of the regulatory confines of 14 CFR Part 150.

5 *The State of the Art of Predicting Noise-Induced Sleep Disturbance in Field Settings*, Fidell S., Tabachnick, B., Pearsons, K., Noise and Health, Volume 12, Issue 47, p. 77-87, 2010.
6 *ACRP Synthesis 9, Effects of Aircraft Noise: Research Updated on Selected Topics*, Transportation Research Board of the National Academies, Airport Cooperative Research Program, 2008.
7 *Request for Comments; Clearance of a New Approval of Information Collection: National Sleep Study*, U.S. Department of Transportation, Federal Aviation Administration, Agency Information Collection Activities, 84 Fed. Reg. 65453, November 27, 2019.

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P3-3	Karen	Annunziata	Runway 22L Arrivals	After reading the report, I see that the only way to solve this is the OPD??? I know for a fact that there is an alternative to this constant stress and noise. I am asking the ILS approach heading into 22L be used as little as possible (certainly not days on end, 24 hours a day, every 45 seconds. INSTEAD: PLEASE USE THE RNAV XRAY approach into 22L	Your request directed to the FAA concerning Runway 22L arrivals has been acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The FAA's air traffic control is charged with the safe and efficient use of the National Airspace System while taking into consideration runway availability, traffic volume, winds/weather conditions, and how the runways at nearby airports, such as LGA, are being used. With the exception of emergency situations, the scheduled airlines departing from and arriving at JFK must follow FAA air traffic control instructions, which may include use of the ILS approach to Runway 22L. The FAA air traffic controllers may authorize an aircraft for a Runway 22L RNAV (GPS) X approach when operating conditions permit. The Port Authority anticipates engaging with FAA on potential modifications to runway use through the Fly Quiet Program (See *Program Management Measure 7: Establish and Manage a Fly Quiet Program)*. Further, if some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may elect to pursue their development and implementation outside the Part 150 process. For more information on the role of FAA's air traffic control and a Fly Quiet Program, please see Comment Response P1-1 and Topic Specific Responses in **Appendix F-2**: • *1-2: Stakeholder Roles and Responsibilities in Noise Compatibility Planning* • *2-3: Fly Quiet Program*
P4-1	Elaine	Miller	Runway Use NextGen	Nassau County has been fighting the overuse of runways and the concentrated paths of incessant low flying aircraft since the inception of NextGen.	Your comment regarding the concerns of residents in Nassau County concerning runway use and NextGen is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on runway use at JFK and NextGen, please see the following Topic Specific Responses in **Appendix F-2**: • *2-5: Runway Use* • *3-1: NextGen*
P4-2	Elaine	Miller	DNL 65 Threshold Health Effects of Aircraft Noise and Emissions	Exposure to prolonged or excessive nose has been shown to cause a range of health problems. Yet your study continues to use an outdated system of measurement for noise, DNL. By using a 65DNL level you are obfuscating the true impact on our communities but you continue to use it in your study. Air pollution is another serious issue we are forced to deal with. Airplane exhaust contains a variety of pollutants, many of which are ultrafine particles which studies show is a major health hazard. Our citizens mental and physical well being is at risk however this critical issue is not taken into consideration with your noise exposure maps and your noise evaluations which are for the most part invalld for neighborhoods who are severely impacted. It seems clear to us that you will support the FAA and your recommendations will go against the communities.	Your comment regarding FAA's use of the DNL 65 as the threshold for determining the compatibility of noise-sensitive land uses to airport operations and the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority acknowledges that residents outside the DNL 65 contour can be affected by aircraft noise. However, as discussed in **Section 3.2** of the JFK NCP, land uses located outside the DNL 65 contour are considered to be compatible with aircraft noise according to Table 1 in Appendix A of 14 CFR Part 150 and are not eligible to receive FAA funding for sound insulation. The Port Authority is recommending two noise abatement measures that could provide noise-related benefits to communities outside the DNL 65 contour (See Recommended *Noise Abatement Measure 5: Implement Noise Abatement Departure Profiles on a Voluntary Basis For Each Runway End* and *Noise Abatement Measure 6: Implement Nighttime Optimized Profile Descent Procedures*). The FAA and the Port Authority are committed to working with the communities to address noise. If some of the measures recommended in the JFK NCP are not approved by FAA, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may pursue their development and implementation outside the Part 150 process. Furthermore, the Port Authority is recommending the development of a Fly Quiet Program (Recommended *Program Management Measure 7: Establish and Manage a Fly Quiet Program*), which could identify other noise abatement measures, developed outside of the Part 150 process, that could reduce noise exposure in communities outside the DNL 65 contour. For more information, please see *Topic Specific Response 2-3: Fly Quiet Program* in **Appendix F-2**. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4.

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P5-1	Stacey	Vargas	Health Effects of Aircraft Noise Runway 22L Arrivals Flight Dispersal	**[A]** I moved under the 22L flight path without knowing it three years ago. No one told me that flights would go over my house and my backyard at all hours of the day and night. Now, I am left with learning all about the reason my daughter has to wear earplugs, made for people who work on runaways, in order to sleep at night when the planes are running. I have been to enough meetings at this point to know that you couldn't care less about her needs. **[B]** My one comment-that you cannot recommend dispersal of the 22L runway because you don't want to increase noise levels in other impacted communities is insulting. Why and how was my community selected for this honor of being wrecked by this logic? This sort of thinking must come to an end. There are too many variables to list at this moment - but - I will say this, ignoring the rights of citizens to life, liberty and the pursuit of happiness is guaranteed by our constitution. You should review that occasionally just to make sure your decisions do not rest outside of those boundaries.	**[A]** Your comment regarding the health effects of aircraft noise and Runway 22L arrivals is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. FAA regulations limit Part 150 studies to an examination of noise and land use compatibility with the goal of reducing non-compatible land uses. The recommended measures in the NCP are those that provide a net reduction in non-compatible land use while meeting the Airport's operational and safety requirements. Therefore, evaluation of the health effects of noise was outside the scope of the JFK Part 150 Study. However, the Port Authority understands that noise affects individuals differently and is committed to working with the community to help address their noise concerns both within and outside of the regulatory confines of 14 CFR Part 150. For information on the health effects of aircraft noise, please see Comment Response P3-2. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. The measures recommended in the JFK NCP are intended and expected to reduce noise exposure in the communities around JFK that are within the DNL 65 and higher contours. However, such measures would have limited noise benefit in areas that are in close proximity to the ends of the runways (including Runway 22L). **[B]** Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3.
P6-1	JeanMarie	DaSilva	Thank You	For over a decade now, members of our community have worked tirelessly with local communities and the Port Authority to come up with a proposed noise abatement strategy for aircraft traffic landing and departing nearby JFK Airport. The Port Authority of NY/NJ along with the FAA and other agencies have finally presented a proposed Noise Compatibility Program to address these noise concerns for all surrounding communities. Though not everything we suggested over the years has been adopted in this program, we do see improvement as compared to what existed previously. We want to thank the PANYNJ and the FAA for hearing us.	Your comment regarding the JFK NCP is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority strives to work with local communities to reduce noise impacts. If some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may still elect to pursue their development and implementation outside the Part 150 process. In addition, the Port Authority anticipates engaging with FAA on potential modifications to runway use through the Fly Quiet Program (See *Program Management Measure 7: Establish and Manage a Fly Quiet Program)*.
P6-2	JeanMarie	DaSilva	Runway 22R and 22L Departures	What this growing and influential community needs is to make the proposed right turn to a heading of 240 degrees off runway 22 an all-day procedure not just at night. These types of turns from runways initially after takeoff to then parallel the departure path exist all day at airports like EWR, LGA, DCA, SFO, and across the world. Page 63 and 114 on the draft NCP report talk about this proposed turn being only done at night. The noise monitors clearly show that the noise levels over our community on departing traffic from runway 22R and 22L are unacceptable all day and night. We want to see this turn being permanent as it affects no other high-density communities and is very feasible for airlines in normal conditions.	Your comment regarding departures from Runway 22 is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. *Noise Abatement Measure 2: Turn Runway 22L and 22R Departures to Heading 240 at Night* includes a nighttime (10:00:00 p.m. to 6:59:59 a.m.) area navigation (RNAV) departure procedure for Runways 22L and 22R that would direct aircraft to make a right turn to magnetic heading 240 shortly after takeoff, then a left turn to overfly The Rockaways. This measure has the potential to remove up to 2,989 people and 1,272 dwelling units from the DNL 65 contour. The reason for recommending this measure only during nighttime periods is due to the lower volume of air traffic at this time of day, which enables FAA air traffic controllers to use this procedure without airspace conflicts with nearby airports, such as LGA. For example, aircraft departures from Runway 22 could conflict with LGA arrivals and/or JFK arrivals, which regularly use that region of the local airspace. The implementation of this measure was investigated for use during the day, but the Port Authority is not recommending this for daytime implementation due to possible conflict with LGA and/or JFK arrivals, which regularly use that same region of congested airspace during the day.

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P7-1	Larry	Hoppenhauer	Public Engagement	The first meeting of 150 Study was in October 2014 with a projected end date of October 2018. This 150 Study is still not completed in October 2021. This Public Comment period is part of the process. From my perspective, there has been no accountability or transparency about the extremely long delay. Upon frequent questioning from myself and others of PA representatives at New York Community Aviation Roundtable and JFK Airport Committee meetings, no informative response was given.	Your comment regarding public engagement is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The schedule for completion of the JFK NCP was impacted by unanticipated complexities associated with conducting four Part 150 studies simultaneously (JFK, LGA, Newark Liberty International Airport and Teterboro Airport). However, the Port Authority has remained committed to its public outreach program and has exceeded the public engagement requirements of Part 150. The Port Authority implemented a robust and transparent public engagement strategy throughout the JFK Part 150 Study in order to understand stakeholders' noise issues and obtain suggestions for noise abatement and mitigation. The engagement included 17 Technical Advisory Committee meetings, 3 New York Community Aviation Roundtable JFK Airport Committee meetings, 3 local jurisdiction meetings, 4 Public Information Workshops, and 1 Public Hearing. A complete list of public outreach meetings is provided in **Chapter 6** and all meeting materials are provided in **Appendix E**, *Public Outreach*, of the JFK NCP. Throughout the NCP phase of the JFK Part 150 Study, the Port Authority provided a public involvement program to meet the requirements of FAA's Part 150 regulations, that has included a publicly available website with up-to-date information on the JFK Part 150 Study and a dedicated e-mail address (NYPart150@panynj.gov) for public comment submissions. For more information on public outreach, please see Topic Specific Response *1-1: Public Meetings/Outreach* in **Appendix F-2**.
P7-2	Larry	Hoppenhauer	Flight Dispersal Frequency of Flights Nighttime Noise Aircraft Altitude Runway Rotation DNL 65 Threshold Metric Health Effects of Aircraft Noise	In the years prior to the establishment of the 150 Studies, there was constant concern expressed by community organizations to the PA and FAA of the following: **[A]** Too much and too constant noise over certain communities due to arrivals and departures at JFK and LGA. **[B]** Too many flights arriving and departing JFK and LGA **[C]** Excessive noise at nighttime caused by departing and arriving flights **[D]** Aircraft flying too low over communities **[E]** No consistent changing of runways to prevent excessive noise over the same residents **[F]** That the DNL metric does not capture the real noise experienced under flight paths by the same residents. **[G]** There are many new reputable studies that shed new light on the impacts of aircraft noise on the health of individuals. It was hoped to be addressed in the 150 Study. **[H]** Community organizations were told repeatedly by the PA and FAA that a 150 Study is the way to bring about desired changes. My experience is that it was not the tool to bring about any of the desired changes. I was also a member of the 150 Technical Advisory Committee and soon learned there were very stringent guidelines to the 150 Study that could not be changed. For example: • The 150 Study would not allow for a change in noise metric. Only DNL was allowed, and this was the metric that all community groups said was outdated and not a true measurement of noise. A-Weighted • There was great desire by community groups that if forced to use the DNL metric, it should be changed from 65 DNL to 55 DNL. This would have made the United States compliant with	Your comment regarding the concerns expressed by local communities is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority undertook the JFK Part 150 Study in response to community concerns over aircraft noise. The measures recommended in the JFK NCP are a result of extensive stakeholder and community engagement processes, during which participants raised the concerns listed in the comment. **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, includes all NCP strategies suggested by stakeholders that were evaluated in the JFK Part 150 Study. **[A]** Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3. **[B]** Your comment regarding frequency of flights is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority does not have control over frequency of flights or airline flight schedules, or the factors considered in their development, including which airports airlines choose to use. For information on the Port Authority's ability to regulate JFK arrivals and departures, please see Topic Specific Response *2-4: Airport Access Restrictions* in **Appendix F-2**. **[C]** Your comment regarding nighttime noise is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. Commercial service airports, such as JFK are generally prohibited from closing runways for reasons other than safety, regardless of the duration. As a condition of receiving funding from the FAA, an airport is obligated to keep its runways open and available to always support aircraft arrival and departure operations. As such, these contractual obligations with the FAA prohibit the Port Authority from implementing mandatory "curfews" for a particular time of day. For information on the Port Authority's ability to regulate nighttime noise, please see Topic Specific Response *2-4: Airport Access Restrictions* in **Appendix F-2**. **[D]** Your comment regarding the altitude of aircraft is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority evaluated several measures suggested by stakeholders to increase the altitudes of aircraft. The Port Authority is not recommending these strategies for inclusion in the JFK NCP because it determined that these measures either limit the types of aircraft that can safely use JFK, which would result in no benefit inside the DNL 65 contour or possibly increase the size of the DNL 65 contour. For more information, please see **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders,* of the JFK NCP. However, the Port Authority expects to

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				most European Countries that us 55 DNL. But the metric could not be altered or changed in the 150 Study. • Therefore, the Noise Exposure Maps would not change due to the requirement that 65 DNL was the only acceptable metric. This changed nothing for our communities to alleviate noise exposure.	further evaluate increasing altitudes of aircraft by engaging with the FAA through its membership in the NextGen Advisory Committee (NAC) and/or Northeast Corridor Initiative. **[E]** Your comment regarding runway rotation is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority evaluated rotating runway usage as a means to reduce noise exposure in an area by moving aircraft overflights to other areas. The FAA has stated publicly that it implements a Runway Rotation Policy at JFK while managing air traffic in the New York region. The Port Authority supports the FAA's Runway Rotation Policy for JFK and encourages the FAA to continue to rotate runway use at JFK when appropriate and safe. The Port Authority is not recommending rotating runway usage for inclusion in this NCP because the FAA already has a Runway Rotation Policy in place. **[F]** Your comment regarding the use of the DNL 65 threshold metric is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the DNL metric, please see Comment Response P1-2. **[G]** Your comment regarding the health effects of aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise, please see Comment Response P3-2. **[H]** Your comment regarding the use of the DNL metric is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority understands that residents outside the DNL 65 contour can be affected by aircraft noise and acknowledges that there are other metrics for measuring aircraft noise. The FAA allows for the use of alternative metrics to further inform the public about noise in surrounding areas. However, these alternative metrics are for information purposes only and the. The FAA will not accept NEMs or approve NCP recommendations that use metrics other than DNL. While use of a DNL 55 threshold can be informative for land use planning, and have been presented in Appendix J of the JFK NEM Report, the FAA regulations set the noise compatibility threshold at DNL 65. The JFK Part 150 Study was completed in accordance with FAA regulations outlined in 14 CFR Part 150. FAA's Part 150 regulations require use of the DNL metric (See Appendix A, Sec. A150.101 of the FAA's Part 150 regulations). Therefore, consistent with the requirements of the FAA's Part 150 regulations, the DNL metric and the associated DNL 65 threshold were used in the JFK NCP to determine potential compatibility of noise sensitive land uses in the vicinity of JFK. The noise abatement measures recommended in the JFK NCP are intended and expected to reduce noise exposure in the communities around JFK that are within the DNL 65 and higher contours. For example, as detailed in **Tables 2-2**, **2-5**, **2-10**, **2-14**, and **2-16** of the JFK NCP, the seven recommended noise abatement measures have the potential to reduce the number of persons (6,076) and dwelling units (2,441) exposed to noise of 65 DNL and higher. Some noise abatement measures that are recommended in the JFK NCP may also reduce noise exposure in areas outside of the DNL 65 contour. Schedules for proceeding with the noise abatement, mitigation and program management measures that the Port Authority is recommending for inclusion in the JFK NCP are set forth in the NCP (See **Appendix H**, *Noise Compatibility Program Implementation Schedule*). The Port Authority will continue to engage with the FAA outside of the confines of 14 CFR Part 150 through, for example, the development of a Fly Quiet Program (Recommended *Program Management Measure 7*). A Fly Quiet Program could result in noise abatement measures, developed outside of the Part 150 process, that could reduce noise exposure in communities outside the DNL 65 contour. Further, the Port Authority is recommending *Noise Abatement Measure 6: Optimized Profile Descent (OPD)*, which could also help reduce noise in areas outside of the DNL 65 contour. If some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may still elect to pursue their development and implementation outside the Part 150 process.

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P7-3	Larry	Hoppenhauer	Funding for Sound Insulation	There are Administrative Noise Abetment procedures that allow for assistance to homeowners who can prove by set criteria that they qualify for assistance like noise insulation to their home or instillation of air-conditioning so windows can be closed. This is all laid out in the 150 Study. However, there is so little money available that we are told that no individual residences will receive assistance.	Your comment regarding funding for a sound insulation program is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. If the land use measures included in the JFK NCP are approved by the FAA and implemented, the Port Authority anticipates that it would commence a residential sound insulation program, subject to the availability of FAA funding. As discussed on **page 3-10** of **Chapter 3** in the JFK NCP, the Port Authority will follow FAA's guidelines, as outlined in the AIP handbook, for a residential sound insulation program (i.e., starting at the highest level of noise exposure within the noise contour areas moving outwards to the DNL 65). Although FAA's approval of the JFK NCP would enable noise mitigation measures to be considered for federal funding under AIP, it does not guarantee that federal funds will be provided, as it is a competitive funding program. The Port Authority will need to compete, nationally, against other programs for federal noise mitigation funds. Based on data over a 10-year period (2008 through 2017), the average AIP funding for all sound insulation projects across the country is about $125,000,000 per year; however, this is not a guaranteed level of future funding availability. For information on the implementation timeline of the proposed sound insulation program, please see **Section 4.2**, *Recommended Corrective Land Use Measures* and **Appendix H**, *Noise Compatibility Program Implementation Schedule*, of the JFK NCP. For more information on the FAA's sound insulation program, please see Topic Specific Response *2-2: Part 150 Sound Insulation Program Recommendations* in **Appendix F-2**.
P7-4	Larry	Hoppenhauer	Flight Dispersal NextGen	One of the concerns of people who experience constant noise due to the use of certain runways and flight paths repeatedly is why can't the paths be "fanned out" a little to bring some relief to those who experience the same high level of noise. The FAA won't consider a change in flight paths that may increase the level of noise already experienced by a group of residents. Again, some rule of either the FAA or 150 Study that will not change. Since NextGen and other navigational advances, aircraft are now laser focused on their flight paths going over the same homes at the same altitudes on most arrivals and departures. However, it is my understanding that frequently in the past, aircraft would vary a few degrees to the left or right and vary their altitudes on departures and arrivals. Therefore, spreading the pain of aircraft noise a little more equitably in the community.	Your comment regarding flight dispersal and NextGen is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." As detailed in the JFK Noise Exposure Map Report Section 4.5, *Airport Operational Information*, most aircraft arriving to JFK utilize Runway 4R/22L, which accounts for approximately 47% of the total daytime arrivals. Approximately 45% of the total nighttime arrivals are on Runway 13L/31R. The second most utilized runway for daytime arrivals is Runway 13L/31R (36%) and the second most utilized runway for nighttime arrivals is Runway 4R/22L (38%). For each runway end, there are multiple arrival and departure procedures (or routes) used to safely navigate to and from JFK. Therefore, aircraft use multiple procedures throughout the day at JFK and not just one. For information on flight dispersal, please see Comment Response P1-3.
P7-5	Larry	Hoppenhauer	Health Effects of Aircraft Noise	The impact of noise on the health of individuals, particularly their cardiovascular system, could not be addressed by the 150 Study.	Your comment regarding the health effects of aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise, please see Comment Response P3-2.
P7-6	Larry	Hoppenhauer	Number of Strategies Recommended Measures to Reduce Noise West, North, and East of JFK	Appendix G. Noise Compatibility Program Strategies Suggested by Stakeholders • The fact that only 7 of the 60 recommendations submitted to the FAA for review, were recommended says it all. • Of the 7 recommendations, 5 of them deal with the Queens neighborhoods of Old Howard Beach, Howard Beach and Hamilton Beach, with minimal impact on noise levels since most of the flight paths are over water • 1 suggests implementing Optimized Profile Descent procedures, when feasible • 1 is already an existing noise abatement measure • No recommendations to alleviate noise levels for residents west, north, or east of JFK Airport. The highly populated areas surrounding the airport	Your comment regarding the number of recommended noise abatement measures and measures to reduce noise west, north, and east of JFK is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority considered 97 strategies to reduce noise for potential inclusion in the Draft JFK NCP. For more information on these strategies, please see **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP. Each noise abatement strategy was evaluated against criteria specified by the FAA in 14 CFR Part 150, as well as FAA Advisory Circular 150/5020-1, *Noise Control and Compatibility Planning for Airports Document Information.* As a result of the Port Authority's evaluation, 22 measures were recommended for inclusion in the JFK NCP for FAA's approval. This includes 7 noise abatement measures, 3 land use measures, and 12 program management measures. The noise abatement measures recommended in the NCP have the potential to reduce up to 6,076 people in 2,441 dwelling units exposed to DNL 65 and higher. Further, some measures that are recommended in the JFK NCP may have benefits in areas outside of the DNL 65 contour, including *Noise Abatement Measure 6: Optimized Profile Descent (OPD)* and *Program Management Measure 7: Establish and Manage a Fly Quiet Program*. If some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may pursue their development and implementation outside

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				Therefore, this draft of the NCP provides no significant change to procedures that will bring relief to the residents who continue to experience aircraft noise at the same or greater levels as before the study, some 8 years ago.	the Part 150 process. For information on a Fly Quiet Program, please see Comment Response P1-1. As noted on **page 2-1** of **Chapter 2** in the JFK NCP, development of noise abatement flight procedures for JFK is especially challenging given the congested airspace in the New York/New Jersey region. The Port Authority reviewed several potential noise abatement measures that could reduce noise exposure in areas west, north, and east of JFK. However, none of these measures were found to be feasible generally because they created operational or safety conflicts with the local airspace, which is highly constrained given the close proximity to LGA. For more information on these noise abatement measures, please see **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP. Measures that were not recommended by the Port Authority for inclusion in the JFK NCP can be further evaluated outside of the Part 150 process (e.g., through the development of a Fly Quiet Program (Recommended *Program Management Measure 7*).
P8-1	Sandra	Barron	Frequency of flights Health Effects of Aircraft Noise and Emissions Compensation, Mitigation and Abatement Programs	**[A]** Since moving to Laurelton, New York the airplane noise and pollution has grown by over 150 percent. When I first moved to Laurelton, you would have an occasional flying of the planes on the weekends. When it rains the noise is even louder and more constant. This goes on all night and into the morning 2 and 3 am! It is unfair as stated at the Airport meetings that we knew that we were moving near an airport. When I purchased my home, I was not informed and for years as mentioned earlier the planes did not flyover my house directly or as often. The airplane traffic was not at the levels that they are today. **[B]** Now, it is constantly flying over my home, the noise and the pollution has become unbearable. I will not be able to sell my home because of this. I smell the exhaust fumes from the planes. My community is constantly being assaulted by the constant noise and exhaust pollution of the planes flying over our heads. **[C]** Needless to say there must be some compensation, mitigations and abatements programs made available immediately, in order to alleviate the constant assaults on my community and my home. Please take the necessary steps to have quality of life issues resolved as soon as possible.	**[A]** Your comment regarding frequency of flights is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority does not have control over the frequency of flights or airline flight schedules, or the factors considered in their development, including which airports airlines choose to use. For information on the Port Authority's ability to regulate JFK arrivals and departures, please see Topic Specific Response 2-4: *Airport Access Restrictions* in **Appendix F-2**. **[B]** Your comments regarding the health effects of aircraft noise and emissions are acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4. **[C]** Your comments regarding compensation, mitigation, and abatement programs are acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority cannot offer compensation or mitigation for areas not determined to be noncompatible. The use of airport revenue, including the penalties received for noncompliant flight operations, is reserved for capital or operating costs in accordance with applicable law. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. The noise abatement measures recommended in the JFK NCP are intended and expected to reduce noise exposure in the communities around JFK that are within the DNL 65 and higher contours. For example, as detailed in **Tables 2-2**, **2-5**, **2-10**, **2-14**, and **2-16** of the JFK NCP, the seven recommended noise abatement measures have the potential to reduce the number of persons (6,076) and dwelling units (2,441) exposed to noise of 65 DNL and higher. Some noise abatement measures that are recommended in the JFK NCP may also reduce noise exposure in areas outside of the DNL 65 contour. Even if some of the noise abatement measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may pursue their development and implementation outside the Part 150 process. Schedules for proceeding with the noise abatement, mitigation and program management measures that the Port Authority is recommending for inclusion in the JFK NCP are set forth in the NCP. For more information on the implementation schedules of the recommended measures, please see **Appendix H**, *Noise Compatibility Program Implementation Schedule*, of the JFK NCP. For more information on the noise abatement measures recommended in the JFK NCP, please see Topic Specific Response *2-1: Recommended Noise Abatement Measures* in **Appendix F-2**.
P9-1	Gloria	Boyce-Charles	Public Engagement	We are concerned that the commercial interests in this community have been expanding exponentially, often without keeping in mind the health and interests of the people who reside here. Benefits to their corporate interests (e.g., their customer bases, employees, corporate shareholders) and indeed to the city and state of New York seemingly take precedence over the	Your comment regarding public engagement is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The content of the JFK NCP and the recommended noise abatement and mitigation strategies therein take into consideration the valuable input provided to the Port Authority by a variety of stakeholders, including residents in the communities surrounding JFK. The Port Authority implemented a robust and transparent public engagement strategy throughout the JFK Part 150 Study in order to understand the noise concerns of various stakeholders (including members of the communities

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				needs of the residents, who are often not (or, at best, only begrudgingly) acknowledged as key stakeholders.	surrounding JFK) and obtain their suggestions for noise abatement and mitigation. The engagement included 17 Technical Advisory Committee (TAC) meetings, 3 New York Community Aviation Roundtable JFK Airport Committee meetings, 3 local jurisdiction meetings, 4 Public Information Workshops, and 1 Public Hearing. Members of the public were invited to attend and provide comments at TAC meetings, participate in public workshops and hearings, and submit comments on the draft documents prepared for submittal to the FAA. The Port Authority reviewed all public and stakeholder comments. A list of public outreach meetings is provided in **Chapter 5** and all meeting materials are provided in **Appendix E**, *Public Outreach*, of the JFK NCP. Please also see Topic Specific Response *1-1: Public Meetings/Outreach* in **Appendix F-2** for more information on the extensive public outreach campaign implemented by the Port Authority. Members of the public were able to submit comments to the Port Authority during the JFK Part 150 Study by either using a dedicated Port Authority email address (NYPart150@panynj.gov) or the Port Authority's Noise Complaint Hotline. In addition to the public involvement process for the JFK Part 150 Study, a noise complaint can be submitted by either calling the Noise Complaint Hotline at 1-800-225-1071 or completing an electronic noise complaint form at https://aircraftnoise.panynj.gov/submit-a-noise-complaint/. Noise complaints or inquires can also be submitted to the FAA. To submit a noise complaint for investigation by the FAA, use the online FAA Noise Portal at https://noise.faa.gov/noise/pages/noise.html.
P9-2	Gloria	Boyce-Charles	Adding New Noncompatible Land Use Noise Abatement Measure 1 (Tighten SKORR Procedure) Noise Abatement Measure 2 (22L and 22R departures) Flight Dispersal	**[A]** The abatement strategies within the report provide limited abatement to some residences, while increasing noise exposure to others. This is concerning and would seem to contradict one of the basic tenets of this effort, specifically, the prevention or discouragement of noncompatible land uses. **[B]** For example, in Abatement Measure 1, it was unclear for me whether there would be any new communities impacted by the revised points of departure. And if so, what would they be? And what would be the noise contours in these communities? **[C]** In Abatement Measure 2, you would direct flights coming off of 22L and 22R toward other less densely populated areas. Abatement Measures 3 and 4, would introduce additional aircraft impacts to new communities as well. How is that consistent with your above-stated noise abatement strategy? It would seem to be especially inconsistent if any of these areas are already in the 65 or higher DNL contours. **[D]** It also contradicts one of the reasons that you gave for rejection of Stakeholder Proposed Strategy #19, recommending dispersal headings off of Runway 4L. In your rationale, you stated: "The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses."	**[A]** Your comment regarding adding new noncompatible land use is acknowledged and memorialized in this **Appendix F**, Public Comments, of the JFK NCP. All noise abatement measures included in the JFK NCP were developed within the regulatory requirements of Part 150. Under Part 150 regulations, FAA is prohibited from approving measures in an NCP that shift noise from one residential community to another residential community if it would result in a net increase of noncompatible land uses and the associated increase in noise exposure to residents. The measures recommended in the JFK NCP are intended to, and are expected to, provide a net reduction in noise exposure in the communities around JFK that are within the DNL 65 and greater contours. For example, as detailed in **Tables 2-2**, **2-5**, **2-10**, **2-14**, and **2-16** of the JFK NCP, the seven recommended noise abatement measures have the potential to reduce the number of persons (6,076) and dwelling units (2,441) exposed to noise of DNL 65 and higher. **[B]** Your comment regarding Noise Abatement Measure 1 is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority is recommending *Noise Abatement Measure 1: Implement "Tighten SKORR" Departure Procedure*. As shown in Figure 2-3 of the NCP, implementation of this measure does not result in the introduction of new noncompatible land uses or an increase in noise exposure to residents. This measure may shift the noise contours southward, resulting in a reduction of the numbers of noncompatible land uses and noise exposure to residents within the DNL 65 and higher contours in the neighborhoods of Howard Beach, Old Howard Beach, and Hamilton Beach. The shift in noise contours may remove up to 923 people and 351 dwelling units from the DNL 65 contour. For more information on *Noise Abatement Measure 1*, please see Topic Specific Response *2-6: "Tighten SKORR" Departure Procedure* in **Appendix F-2**. **[C]** Your comment regarding Noise Abatement Measure 2 is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. Based on the analyses in the JFK NCP, *Noise Abatement Measure 3: Reduce Runway 31L Intersection Departures at Night* and *Noise Abatement Measure 4: Combine "Tighten SKORR" Departure Procedure with Reduce Runway 31L Intersection Departures at Night* recommended in the JFK NCP could shift the DNL 65 contour in a manner to include an additional 7 to 19 dwelling units within the DNL 65 contour. The Port Authority recommended these two measures because this stage of the analysis suggests that they could result in a significant net reduction in noncompatible land use and the associated reduction in noise exposure to residents of 859 dwelling units. The analyses of these two noise abatement procedures in the JFK NCP are based solely on notional designs of the procedures. Any new or modified procedures developed by the FAA based on these recommended noise abatement procedures would be subject to multiple technical reviews and approval processes before implementation, and the final designs could differ from the notional designs set forth in the JFK NCP.

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					[D] Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because the area north of JFK is densely populated and any movement of current departure procedure or addition of any new routes would result in shifting noise from one populated area to another. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3.
P9-3	Gloria	Boyce-Charles	Noise Impacts in Areas Close to Runways 22R and 22L	Other than the NAPD1 and NAPD 2 departure strategies outlined in Abatement Measure 5, which are voluntary on the part of the aircraft operator, most of the abatement measures that you provide would seem to bring relief to the Howard Beach area, with some relief to Far Rockaway and very little promise for abatement in the Brookville, Rosedale areas that sit closest to the 22R and 22L runways.	Your comment regarding noise impacts in areas close to Runways 22R and 22L is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. As discussed in **Section 2.2** of the JFK NCP, *Noise Abatement Measure 5: Implement Noise Abatement Departure Profiles on a Voluntary Basis for Each Runway End* could reduce the number of noise-sensitive parcels and people exposed to DNL 65 and higher in the Queens, New York neighborhoods of Brookville, Howard Beach, Old Howard Beach, Hamilton Beach, Arverne, and Hammels. The Port Authority evaluated strategies to reduce the effects of aircraft noise to Rosedale; however, the Port Authority determined that those strategies would shift noise from one area of noncompatible land use to another (See **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP for additional information). Measures that were not recommended by the Port Authority for inclusion in the JFK NCP can be further evaluated by the Port Authority, FAA and airport users outside of the Part 150 process (e.g., through the development of a Fly Quiet Program (Recommended *Program Management Measure 7*)).
P9-4	Gloria	Boyce-Charles	Noise Limit Penalties	Abatement Measure 7 references the Mandatory Departure Noise Limit and the $250 penalty exacted on those airlines that violate the mandatory 112 PNdB departure noise limit. The report indicates that this measure is currently in progress and that it provides noise benefits to communities in the vicinity of JFK. My questions would be: • Why are the penalties so low? • Can the public access the data on airlines that are not in compliance? Can we see the data on the incidents of non-compliance, the associated airlines, the penalties exacted and paid? • How are the fines used to benefit the community?	Your comment regarding noise limit penalties is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. Both the noise departure limit and the $250 penalty at JFK are noise abatement measures that were established long before such measures were restricted by the Airport Noise and Capacity Act of 1990 (ANCA); therefore, they are "grandfathered" under ANCA and the Port Authority will continue to enforce these measures. The $250 penalty was established in October 1958 when the first generation of jet-powered aircraft were in operation at JFK. When the $250 penalty was put in place, the amount of the penalty posed a sufficient deterrent to noise violations. Any changes to the penalty amount would result in the departure noise limit losing its "grandfathered" status, which could result in loss of the ability to assess fines. Therefore, the Port Authority does not recommend increasing the fine. Aircraft currently operating at JFK are much quieter than the types operating in the 1950s and the number of departure limit violations in recent years is negligible—about 1 to 2 aircraft per month. The public can request data on violations of the 112 PNdB departure noise limit by contacting the Port Authority Noise Office at https://aircraftnoise.panynj.gov/. The use of airport revenue, including the penalties received for noncompliant flight operations, is reserved for capital or operating costs in accordance with applicable law.
P9-5	Gloria	Boyce-Charles	Using Other Airports Using Quieter Aircraft	**[A]** As I reviewed the stakeholder suggestions outlined in Appendix G, I noticed that several recommended the expanded use of Stewart International Airport (rows 14, 57). The suggestions were rejected by the Port Authority, in part because the Port Authority does not have jurisdiction over airline flight schedules or production. But this is an insufficient response to suggestions that call upon you to rethink the ways that usage of other airports might alleviate some of the pressures on the people who reside within communities that are closest to the JFK runways. For example, Jet Blue recently announced that it was the first airline to fly direct from NYC to Gatwick. This could	**[A]** Your comment regarding the use of other airports is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority does not have control over airline flight schedules, or the factors considered in their development, including which airports airlines choose to use. Flight scheduling is a complex process performed by airline operators that considers a multitude of factors that are outside the control of the Port Authority, including passenger demand, availability of aircraft, and airport operational limitations. In addition, the Port Authority does not have authority to restrict or limit the use of JFK to any aircraft operator. Commercial service airports, such as JFK, are generally prohibited from restricting access to the airport for reasons other than safety and maintenance, unless authorized by the FAA under 14 CFR Part 161.[8] As a condition of receiving funding from the FAA, an airport is obligated to keep its runways open and available to support aircraft arrival and departure operations at all times of the day.

[8] FAA Order 5190.6(b), "Airport Compliance Manual" Chapter 13, Section 14, paragraph (a). To be approved, restrictions must meet the following six statutory criteria: 1) the proposed restriction is reasonable, nonarbitrary, and nondiscriminatory. 2) The proposed restriction does not create an undue burden on interstate or foreign commerce. 3) The proposed restriction maintains safe and efficient use of the navigable airspace. 4) The proposed restriction does not conflict with any existing federal statute or regulation. 5) The applicant has provided adequate opportunity for public comment on the proposed restriction. 6) The proposed restriction does not create an undue burden on the national aviation system.

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				certainly have the effect of decreasing flights into Heathrow. The question is, how can the Port Authority partner with the airlines to engage in similar initiatives here in an effort to redistribute air traffic to Stewart Airport or other surrounding, lesser-used airports? **[B]** How can the Port Authority and the FAA engage with/incentivize airline operators to upgrade their airplanes to the most efficient, least noisy aircraft? Shouldn't these engagements be part of the Port Authority's Noise Management Program?	No new restrictions can be implemented at JFK without successful completion of a 14 CFR Part 161 Study and approval by the FAA, which also requires that the Port Authority first implement noise control measures that do not require aircraft operating restrictions. Therefore, use restrictions are not recommended for inclusion in this NCP. For information on 14 CFR Part 161 requirements, please see **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*. The FAA will not approve NCP measures that "create an undue burden on interstate or foreign commerce (including any unjust discrimination)." Banning or moving operations to another airport would discriminate against a class of aircraft operators; therefore, it is considered an access restriction that is unlikely to be approved by the FAA. As part of the Part 150 process, airport access restrictions are to be considered as a final attempt to address noncompatible land uses when all other measures have been exhausted. The Port Authority expects to address all eligible noncompatible land uses through the recommended NCP measures provided in the JFK NCP. For further information on aircraft access restrictions, please see Topic Specific Response *2-4: Airport Access Restrictions* in **Appendix F-2**. **[B]** Your comment regarding the use of quieter aircraft is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The FAA, not the Port Authority, regulates the maximum noise level that commercial aircraft can emit by requiring aircraft to meet certain noise certification standards. Through the Modernization and Reform Act of 2012, the FAA has prioritized encouraging aircraft operators to phase out older, noisier aircraft, which has resulted in some of the noisier aircraft no longer being in the fleet. For more information, please see the FAA's Noise webpage at https://www.faa.gov/noise/. The Port Authority supports the FAA's decision to promote the phase out of noisy aircraft and will continue to do so outside of the Part 150 process, when necessary. Partnering with users of JFK, the New York Community Aviation Roundtable JFK Airport Committee, and the FAA will be important in identifying future opportunities to reduce the effects of noise associated with JFK aircraft operations. For example, the Port Authority is recommending the development of a Fly Quiet Program, which is a voluntary collaboration of the airport operator, aircraft operators, and air traffic controllers that encourages pilots and air traffic controllers to use noise abatement flight procedures and preferential runways (see Program Management Measure 7: *Establish and Manage a Fly Quiet Program*). A Fly Quiet Program may benefit surrounding communities by encouraging aircraft operators to proactively reduce aircraft noise levels. For more information on a Fly Quiet Program, please see Comment Response P1-1 and Topic Specific Response *2-3: Fly Quiet Program* in **Appendix F-2**.
P9-6	Gloria	Boyce-Charles	DNL 65 Threshold Health Effects of Aircraft Noise	The land use measures that you have presented as mitigation strategies to reduce the impact of existing noise on the people living near the airports include sound insulation of eligible dwelling and non-residential noise-sensitive structures. The requirements for eligibility for such mitigation point to what I consider a fundamental inadequacy of the report and its proposed strategies, and that is the use of the 65DNL as the noise compatibility standard. The fundamental failing at the heart of this report and its proposed strategies is the Port Authority's refusal to acknowledge that the 65DNL is an inadequate starting point from which to begin a discussion of noncompatible land use and mitigation eligibility. The Port Authority contends that they are bound by the use of the 65DNL because it is compliant with FAA stipulations. However, respected research tells us that the 65DNL noise level is damaging to the mental and physical health of the people who live near the airports, and that the 55DNL is a more acceptable standard.1 With that in mind, the agencies that are responsible for addressing our concerns could and should have worked together to offer the community some grace and	Your comment regarding FAA's use of the DNL 65 threshold for determining the compatibility of noise-sensitive land uses and the health effects of aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the DNL 65 threshold, please see Comment Response P4-2. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. For information on why the Port Authority initiated the JFK Part 150 Study, please see Comment Response P8-1. For information on the health effects of aircraft noise, please see Comment Response P3-2.

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				consideration with respect to the DNL levels that qualify for noise mitigation. Would it really have taken new legislation to extend this courtesy to the stakeholders on the ground? While I recognize that the Port Authority is not empowered to provide all of the answers, this report does little to even acknowledge or take responsibility for alleviating the critical mental and physical health, quality of life and indeed the financial stresses exacted upon the stakeholders who live underneath the flight path.	
P9-7	Gloria	Boyce-Charles	Sound Insulation Eligibility Ground Cargo Operations	**[A]** And even though a home is located within the 65DNL contour, it is still not necessarily eligible for mitigation. If the structure was built after August 4 of 2008, or "if the self-generated noise from a given use and/or the ambient noise from other non-aircraft and non-airport uses is equal to or greater than the noise from aircraft and airport sources," the home will not qualify for assistance. This unfairly lessens the Port Authority's obligation to suffering homeowners. Developers may have been aware of noise contours in 2008, but the people to whom they sold homes probably were not. **[B]** And we all know that the ambient noise (and the poor air quality) around homes in DNL65 contours is often associated with the commercial traffic that supports the air cargo industry… a source of significant revenue for the airport. To deny the Port Authority's complicity in these noise levels is unconscionable!	**[A]** Your comment regarding sound insulation eligibility is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority acknowledges that FAA policies and guidelines prescribe eligibility criteria for sound insulation treatment when airports seek funding from the FAA to implement a residential sound insulation program. For an explanation regarding the eligibility of residential units for federally funded sound insulation, please see JFK Land Use Measure 1: *Sound-Insulate Eligible Dwelling Units* on **page 3-6** of the JFK NCP and Topic Specific Response *2-2: Part 150 Sound Insulation Program Recommendations* in **Appendix F-2**. As noted in **Section 3.2** of the JFK NCP, if the FAA approves *Land Use Measure 1: Sound-Insulate Eligible Dwelling Units*, the Port Authority would seek federal funding to support a residential sound insulation program. The Port Authority does not have the financial capacity to take on such work on its own, particularly given its enormous revenue losses due to the COVID-19 pandemic and the pandemic-related travel restrictions. Information on Airport Improvement Program grants issued by the FAA for residential sound insulation can be found at https://www.faa.gov/airports/aip/grant_histories/lookup/. **[B]** Your comment regarding ground cargo operations is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The JFK NEM Report indicates that cargo operations represented approximately 3% and 4% of total operations in 2016 and 2021, respectively. Of those cargo operations, about half occur during the nighttime hours (10:00:00 p.m. to 6:59:59 a.m.) while the other half occur during the daytime. The noise associated with ground-based vehicles that support cargo operations at JFK are outside the scope of Part 150 regulations and are therefore not examined in the JFK NCP. FAA regulations limit Part 150 studies to an examination of noise and land use compatibility with the goal of reducing non-compatible land uses. The recommended measures in the NCP are those that provide a net reduction in non-compatible land use while meeting the Airport's operational and safety requirements Therefore, evaluation of air quality associated with vehicular traffic was outside the scope of the Part 150 Study for JFK.
P9-8	Gloria	Boyce-Charles	Avigation Easements	But perhaps the most unsettling requirement of eligibility is that homeowners who accept noise mitigation must sign an avigation easement, which restricts the use of that owner's property "subject to the airport sponsor's easement for overflight and other applicable restrictions on the use and development of the parcel." "Avigation easements run with the land (i.e., are attached to the property for as long as the easement is in effect)," and will be attached to the property deed in perpetuity. This is the ultimate Faustian choice for the poor homeowner who wants to have the peaceful enjoyment of his home. Upon signing such an easement, he jeopardizes the possibility of ever selling his home, should he choose to relocate; and the value of his home is most certainly at risk of depreciation.	Your comment regarding avigation easements is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. Participation in a Part 150 residential sound insulation program is optional for the homeowner – a homeowner can elect to not participate. If a homeowner elects to accept sound insulation under a Part 150 residential sound insulation program, the avigation easement would be provided by the homeowner in exchange for the benefit they receive in the form of the sound insulation. Assuming the sound insulating treatments installed under such a program are maintained by the homeowner and are not removed or altered, the benefits from such treatments would last for the expected lifespan of the products installed. The Port Authority's research on other Part 150 residential sound insulation programs indicates that the installation of sound insulating treatments has a positive impact on the property value of the dwelling unit.

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P9-9	Gloria	Boyce-Charles	Real Estate Disclosures Incentives/Subsidies	**[A]** The Port Authority's recommendation that real estate disclosures be implemented as a land use measure is the proverbial icing on the cake. It is an implicit admission of its knowledge that many of the homeowners who have invested in airport communities had no idea about the proximity of their homes to the airport runways and flight paths. Yet it puts all of the burden on those residents to bear the consequences of the Port Authority's overly aggressive growth and development plans for the airport. It is right for potential homeowners to be made aware of the airport's impacts; however, once such a disclosure is made, the desirability and the value of the home will be negatively impacted. We are talking about the most significant investment for many of our homeowners, who have invested money into the upkeep and capital improvement of their property over many years. They did not create this situation, yet they alone bear the burden of the consequences. They sit in their homes, unable to watch a television show, have a casual conversation or sleep through the night because of the air traffic overhead, while aviation industry corporations, C-suite executives and the City and State reap the profits. It's simply not fair. Yet the Port Authority rejects stakeholder suggestions to remedy this situation through the Port Authority's acquisition of noncompatible land, using the premise that it may "fragment established neighborhoods and communities, depending on the number of property owners that voluntarily choose to sell their property." The conclusion is a reasonable one. Yet, as you can imagine, this is one of the possible outcomes of a real estate disclosure as well. Unscrupulous developers and real estate predators will swarm our neighborhoods to buy out frightened homeowners, thus fragmenting and altering the character of our communities. **[B]** Why not consider more ways to abate the noise, or to incentivize disclosure, such as a subsidy for homeowners whose market value has been impacted by airport noise? Residents who live near the airport might also be offered a property tax break which could be funded by the revenues from the noise mitigation penalties assessed from non-compliant airlines. Something has to be done to make community members whole! And I'm sure that if there were genuine concern on the part of the corporate interests, reasonable solutions could be found.	**[A]** Your comment regarding real estate disclosures is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. A number of land use measures were suggested by stakeholders (see **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders* and **Section 3.4**, *Land Use Strategies Considered but Not Recommended for Inclusion in This NCP*), but were ultimately not included as recommendations in the JFK NCP. Many of these strategies received no interest or support from the local land use agencies; however, the Port Authority would be available to support local land use agencies if they choose to revisit some of these measures in the future. These strategies could also be revisited with local land use agencies during a future NCP update. Specifically, the decision whether to pursue a real estate disclosure requirement is a policy matter for local government entities to decide. The disclosure of aircraft noise in the context of real estate transactions is included in the JFK NCP because discussions with the City of New York during the JFK Part 150 study suggested that the City may be interested in evaluating this type of land use measure. Initiating evaluation of this land use measure would be solely at the discretion of the City. The Port Authority, however, would be available to assist with any such evaluation, if requested by the City. If the City of New York decides to evaluate this preventive land use measure, the Port Authority expects that issues noted in this comment would be considered in its evaluation. The Port Authority is not aware of any studies indicating that disclosure of airport noise affects property value. According to research by the Airport Cooperative Research Program, aviation noise can have a direct negative impact on property value, but not in all cases. Additionally, studies conducted at other airports have concluded that airport noise only has a slight impact on property values within the DNL 65 and greater contours. According to research by the FAA, the adverse impact of aircraft noise on property values was greater in the 1960s, when jet aircraft first entered the fleet, than in the 1980s or 1990s. The Port Authority understands that land acquisition can be an effective way for airports under Part 150 to reclassify the land use from noncompatible to compatible. However, the Port Authority is concerned that acquisition of residential properties within the DNL 65 contour could fragment established neighborhoods and communities, especially in areas in close proximity to the DNL 65 contour interval line, where the line could potentially bisect a neighborhood block. A residential sound insulation program, which the Port Authority is recommending, would maintain neighborhood integrity, potentially increase home values, and substantially reduce interior noise levels. More information on this measure can be found in **Section 3.3**, Recommended Preventive Land Use Measures, of the JFK NCP. **[B]** Your comment regarding incentives and/or subsidies to reduce noise is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. A residential sound insulation program, which the Port Authority is recommending, not only reduces interior noise levels and maintains neighborhood integrity, but also increases the value of the home. The Port Authority is unable to offer any tax breaks or subsidies because the use of airport revenue, including the penalties received for noncompliant flight operations (which is nominal), is reserved for capital or operating costs in accordance with applicable law. Property taxes are a matter that is solely within the jurisdiction of local government entities.
P9-10	Gloria	Boyce-Charles	Purpose of the Part 150 Study Public Engagement	The overriding intent of this report seems to be to cross off items on a check list of stakeholder "complaints/objections" rather than to thoughtfully engage in addressing and substantially remedying them, as that would impede the continued "growth and development of the airport operation." This report, along with its abatement and mitigation suggestions, clearly imply that the health, quality of life concerns and the integrity of the stakeholder-on-the-ground communities are low on the Port Authority's list of priorities. In fact, these issues were not even acknowledged.	Your comment regarding the purpose of the Part 150 Study and public engagement is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. For information on why the Port Authority initiated the JFK Part 150 Study, please see Comment Response P8-1 [C]. The Port Authority implemented a robust and transparent public engagement strategy throughout the JFK Part 150 Study in order to understand stakeholders' noise issues and obtain suggestions for noise abatement and mitigation. The engagement included 17 Technical Advisory Committee (TAC) meetings, 3 New York Community Aviation Roundtable JFK Airport Committee meetings, 3 local jurisdiction meetings,

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				That it took this agency 7 years to come back to the community with such a heartless, soulless plan to address the compelling and critical human concerns and consequences of airport noise to the stakeholders on the ground speaks volumes about the intent of this effort.	4 Public Information Workshops, and 1 Public Hearing. Members of the public were invited to attend and provide comments at TAC meetings, participate in public workshops and hearings, and submit comments on the draft documents prepared for submittal to the FAA. All public and stakeholder comments were reviewed and taken into consideration. A list of public outreach meetings is provided in **Chapter 5** and all meeting materials are provided in **Appendix E**, *Public Outreach*, of the JFK NCP. Please also see Topic Specific Response *1-1: Public Meetings/Outreach* in **Appendix F-2** for more information on the extensive public outreach campaign implemented by the Port Authority.
P10-1	Andrew	Clavin	Stakeholder Roles and Responsibilities Health Effects of Aircraft Noise and Emissions Runways 22 and 13 Approach Procedures Runway 22L Approach Procedures	**[A], [B]** I have been a resident of North New Hyde Park for almost 33 years...I am writing to you with extreme disappointment. I'm not the type of person that would begin complaining if a few days a week there were a lot of planes .... even every minute. I am PLEADING WITH YOU TO HELP US OUT AS HUMAN BEINGS AND BEGIN SHARING THE TRAFFIC for our safety God forbid an accident, less noise pollution, and less air pollution. **[C]** However over the past 10 year prior to the implementation of RNAV TNNIS Departure, the use of the VOR/DME 22L as the primary approach while JFK was either on just the 22's or arriving the 22's while departing 22R and 31 L became almost REGULARLY sent 30 or MORE an hour on VOR 22L. As you know the departure configuration at JFK has been used in anywhere from South East all the way to light NNW. WHEN DOES IT END? We get MORE than our share of ILS 22L, and ROUTINELY ABSORB traffic diverted from 13s b/c ILS 13L is very INEFFICIENT as it affects other airports negatively. If offset approaches WORK to deconflict airspace for the 13s and are ALWAYS the primary approach during VFR weather, then the RNAV XRAY 22L MUST BE USED for noise abatement! I'm more then well aware that JFK has much larger aircraft than LGA, but it has me absolutely furious to see how the offsets such as the Expressway Visual 31, Park nonexistent, and over the last few years the ILS approach has been used almost exclusively. This is REGARDLESS OF WEATHER especially .... as you know TNNIS and Jutes were created which I despise. I AM PLEADING WITH YOU TO STOP using ILS 22L and RNAV Y 22L into JFK constantly for EFFICIENCY in VFR weather! **[D]** PLEASE ALSO consider a regular RNAV overlay that of the RNP Zulu 22L that all commercial pilots can fly, as well as an RNAV overlay to the Belmont Visual 22L! **[E]** The RNAV GPS XRA Y22L now has vertical guidance unlike the VOR approach and I IMPLORE YOU ..... The RNAV GPS XRAY MUST be used more when 22L is the PRIMARY arrival runway at JFK. The FAA MUST work on efficient ways of using it w/an approach to 22R OR if this is not feasible, although it has been done, settle with using the RNAV GPS XRAY 22L approach alone. Prior to implementation of RNAV TNNIS, the FAA Visual 31, RNAV 13, and River Visual 13 are all used Regularly and a much easier straightforward approach like the RNAV XRAY 22L RARELY the primary. This leads me to believe that Garden City	**[A]** Your comment concerning flight procedures for JFK and stakeholder roles and responsibilities is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. With the exception of emergency situations, all aircraft operators departing from and arriving at JFK must follow FAA air traffic control instructions, including departure and arrivals procedures. The FAA's air traffic control is charged with the safe and efficient use of the National Airspace System while taking into consideration runway availability, traffic volume, winds/weather conditions, and how the runways at nearby airports, such as LGA, are being used. For more information on the role of FAA's air traffic control, please see Topic Specific Response *1-2: Stakeholder Roles and Responsibilities in Noise Compatibility Planning* in **Appendix F-2**. Going forward, the Port Authority will collaborate with users of JFK and the FAA, which will be important to identifying future opportunities to reduce the effects of noise associated with JFK aircraft operations. For example, the Port Authority is recommending the development of a Fly Quiet Program, which is a voluntary collaboration of the airport operator, aircraft operators, and air traffic controllers that encourages pilots and air traffic controllers to use noise abatement flight procedures and preferential runways (See *Program Management Measure 7: Establish and Manage a Fly Quiet Program)*. A Fly Quiet Program may benefit surrounding communities by encouraging aircraft operators to proactively reduce aircraft noise levels. For more information on the Fly Quiet Program, please see Comment Response P1-1 and Topic Specific Response *2-3: Fly Quiet Program* in **Appendix F-2**. **[B]** Your comment regarding the health effects of aircraft noise and emissions, is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4. **[C]** Your comment regarding approach procedures to Runway 22 and 13 is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The RNAV approaches to Runways 13L and 13R are used during Visual Flight Rules (VFR) conditions (e.g., nice and clear weather) and when conflicting traffic necessitates their use. The Runway 13L Instrument Landing System (ILS) approach is used by NY TRACON for aircraft arriving on Runway 13L in Instrument Flight Rules conditions (e.g., bad weather). Runway 13R does not have an ILS approach. An ILS approach is one of the safest and most stable approaches to an airport because of the vertical and horizontal guidance that it provides aircraft during landing. As a result, commercial aircraft operators typically require or encourage their pilots to use an ILS approach when it is available, even in VFR conditions. Therefore, if the Runway 22L ILS approach is available for use, most commercial pilots will choose to use it. More information on these approach considerations can be found in **Appendix E**, *Public Outreach*, of the JFK NCP. **[D]** Your comment regarding approach procedures to Runway 22L is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. RNAV GPS approach overlays for the RNAV (RNP) Z approach to Runway 22L and the Belmont Visual Approach to Runway 22L intercept the Runway 22L extended centerline several miles from the Runway 22L landing threshold. Because the extended centerline intercept is outside of the DNL 65 contour, the overlays would not result in a reduction of noncompatible land uses and the associated reduction in noise exposure to residents within the DNL 65 contour. The recommendation could not be approved by the FAA under the requirements of Part 150 because there is no decrease in noncompatible land use within the DNL 65 contour; however, it may be possible to analyze Runway 22 approach procedures through a Fly Quiet program, which is recommended in the JFK NCP (see *Program Management Measure 7: Establish and Manage a Fly Quiet Program)*.

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				and the communities impacted the most by the RNAV XRAY are purposely avoided.	**[E]** Your comment regarding the RNAV (GPS) X approach is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The RNAV (GPS) X approach is one of the newer approaches to Runway 22L, which overlays the VOR/DME 22L (an approach that is no longer used). The RNAV (GPS) X approach may be requested by pilots at any time, which may result in reduced usage of the 22L ILS approach, and FAA air traffic controllers may approve the use of RNAV (GPS) X approach when operating conditions permit. However, the use of the RNAV (GPS) X approach instead of the 22L ILS approach may be restricted due to weather conditions, airspace congestion, conflicts with LGA airspace, and other safety considerations.
P11-1	Barbara E.	Brown	Public Engagement Purpose of the Part 150 Study	**[A]** The first meeting of 150 Study was in October 2014 with a projected end date of October 2017. It is now October 2021 and we're just at the halfway mark for this study. This Public Comment period is part of the process. There has been no accountability or transparency about the extremely long delay. Public Outreach: Public outreach has been woefully inadequate. This should have involved reaching out to and presenting at community boards and civic associations that represent stakeholders impacted by JFK aircraft noise to maximize informing the public and getting feedback. This was not done instead the Technical Advisory Council (TAC) meetings were held at JFK Airport which is difficult for most to get to unless driving and often in the afternoon when most residents were at work. In fact, a presentation on this current document should have been made specifically to the roundtable. This was not done, although requested. The question: Has this poor outreach strategy been done to lessen public input and awareness of this process? **[B]** The overriding intent of this report seems to be to cross off items on a check list of stakeholder "complaints" rather than to thoughtfully engage in addressing and substantially remedying them, as that would impede the continued "growth and development of the airport operation." The report, along with its abatement and mitigation suggestions, clearly imply that the health and quality of life concerns of the community are low on the list of priorities. In fact, these issues were not addressed at all. That it took this agency 7 years--almost fout times as long as it was supposed to - to come back to the community with a plan that does not truly address the real and critical human concerns and consequences of airport noise to the stakeholders on the ground speaks volumes about the intent of this effort.	**[A]** Your comment regarding public engagement is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the Port Authority's extensive public engagement/outreach efforts during the JFK Part 150 Study, please see Comment Response P7-1 The Port Authority's public outreach efforts exceeded regulatory requirements and sought public input throughout the Study process. For more information on the Port Authority's public outreach, please see Topic Specific Response *1-1: Public Meetings/Outreach* in **Appendix F-2**. **[B]** Your comment regarding the purpose of the Part 150 Study is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. For more information on why the Port Authority initiated the JFK Part 150 Study, please see Comment Response P8-1 [C].
P11-2	Barbara E.	Brown	Flight Dispersal Frequency of Flights Nighttime Noise Aircraft Altitude Runway Rotation DNL 65 Threshold Metric	In the years prior to the establishment of the Part 150 Studies, there was constant concern expressed by community organizations to the PA and FAA of the following **[A]**• Too much and constant noise over certain communities due to arrivals and departures at JFK and LGA. **[B]**• Too many flights arriving and departing JFK and LGA **[C]**• Excessive noise at nighttime caused by departing and arriving flights	**[A]** Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning flight dispersal, please see Comment Response P7-2 [A]. **[B]** Your comment regarding the frequency of flights is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning the frequency of flights, please see Comment Response P7-2 [B]. **[C]** Your comment regarding nighttime noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning nighttime noise, please see Comment Response P7-2 [C].

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			Health Effects of Aircraft Noise	**[D]**• Aircraft flying too low over communities **[E]**• No consistent alternation of runway use to prevent excessive noise over the same residents **[F]**• That the DNL metric does not capture the real noise experienced under flight paths by the same residents. **[G]**• That there are many old and new reputable studies that shed new light on the impacts of aircraft noise on the health of individuals. It was hoped that these would be addressed in the Part 150 Study. **[H]** Although community organizations were told repeatedly by the PA and FAA that a Part 150 Study is the way to bring about desired changes, this seems not to be true. The question: Is this a truly effective, viable tool to bring about any of the desired changes? Those of us who were members of the Part 150 Technical Advisory Committee (TAC) learned that there were very stringent guidelines to the Part 150 Study that could not be changed and minimized any potential solutions to stakeholders on the ground. For example: Use of the DNL Metric • The 150 Study would not allow for a change in the noise metric used. Only the DNL metric was allowed, yet this was the metric that all community groups said was outdated and not a true measurement of noise levels experienced by communities. • There was great desire by community groups that, if forced to use the DNL metric, it should be changed from 65 DNL to 55 DNL. This would have made the United States compliant with most European Countries that use 55 DNL. But, again, the metric could not be altered or changed in the Part 150 Study. • The Noise Exposure Maps could not be changed due to the requirement that 65 DNL was the only acceptable metric. While TAC did provide a 55 DNL contour to its members which showed a much larger swath of territory impacted by JFK Airport, the contour could not be used as a part of the study. Unfortunately, it is evident from this document that nothing significant will change for our communities to alleviate noise exposure.	**[D]** Your comment regarding aircraft altitudes is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning aircraft altitudes, please see Comment Response P7-2 [D]. **[E]** Your comment regarding runway rotation is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning runway rotation, please see Comment Response P7-2 [E]. **[F]** Your comment regarding the use of the DNL 65 threshold metric is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning the DNL metric, please see Comment Response P1-2. **[G]** Your comment regarding the health effects of aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise, please see Comment Response P3-2. **[H]** Your comment regarding FAA's use of the DNL 65 as the threshold for determining the compatibility of noise-sensitive land uses to airport operations is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the DNL 65 threshold, please see Comment Response P7-2 [H].
P11-3	Barbara E.	Brown	Noise Abatement Measure 2 (22L and 22R departures) Noise Abatement Measure 1 (Tighten SKORR Procedure)	**[A]** The recommended flight procedures have little or no positive impact. Two of them raise specific concerns: The "proposed turn runway 22R and 22 L to 240 degrees at night" which will have a negative impact on the Broad Channel Community (not recognized in the report). It also appears that this might not be a safe flight maneuver swerving north and then back south in short order. (NB. Flight 587 crashed into the Rockaways due to such maneuver and flight stabilizer separation) **[B]** The "Tighten SKORR Procedure" could be beneficial, however despite numerous requests for where those flights would exit over the Rockaway Peninsula we have never gotten a	**[A]** Your comment regarding Runway 22L and 22R noise abatement measures is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning the benefits of the recommended noise abatement measures, please see Comment Response P7-2 [H]. The Broad Channel Community is not located within the DNL 65 contour and would not be located in the DNL 65 contour if *Noise Abatement Measure 2: Turn Runway 22L and 22R Departures to Heading 240 at Night* is approved by FAA and implemented at JFK. *Noise Abatement Measure 2: Turn Runway 22L and 22R Departures to Heading 240 at Night* was suggested by the FAA for inclusion in the JFK NCP. The measure includes a nighttime (10:00:00 p.m. to 6:59:59 a.m.) area navigation (RNAV) departure procedure for Runways 22L and 22R that would direct aircraft to make a right turn to magnetic heading 240 shortly after takeoff, then a left turn to overfly The Rockaways. This measure has the potential to remove up to 2,989 people and 1,272 dwelling units from within the DNL 65 contour. Any operational procedure recommended

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				definitive answer (the accompanying flight image is conveniently cut short so the image never shows how the Tighten SKORR flight would continue and where it would cross the Peninsula). This is particularly frustrating as the JFK Airport Committee Has asked that the Part 150 team consider that these flights coming off 31L follow a flight pattern across the bay (as depicted in the Tighten SKORR Image) and then be mandated to cross the peninsula over Riis Park. Our reasoning is that there are no homes in the Riis Park area and the flights would be at an increased altitude so it is one of the few locations that increased flights would have no noise impacts on the homes below.	by the Port Authority must be approved by the FAA, which will consider, among other things, consistency with air safety and federal regulations, and the reduction in noise for noncompatible land uses and the associated reduction in noise exposure to residents. For more information, please see Topic Specific Response *2-1: Recommended Noise Abatement Measures* in **Appendix F-2**. **[B]** Your comment regarding the Tighten SKORR procedure is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is recommending *Noise Abatement Measure 1: Implement "Tighten SKORR" Departure Procedure*, which would move the SKORR waypoint to Jamaica Bay resulting in aircraft departing over the water rather than areas with residential land use. More information on the potential route of the procedure can be found on **page E-284** of **Appendix E**, *Public Outreach*, of the JFK NCP. The Port Authority reviewed proposed measures to route departures over Riis Park for feasibility and determined that Runway 31L and 31R departures would overfly residential land use before flying over Riis Park, which is located outside of the DNL 65 contour. Additionally, implementation of this measure is unlikely to reduce noncompatible land uses in the DNL 65 contour. Therefore, the Port Authority is not recommending routing aircraft over Riis Park for inclusion in this NCP (See **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP for additional information). Measures that were not recommended by the Port Authority for inclusion in the JFK NCP can be further evaluated by the Port Authority, FAA, and airport users outside of the Part 150 process (e.g., through the development of a Fly Quiet Program (Recommended *Program Management Measure 7*).
P11-4	Barbara E.	Brown	Funding for Sound Insulation Sound Insulation Timeline and Interim Measures	There are Administrative Noise mitigation procedures listed that allow for assistance to homeowners who can prove by set criteria that they qualify for assistance like noise insulation to their home or installation of air-conditioning so windows can be closed. This is all laid out in the Part 150 Study. However, it is our understanding that there is so little money available that only a few residences will receive assistance in the short term. In fact, using the figures sited in the study, it will take fifty (50) years to insulate the eligible homes if everyone within the 65 DNL contour is willing to agree to stringent stipulations required to indeed have one's home insulated. That is a half century! One could be born and be almost a senior citizen before any relief is in sight. In the meantime airport capacity is increasing, with an increased number of flights by huge planes resulting in community residents being bombarded by the minute often with decibel levels well over 65.	Your comment regarding the implementation of sound insulation is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning sound insulation and the schedule for implementing a sound insulation program, please see Comment Response P7-3. Should the FAA approve residential sound insulation recommended in the JFK NCP and should the Port Authority obtain grant funding for such work, the Port Authority will be taking other actions to abate noise simultaneously with the implementation of a sound insulation program, including coordination with FAA to develop noise abatement measures in the JFK NCP that are approved by FAA, continued collaboration with FAA on noise abatement through the Northeast Corridor Initiative, and the implementation of a Fly Quiet Program (See *Program Management Measure 7*) that will encourage pilots and air traffic controllers to use noise abatement flight procedures and preferential runways. For more information about the schedule for implementation of the measures identified in the JFK NCP, please see **Appendix H**, *Noise Compatibility Program Implementation Schedule*.
P11-5	Barbara E.	Brown	Flight Dispersal	Flight Paths: One of the concerns of people who experience constant noise due to the use of certain runways and flight paths repeatedly raises the question of why the paths can't be fanned out to bring some relief to those who repeatedly experience the same high level of noise. Again, rules and NextGen have been cited as a reason why this is not possible, yet flight paths that would normally track over the tennis stadium are routinely "detoured" during major games and competitions.	Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." As detailed in JFK Noise Exposure Map Report Section 4.5, *Airport Operational Information*, most aircraft arriving to JFK utilize Runway 4R/22L, which accounts for approximately 47% of the total daytime arrivals. Approximately 45% of the total nighttime arrivals are on Runway 13L/31R. The second most utilized runway for daytime arrivals is Runway 13L/31R (36%) and the second most utilized runway for nighttime arrivals is Runway 4R/22L (38%). For each runway end, there are multiple arrival and departure procedures (or routes) used to safely navigate to and from JFK. Therefore, aircraft use multiple procedures throughout the day at JFK and not just one. For information on flight dispersal, please see Comment Response P1-3.

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P11-6	Barbara E.	Brown	Health Effects of Aircraft Noise and Emissions DNL 65 Threshold	The impact of noise on the health of individuals, particularly their cardiovascular systems, is not addressed by the Part 150 Study and it is our understanding that it could not be addressed in this study. **[A]** Respected research tells us that the 65DNL noise level is damaging to the mental and physical health of the people who live near the airports, and that the 55DNL is a more acceptable standard. With that in mind, the agencies that are responsible for addressing the concerns of those under flight paths need to change that metric. It does not adequately reflect the true noise levels to which residents face. It does not consider the health impacts of noise. Something concrete has to be done for the very health, wholeness and quality of life our communities. This report does little to acknowledge or take responsibility for alleviating the very real and critical mental and physical health, quality of life and indeed the financial stresses exacted upon the stakeholders who live underneath the flight paths. **[B]** Study the health effects of airport related noise and air pollution and come up with real solutions to mitigate these very real and unhealthy impacts of aviation. Truly the effects of the plane noise and air pollution have deleterious impacts on current homeowners and generations of offspring whom have been or currently living within the JFK's flight patterns.	**[A]** Your comment regarding FAA's use of the DNL 65 as the threshold for determining the compatibility of noise-sensitive land uses to airport operations is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the DNL 65 threshold, please see Comment Response P4-2. **[B]** Your comment regarding the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4.
P11-7	Barbara E.	Brown	Noise North and East of JFK Environmental Justice	**[A]** Appendix G. Noise Compatibility Program Strategies Suggested by Stakeholders--We are concerned that only 7 of the 60 recommendations submitted to the FAA for review, were recommended. Of the 7 recommendations, 5 of them deal with the Queens neighborhoods of Old Howard Beach, Howard Beach and Hamilton Beach plus there is some minimal relief proposed for the Rockaways. All of these communities have the advantage of a waterway, Jamaica Bay, as a buffer between them and the airport. No recommendations were adopted to alleviate noise levels for residents north, or east of JFK Airport, the most highly, densely populated areas immediately surrounding the airport. Instead, the report keeps citing "incompatible land uses". Truly, this report recommends no viable mitigation for these communities that are impacted by the 4/22 runways with heavy JFK departure and arrival traffic. **[B]** In fact, we declare here that the noise (DNL) levels in Laurelton, Brookville Park, Rosedale, Cambria Heights, Springfield Gardens and parts of 5 Towns must be re-evaluated and regarded as health and environmental justice issues.	**[A]** Your comment regarding noise north and east of JFK is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning the benefits of the recommended noise abatement measures for communities in the vicinity of JFK, including challenges related to implementing new procedures in areas around JFK, including those identified in the comment, please see Comment Response P7-6. **[B]** Noise abatement measures evaluated in the JFK NCP are based on notional designs. Any new or modified procedures developed by the FAA would be subject to environmental review under the National Environmental Policy Act, which requires evaluation of, among other things, potential effects on environmental justice communities. FAA regulations limit Part 150 studies to an examination of noise and land use compatibility with the goal of reducing non-compatible land uses. The recommended measures in the NCP are those that provide a net reduction in non-compatible land use while meeting the Airport's operational and safety requirements. While specific evaluation of environmental justice issues was outside the scope of the JFK Part 150 Study, the Port Authority is committed to working with the community to help address their noise concerns both within and outside of the regulatory confines of 14 CFR Part 150. For example, during the FAA review of the JFK NCP, the Port Authority will continue to investigate and address community noise concerns and will update the community and elected officials on the Port Authority's efforts through participation in the New York Community Aviation Roundtable JFK Airport Committee, which was established to promote a meaningful dialogue between the airport community and the residential communities. Additionally, following the approval of a measure in the FAA's Record of Approval, and prior to the implementation of the measure, the measure would be subject to environmental review by the FAA in accordance with the National Environmental Policy Act. The FAA would include an analysis of potential environmental justice impacts in their review.

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P11-8	Barbara E.	Brown	Optimized Profile Descent (OPD) Feasibility	While there is one recommendation that suggests implementing Optimized Profile Descent procedures, “when feasible,” what is feasible? How often will that occur?	Your comment regarding OPD feasibility is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Optimized Profile Descent (OPD) procedures generally reduce noise exposure in areas beyond the limit of the DNL 65 contour. Use of OPD procedures requires authorization by FAA air traffic controllers. The FAA utilizes the published approaches that best suit the National Airspace System operating conditions at any given time taking into consideration runway availability, traffic volume, winds/weather conditions, and how the runways at nearby airports, such as LGA, are being used. Given the complexity of the airspace surrounding JFK and close proximity to LGA, the OPD utilization rate is unclear but is recommended in the JFK NCP for use only during nighttime hours, given that the airspace is much less busy and the potential for annoyance from individual operations is much higher during the nighttime. Further, the implementation of these procedures require FAA review and approval.
P11-9	Barbara E.	Brown	Performance of Existing School Sound Insulation	While the report cites sound insulation that has been completed in the past, it does not address the concern as to whether that 20 - 30 year old sound insultion is adequate for the amount of noise to which these schools and other institutions are now subjected. In addition, it doesn’t address the noise over school playgrounds and that which is experienced when school windows have to be open.	Your comment regarding the school sound insulation program is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The school sound insulation program began in 1983 and the sound treatments were deemed to be adequate for reducing interior noise levels below DNL 45 at the time. Since then, operations at JFK have increased, but aircraft have become quieter, not noisier. Further, the noise generated by air carrier aircraft has decreased at a faster rate than the operational growth at JFK, which has resulted in an overall decline in exposure levels compared to when the schools were first insulated. Lastly, according to the Airport Cooperative Research Program (ACRP) Final Report 02-31, *Assessment of Sound Insulation Treatments* (2013) and ACRP Report 105, *Guidelines for Ensuring Longevity in Airport Sound Insulation Program*s (2014), there have been few homeowner complaints noted concerning the effectiveness of sound insulation once installed. Research into this issue found that deterioration in performance of sound insulation treatments was most often the result of homeowner modifications, poor maintenance, extreme weathering, and only in some cases poor installation, and not due to deterioration in the products themselves.
P11-10	Barbara E.	Brown	Implementation Schedule	And after all this time, the report notes that pursuance of the recommendations is something that the Port Authority can choose or choose not to elect even after the FAA-approves noise abatement and mitigation recommended measures in this NCP; that a “A Port Authority– recommended and FAA-approved measure does not require the implementation of the measure, but merely allows the Port Authority to apply for federal AIP grants for eligible measures.”	Your comment regarding implementation schedule of recommended measures is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. As detailed in **Appendix H**, *NCP Implementation Schedule*, of the JFK NCP, the Port Authority plans to initiate a number of noise abatement and program management measures within one year of the FAA’s Record of Approval for the NCP.
P11-11	Barbara E.	Brown	Noise Abatement Measure 1 (Tighten SKORR Procedure) Noise Abatement Measure 2 (22L and 22R departures) Adding New Noncompatible Land Use Flight Dispersal	Abatement strategies within the report provide limited abatement to some residences, while increasing noise exposure to others. This is concerning and would seem to contradict one of the basic tenets of this effort, specifically, the prevention or discouragement of noncompatible land uses. For example: **[A]** Abatement Measure 1, it was unclear whether there would be any new communities impacted by the revised points of departure. And if so, what would they be? And what would be the noise contours in these communities? **[B]** Abatement Measure 2, you would direct flights coming off of 22L and 22R toward other less densely populated areas. Abatement Measures 3 and 4, would introduce additional aircraft impacts to new communities as well. How is that consistent with your stated noise abatement strategy? It would seem to be especially inconsistent if any of these areas are already in the 65 or higher DNL contours. It also contradicts one of the reasons that you gave for rejection of Stakeholder Proposed Strategy #19, recommending dispersal headings off of Runway 4L. In your	**[A]** Your comment regarding shifting noise and recommended *Noise Abatement Measure 1* is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning *Noise Abatement Measure 1*, please see Comment Responses P9-2 [A] and P9-2 [B]. **[B]** Your comment regarding recommended *Noise Abatement Measure 2* is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning *Noise Abatement Measure 2* and flight dispersal, please see Comment Responses P1-3, P9-2 [C] and P9-2 [D].

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				rationale, you stated: “The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that “reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses.”	
P11-12	Barbara E.	Brown	Noise Impacts in Areas Close to Runways 22R and 22L	Other than the NAPD1 and NAPD 2 departure strategies, which are voluntary on the parts of the aircraft operators, most of the abatement measures that you provide would seem to bring relief to the Howard Beach area, with some relief to Far Rockaway and very little promise for abatement in the Brookville, Rosedale areas that sit closest to the 22R and 22L runways. While NAPD1 and 2 may provide some relief to a few because departures can reach higher altitudes sooner after take off, for those very close to the airport, the additional thrust needed by planes to achieve these elevations will result in more noise for communities such as Brookville and Rosedale which are very close to JFK.	Your comment regarding noise impacts close to Runways 22R and 22L and relief for Brookville and Rosedale areas is acknowledged and memorialized in this **Appendix F**, *Public Comments,* of the JFK NCP. For information concerning the benefits of NADP1 and NADP2, please see Comment Response P9-3.
P11-13	Barbara E.	Brown	Noise Limit Penalties	Abatement Measure 7 references the Mandatory Departure Noise Limit and the $250 penalty exacted on those airlines that violate the mandatory 112 PNdB departure noise limit. The report indicates that this measure is currently in progress and that it provides noise benefits to communities in the vicinity of JFK. Our questions would be: • Why are the penalties so low? • Can the public access the data on airlines that are not in compliance? Can we see the data on the incidents of non-compliance, the associated airlines, the penalties exacted and paid? • How are the fines used to benefit the community? • How have the penalties reduced the noise levels over stakeholders close in to the airport who experience 100’s of airplanes roaring over head on a given day at decibel levels in the high 60’s, 70’s and 80’s minute after minute for days on end?	Your comment regarding noise limit penalties is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. It is not possible to determine the extent to which the mandatory departure noise limit alone has reduced aircraft noise at JFK because other factors have contributed to lower noise levels, including the transition to quieter aircraft over time. For information concerning the mandatory departure noise limit, the use of quieter aircraft over time, and access to data please see Comment Response P9-4.
P11-14	Barbara E.	Brown	Using Other Airports Using Quieter Aircraft	Use of Other Airports as Abatement Procedure--Several stakeholder suggestions recommended the expanded use of Stewart International Airport (rows 14, 57). The suggestions were rejected by the Port Authority, in part “because the Port Authority does not have jurisdiction over airline flight schedules or production.” But this is an insufficient response to a reasonable suggestion that might assist in abatement. For example, Jet Blue recently announced that it was the first airline to fly direct from NYC to Gatwick. This could certainly have the effect of decreasing flights into Heathrow. The question is, how can the Port Authority partner with the airlines to engage in similar initiatives here in an effort to decrease air traffic in/out of JFK Airport? How can the Port Authority and the FAA engage with/incentivize airline operators to upgrade their airplanes to the most efficient, least noisy aircraft? Shouldn’t these engagements be part of the Port Authority’s Noise Management Program?	Your comment regarding using other airports and quieter aircraft is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority does not have control over airline flight schedules, or the factors considered in their development, including which airports airlines choose to serve. However, the Fly Quiet Program for JFK (see *Program Management Measure 7: Establish and Manage a Fly Quiet Program* on **page 4-12** of **Section 4.2** of the JFK NCP) may provide the forum for engaging with airlines on how they select airports to use. For information on the Port Authority’s collaboration with airlines and the FAA, including a Fly Quiet Program, using other airports, and using quieter aircraft, please see Comment Responses P1-1, P9-5 [A], and P9-5 [B].

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P11-15	Barbara E.	Brown	DNL 65 Threshold Sound Insulation Eligibility Ground Cargo Operations	**[A]** 7. Mitigation The land use measures that you have presented as mitigation strategies to reduce the impact of existing noise on the people living near the airports include sound insulation of eligible dwellings and non-residential noise sensitive structures. The requirements for eligibility for such mitigation point to what is a fundamental inadequacy of the report and its proposed strategies-- the use of the 65DNL as the noise compatibility standard. a. A basic failing at the heart of this report and its proposed strategies is the PA's and FAA's refusal to acknowledge that the 65DNL is an inadequate starting point from which to begin a discussion of noncompatible land use and mitigation eligibility b. Although a home is located within the 65DNL contour, it is still not necessarily eligible for mitigation. If the structure was built after August 4 of 2008, or "if the self-generated noise from a given use and/or the ambient noise from other non-aircraft and non-airport uses is equal to or greater than the noise from aircraft and airport sources," the home will not qualify for assistance. Indeed, the report claims that these communities in areas in proximity to JFK generally fall within the urban to dense urban classification. It states, "The areas closest to the Airport would be classified as urban or dense urban." While this classification might be appropriate for some of the main thoroughfares, most of the blocks in the communities near the airport are quiet, residential streets--more suburban than urban. The classification used unfairly lessens the Port Authority's obligation to suffering homeowners. Finally, while developers may or may not have been aware of noise contours in 2008, the people to whom they sold homes probably are not. **[B]** In addition, the ambient noise (and the poor air quality) around homes in DNL65 contours is often associated with the commercial traffic that supports the air cargo industry--a source of significant revenue for the airport. To deny the Port Authority's complicity in these noise levels is unconscionable!	**[A]** The comments directed to the FAA concerning the DNL 65 threshold and sound insulation eligibility are acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning the DNL metric, please see Comment Response P1-2. The Port Authority must follow Part 150 regulations to receive funding from FAA for the sound insulation program and understands that some residences may be precluded from participating in the sound insulation program based on, for example, the date of construction or proximity to the DNL 65 contour. As such, the Port Authority is committed to working with the community to help address their noise concerns both within and outside of the regulatory confines of 14 CFR Part 150, which may include identifying alternative measures for sound insulation that ineligible homeowners could implement. For information concerning the eligibility for sound insulation outside the DNL 65 contour, please see Comment Response P9-7 [A]. Classification of the communities in proximity to JFK as urban did not change or reduce the measures that the Port Authority is recommending in the JFK NCP. Actual ambient noise levels could impact eligibility of certain properties for sound insulation, but the classification itself does not make those properties ineligible. If the FAA approves a sound insulation program in the Record of Approval and a subsequent request from the Port Authority for federal funding to support the program, the Port Authority will prepare a Policy and Procedure Manual (PPM), which will help ensure: compliance with applicable FAA, state, and/or local requirements; that the process is as transparent as possible; and that the process aligns with community expectations. PPMs typically include guidance on program administration, stakeholder and contractor communication, program eligibility, and testing protocols with consideration of ambient noise. For information on ambient noise and its relation to noise modeling, please see Topic Specific Response *3-2: Noise Monitors* in **Appendix F-2**. **[B]** Your comment regarding ground cargo operations at JFK is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on cargo aircraft operations at JFK, please see Comment Response P9-7. Noise associated with ground-based vehicles that support cargo operations at JFK are outside the scope of Part 150 regulations and are therefore not examined in the JFK NCP.
P11-16	Barbara E.	Brown	Avigation Easements	c. The low flying departures and arrivals to JFK Airport already constitute a taking of property as they invade the space over homes in the flight paths. The recommendation here, represents the ultimate in the taking of property. Homeowners who accept noise mitigation must sign an avigation easement, which restricts the use of that owner's property "subject to the airport sponsor's easement for overflight and other applicable restrictions on the use and development of the parcel," as stated in the report. Furthermore the report informs us, "Avigation easements run with the land (i.e., are attached to the property for as long as the easement is in effect)," and will be attached to the property deed in perpetuity. The result is that "the property owner has restricted use of his/her property subject to the airport sponsor's easement for overflight and other applicable restrictions on the use and development of the parcel. Easement rights acquired typically include the following: the "right-offlight" of aircraft; the right to cause noise, dust, and other environmental disturbances; the right to remove all objects protruding into the airspace together	Your comment regarding avigation easements is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Please refer to the response to Comment P9-8 for information that is responsive to this comment. The specific terms that would be included in an avigation easement have not yet been developed, but aviation easements are limited to land uses that could impede use of the airspace by aircraft and would not require the conveyance of all fee title property rights.

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				with the right to prohibit future obstructions or interference in the airspace; and the right of ingress and egress on the land to exercise the other rights acquired." This is the ultimate Faustian Choice for the homeowner who wants to have the peaceful enjoyment of his home. Upon signing such an easement, he in effect, gives away his property rights. This jeopardizes the possibility of ever selling one's home, should one choose to relocate; and the value of one's home is most certainly at risk of depreciation. Avigation easements should not be and cannot be a requirement for a homeowner to be eligible for sound installation as a mitigation for the deafening, unhealthy noise to which those in homes are subjected.	
P11-17	Barbara E.	Brown	Real Estate Disclosures Disclosure Incentives Noise Limit Penalties	**[A]** d. The Port Authority's recommendation that real estate disclosures be implemented as a land use measure is not a method of noise mitigation. It truly does not speak to reduction of noise in communities that existed when the airport was first built and grew and developed as these very neighborhoods grew and developed. The concept of "incompatible land use" seemed not to exist as the airport was designed with runways configured to send flights over residential communities instead of considering the use of over water flight paths. Indeed, Runway 4L/22R was recently reconstructed to terminate/begin closer to the residential communities of Brookville and Laurelton in effect, creating more "noncompatible land use". Recommending real estate disclosures is now an implicit admission of its knowledge that many of the homeowners who have invested in homes in airport communities had no idea about the proximity of their homes to the airport runways and flight paths or about "incompatible land uses". Yet the report puts all of the burden on those residents to bear the consequences of the Port Authority's overly aggressive growth and development plans for the airport. While potential homeowners should be made aware of the airport's impacts, NB: Once such a disclosure is made, the desirability and the value of the home will be negatively impacted. Another example of "taking of property". e. The Port Authority rejects stakeholder suggestions around the acquisition of noncompatible land while expressing a disingenuous concern that it may "fragment established neighborhoods and communities, depending on the number of property owners that voluntarily choose to sell their property." **[B]** We suggest there are ways to incentivize disclosure, such as a subsidy for homeowners whose market value has been impacted. **[C]** Residents who live near the airport might also be offered a property tax break which could be funded by the revenues from the noise mitigation penalties assessed from non-compliant airlines (and that should be increased).	**[A]** Your comment regarding real estate disclosures is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on real estate disclosures, please see Comment Response P9-9 [A]. With regard to your comment regarding the reconstruction of Runway 4L/22R to terminate/begin closer to the residential communities of Brookville and Laurelton, the Port Authority did not identify any new noncompatible land uses or increases in noise exposure to residents during the environmental review for the 2014 Runway 4L/22R Improvements Project. **[B]** Your comment regarding disclosure incentives is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information concerning disclosure incentives, please see Comment Response P9-9 [B]. **[C]** Your comment regarding use of noise limit penalties assessed against violators of the mandatory departure noise limit is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The use of airport revenue, including the penalties received for noncompliant flight operations, is reserved for capital or operating costs in accordance with applicable law. For information concerning the mandatory departure noise limit, please see Comment Response P9-9 [B].

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P11-18	Barbara E.	Brown	Limits on Operations JFK Redevelopment	**[A]** Impose a reduced cap of no more than 65 flights per hour at JFK Airport. The airport capacity needs to be capped as opposed to allowing it to grow exponentially. How big is big enough? What is the ideal capacity of the airport? No consideration to the above questions has been addressed. **[B]** Right now there is a $13 Billion+ Redevelopment Project at JFK which is only planning for significantly increased capacity to meet projected demand. All the thought seems to be on building a world-class airport with no thought of the stakeholders on the ground. World class doesn't have to mean a behemoth! The thinking needs to change. Building bigger is not necessarily building better! There needs to be more creativity in meeting growing demand!	**[A]** Your comment regarding limits to operations is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. JFK currently operates under an FAA-imposed limit of 81 scheduled operations during peak periods. The FAA originally imposed operations limits, also known as slot limits, under the High Density Rule enacted in April 2000, which ended on January 1, 2007. Recognizing the need for continued limitations to balance JFK's operational capacity with air traffic demand, the FAA imposed temporary slot limits at JFK beginning in January 1, 2008. Since that time, those temporary limits have been repeatedly renewed by the FAA and are currently effective until October 29, 2022. The Port Authority has no authority over this federal slot allocation process. For more information on airport access restrictions, please see Comment Response P9-5 [A]. **[B]** Your comment on the JFK Redevelopment Program is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The purpose of the JFK Redevelopment Program is to accommodate current and projected passengers with an acceptable level of service. In accordance with the National Environmental Policy Act, an Environmental Assessment (EA) was prepared for the proposed JFK Redevelopment Program. The Port Authority sought input on the EA from the residents of the communities surrounding JFK through a public workshop and a public comment period. On April 21, 2020 the FAA issued a Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the JFK Redevelopment Program EA, which can be found at https://www.panynj.gov/port-authority/en/about/studies-and-reports/case-studies-reports.html. As detailed in the FONSI/ROD, the JFK Redevelopment Program would not induce any operational growth, as the airport is slot-controlled, which limits the number of hourly scheduled aircraft operations for each day of the week and effectively limits runway capacities. The Port Authority undertook this JFK Part 150 Study to reduce the effects of aircraft noise to residents on the ground, while providing airport facilities that are safe, efficient, and welcoming to air travelers from all over the world. During the FAA review of the JFK NCP, the Port Authority will continue to investigate and address community noise concerns and will update the community and elected officials on the Port Authority's efforts through participation in the New York Community Aviation Roundtable JFK Airport Committee, which was established to promote a meaningful dialogue between the airport community and the residential communities. If some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may pursue their development and implementation outside the Part 150 process.
P11-19	Barbara E.	Brown	Improving Access to Other Airports	Consider expanding the use of other airports such as MacArthur, Westchester and New York Stewart Airport. These airports should be made more accessible by introducing shuttle busses to allow for there to be increased flights from these airports to lessen the volume at JFK. They are close enough for the flying public to get to	Your comments regarding the use of other airports to decrease operations at JFK and improving access to other airports are acknowledged and are memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Modes of ground transportation and access to other airports are outside the scope of the JFK Part 150 Study and were, therefore, not considered in the JFK NCP.
P11-20	Barbara E.	Brown	Reduce usage of JFK	Reduction in nighttime flights should be imposed as exists at LaGuardia Airport and in other airports around the world.	Your comment regarding reducing usage of JFK at nighttime is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on airport access restrictions, please see response to comment P9-5 [A] and Topic Specific Response in **Appendix F-2**: • *1-2: Stakeholder Roles and Responsibilities in Noise Compatibility Planning* • *2-4: Airport Access Restrictions*
P11-21	Barbara E.	Brown	Noise Models	A change in the way we capture airport and flight noise impacts. The current DNL modeling is ineffective and in no way reflects the noise impacts that residents experience.	Your comment regarding noise models is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The DNL contours for a Part 150 Study are prepared using an industry-accepted FAA-approved modeling tool for determining the cumulative effect of aircraft noise exposure around airports. The use of an FAA-approved methodology or computer model is required by the FAA's Part 150 regulations. The model requires the input of comprehensive and wide-ranging data, including aircraft types, aircraft operations, and weather conditions. The data that must be collected to generate noise exposure maps is listed in Appendix A of the Part 150 regulations (Sec.A150.103).

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P11-22	Barbara E.	Brown	Compensation Fund	Set aside a fund to compensate residents for medical bills who have become victims to the adverse environmental harms and risks caused by airplane noise and any other adverse airport-related impacts diagnosed by medical physicians.	Your comment regarding the compensation of residents is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The use of airport revenue is reserved for capital or operating costs in accordance with applicable law. Consideration of the Commenter's request is outside the scope of the Part 150 process.
P11-23	Barbara E.	Brown	Airport Access Restrictions	Consider limiting the access to the airport based on aircraft type and number as a means of abatement.	Your comment regarding limiting access to JFK is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on airport access restrictions, please see Topic Specific Response *2-4: Airport Access Restrictions* in **Appendix F-2**.
P11-24	Barbara E.	Brown	Change the Law to Provide Incentives to Property Owners	Provide voluntary incentives to property owners to install noise mitigation by changing the law so that these incentives qualify for federal noise mitigation funds, considered to be operational costs for implemntation of an NCP.	Your comment recommending changes to federal law to provide incentives to property owners is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Changing federal laws and policies are beyond the scope of the JFK Part 150 Study.
PH1-1	Guido	Muchal	NextGen Flight Dispersal	I would like to state for the record that it is evident that Part 150 recommendations to airport operators are failing and are preventing them and the FAA to introduce solutions to solve extreme effects of the concentrated path brought by NextGen that are affecting severely a smaller group of people instead of distributing the burden fairly and to a broader area giving relief to those affected the most. It is unacceptable to opt for the narrowing of the corridors for the quote unquote the greater good at the expense of a few unlucky ones or "losers" as an FAA employee described us. I would like to demand the rendition of Part 150 to allow for alternative routes to disperse noise fairly even if this increases the noise exposure to a larger number of people. A small group of people -- a small group of people cannot take on all the burden of the noise. Once again, it is clear that the FAA and Part 150 are failing to protect people from the damaging effect of chronic noise and it must be revised to distribute noise fairly. Thank you.	Your comment about NextGen and flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." As detailed in JFK Noise Exposure Map Report Section 4.5, *Airport Operational Information*, most aircraft arriving to JFK utilize Runway 4R/22L, which accounts for approximately 47% of the total daytime arrivals. Approximately 45% of the total nighttime arrivals are on Runway 13L/31R. The second most utilized runway for daytime arrivals is Runway 13L/31R (36%) and the second most utilized runway for nighttime arrivals is Runway 4R/22L (38%). For each runway end, there are multiple arrival and departure procedures (or routes) used to safely navigate to and from JFK. Therefore, aircraft use multiple procedures throughout the day at JFK and not just one. For information on flight dispersal, please see Comment Response P1-3. For information on the FAA's NextGen Program, please see Topic Specific Response *3-1: NextGen* in **Appendix F-2**.
PH2-1	Karen	Annunziata	Flight Dispersal	I personally do not agree with the finding that the noise impact cannot be shared with more people and that it must specifically come over my house. My husband and I have lived here for 30 years. It has not always been like this and now it's at the point where my husband, a combat vet from Vietnam, can't sit outside and read a book.	Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3.
PH2-2	Karen	Annunziata	Health Effects of Aircraft Noise	When those planes come, they come one after another after another after another and they go 24 hours for days. That is not a burden. That is more than a burden. It is a health issue. Science shows that chronic excess noise exposure leads to stress and high blood pressure. It increases the risk of stroke, coronary heart disease and cardiovascular disease. Noise pollution in this area, what you're doing to the people here and saying that nobody else has to listen to it, but just this one corridor of people is unfair. It's unjust. And I truly believe that it is wrong.	Your comment regarding the health effects of aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise, please see Comment Response P3-2.

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PH2-3	Karen	Annunziata	Aircraft Arrival Altitude	I do not believe that the documents, especially with Covid and people couldn't meet, I don't think that one page, one page, addressing the concerns of 22L page 2-64 when you talked about the optimized profile descent. That's one page, one page out of 149 pages of this document is addressing the issue that we have here where we're living in New Hyde Park and there's absolutely no reason why they cannot use a different approach, the existing RNAV GPS x-ray approach into the primary runway 22L. You're obviously doing it right now because I don't hear a plane over my head right now and it's very interesting to me that when you want to do it, you can do it.	Your comment regarding aircraft arrival altitude is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. During the NCP Phase of the JFK Part 150 Study, the FAA provided the Port Authority with a conceptual flight procedure that would increase the altitudes of arrivals to Runways 22L and 22R by implementing an alternate flight path that enables aircraft to remain at higher altitudes over Long Island. The conceptual flight procedure is provided on **page D-247** of **Appendix D**, *Technical Advisory Committee*, of the JFK NCP. See additional details about increasing the altitude of arrivals to Runway 22L/22R on **page G-14** of **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP. As detailed in JFK Noise Exposure Map Report Section 4.5, *Airport Operational Information*, most aircraft arriving to JFK utilize Runway 4R/22L, which accounts for approximately 47% of the total daytime arrivals. Approximately 45% of the total nighttime arrivals are on Runway 13L/31R. The second most utilized runway for daytime arrivals is Runway 13L/31R (36%) and the second most utilized runway for nighttime arrivals is Runway 4R/22L (38%). For each runway end, there are multiple arrival and departure procedures (or routes) used to safely navigate to and from JFK. Therefore, aircraft use multiple procedures throughout the day at JFK and not just one. The conceptual flight procedure would concentrate a large percentage of arrivals to Runways 22L and 22R onto a single flight track to potentially reduce noise. Based on a noise analysis of this conceptual flight procedure, the concentration of flight tracks would increase noise exposure over areas northeast of JFK, which, in turn, would result in a net increase in noncompatible land uses and the associated increase in noise exposure to residents within the DNL 65 contour. This is inconsistent with the Part 150 requirement to develop an NCP that “reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses.” Therefore, the Port Authority did not recommend this strategy to increase the altitudes of arrivals to Runways 22L and 22R for inclusion in this NCP. The implementation of approach procedures at specific runways depends on runway availability, weather, safety, and other operational factors. As a member of the Northeast Corridor initiative (NEC), the Port Authority has engaged the FAA and other industry stakeholders to consider other flight procedures that could increase altitudes of arrivals to Runways 22L and 22R without adding noncompatible land uses and the associated increase in noise exposure to residents within the DNL 65 contour. In collaboration the NEC and TAC, the Port Authority is recommending *Noise Abatement Measure 6: Implement Nighttime Optimized Profile Descent (OPD) Procedures*. This noise abatement measure can be used for arrivals to Runway 22L. An OPD is an arrival procedure that optimizes noise reduction by minimizing changes in thrust through the usage of (a) a favorable initial flight path angle and (b) strategic management of flaps and landing gear. This results in less noise being heard on the ground. In addition, OPDs can also reduce noise exposure in areas outside the DNL 65 contour. For more information, please see Topic Specific Response *2-1: Recommended Noise Abatement Measures* in **Appendix F-2**.
PH2-4	Karen	Annunziata	Health Effects of Aircraft Noise	I have to tell you I know how to close my windows. I know how to say I can't sit outside. I know how to have to scream at the person sitting next to me when I don't really feel that after being here for 30 years that I should be told, as one of the people at your last workshop meeting said, "oh, there's things you can do in your house to make it quieter." I have to tell you I know how to close my windows. I know how to say I can't sit outside. I know how to have to scream at the person sitting next to me when I invite a guest over to sit in my background. And like I said, if it's happening once an hour, that would be fine, but you're talking a plane every 45 seconds. To the point where I look up, I can practically touch it and it sounds like it's going to crash my house when I'm trying to sleep. Sorry if I'm annoyed, but this is what happens. Maybe it's one of those health risks where my blood pressure is getting a little high.	Your comment regarding the health effects of aircraft noise are acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise, please see Comment Response P3-2.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
PH3-1	Andre	Doris	Frequency of Flights Flight Dispersal	I'm subjected to the same level of noise and disturbance on a constant basis, daily and sometimes throughout the night. I do not feel that it's fair that these planes should be flying over my house on such a regular basis.	Your comment regarding frequency of flights and flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority does not have control over the frequency of flights or airline flight schedules, or the factors considered in their development, including which airports airlines choose to use. For information on the Port Authority's ability to regulate JFK arrivals and departures, please see Topic Specific Response *2-4: Airport Access Restrictions* in **Appendix F-2**. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because the shifting or moving noise from one populated area to another that does not result in a net reduction of noncompatible land use is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3.
PH3-2	Andre	Doris	Health Effects of Aircraft Emissions Flight Dispersal	First of all, there's all the noise that I have to be subjected to. **[A]** Secondly, there's the fact that there's health risks involved in inhaling all the different jet fumes and things of that sort. Studies have proven that these affect, not only respiratory, but neurological -- have a neurological impact on people who constantly inhale this and **[B]** the mere fact that you have chosen to allow the planes to fly the same route everyday for years is totally incomprehensible when it could be spread out in a wider area so that not one area is subjected to the same noise and risk involved.	**[A]** Your comment regarding the health effects of aircraft emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft emissions, please see Comment Response P2-4. **[B]** Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." As detailed in the JFK Noise Exposure Map Report Section 4.5, *Airport Operational Information*, most aircraft arriving to JFK utilize Runway 4R/22L, which accounts for approximately 47% of the total daytime arrivals. Approximately 45% of the total nighttime arrivals are on Runway 13L/31R. The second most utilized runway for daytime arrivals is Runway 13L/31R (36%) and the second most utilized runway for nighttime arrivals is Runway 4R/22L (38%). For each runway end, there are multiple arrival and departure procedures (or routes) used to safely navigate to and from JFK. Therefore, aircraft use multiple procedures throughout the day at JFK and not just one. For more information on flight dispersal, please see Comment Response P1-3 and Topic Specific Responses in **Appendix F-2**: • *1-2: Stakeholder Roles and Responsibilities in Noise Compatibility Planning* • *2-5: Runway Use*
PH3-3	Andre	Doris	Objects Falling from Aircraft Safety of Aircraft while in Flight	**[A]** The mere fact that planes fly over the same route everyday means that the folks living in that area are subject to anything falling from a plane ending up on those houses. **[B]** There's also the fact that a plane may end up in somebody's living room and the mere fact that the same people are being subjected to this daily, hourly and by the minute, as everyone here is saying, is totally unfair to the folks who are subject to this. The fact that we pay taxes like everyone else, there's no abatement that we're given for this. It's totally incomprehensible. And I do not feel that any plan that is going to be implemented, if it calls for an increase of noise over my house and my neighbors, should go through. The fact that we have been subject to this already, it's about time that other New Yorkers are subjected to this. So I think that should be taken into consideration and any politician who allows this to continue, I'm going to personally make it my business to seek to have that person removed from office by galvanizing my neighbors so that that can be done. And if there's employees of your organization that are the ones	**[A]** Your comment regarding objects falling from aircraft is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. FAA regulations limit Part 150 studies to an examination of noise and land use compatibility with the goal of reducing non-compatible land uses. The recommended measures in the NCP are those that provide a net reduction in non-compatible land use while meeting the Airport's operational and safety requirements. Therefore, objects falling from aircraft are outside the scope of the JFK Part 150 Study. However, safety is the primary concern of both the Port Authority and FAA. As codified in 14 CFR Part 91.15, no pilot in command of a civil aircraft may allow any object to be dropped from that aircraft in flight that creates a hazard to persons or property. Each aircraft in operation at JFK is subject to rigorous safety inspection guidelines and procedures to reduce potential risks of objects falling from aircraft in flight. **[B]** Your comment to the FAA about safety is memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The pilot-in-command has the sole authority to determine the procedures required for the safe operation of his or her aircraft, including its speed, thrust and flap settings, and landing gear deployment. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. For a noise abatement measure to be approved and implemented by the FAA, it must not degrade the safety or efficiency of the local airspace or to communities surrounding the Airport.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
				responsible, they're going to be next on my list because I'm sick and tired of being woken up through the night, subjected to the fact that I cannot go out into my background. I can't have a conversation. I can't do Zoom calls even though I'm working remotely all because of the constant noise and pollution that I'm subjected to. This needs to be taken into consideration and something should be done immediately to alleviate the situation.	The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. The measures recommended in the JFK NCP are intended to, and are expected to, reduce noise exposure in the communities around JFK that are within the DNL 65 and greater contours. For example, as detailed in **Tables 2-2**, **2-5**, **2-10**, **2-14**, and **2-16** of the JFK NCP, the seven recommended noise abatement measures have the potential to reduce up to 6,076 people in 2,441 dwelling units exposed to DNL 65 and higher. Some measures that are recommended in the JFK NCP may also reduce noise exposure in areas outside of the DNL 65 contour. Even if some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may still elect to pursue their development and implementation outside the Part 150 process. For more information on the noise abatement measures recommended in the JFK NCP please see Topic Specific Response *2-1: Recommended Noise Abatement Measures* in **Appendix F-2**.
PH4-1	Nancy	Brennan	Flight Dispersal	I don't want to belabor the point about the low flying jets and the noise that many of my neighbors in Nassau County are suffering with, it's a very serious situation. I can attest to all the frustrations and the adverse impact on them as a result of this. I would like to know eventually at some point I guess in many of the findings or the future communications what's going on with the area navigation computer system that's being used, the RNAV, you know? I just -- I was hoping that would be something that could disperse the traffic.	Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3.
PH4-2	Nancy	Brennan	Helicopter Noise	I don't know what the situation is and I just want to add another thing, that I consistently in my area also get low flying helicopter noise overhead from weekend Hampton runs and nobody has done anything about this after complaints for several years. It starts on Fridays around 8 to 8:30 a.m. and then repeats in the evenings on Sundays and Mondays, especially if it's a holiday weekend. That would be for the return trips. When I have filed complaints with our call center at 311, they tell me that our Town Supervisor Judi Bosworth has been working on this to get it resolved. The only time there's been relief is during the Covid pandemic. So I'm hoping that that also gets looked into because it is very intrusive and I can't understand why it can't be routed perhaps over the water when they're heading to the Hamptons anyway, but they are low flying helicopters. I thank you very much for this time.	Your comment regarding helicopter noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The NEMs developed as a part of the JFK Part 150 Study includes noise generated by helicopters operating to and from JFK. During the NCP phase of the JFK Part 150 Study, the Port Authority received several suggestions to modify a helicopter route that is near JFK but does not connect directly to the Airport. The Port Authority is not recommending those suggestions for inclusion in the JFK NCP because the FAA's Part 150 regulations limit the Part 150 study to aircraft operations at the airport being studied. However, the FAA's Aviation Noise Ombudsman can serve as a liaison with the public on noise issues related to helicopters. For specific questions, comments, or complaints that cannot be answered or addressed by the Port Authority, please contact the FAA Aviation Noise Ombudsman and follow the instructions detailed at https://www.faa.gov/noise/inquiries/. Noise complaints or inquires can also be submitted to the FAA. To submit a noise complaint for investigation by the FAA, use the online FAA Noise Portal at https://noise.faa.gov/noise/pages/noise.html.
PH5-1	Alex	Vassallo	Flight Paths	One thing is the community has been bombarded by noise every 90 seconds. As soon as the winds turn to the west of the northwest down here, it never stops. And, you know, as I look over this document, I see a lot of things that are either already being done or are informally done and it's just very disappointing.	Your comment regarding flight paths is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The FAA's air traffic control (ATC) is charged with the safe and efficient use of the National Airspace System (NAS) and is solely responsible for determining when particular flight procedures are utilized within JFK's airspace. The ATC utilizes the published flight procedures that best suit the NAS operating conditions at any given time taking into consideration runway availability, traffic volume, wind direction/weather conditions, and how the runways at nearby airports, such as LGA, are being used. With the exception of emergency situations and maintenance activities at JFK, the scheduled airlines departing from and arriving at JFK must follow FAA air traffic control instructions/published flight procedures. For more information, please also see following Topic Specific Responses in **Appendix F-2**: • *1-2: Stakeholder Roles and Responsibilities in Noise Compatibility Planning* • *2-5: Runway Use*

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
PH5-2	Alex	Vassallo	Changing Zoning Laws	To talk about zoning changes, what are you going to do? Knock down people's houses or apartment buildings? The entire concept of it is a waste of time. You know, you say you're going to maintain the noise on this. Congratulations. You should be doing that anyway. There's barely anything in here about what really needs to be done.	Your comment regarding the changing of zoning laws is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending the creation or revision of zoning rules as a preventive land use measure in the JFK NCP because the local land use agencies the Port Authority consulted during the Part 150 Study did not support rezoning to promote compatible land use. For further details on the discussions with the local land use agencies, see Appendices E-5 through E-8 of the JFK NCP. Furthermore, the communities surrounding JFK are already heavily developed, thereby limiting the effectiveness of rezoning.
PH5-3	Alex	Vassallo	Flight Dispersal	Changing the flight paths to be, as many people have said, more equitable and dispersing flights. You can disperse flights in as many number of ways, so you can hit other areas and do it fairly.	Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3.
PH5-4	Alex	Vassallo	Fly Quiet Program	I see here you want to add, like, a fly quiet program. Why is it that a fly quiet program in writing here says you're going to include aircraft operators, but not the public? How can you know what's needed if you don't listen to the public?	Your comment regarding the Fly Quiet Program is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. A Fly Quiet program is a voluntary collaboration of the airport operator, aircraft operators, and air traffic controllers that focuses on encouraging pilots and air traffic controllers to use noise abatement flight procedures and preferential runways. The Port Authority anticipates briefing the New York Community Aviation Roundtable JFK Airport Committee as the JFK Fly Quiet program is developed. The Roundtable is open to the public and the Port Authority encourages members of the public to participate and provide input on Fly Quiet. For more information, please see Comment Response P1-1 and Topic Specific Response *2-3: Fly Quiet Program* in **Appendix F-2**.
PH5-5	Alex	Vassallo	Noise Abatement Measure 1 (Tighten SKORR Procedure)	You talked about in this document how you want to change the SKORR procedure. That's already been rejected by the FAA in writing to the caucus that meets on these issues, so that's already over.	Your comment regarding Noise Abatement Measure 1 is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The FAA suggested to include *Noise Abatement Measure 1: Implement "Tighten SKORR" Departure Procedure* in the JFK NCP as a flight procedure modification to reduce the number of aircraft that fly over Howard Beach, Old Howard Beach, and Hamilton Beach (in Queens) by moving the SKORR waypoint southward from its current location to Jamaica Bay. Since the JFK NCP has not been formally submitted to the FAA, this measure has neither been officially reviewed by the FAA nor has it been approved or rejected within the Part 150 process. For more information on the Tighten SKORR Procedure, please see Comment Response P9-2 [B] and Topic Specific Response *2-6: "Tighten SKORR" Departure Procedure* in **Appendix F-2**.
PH5-6	Alex	Vassallo	NextGen	You also are publicly endorsing the NextGen program here by the FAA. That's what has caused so much more noise to happen in the first place. It's inappropriate for the Port Authority to be endorsing something like that.	Your comment regarding FAA's NextGen Program is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority supports the FAA's efforts through NextGen to modernize the air transportation system to make flying safe, more efficient and more predictable. However, because the use of NextGen procedures to guide aircraft along precise flight paths can increase the frequency of overflights of areas below the concentrated flight paths, the Port Authority recommends in the JFK NCP that the FAA coordinate closely with the Port Authority if and when it evaluates the implementation of NextGen flight procedures in the greater New York/New Jersey region. For information on NextGen, please see Topic Specific Response *3-1: NextGen* in **Appendix F-2**.
PH5-7	Alex	Vassallo	Measures Recommended for Inclusion in the NCP Reducing Noise Exposure Noise Monitors	So, I look at this and I just don't see any substance and improvements here. I see a lot of little things around the edges. You're not going to get anywhere by, for example, installing noise monitors in people's home. They already know the noise is there and is a problem.	Your comment regarding the measures recommended for inclusion in the JFK NCP and reducing noise exposure is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. For information on why the Port Authority initiated the JFK Part 150 Study, please see Comment Response P8-1. Your comment regarding the use of noise monitors is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority currently maintains a network of 17 noise monitors that are located within and outside of the JFK DNL 65 contour. The Port Authority reviewed the possible

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
					installation of more noise monitors for feasibility and determined that the current noise monitors provide coverage of multiple neighborhoods in the vicinity of JFK, including several neighborhoods in Queens as well as villages and hamlets in Nassau County. Therefore, noise monitors are not recommended in the JFK NCP. For information on JFK noise monitors, please see Topic Specific Response *3-2: Noise Monitors* in **Appendix F-2**.
PH5-8	Alex	Vassallo	Public Engagement	So at the end of the day, I urge the Port Authority to actually start listening to the public, really engaging with the public, with different communities and different entities like [Zoom inaudible] in the Town of North Hempstead for example, listening to what people are actually saying and thinking outside of the box because what's being done here simply isn't adequate and frankly, it's a rehash of things that I've been hearing for a long time.	Your comment regarding public engagement is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority implemented a robust and transparent public engagement strategy throughout the JFK Part 150 Study in order to understand stakeholders' noise issues and obtain suggestions for noise abatement and mitigation. The engagement included 17 Technical Advisory Committee (TAC) meetings, 3 New York Community Aviation Roundtable JFK Airport Committee meetings, 3 local jurisdiction meetings, 4 Public Information Workshops, and 1 Public Hearing. The Port Authority and its subject matter experts engaged with TAC members and members of the public on the technical merit and feasibility of many potential strategies to abate and mitigate noise. Stakeholder engagement was a key component through the entire JFK Part 150 Study and exceeded Part 150 requirements. Representatives from the Town-Village Aircraft Safety & Noise Abatement Committee of North Hempstead attended several land use meetings and were active in deliberations throughout the course of the Part 150 Study, as detailed in Appendices E-5 through E-9. The Port Authority also provided a publicly available website with up-to-date information on the JFK Part 150 Study and a dedicated e-mail address (NYPart150@panynj.gov) that the public could use to submit comments. A list of public outreach meetings is provided in **Chapter 5** and all meeting materials are provided in **Appendix E** of the JFK NCP. For information on the extensive public outreach campaign implemented by the Port Authority during the JFK Part 150 Study, please see Topic Specific Response *1-1: Public Meetings/Outreach* in **Appendix F-2**.
PH6-1	Andrew	Clavin	Runways 22 and 13 Approach Procedures	It's not a matter of using 22 left -- 22 right, I should say, more or using of the runways, you have an existing offset approach to runway 13 left. The RNAV GPS Zulu that's used to deconflict air space with LaGuardia and pilots have no problem flying that one. We're asking as residents, but we're getting bombarded by the ILS runway 22 left approach for the RNAV GPS x-ray approach to be used for equitable distribution. It's a procedure that the FAA has published, has used and needs to use a lot more. It used to be the excuse that the veer water had no vertical guidance. Well, now you have an approach that has vertical guidance there and it needs to be worked on with using a parallel approach to 22 right or a visual or something if you're saying that your efficiency is going to suffer because of this. We don't care about your efficiency. We care about safety but, you know, if you're here to listen to our complaints, if this is what you're here to do tonight, this is what we're asking for is for you to start using that RNAV x-rays for equitable distribution. It is for the fair share and I want this to be started to get used as soon as possible and it doesn't even need to be when traffic is light. Obviously it may be easier for you, but when traffic is not light, it could also be used. This way we can have some relief, so that we don't have, you know, up to 48 or more planes landing in an hour's period and it's absolutely outrageous. People come over here, they ask me if it's always like this. You can't hear the crickets, you know, you can't hear the birds chirp. You can't hear anything when you have this type of situation going on and for the people that said that it's, you know, a ten mile final, that they need a stabilized approach, well just look at the 13 left offset approach that you have into 13 left. The pilots fly that all the time. Look at your expressway	Your comment concerning Runways 22 and 13 approach procedures is directed to the FAA and is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on Runway 22 and Runway 13 approach procedures and a Fly Quiet Program at JFK, please see Comment Responses P1-1 and P10-1 [C].

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				visual 31 at LaGuardia, the park visual there --Yeah, all the time. So that's basically -- in a nutshell start using the RNAV GPS x-ray into 22 left.	
PH7-1	Beverly	Graham	Altitude of Aircraft Aircraft Noise Flight Dispersal Health Effects of Aircraft Noise and Emissions Fly Over the Water	**[A]** You could literally stand on the roof of my home and you could actually jump and catch the wing of the plane. That's how low it flies. **[B]** It's very noisy. I cannot hear. I cannot sleep. If I'm working remotely from work, I have to mute when I'm on the phone. I can't really hear. I can't sit in the front. I can't sit in the back. The plane noise is very, very uncomfortable. There's a school up the block. I don't know how these kids are learning because the planes pass every five seconds. No matter how much you complain, they said to me one time that oh, I'm on the runway. So I'm like okay I know I'm on the runway because literally the plane could land right on my house, but at least it's not fair to the taxpayers, that we paying our taxes, that we keep complaining and nothing is being done to remedy the issue. **[C]** It's not fair to us and they should do an alternative route, different days, different weeks, so at least our section could get a little break or the other side could get a break, but it seems like you just have the same people complaining all the time because we are so bombarded with the noise. We can't sleep. We can't have a good quality of life because it's so annoying. These planes are too low and too noisy. **[D]** So I hope that something is being done about it, so we can get some peace and quiet and our quality of life could improve and our health condition as well because these planes, they are dropping a lot of fluids, they are dropping a lot of hazards that's not good to our health and to our family and children that live in our communities and I think there's something that really needs to be done about it. **[E]** They could go over the water. They can go over the sea and they could go over the river. They don't have to come out over our houses in the community and messing up the quality of life for us and our children. It's just not fair. So I hope something is done in the near future.	**[A]** Your comment regarding the altitude of aircraft is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The airspace surrounding the JFK is structured so that arriving aircraft can be safely and efficiently transitioned from the en route environment to the approach control environment and eventually to the airfield. Arriving aircraft are ultimately transitioned by FAA Air Traffic Control to the extended runway centerline to begin their approach on a 3.0-degree glide slope relative to the surface of the ground at JFK. When aircraft are sequenced to the final approach and merged with aircraft that are already established on the extended runway centerline, the FAA must ensure that there is adequate separation between aircraft. This requires a minimum of 3 miles of horizontal separation or 1,000 feet of vertical separation. During peak periods, when the distance between aircraft arrivals is compressed, aircraft might be assigned a lower altitude to ensure safe separation as they are merged into the arrival stream. This often results in aircraft being relatively low while they are still quite some distance from JFK. Likewise, the airspace is structured so that departing aircraft can transition from the airfield to the en route environment. The climb performance of departing aircraft can be affected by a number of factors including the airframe and engine performance, weather conditions and the weight of the aircraft. Those factors can result in variations in aircraft altitude on a specific day or between different aircraft. Aircraft that turn earlier during departure may be lower when passing over some areas than other aircraft that may climb higher before initiating their turn. Additionally, many larger aircraft now have nearly identical physical similarities to smaller aircraft, thus making them appear lower on departure. **[B]** Your comment regarding aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. Prior to initiating this 14 CFR Part 150 Study, the Port Authority voluntarily implemented a school sound insulation program. Since the program began in 1983, 23 schools in the vicinity of JFK have been sound-insulated to reduce noise impacts (see **Table 2-6** on **page 2-18** of the *JFK Noise Exposure Map Report*). The Port Authority is recommending Land Use Measure 2: *Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures*, to provide sound insulation treatments for eligible noise-sensitive structures, which includes four schools within the DNL 65 contour that have not been previously treated with sound insulation in Port Authority's school sound insulation program. For more information on why the Port Authority initiated the JFK Part 150 Study, please see Comment Response P8-1. **[C]** Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3. **[D]** Your comment regarding the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. FAA regulations limit Part 150 studies to an examination of noise and land use compatibility with the goal of reducing non-compatible land uses. The recommended measures in the NCP are those that provide a net reduction in non-compatible land use while meeting the Airport's operational and safety requirements. Therefore, the health effects of noise and objects falling from aircraft are outside the scope of the JFK Part 150 Study. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4. Safety is the primary concern of both the Port Authority and FAA. As codified in 14 CFR Part 91.15, no

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					pilot in command of a civil aircraft may allow any object to be dropped from that aircraft in flight that creates a hazard to persons or property. Additionally, each aircraft operator at JFK is required by the FAA to rigorously maintain and inspect their aircraft to reduce potential risks associated with safety and aircraft performance. **[E]** Your comment regarding the routing of aircraft over water is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Many of the aircraft operating at JFK do operate over water and often only overfly populated areas for short periods prior to arrival and departure. The JFK NCP considered measures to route aircraft over noncompatible uses (See **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP for more information). Please also see Topic Specific Response *2-6: "Tighten SKORR" Departure Procedure* in **Appendix F-2**.
PH8-1	Andrea	Miller	Flight Dispersal NextGen Purpose of the Part 150 Study Health Effects of Aircraft Noise and Emissions	**[A]** I'm actually in the Manhasset Hills, New Hyde Park area and, you know, I always would open the windows. All you would hear was the birds, the crickets, you know...I thought maybe they were doing the practice for the -- when they do that overhead in Jones Beach. I thought that's what it was and then all of a sudden it wasn't stopping and, you know, when I saw Judi Bosworth at a meeting, she said "oh, it's a NextGen. It's a federal issue. It's not a local issue." I don't know. And I also was in touch with Suozzi's office and at one point, the assistant said it's something you're going to have to get used to. There's going to be more planes. People are traveling more and more and I got very despondent and I thought what am I going to do? I can't do anything about this. So I kind of gave up, but now that this is happening, I'm very happy to hear people actually going out of their way to try to make the changes because a lot of people let everybody else, you know, they don't really want to try to voice their opinion and so it's really important that you hear us and -- yeah, I mean equal distribution because when it's bad, it's like one after another and I can't sleep. So I don't know, whatever could be done to solve it. I don't understand the ins and outs of piloting and what happens, but I understand that a certain -- they could use certain pathways. They don't have to always go over our houses. Sometimes I hear my house shake. It's so bad at night and, you know, I just hope something can be done. I understand they're doing studies all along, but I don't know what happened with these studies because I went to a meeting two meetings ago before the pandemic – I don't know what's happening, but I hope that they'll address this and, you know, make the quality of life better for us, so we don't have to deal with this anymore. **[B]** I like to do after activities like bike riding and walking and sometimes I just come into the house because I can't enjoy it, you know? I'm worried about the fumes from the planes and the noise and we're considering my health, that losing sleep is really bad for longevity and -- especially if you're older, it's not good and, you know, I just -- and even on my computer, it sometimes says on the bottom "polluted air." I don't know if it's coming from the, you know, the planes outside or what, but when I open it, I see that listed as a temperature "polluted air."	**[A]** Your comment regarding flight dispersal, NextGen, and the purpose of the Part 150 Study is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP. For information on flight dispersal, please see Comment Response P1-3 and the following Topic Specific Responses in **Appendix F-2**: • *2-5: Runway Use* • *3-1: NextGen* The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. For information on why the Port Authority initiated the JFK Part 150 Study, please see Comment Response P8-1. **[B]** Your comment regarding the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
PH9-1	Robert	Turner	Volume of Traffic	I've seen the air traffic increase over the years. Particularly airplanes are now taking off over the house as well as they are landing and I think something should be done. I think someone should monitor that. We should not have to call in and complain all the time and that someone can actively monitor the flight patterns to make sure that one neighbor is not being overburdened with the noise.	Your comment regarding the volume of air traffic is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Data collected by the Port Authority indicates that commercial air travel from JFK has increased over the past 10 years, which is consistent with national trends. The measures recommended in the JFK NCP are intended to, and are expected to, reduce noise exposure in the communities around JFK that are within the DNL 65 and greater contours. Details on the implementation of the recommended measures are included in **Appendix H**, *Noise Compatibility Program Implementation Schedule*, of the JFK NCP. Even if some of the measures recommended in the JFK NCP are not approved, the Port Authority, in consultation with the FAA and the New York Community Aviation Roundtable JFK Airport Committee, may pursue their development and implementation outside the Part 150 process.
PH10-1	Elaine	Miller	NextGen Health Effects of Aircraft Noise and Emissions	**[A]** I would like to make to following statement: Communities throughout our county, Nassau County, are now experiencing the devastating effects of NextGen. Citizens are forced to lives of misery due to the unrelenting, unyielding, never-ending flights over their homes. The human outcry has roared over the land, but still the FAA has turned a deaf ear to the pleas of the people. The American people were ambushed by the implementation of a system that has constricted flight paths, lowered altitudes and increased frequency in specific communities living under the superhighways in the skies. **[B]** By site and safety and efficiency standards, the FAA defends its abuse on each and every individual knowing full well that we are exposed to deleterious health effects from noise and air pollution.	**[A]** This comment directed to the FAA regarding NextGen is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority supports the FAA's efforts through NextGen to modernize the air transportation system to make flying safe, more efficient and more predictable. However, because the use of NextGen procedures to guide aircraft along precise flight paths can increase the frequency of overflights of areas below the concentrated flight paths, the Port Authority recommends in the JFK NCP that the FAA coordinate closely with the Port Authority if and when it evaluates the implementation of NextGen flight procedures in the greater New York/New Jersey region. For more information on NextGen, please see Topic Specific Response *3-1: NextGen* in **Appendix F-2**. **[B]** Your comment regarding the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4.
PH10-2	Elaine	Miller	Aircraft Noise	The agency wields its power on citizens who do not have the appropriate means to fight a manic bureaucracy while the airline industry is receiving huge profits all from our suffering. Our peace, our sanctity of our homes, our health and the health and welfare of our children have been snatched from unwitting communities. Our dreams have been highjacked by corporate greed and the impervious government agency. We struggle to right this injustice and we have the right as individuals to have this injustice be righted by a government agency who holds the power over us. I thank you very much.	Your comment regarding aircraft noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority recognizes that aircraft noise is both a national and local concern affecting communities across the U.S. Addressing aircraft noise in the New York region is especially challenging given the congested airspace and JFK's close proximity to LGA. The Port Authority undertook the JFK Part 150 Study to quantify noise exposure in communities surrounding JFK and to identify noise abatement and mitigation measures that are expected to reduce noise exposure in those communities. For information on why the Port Authority initiated the JFK Part 150 Study, please see Comment Response P8-1. The Port Authority continues to work with stakeholders, including the New York Community Aviation Roundtable JFK Airport Committee, and the FAA in developing methods for addressing aircraft noise in our region. For more information concerning addressing noise through stakeholder engagement, please see Comment Response P2-1. Noise complaints or inquires can also be submitted to the FAA. To submit a noise complaint for investigation by the FAA, use the online FAA Noise Portal at https://noise.faa.gov/noise/pages/noise.html.
PH11-1	Michael	Ference	Public Comments	I attended a previous PA hearing and I was wondering if the possibility for some prior speakers to speak again, if that existed as well as for this. I believe it was a hearing delay to the Penn Station earlier in the year, so I didn't know if that option was available to the people who previously spoke.	Your comment regarding the public comments is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority initially afforded each speaker three minutes to make their comments at the September 29, 2021 public hearing so that all stakeholders had an opportunity to make their comments. The Port Authority also made the JFK Draft NCP available at the Port Authority website (http://panynjpart150.com/JFK_DNCP.asp) for public review and comment from September 1, 2021 through October 15, 2021.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
PH12-1	Yani	Pickett	Health Effects of Aircraft Noise Flight Dispersal Flights Over Water	**[A]** I just want to say that the -- I echo everything that everyone is saying and I don't think it's fair that we are paying such high taxes and we are bombarded with the noise that is waking us up night and day. I can barely function at work because I can't -- I'm not getting enough sleep. I can feel that my hearing has decreased. I'm losing my hearing due to the noise that I'm constantly bombarded with the low flying planes over my house and I feel that we should have an equal distribution throughout the New York area and not concentrated in one area. **[B]** So I'd like to echo what one of the speakers are saying. The plane can fly over the water and I don't feel -- I don't think that it should be constantly going over people's houses like that and we pay too much taxes for that.	**[A]** Your comment regarding flight dispersal and the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Multiple studies on the impacts of aircraft noise on public health, including loss of hearing, have been undertaken and more studies are currently underway.[9,10,11] Research suggests that noise can have varying levels of effects on people. From these studies, criteria have been established to protect public health and safety and prevent disruption of certain human activities. These criteria are based on the effects of noise on people, sleep interference, and physiological responses. The Port Authority understands that noise affects individuals differently and is committed to working with the community to help address their noise concerns both within and outside of the regulatory confines of 14 CFR Part 150. For information on the health effects of aircraft noise, please see Comment Response P3-2. The Port Authority is not recommending flight dispersal as a noise abatement measure in the JFK NCP because it results in the shifting or moving of noise from one populated area to another which does not result in a net reduction of noncompatible land use. This is inconsistent with the requirements in FAA's Part 150 regulations to develop a Noise Compatibility Program that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." For information on flight dispersal, please see Comment Response P1-3. **[B]** Your comment regarding the routing of aircraft over water is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Many of the aircraft operating at JFK do operate over water and often only overfly populated areas for a short period of time prior to transitioning to or from the airport. The JFK NCP considered measures to route aircraft over noncompatible uses (See **Appendix G**, *Noise Compatibility Program Strategies Suggested by Stakeholders*, of the JFK NCP for more information). Please see Comment Response P11-3 [B] and Topic Specific Response *2-6: "Tighten SKORR" Departure Procedure* in **Appendix F-2**.
PH13-1	Maya	Bentz	Submittal of JFK Noise Complaints	Unfortunately, there are no JFK staff members available to discuss our complaints regarding aircraft noise. The noise complaint form on the JFK website does not work properly. After the form submission, there is no acknowledgement or confirmation that the form has been submitted. After sending daily complaints to JFK for several months, nobody contacted us from the JFK Airport. The JFK Airport needs to utilize a new community outreach center or create a new noise -- some kind of outlet where people can complain and the staff members from JFK should meet with people, discuss the noise and frequency issues and work on solutions to mitigate aircraft noise concerns.	Your comment regarding JFK noise complaints submitted to the Port Authority is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Noise Office handles all matter relating to the noise at JFK and, outside of the JFK Part 150 Study, the Port Authority provides many opportunities to engage with members of the communities that surround JFK through its participation in and support of the New York Community Aviation Roundtable JFK Airport Committee. For more information concerning submitting noise complaints, please see Comment Response P2-1.
PH13-2	Maya	Bentz	Flight Dispersal	JFK and the Republic Airport share airspace. JFK's intruding into the air space, which is already occupied by one of the busiest Farmingdale airports in Long Island. JFK Airport has approximately 949 operations per day and approximately 200, 250 JFK planes fly over Farmingdale and Bethpage State Park every day. This means that at least one-fourth of JFK arriving planes fly over Farmingdale when our community members already live in a noise sensitive area due to the Republic Airport with 987 total operations per day higher than JFK. We would like to ask you to have a fair and equal distribution of JFK planes over Long Island. Hundreds of JFK planes should not be flying	Your comment regarding flight dispersal is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on flight dispersal, in general, please see Comment Response P1-3 and for information specifically on flight dispersal at JFK and Republic Airport, please see Comment Response P2-2.

9 *The State of the Art of Predicting Noise-Induced Sleep Disturbance in Field Settings*, Fidell S., Tabachnick, B., Pearsons, K., Noise and Health, Volume 12, Issue 47, p. 77-87, 2010.
10 *ACRP Synthesis 9, Effects of Aircraft Noise: Research Updated on Selected Topics*, Transportation Research Board of the National Academies, Airport Cooperative Research Program, 2008.
11 *Request for Comments; Clearance of a New Approval of Information Collection: National Sleep Study*, U.S. Department of Transportation, Federal Aviation Administration, Agency Information Collection Activities, 84 Fed. Reg. 65453, November 27, 2019.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
				over Farmingdale every day in addition to 949 existing Farmingdale operations. Since JFK arriving, planes often fly over the same community 100 times per hour. JFK tower should adjust the procedure, so ATC vectors get their alternate aircraft along with different points on the peerage. This will disperse traffic and reduce the number of planes flying over a given home per hour ensuring equal and fair distribution of JFK planes over Long Island.	
PH13-3	Maya	Bentz	Noise Monitors	We're disappointed that noise meters are not considered by JFK Part 150 final NCP. Noise meters must be installed in our residential area to monitor the noise level from both airports, JFK and Republic.	Your comment regarding the installation of noise monitors is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on noise monitors, please see Comment Response P2-3. Republic Airport is not a Port Authority airport and is not included in this Part 150 Study.
PH13-4	Maya	Bentz	Health Effects of Aircraft Noise and Emissions	The environmental study should be conducted to research the aircraft emission particle impact on the health. Numerous research is conducted on the adverse impacts of aircraft noise on people's mental and physical health	Your comment regarding the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. Any recommended aircraft procedure would be subject to environmental review in accordance with the National Environmental Policy Act before implementation by the FAA. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4.
PH13-5	Maya	Bentz	Noise Models	The FAA depends on noise models, which fall short on how noise actually impacts people within their homes.	Your comment regarding noise modeling is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The DNL contours for a Part 150 Study are prepared using an industry-accepted FAA-approved modeling tool for determining the cumulative effect of aircraft noise exposure around airports. For information on noise modeling, please see Comment Response P2-5.
PH13-6	Maya	Bentz	Helicopter Noise Complaints	The FAA should develop appropriate procedures for submitting the helicopter noise complaints. We have hundreds of helicopters flying over this summer and it's difficult to determine which airport to contact regarding New York helicopters flying over our community each day. So usually we submit these complaints to Republic Airport, but many of these helicopters are flying from New York to Hamptons and it's -- you should create some kind of website where we should be able to submit these complaints.	This comment directed to the FAA concerning the appropriate procedures for submitting helicopter noise complaints is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. This Part 150 Study did not address helicopter operations that did not originate or terminate at JFK. The FAA's Aviation Noise Ombudsman can serve as a liaison with the public on noise issues related to helicopters. For specific questions, comments, or complaints that cannot be answered or addressed by the Port Authority, please contact the FAA Aviation Noise Ombudsman and follow the instructions detailed at https://www.faa.gov/noise/inquiries/. Noise complaints or inquires can also be submitted to the FAA. To submit a noise complaint for investigation by the FAA, use the online FAA Noise Portal at https://noise.faa.gov/noise/pages/noise.html.
PH13-7	Maya	Bentz	Health Effects of Aircraft Noise and Emissions	We would like to go home after a busy workday and relax in our backyard without being tortured by the excruciating aircraft noise and poison by emissions. The Town of Oyster Bay has strict noise ordinance regulations. Still loud jets can fly over our house in the middle of the night and early in the morning disrupting our sleep, polluting our environment and causing irreparable damage to our nervous system and overall wellbeing.	Your comment regarding the health effects of aircraft noise and emissions is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on the health effects of aircraft noise and emissions, please see Comment Response P2-4.
PH14-1	Ibrahim	Mossalam	Runway 22 Departures	Comments are regarding the proposal for departures off of runway 22, the 2 -- the southwest runways. The current proposal has it turning -- has aircraft turning to a heading of 240 degrees only and then turning back to a heading of 220, so kind of an offsetting and paralleling the departure path whereas right now, they're just straight out. The proposal only has this happening at night and I am wondering here, as well as other community members in my areas, as to why won't we make that an all day event as seen in other airports, such as Newark and Germany and Europe and several other places.	Your comment regarding Runway 22 departures is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The implementation of *Noise Abatement Measure 2: Turn Runway 22L and 22R Departures to Heading 240 at Night* was investigated for use during the day, but the Port Authority is not recommending this for daytime implementation due to conflicts with JFK arrivals using the same airspace and when air traffic levels are heavy. However, during nighttime, the traffic volume is low, which enables FAA air traffic controllers to use this procedure without airspace conflicts. For more information on *Noise Abatement Measure 2,* please see Comment Response P6-2.

Comment ID	First Name	Last Name	Substance of Comment	Comment	Response
PH15-1	Alex	Vassallo	Noise Complaint Reporting	You know, you talk about how the noise office operates and one of the things that I had asked of previously is that the noise office change the formats of some of its reports. Right now the way that these reports are designed, it almost -- I'm not saying intentionally, but it certainly appears to downplay the significance of an individual's complaints. You guys appear to record complaints on a house-by-house basis rather than the number of complaints per house. Now if someone complains one time, that has the same weight as somebody who complains 500 times, but the person complaining 500 times is probably pretty upset. So you guys need to look at how you do these reports.	Your comment regarding noise complaint reporting submitted to the Port Authority's Noise Office is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority's monthly noise complaint reports that are submitted to the FAA for informational purposes provide the total number of complaints and total number of distinct households that have submitted. By reporting both metrics, the Port Authority is able to give the public and the New York Community Aviation Roundtable a clear understanding of the total number of complaints and total number of households complaining during a given time period. The monthly noise reports are available to the public on the Port Authority's Noise Office website (https://aircraftnoise.panynj.gov/). For more information on the Port Authority's public outreach, please see Topic Specific Response *1-1: Public Meetings/Outreach* in **Appendix F-2**.
PH15-2	Alex	Vassallo	Aircraft Speed and Noise	Another thing that you should be doing is not looking not just at some of these flight path changes that are apparently not going to go anywhere, but also the speed of the planes. When a plane passes over Long Beach at 250 miles an hour, that's a hell of a lot worse than it would be if it was let's say 160 miles an hour. There's way too much variation in these speeds. These are things that have been looked at by MIT, things that are being -- as far as I know, we're looking at implementation in Boston. So speed is another issue that should be a part of this process.	Your comment regarding aircraft speed and noise is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The pilot-in-command has the sole authority to determine the procedures required for the safe operation of his or her aircraft, including its speed, thrust and flap settings, and landing gear deployment. Reducing speed may not necessarily reduce noise for departures because engine thrust settings affect aircraft altitudes, which also affect noise levels. A report submitted to Congress[12] in early 2020 by the FAA and the Massachusetts Institute of Technology evaluated whether reducing aircraft climb speed represents an effective means of controlling departure noise. The study concluded that changes in aircraft climb speed have minimal impact on overall aircraft departure noise (less than 0.5 dBA over the entire departure procedure). Since the human ear cannot detect changes of less than 3 dB, the study concluded that these measures were not effective in mitigating noise.
PH15-3	Alex	Vassallo	DNL Metric	The report makes a lot of references to the DNL metric. This is something that is actually currently the subject of a GAO investigation. The General Accountability Office of the U.S. government is telling the FAA that they should consider alternate metrics, so I'm not sure that the Port Authority should be using that as a reliable source at this point. Also, in terms of CIC DNL 65, the latest study done by the FAA makes it clear that noise annoyance doesn't just happen at 65. It's happening at considerably lower than 65 with the number of people that are annoyed. So using that DNL metric is not correct.	Your comment regarding the use of the DNL metric is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. The Port Authority understands that there are other metrics for measuring aircraft noise that has been investigated by the GAO. However, the JFK Part 150 Study was developed consistent with current 14 CFR Part 150 regulations (see Appendix A, Sec. A150.101 of 14 CFR Part 150). For information on the DNL metric, please see Comment Response P1-2.
PH15-4	Alex	Vassallo	Restricting Aircraft Access	Noise is a problem. It's even more of a problem between the hours of let's say midnight and 6 a.m. It should never be allowed. There are avenues that can be pursued unsuccessfully, but a Part 150 study should be performed to restrict usage on the airports, particularly JFK, during the overnight hours. I understand that that's never been a successful strategy, but nonetheless it is something that should be looked at if we're to take the complaints of people seriously on this issue.	Your comment regarding restricting aircraft access at JFK is acknowledged and memorialized in this **Appendix F**, *Public Comments*, of the JFK NCP. For information on runway access restrictions, please see Topic Specific Response *2-4: Airport Access Restrictions* in **Appendix F-2**.

[12] FAA (June 2020). *Report to Congress, FAA Reauthorization Act of 2018 (Pub. L. 115-254) Section 179: Airport Noise Mitigation and Safety Study.* Accessed at: https://www.faa.gov/sites/faa.gov/files/2021-11/Airport_Noise_Mitigation_Safety_Study_report_PL115-254_Sec179.pdf

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Appendix G

Noise Compatibility Program Strategies Suggested by Stakeholders

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APPENDIX G

Noise Compatibility Program Strategies Suggested by Stakeholders

This appendix includes all Noise Compatibility Program (NCP) strategies suggested by stakeholders for the John F. Kennedy International Airport (JFK) Title 14 Code of Federal Regulations (CFR) Part 150 Study. Noise abatement, land use, and program management strategies are included. Supporting information, including communication with the public and other interested stakeholders, can be found in **Appendices D** and **E**.

A number of noise abatement strategies suggested by stakeholders involved operational restrictions. Through the recommended noise abatement, land use, and program management measures set forth in this NCP, the Port Authority will have an NCP that, once approved and fully implemented, will eliminate noncompatible land uses without the need for aircraft operation restrictions.

The Port Authority must also abide by its Federal Aviation Administration (FAA) grant assurances, which require that the Port Authority provide access to its airports with no undue operational restrictions or burdens on interstate or foreign commerce. The Airport Noise and Capacity Act of 1990 limits the ability of airport authorities to implement new operational restrictions on aircraft in flight. An airport operator may impose a use restriction through agreement of all airport users affected by the proposed restriction, or by obtaining FAA approval for the proposed use restriction pursuant to the requirements of 14 CFR Part 161. A restriction must meet all of the following statutory and regulatory conditions:

- The restriction is reasonable, non-arbitrary, and nondiscriminatory.
- The restriction does not create an unreasonable burden on interstate or foreign commerce *(i.e., the benefits of a restriction outweigh the costs and that all non-restrictive measures have been shown to be ineffective at eliminating the noise and land use incompatibilities addressed by the restriction)*.
- The restriction is not inconsistent with maintaining the safe and efficient use of the navigable airspace.
- The restriction does not conflict with a law or regulation of the United States.
- An adequate opportunity has been provided for public comment on the restriction.
- The restriction does not create an unreasonable burden on the national aviation system.

14 CFR Part 161 contains details of all requirements that an airport authority must meet to impose operational restrictions on aircraft in flight.

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	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
Noise Abatement Strategies						
1	Recommended	Implement "Tighten SKORR" departure procedure	Noise abatement: Noise abatement flight tracks	Federal Aviation Administration (FAA) – January 2017	This measure could reduce the population of people exposed to Day-Night Average Sound Level (DNL) 65 and higher by 923 in the neighborhoods of Old Howard Beach, Howard Beach, and Hamilton Beach, in Queens.	Section 2.2
2	Recommended	Turn Runway 22L and 22R departures to heading 240 at night	Noise abatement: Noise abatement flight tracks	FAA – April 2017	This measure could reduce the number of people exposed to DNL 65 and higher by 2,989 in the neighborhoods of Arverne and Hammels in The Rockaways, in Queens.	Section 2.2
3	Recommended	Reduce Runway 31L intersection departures at night	Noise abatement: Preferential runway use	Port Authority – December 2016	This measure could reduce the number of people exposed to DNL 65 and higher by up to 689 in the neighborhoods of Old Howard Beach, Howard Beach, and Hamilton Beach, in Queens, but another 23 persons in Nassau County could be exposed to DNL 65 and higher, making the net reduction in people exposed up to 666.	Section 2.2
4	Recommended	Combine "Tighten SKORR" departure procedure with "Reduce Runway 31L intersection departures at night"	Noise abatement: Noise abatement flight tracks	Environmental Science Associates (ESA) – August 2017	This measure could reduce the number of people exposed to DNL 65 and higher by up to 1,517 in the neighborhoods of Old Howard Beach, Howard Beach, and Hamilton Beach, in Queens, but another 23 persons in Nassau County could be exposed to DNL 65 and higher, making the net reduction in people exposed up to 1,498.	Section 2.2
5	Recommended	Implement Noise Abatement Departure Profiles (NADPs) on a voluntary basis for each runway end	Noise abatement: Arrival and departure procedures	Technical Advisory Committee (TAC) – TAC Meeting #9	This measure could reduce the number of noise-sensitive parcels and people exposed to DNL 65 and higher in the Queens neighborhoods of Old Howard Beach, Howard Beach, Hamilton Beach, Brookville, Arverne, and Hammels.	Section 2.2
6	Recommended	Implement nighttime Optimized Profile Descent (OPD) procedures	Noise abatement: Noise abatement flight tracks	Port Authority – December 2016	Implementation of this measure could result in minimal changes to the DNL 65 contour and could reduce aircraft noise exposure for areas beyond the DNL 65 contour. The Port Authority would engage with the FAA through the NextGen Advisory Committee (NAC) to request development of nighttime OPD procedures.	Section 2.2
7	Recommended	Continue existing mandatory departure noise limit and $250 penalty	Noise abatement: Pre-ANCA operational restrictions	Existing Noise Abatement Measure	This measure is the continuation of the existing mandatory 112 PNdB departure noise limit and $250 penalty, which were established before the passage of the Airport Noise and Capacity Act of 1990. This measure provides noise benefits to communities in the vicinity of JFK by continuing enforcement of the mandatory 112 PNdB departure noise limit and $250 penalty at JFK.	Section 2.2

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
8	Not Recommended	Evaluate glide slope variations for arriving aircraft	Noise abatement: Arrival and departure procedures	TAC – TAC Meeting #9	A glide slope is an FAA-established radio beacon that guides aircraft along a gentle downward slope as they approach a runway for landing. Flying along a glide slope ensures that aircraft reach the runway at the proper location while staying at a high enough altitude to avoid any tall land features (such as terrain and buildings) that may obstruct safe access to the runway. Glide slopes are generally set by the FAA at 3 degrees to ensure a stable and consistent aircraft approach. However, they are occasionally steeper or shallower depending on the airport, the type of aircraft that use the airport, and local geography and obstructions. Some aircraft are capable of flying a steep glide slope safely, while others cannot due to their physical characteristics. An aircraft using a steep glide slope will be at a higher altitude than an aircraft at the same distance from the airport using a shallower glide slope. In general, the higher the altitude of the aircraft, the lower the noise exposure on the ground. The glide slope set by the FAA for aircraft arriving at JFK ranges between 3.0 and 3.2 degrees relative to the surface of the ground. The Port Authority determined that changing the glide slope near JFK may limit the types of aircraft that can safely use JFK. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #8 is not being recommended for inclusion in this NCP for the foregoing reasons. However, since increasing the glide slope farther from JFK could have noise benefits outside the DNL 65 contour, the Port Authority expects to further evaluate changes to the glide slope by engaging with the FAA through the NAC.	Section 2.3
9	Not Recommended	Implement steeper glide slopes for arrivals	Noise abatement: Arrival and departure procedures	TAC – TAC Meeting #9	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #8. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #8.	Section 2.3
10	Not Recommended	Use steeper glide slopes, including for Runway 22L arrivals	Noise abatement: Arrival and departure procedures	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #8. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #8.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
11	Not Recommended	Reduce hold-downs for arrivals and departures	Noise abatement: Arrival and departure procedures	TAC – TAC Meeting #10	"Hold-downs" are implemented by Air Traffic Control to ensure that aircraft departing from and arriving to other airports in the region, such as LaGuardia Airport (LGA), are safely separated from aircraft operating at JFK. The Proposed Strategy involves reducing hold-downs for JFK arrivals and departures. A reduction of hold-downs could permit aircraft to operate at higher altitudes and/or lower engine power levels, which could reduce noise exposure. The implementation of this Proposed Strategy could result in minimal changes to the DNL 65 contour but could reduce aircraft noise exposure for areas beyond the DNL 65 contour. A strategy that would have no benefit inside the DNL 65 contour would not be accepted by the FAA for inclusion in a 14 CFR Part 150 Study NCP. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #11 is not being recommended for inclusion in this NCP for the foregoing reasons. However, since reducing hold-downs for arrivals and departures could have noise benefits outside of the DNL 65 contour, the Port Authority expects to further evaluate changes to aircraft altitudes by engaging with the FAA through the NAC.	Section 2.3
12	Not Recommended	Make airspace more efficient/ de-conflict the airspace	Noise abatement: Arrival and departure procedures	TAC – TAC Meeting #9	This Proposed Strategy was not specific enough to analyze. Since there are multiple airports in close proximity to one another in the New York/ New Jersey region, changing airspace structures and operating rules could have adverse impacts for other airports. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. The Port Authority is instead recommending noise abatement measures that could reduce noise exposure through the adjustment of flight tracks and/or aircraft climb and descent rates. Implementation of these measures could require changes in airspace structures and operating rules in the New York/New Jersey region. The FAA would evaluate the feasibility of making airspace changes for noise abatement measures recommended by the Port Authority. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #12 is not being recommended for inclusion in this NCP for the foregoing reasons. However, as a member of the NAC, the Port Authority engages with the FAA and other stakeholders to discuss airspace improvements, including de-conflicting the airspace, for the New York/New Jersey region outside of the 14 CFR Part 150 process.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
13	Not Recommended	Have pilots lower landing gear closer to the airport	Noise abatement: Arrival and departure procedures	Public – Public Information Workshop #2	The pilot-in-command has the sole authority to determine the procedures required for the safe operation of his or her aircraft, including its speed, thrust and flap settings, and landing gear deployment. The Port Authority reviewed this Proposed Strategy for feasibility and determined that delaying the lowering of landing gear would provide minimal noise benefits to noncompatible land uses within the DNL 65 contour because aircraft already have landing gear lowered by the time that they reach the vicinity of the DNL 65 contour. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #13 is not being recommended for inclusion in this NCP for the foregoing reasons. However, a Fly Quiet Program, which is Recommended Program Management Measure #7, could encourage more proactive management of aircraft landing gear deployment to reduce noise exposure during operations at JFK.	Section 2.3
14	Not Recommended	Have pilots maintain speed rather than decelerate over New Hyde Park	Noise abatement: Arrival and departure procedures	Public – Public Information Workshop #2	The Port Authority reviewed this Proposed Strategy for feasibility and determined that New Hyde Park is not within JFK's DNL 65 contour. This Proposed Strategy, if implemented, would provide minimal noise benefits to noncompatible land uses within the DNL 65 contour because aircraft are already configured for landing speed by the time that they reach the vicinity of the DNL 65 contour. Furthermore, maintaining speed rather than decelerating may not necessarily provide noise benefits, as the pilot-in-command has sole authority to determine thrust, flap settings, and landing gear deployment, which may also affect noise levels. Therefore, this Proposed Strategy is similar to Proposed Noise Abatement Strategy #13. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #13.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
15	Not Recommended	Have pilots use thrust reduction for departures	Noise abatement: Arrival and departure procedures	Public – Email, JFK NEM Report comment period	Departure thrust reduction is the use of engine power settings lower than full takeoff power. The pilot-in-command has the sole authority to determine the procedures required for the safe operation of his or her aircraft, including its speed, thrust and flap settings, and landing gear deployment. Using thrust reduction may not necessarily reduce noise for departures because engine thrust settings affect aircraft altitudes, which also affect noise levels. During the NEM phase of the JFK 14 CFR Part 150 Study, the Port Authority determined that many aircraft operators are already using thrust reduction for departures. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP because it is already being used on a regular basis at JFK. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #15 is not being recommended for inclusion in this NCP for the foregoing reasons. However, a Fly Quiet Program, which is Recommended Program Management Measure #7, could encourage more proactive management of engine thrust settings to reduce noise exposure during operations at JFK. In addition, Recommended Noise Abatement Measure #5 involves the implementation of noise abatement departure profiles on a voluntary basis, which could reduce noise exposure to neighborhoods in the vicinity of JFK through changes in engine thrust settings and aircraft altitudes.	Section 2.3
16	Not Recommended	Voluntary delay in landing gear extension	Noise abatement: Arrival and departure procedures	TAC – TAC Meeting #12	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #13. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #13.	Section 2.3
17	Not Recommended	Use intersecting runway operations to enable more configurations to be used during off-peak periods	Noise abatement: Arrival and departure procedures	Port Authority – January 2017	Intersecting runways are two or more runways that cross or meet within their lengths. To increase operational efficiency, the FAA Airport Traffic Control Tower could utilize intersecting runways for landing and takeoff operations (i.e., while an aircraft is landing on one runway, another aircraft will be waiting to take off on the other intersecting runway). The FAA Airport Traffic Control Tower provides sequencing and spacing instructions to aircraft during intersecting runway operations to ensure that there is safe separation between each aircraft at all times. This Proposed Strategy involves using intersecting runway operations during times when JFK is less busy in order to provide more flexibility in selection of runways for arriving and departing aircraft. The Port Authority discussed this Proposed Strategy with the JFK Airport Traffic Control Tower. During this discussion, the FAA indicated that	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
					implementation of this Proposed Strategy is currently not feasible due to the Port Authority's existing airport runway state-of-good-repair program during off-peak periods. This airport maintenance program is necessary in order to comply with FAA requirements. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #17 is not being recommended for inclusion in this NCP for the foregoing reasons. However, a Fly Quiet Program, which is Recommended Program Management Measure #7, could encourage more proactive management of runway use, potentially including intersecting runway operations, in coordination between JFK's airport maintenance program and FAA Airport Traffic Control Tower to reduce noise exposure during operations at JFK.	
18	Not Recommended	Have Runway 31 departures fly over Riis Park or the Rockaway Inlet	Noise abatement: Noise abatement flight tracks	TAC – Email, May 2017	The intent of this Proposed Strategy is to have Runway 31L and 31R departures fly over Riis Park or the Rockaway Inlet in order to reduce overflights of residential areas in The Rockaways. Aircraft that depart from JFK using Runway 31L and Runway 31R typically make a left turn and overfly The Rockaways before continuing to their destinations. The Port Authority reviewed this Proposed Strategy for feasibility and determined that Runway 31L and 31R departures overfly noncompatible land use before flying over Riis Park or the Rockaway Inlet, which are both located outside of the DNL 65 contour. For that reason, implementation of this Proposed Strategy is unlikely to reduce noncompatible land uses in the DNL 65 contour. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #18 is not being recommended for inclusion in this NCP for the foregoing reasons. However, a Fly Quiet Program, which is Recommended Program Management Measure #7, could encourage a reduction in overflights of residential areas far from JFK to reduce noise exposure outside of the DNL 65 contour.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
19	Not Recommended	Dispersal headings off Runway 4L	Noise abatement: Noise abatement flight tracks	TAC – Email, September 2016	Dispersal headings from Runway 4L at JFK would involve varying the initial directions of departures from Runway 4L. If each departure from that runway had a slightly different direction, repeated overflights of the same neighborhoods could be reduced. However, the Port Authority reviewed this Proposed Strategy for feasibility and determined that it could shift noise from one neighborhood to another because adding variation to departure headings could place aircraft over neighborhoods that they may not typically fly over. The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses."[1] Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #19 is not being recommended for inclusion in this NCP for the foregoing reasons. However, following final approval of this NCP, the Port Authority will, in consultation with the affected communities, request that FAA consider dispersal headings or other lateral track variations pursuant to Sec. 175 of the FAA Reauthorization Act of 2018, "Addressing community noise concerns",[2] when the FAA is evaluating new or amended area navigation (RNAV) departure procedures.	Section 2.3
20	Not Recommended	Disperse flight paths	Noise abatement: Noise abatement flight tracks	Public – TAC Meeting #14	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #19. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #19.	Section 2.3
21	Not Recommended	Make the locations of departure paths consistent to minimize concentration of flights over a specific area	Noise abatement: Noise abatement flight tracks	TAC – TAC Meeting #9	The Port Authority reviewed this Proposed Strategy for feasibility and determined that modifying flight paths to minimize the concentration of flights would require dispersing flight paths, which could shift noise from one noise-sensitive land use to another. The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, this Proposed Strategy is similar to Proposed Noise Abatement Strategy #19. The Port Authority is not recommending this	Section 2.3

1 14 CFR Part 150, Appendix B, Sec. 150.5(a).

2 FAA Reauthorization Act of 2018, Public Law No. 115-254 (effective October 5, 2018).

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
					Proposed Strategy for inclusion in the JFK 14 CFR Part 150 NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #19.	
22	Not Recommended	Use dispersed headings off Runway 22L/R at night	Noise abatement: Noise abatement flight tracks	Port Authority – December 2016	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #19. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #19.	Section 2.3
23	Not Recommended	Turn Runway 22R departures toward the Rockaway Inlet	Noise abatement: Noise abatement flight tracks	TAC – TAC Meeting #12	Aircraft that depart from JFK using Runway 22R typically fly in a direction that places them to the east of the Rockaway Inlet. Implementation of this Proposed Strategy would require that aircraft departing Runway 22R turn to the west in order to overfly the Rockaway Inlet. The Port Authority reviewed this Proposed Strategy for feasibility and determined that it is not feasible to implement because aircraft departures exiting the Rockaway Inlet would conflict with LGA arrivals and/or JFK arrivals, which regularly use that region of airspace. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. However, the objective of this Proposed Strategy would be achieved through implementation of a similar noise abatement procedure, turn Runway 22L and 22R departures to heading 240 at night, which is being recommended for inclusion in this NCP as Recommended Noise Abatement Measure #2. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #23 is not being recommended for inclusion in this NCP for the foregoing reasons.	Section 2.3
24	Not Recommended	Displace Runway 22L landing threshold farther south	Noise abatement: Airport layout changes	TAC – TAC Meeting #10	A landing threshold is the beginning portion of a runway that is usable for landing aircraft. Runway 22L is the shortest runway at JFK. Moving the landing threshold farther south would reduce the length available for landing. For safety reasons, some aircraft that fly into JFK need the full length of Runway 22L when they land. Therefore, reducing this runway's length would limit the types of aircraft that use it and could also shift noise exposure from one noncompatible area to another. The shifting of noise in this manner is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #24 is not being recommended for inclusion in this NCP for the foregoing reasons.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
25	Not Recommended	Create dual approaches to Runway 13L/R at JFK as a new operating configuration	Noise abatement: Arrival and departure procedures	Port Authority – December 2016	Dual approaches occur when two aircraft land at an airport around the same time. This Proposed Strategy involves creating arrival flight procedures that would permit one aircraft to land on Runway 13L while another aircraft is landing on Runway 13R. However, to allow dual approaches on 13L and 13R, at least one of the aircraft would have to overfly Brooklyn. The FAA's New York Terminal Radar Approach Control (NY TRACON) indicated that this Proposed Strategy would, therefore, increase noise exposure in Brooklyn because the implementation of dual approaches would involve increased overflights in that area and reduced overflights in other areas. The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #25 is not being recommended for inclusion in this NCP for the foregoing reason. However, as a member of the Northeast Corridor initiative, the Port Authority has engaged the FAA and other industry stakeholders to discuss procedures similar to this Proposed Strategy.[3] As a result, the FAA has designed a dual-approach procedure for Runway 13L/R; implementation of this procedure is contingent upon the completion of operational and environmental analyses.	Section 2.3

[3] Northeast Corridor (NEC) Initiative: The FAA has successfully implemented a number of NextGen priorities, advancing work at target locations and producing useful and measurable benefits to industry and the U.S. National Airspace System (NAS). The NextGen Advisory Committee NextGen Priorities Joint Implementation Plan CY2019–2021 contains FAA-industry agreed milestones through 2021. The Northeast Corridor, the busy airspace between Washington, D.C. and Boston that includes Philadelphia, New York City, and associated airspace, is also included in the plan as an additional NextGen Priority area. https://www.faa.gov/nextgen/snapshots/priorities/?area=nec; http://www.panynj.gov/aircraft-noise/pdf/nycar-presentation-april-2018.pdf.

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
26	Not Recommended	Implement consistent climb profiles through changing weather conditions	Noise abatement: Arrival and departure procedures	TAC – TAC Meeting #9	Implementing consistent climb profiles through changing weather conditions would involve using the same climb rates and altitudes for aircraft departures regardless of the weather. This Proposed Strategy, as suggested by the TAC in TAC Meeting #9, was not specific enough to analyze. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. However, Recommended Noise Abatement Measure #5 involves the implementation of noise abatement departure profiles on a voluntary basis, which could reduce noise exposure to neighborhoods in the vicinity of JFK through changes in engine thrust settings and aircraft altitudes. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #26 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3
27	Not Recommended	Analyze NY/NJ/PHL Airspace Redesign implementation to see if any noise abatement measures were proposed but not implemented	Noise abatement: Noise abatement flight tracks	TAC – TAC Meeting #10	In the mid-2000s, the FAA analyzed the feasibility of redesigning the airspace over New York, New Jersey, and Philadelphia to increase efficiency and reduce delays at airports in those geographic regions. The project was known as the New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign (the "Redesign"). The FAA's analysis involved the production of an Environmental Impact Statement (EIS) to publicly disclose the environmental impact that could occur if the Redesign were implemented.[4] The EIS contained a number of noise abatement measures that were intended to reduce the potential noise impact of the Redesign. The EIS for the Redesign is now over a decade old, and the noise abatement measures contained in the EIS are not based on the most current airspace and procedures in the New York region. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. The Port Authority's discussions with the FAA during the NCP phase of the JFK 14 CFR Part 150 Study instead addressed the feasibility of implementing noise abatement procedures within the context of the most current configuration of airspace and procedures in the New York area at the time of those discussions. Based on discussions with the FAA, the Port Authority is recommending other noise abatement measures that are believed to be compatible with current airspace and procedures in the New York area, such as Recommended Noise Abatement Measures #1 through #6.	Section 2.3

4 Federal Aviation Administration. NY/NJ/PHL Airspace Redesign Final Environmental Impact Statement (2007). https://www.faa.gov/air_traffic/nas/nynjphl_redesign/documentation/feis/. Last accessed: April 11, 2019.

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
					During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #27 is not being recommended for inclusion in this NCP for the foregoing reason.	
28	Not Recommended	Consider approaches that fly over less land and fewer residential areas	Noise abatement: Noise abatement flight tracks	TAC – TAC Meeting #12	This Proposed Strategy, as suggested by the TAC, was not specific enough for the Port Authority to analyze. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. The Port Authority is instead recommending other noise abatement strategies that are intended to reduce overflights of noncompatible land use in the vicinity of JFK, such as Recommended Noise Abatement Measures #1, #2, and #4. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #28 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3
29	Not Recommended	Descend to JFK over the Atlantic Ocean instead of flying north and turning above Long Island Sound	Noise abatement: Noise abatement flight tracks	Public – Email, October 2015	Aircraft arriving to Runway 22L and 22R at JFK overfly Long Island north of JFK before landing. FAA air traffic controllers direct these aircraft to make their final turns to JFK at varying locations above Long Island or above Long Island Sound, depending on what is required to safely separate aircraft from each other. However, these final turns occur far away from JFK. The Port Authority reviewed this Proposed Strategy for feasibility and determined that the strategy is unlikely to reduce noncompatible land uses in the DNL 65 contour, given that aircraft are already on their final approach flight paths and descent angles when they reach the vicinity of the DNL 65 contour. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #29 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3
30	Not Recommended	Implement Runway 31L departure to turn over Jamaica Bay/Park/Inlet	Noise abatement: Noise abatement flight tracks	TAC – TAC Meeting #9	The Port Authority reviewed this Proposed Strategy for feasibility and determined that the objective of the strategy would be achieved through implementation of a similar noise abatement procedure, the "Tighten SKORR" departure procedure, which is being recommended for inclusion in this NCP as Recommended Noise Abatement Measure #1. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #30 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
31	Not Recommended	Increase altitudes of arrivals to Runway 22L/22R	Noise abatement: Noise abatement flight tracks	FAA – March 2017	The FAA provided the Port Authority with a flight procedure concept during the NCP phase of the JFK 14 CFR Part 150 Study that could increase altitudes of arrivals to Runway 22L and Runway 22R by implementing an alternate flight path that could enable aircraft to remain at higher altitudes over Long Island. However, the concept also involved concentrating a percentage of Runway 22L and Runway 22R aircraft arrivals onto a single flight track. Based on a noise analysis of the concept, the concentration of flight tracks would increase the size of the DNL 65 contour to the northeast of JFK, adding noncompatible land uses to the DNL 65 contour. This is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #31 is not being recommended for inclusion in this NCP for the foregoing reason. However, as a member of the Northeast Corridor initiative, the Port Authority has engaged the FAA and other industry stakeholders on procedures, currently being designed and analyzed, that could increase altitudes of arrivals to Runways 22L and 22R without adding noncompatible land uses to the DNL 65 contour.	Section 2.3
32	Not Recommended	Place Runway 13L/13R arrivals over the Belt Parkway	Noise abatement: Noise abatement flight tracks	Public – Public Information Workshop #1	The Belt Parkway is located in Brooklyn, west of JFK, and is also located in Queens, to the northwest and north of JFK. The Port Authority reviewed aircraft flight track data and determined that many aircraft arriving to Runways 13L and 13R at JFK overfly water, away from noise-sensitive land uses, until it becomes necessary to make a right turn for alignment with the runway. Placing Runway 13L and 13R arrivals over the Belt Parkway would bring arriving aircraft closer to noise-sensitive land uses and increase noise exposure in those land uses. This is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #32 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
33	Not Recommended	Raise altitudes of helicopters flying the Track Route so that they are above arrivals to Runway 22L/22R	Noise abatement: Noise abatement flight tracks	Public – Letter, November 2015	The Track Route is an FAA-specified helicopter route that is used by some helicopters operating over Brooklyn and Queens. Portions of the Track Route are located to the north of JFK. The Track Route does not connect directly to JFK. The 14 CFR Part 150 process does not address modification of flight tracks that do not originate or terminate at the airport being studied.[5] Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #33 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3
34	Not Recommended	Prohibit helicopters from flying the Track Route entirely	Noise abatement: Use restrictions	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #33. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #33.	Section 2.3
35	Not Recommended	Prohibit helicopters from flying the Track Route when runways 22L and 22R are in use	Noise abatement: Use restrictions	Public – Letter, November 2015	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #33. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #33.	Section 2.3
36	Not Recommended	Simultaneous independent arrivals to Runway 22L/22R	Noise abatement: Noise abatement flight tracks	Port Authority, March 2017	Simultaneous independent arrivals involve more than one aircraft arriving to an airport at the same time, using flight paths and runway ends that safely separate the aircraft from each other. Implementation of this Proposed Strategy would involve increasing the use of some runways for arrivals at JFK while reducing the use of other runways, which has the potential to shift noise exposure from one noncompatible area to another. The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #36 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3

[5] 14 CFR Part 150, Sec. 150.21(a)(1) requires NEMs to be produced using "aircraft operations at the airport." Because NCPs must be based on noise exposure disclosed in NEMs, NCPs cannot address aircraft operations that do not occur at the airport being studied.

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
37	Not Recommended	Turn Runway 22R departures to a heading of 200, then heading 180 to overfly Riis Beach	Noise abatement: Noise abatement flight tracks	Public – Email, May 2017	The Port Authority reviewed this Proposed Strategy for feasibility and determined that a 200-degree departure heading (a left turn from Runway 22R) would direct aircraft further away from Riis Beach and place aircraft over residential land use. The shifting or moving of noise is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #37 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3
38	Not Recommended	Turn Runway 31L and 22L/R departures to heading 180 as soon as possible	Noise abatement: Noise abatement flight tracks	Public – Email, May 2017	The Port Authority discussed this Proposed Strategy with NY TRACON, which indicated that the strategy is not feasible to implement for Runway 22L and Runway 22R departures because aircraft turning to heading 180 as soon as possible after takeoff would not be compatible with the airspace in the New York area. The airspace in the New York area is designed so that aircraft operating at JFK are safely separated from aircraft operating at LGA and other airports in New York and New Jersey. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #38 is not being recommended for inclusion in this NCP for the foregoing reason. However, the objective of this Proposed Strategy for Runway 22L and 22R departures would be achieved by implementation of Recommended Noise Abatement Measure #2, which involves having Runway 22L and 22R departures turn to heading 240 at night. The objective of this Proposed Strategy for Runway 31L departures would be achieved by implementation of Recommended Noise Abatement Measure #1, which involves the implementation of a new Runway 31L/31R departure procedure named "Tighten SKORR."	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
39	Not Recommended	Build a wall between JFK and residential areas	Noise abatement: Noise barriers	Public – October 2015	Under certain conditions, building walls between noise sources and noise-sensitive land uses can reduce noise exposure. Walls generally only benefit properties immediately adjacent to aircraft ground movements at an airport. There are no residential areas adjacent to JFK that would benefit from a wall. Walls deliver no noise benefit to noise-sensitive land uses that are exposed to noise from aircraft in flight. Additionally, walls could also present an obstruction hazard to aircraft operations. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #39 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3
40	Not Recommended	Build walls around runways that direct the noise upwards	Noise abatement: Noise barriers	Public – October 2015	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #39. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #39.	Section 2.3
41	Not Recommended	Place noise barriers around the northern area of JFK, including around Runways 22L and 22R	Noise abatement: Noise barriers	TAC – TAC Meeting #10	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #39. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #39.	Section 2.3
42	Not Recommended	Plant more trees around all villages and airports	Noise abatement: Noise barriers	Public – Public Information Workshop #2	The Port Authority reviewed this Proposed Strategy for feasibility and determined that there is not enough land available at JFK to support the number of trees that would be needed to achieve any perceptible noise benefit. Trees do not provide a noise benefit unless a high number of densely planted trees are planted between properties immediately adjacent (i.e., within a few hundred feet) to aircraft ground movements at an airport. Additionally, trees that are in close proximity to an airport could also present an obstruction hazard to aircraft operations. Furthermore, trees deliver no noise benefit to noise-sensitive land uses that are exposed to noise from aircraft in flight. Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #42 is not being recommended for inclusion in this NCP for the foregoing reasons.	Section 2.3
43	Not Recommended	Plant tall trees around the periphery of JFK near residential areas	Noise abatement: Noise barriers	Public – Email, November 2015	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #42. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #42.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
44	Not Recommended	Evenly distribute flights between Rosedale (Runway 22L) and Laurelton (Runway 22R)	Noise abatement: Preferential runway use	Public – Public Information Workshop #2	Rosedale is a neighborhood in Queens that is to the northeast of Runway 22L, while Laurelton is a neighborhood that is to the northeast of Runway 22R. To support efficient operations at JFK, the FAA prefers to use Runway 22R for departures and Runway 22L for arrivals. The Port Authority reviewed this Proposed Strategy for feasibility and determined that implementing this Proposed Strategy would shift noise from one area to another. The shifting or moving of noise from one area of noncompatible land use to another is inconsistent with the 14 CFR Part 150 requirement to develop an NCP that "reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses." Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #44 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 2.3
45	Not Recommended	Implement a preferential nighttime runway use program to reduce nighttime Runway 22L/22R arrivals	Noise abatement: Preferential runway use	Port Authority – December 2016	This Proposed Strategy is an example of rotating runway usage as a means to reduce noise exposure in an area by moving aircraft overflights to other areas. The FAA has stated publicly that it implements a Runway Rotation Policy at JFK while managing air traffic in the New York region. Pursuant to the Runway Rotation Policy, every eight hours, the FAA evaluates runway selection based on the following factors, in order of decreasing priority: (1) runway availability, (2) prevailing wind and weather patterns, (3) operational efficiency, and (4) community noise concerns. The Port Authority supports the FAA's Runway Rotation Policy for JFK and encourages the FAA to rotate runway use at JFK when appropriate and safe. The Port Authority is not recommending Proposed Noise Abatement Strategy #46 for inclusion in this NCP because the FAA already has a Runway Rotation Policy in place. During TAC Meeting #15, the Port Authority advised that Proposed Noise Abatement Strategy #45 is not being recommended for inclusion in this NCP for the foregoing reason. Runway rotation, preferential runway use, and other modifications to runway use can be further discussed, developed, and used to inform the FAA's decision-making on community noise concerns outside of the 14 CFR Part 150 Process through the development of a Fly Quiet Program (Recommended Program Management Measure #7).	Section 2.3
46	Not Recommended	Increase distribution of nighttime arrivals across various runway ends	Noise abatement: Preferential runway use	TAC – Email, May 2017	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
47	Not Recommended	Reduce usage of Runway 22L for arrivals	Noise abatement: Preferential runway use	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3
48	Not Recommended	Restrict flights to more isolated runways after midnight	Noise abatement: Preferential runway use	Public – Email, October 2015	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3
49	Not Recommended	Rotate runways every 4 hours in situations of low wind	Noise abatement: Preferential runway use	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3
50	Not Recommended	Use Runway 13L more often for morning arrivals in summer	Noise abatement: Preferential runway use	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3
51	Not Recommended	Use Runway 22L for nighttime arrivals	Noise abatement: Preferential runway use	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3
52	Not Recommended	Use Runway 31L more often for daytime arrivals October–February and more often for nighttime arrivals in summer	Noise abatement: Preferential runway use	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3
53	Not Recommended	Use Runways 31L and 22L for departures as much as possible	Noise abatement: Preferential runway use	Public – Public Information Workshop #2	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #45. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #45.	Section 2.3

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
54	Not Recommended	Ban cargo flights altogether	Noise abatement: Use restrictions	TAC – TAC Meeting #10	Pursuant to 14 CFR Part 150, Sec. 150.35(b)(1), the FAA Administrator will not approve NCP measures that "create an undue burden on interstate or foreign commerce (including any unjust discrimination)." The Proposed Strategy would discriminate against a class of aircraft operators, and, therefore, is considered a use restriction that is unlikely to be approved by the FAA. In addition, as a condition of receiving Airport Improvement Program (AIP) grants from the FAA, the Port Authority must also abide by its FAA grant assurances, which require that the Port Authority must provide access to its airports with no undue operational restrictions or burdens on interstate and foreign commerce.[6] Therefore, the Port Authority is not recommending this strategy for inclusion in this NCP. During TAC Meeting #15, the Port Authority communicated to the public that Proposed Noise Abatement Strategy #54 is not being recommended for inclusion in this NCP for the foregoing reason. However, through the recommended noise abatement, land use, and programmatic measures set forth in this NCP, the Port Authority will have an NCP that, once approved and fully implemented, will eliminate noncompatible land uses without the need for aircraft operation restrictions.	Section 2.3
55	Not Recommended	Increase landing fees for airlines using older technologies	Noise abatement: Use restrictions	Public – Email, November 2016	The FAA considers noise-based landing fees to be a noise restriction subject to the regulations in 14 CFR Part 161.[7] Therefore, the Port Authority is not recommending this Proposed Strategy for inclusion in the JFK 14 CFR Part 150 NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #54.	Section 2.3
56	Not Recommended	Limit cargo flights to between 11:00 P.M. and 6:00 A.M.	Noise abatement: Use restrictions	TAC – TAC Meeting #10	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #54. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #54.	Section 2.3
57	Not Recommended	Move cargo operations to Stewart International Airport	Noise abatement: Use restrictions	TAC – TAC Meeting #9	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #54. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #54.	Section 2.3

6 49 USC §47107(d).

7 14 CFR Part 161, Sec. 161.5.

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
58	Not Recommended	Shift flights to Newark Liberty International Airport	Noise abatement: Use restrictions	Public – Email, October 2015	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #54. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #54.	Section 2.3
59	Not Recommended	Lower landing fee for quieter aircraft/incentives for use of quieter aircraft	Noise abatement: Use restrictions	TAC – TAC Meeting #9	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #54. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #54.	Section 2.3
60	Not Recommended	Raise fees for noise violations and use those fees for noise mitigation / abatement	Noise abatement: Use restrictions	TAC – TAC Meeting #9	This Proposed Strategy is similar to Proposed Noise Abatement Strategy #55. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Noise Abatement Strategy #55.	Section 2.3
Land Use Strategies						
1	Recommended	Sound-insulate eligible dwelling units	Corrective land use: Sound insulation	TAC – TAC Meeting #9	This measure could provide appropriate noise level reduction inside the dwelling units and improve the noise level reduction of the structures by at least 5 decibels (dB). The Port Authority estimates that sound insulation could be provided to 92 percent of the 13,825 dwelling units contained within the 2021 NEM DNL 65 contour (approximately 12,719 dwelling units). The sound insulation program may also include positive ventilation for the 12,719 dwelling units, depending on sound insulation requirements to be determined for dwelling units on an individual basis. The Port Authority assumes that 8 percent of the 13,825 dwelling units within the 2021 NEM DNL 65 contour would not be eligible for sound insulation (approximately 1,106 dwelling units) and may receive positive ventilation without sound insulation. Eligibility for sound insulation and/or positive ventilation is subject to the assumptions and limitations set forth in Section 3.2 of this NCP.	Section 3.2
2	Recommended	Sound-insulate eligible non-residential noise-sensitive structures	Corrective land use: Sound insulation	Port Authority	This measure could provide appropriate noise level reduction inside the non-residential noise-sensitive structures and improve the noise level reduction of the structures by at least 5 dB. The Port Authority estimates that sound insulation could be provided to 92 percent of the 42 non-residential noise-sensitive structures contained within the 2021 NEM DNL 65 contour that have not already been sound-insulated (approximately 39 structures). The sound insulation program may also include positive ventilation for the 39 structures, depending on sound insulation requirements to be determined for the structures on an individual basis.	Section 3.2

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
					The Port Authority assumes that 8 percent of the 42 non-residential noise-sensitive structures within the 2021 NEM DNL 65 contour that have not already been sound-insulated would not be eligible for sound insulation (approximately three structures) and may receive positive ventilation without sound insulation. Eligibility for sound insulation and/or positive ventilation is subject to the assumptions and limitations set forth in Section 3.2 of this NCP.	
3	Recommended	Include aircraft noise in real estate disclosures	Preventive land use: Real estate disclosure	TAC – TAC Meeting #9	This measure could help inform buyers of aircraft noise while also protecting the sellers from future legal action by revealing issues that can negatively affect the value, usefulness, or enjoyment of the property. Some communities near airports include aircraft noise in real estate disclosure forms to ensure that the buyer is aware that the property is in the vicinity of an airport. The decision whether to pursue such a policy is an issue for government entities to decide. However, should any state and/or local governments wish to evaluate this preventive land use measure, the Port Authority would be available to assist in any such evaluation. In particular, discussions with New York City suggested that New York City may support aircraft noise real estate disclosures.	Section 3.3
4	Not Recommended	Acquire noncompatible residential parcels	Corrective land use: Land acquisition	TAC – TAC Meeting #9	Acquisition of noncompatible residential parcels has the potential to fragment established neighborhoods and communities. Proposed Land Use Strategy #4 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 3.4
5	Not Recommended	Implement sound attenuation for new development	Preventive land use: Building codes	Public – Eastern Queens Alliance, February 2017	During the NCP phase of the JFK 14 CFR Part 150 Study, the Port Authority held several meetings with land use agencies to discuss land use strategies. New York City's current building code does not address noise that emanates from sources outside of a building and does not have sound-attenuating construction requirements for exterior walls to mitigate outside noise. New York City advised that amending the building code to address external-source noise mitigation would require coordination among multiple New York City agencies and is not of interest at this time. Therefore, the Port Authority is not recommending this strategy for this NCP. Although New York City has not expressed an interest in pursuing such amendments of its building code at this time, the Port Authority would be available to assist New York City should it elect to pursue raising minimum building standards and may reconsider Proposed Land Use Strategy #5 as a measure in future updates to this NCP.	Section 3.4

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
6	Not Recommended	Use the New York State Energy Code as a mechanism for instituting airport noise-related building codes	Preventive land use: Building codes	Land Use Agency – Meeting, April 2017	This Proposed Strategy is similar to Proposed Land Use Strategy #5. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Land Use Strategy #5.	Section 3.4
7	Not Recommended	Place a moratorium on development / growth / expansion of JFK until noise mitigation strategies have been implemented	Preventive land use: Other actions proposed by stakeholders	Public – Eastern Queens Alliance, February 2017	This Proposed Strategy is incompatible with the intent of 14 CFR Part 150, which is to reduce noncompatible land use rather than restrict airport growth and development. According to unconstrained passenger forecasts prepared by the Port Authority and approved by the FAA in December 2017, the number of passengers using JFK will grow by 17 percent by 2025 and 30 percent by 2030 over 2018 levels. Improvements are needed at JFK to ensure that JFK has a sufficient number of gates to accommodate existing and forecast passenger demand and that the airport's terminals are sized and equipped to accommodate this demand. Deficiencies in existing facilities at JFK are described in Governor Cuomo's Airport Advisory Panel's 2017 report, "A Vision Plan for John F. Kennedy Airport." Proposed Land Use Strategy #7 is not being recommended for inclusion in this NCP for the foregoing reasons.	Section 3.4
8	Not Recommended	Add a notice on deeds	Preventive land use: Real estate disclosure	TAC – TAC Meeting #9	During the NCP phase of the JFK 14 CFR Part 150 Study, the Port Authority held several meetings with land use agencies to discuss proposed land use strategies. This Proposed Strategy was not supported by land use agencies. Proposed Land Use Strategy #8 is not being recommended for inclusion in this NCP for the foregoing reason. However, the Port Authority understands that the intention of this Proposed Strategy is to help potential property buyers be aware of aircraft noise exposure. The measure to include aircraft noise in real estate disclosures, which is Recommended Land Use Measure #3, captures this intention.	Section 3.4
9	Not Recommended	Establish property disclosure law with DNL 55 as the threshold for disclosure	Preventive land use: Real estate disclosure	Public – New York Community Aviation Roundtable (NYCAR) JFK Coordinating Committee, February 2017	The intention of this Proposed Strategy is captured in the measure to include aircraft noise in real estate disclosures, which is Recommended Land Use Measure #3. The decision whether to pursue such a policy is an issue for government entities to decide, and the Port Authority is not recommending specific disclosure thresholds. Proposed Land Use Strategy #9 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 3.4

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
10	Not Recommended	Provide comprehensive noise disclosure to properties within DNL 65, including information on determining eligibility for noise mitigation	Preventive land use: Real estate disclosure	Public – Eastern Queens Alliance, February 2017	The Proposed Strategy is similar to Proposed Land Use Strategy #9. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Land Use Strategy #9.	Section 3.4
11	Not Recommended	Provide full disclosure to properties within the DNL 55	Preventive land use: Real estate disclosure	Public – NYCAR JFK Coordinating Committee, February 2017	The Proposed Strategy is similar to Proposed Land Use Strategy #9. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Land Use Strategy #9.	Section 3.4
12	Not Recommended	Adopt an overlay zone that promotes compatible land use	Preventive land use: Zoning	TAC – TAC Meeting #9	An overlay zone is a zoning district where further standards or criteria are applied in addition to the standards and criteria that are dictated by the underlying zone.[8] During the NCP phase of the JFK 14 CFR Part 150 Study, the Port Authority held several meetings with land use agencies to discuss land use strategies. In general, land use agencies consulted during the JFK 14 CFR Part 150 Study did not express interest in revising zoning codes relating to compatible land use at this time. Furthermore, the communities surrounding JFK are already heavily developed, limiting the effectiveness of rezoning. Proposed Land Use Strategy #12 is not being recommended for the foregoing reasons. The Port Authority does not have jurisdiction over zoning codes, but would work with land use and regulatory agencies if they are interested in pursuing noise-related zoning code changes specifically focused toward new development, and may reconsider Proposed Land Use Strategy #12 as a measure in future updates to this NCP.	Section 3.4
13	Not Recommended	Any noise-related zoning provisions should only apply to new development (existing development should be grandfathered)	Preventive land use: Zoning	Land Use Agency – Meeting, April 2017	The Proposed Strategy is similar to Proposed Land Use Strategy #12. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Land Use Strategy #12.	Section 3.4

8 American Planning Association. "Property Topics and Concepts." https://www.planning.org/divisions/planningandlaw/propertytopics.htm#Overlay. Last accessed: June 29, 2019.

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
14	Not Recommended	Establish zoning to inhibit further expansion of residential communities within DNL 55 until strategies have been implemented to reduce noise exposure within DNL 65	Preventive land use: Zoning	Public – Eastern Queens Alliance, February 2017	The Proposed Strategy is similar to Proposed Land Use Strategy #12. The Port Authority is not recommending this Proposed Strategy for inclusion in this NCP for the same reasons set forth in the comments to Proposed Land Use Strategy #12.	Section 3.4
15	Not Recommended	Transferable development rights	Preventive land use: Zoning	TAC – TAC Meeting #11	Transferable development rights involve moving development rights from a noise-impacted area to other areas. During the NCP phase of the JFK 14 CFR Part 150 Study, the Port Authority held several discussions with land use agencies. Proposed Land Use Strategy #15 was not supported by land use agencies. In addition, Transferable development rights do not reduce noise and therefore do not reduce the number of noncompatible structures within the DNL 65 contour. Proposed Land Use Strategy #15 is not being recommended for inclusion in this NCP for the foregoing reasons.	Section 3.4
16	Not Recommended	Provide purchase assurance to properties in the DNL 65 contour	Corrective land use: Land acquisition	Public – NYCAR JFK Coordinating Committee, February 2017	Purchase assurance would involve the Port Authority agreeing to acquire noise-impacted property as a purchaser of last resort. The Port Authority's recommended NCP measures, once approved and implemented, will make noncompatible land uses compatible with airport operations. Therefore, purchase assurances will not be necessary for properties located within the DNL 65 contour. Therefore, the Port Authority is not recommending Proposed Land Use Strategy #16 for inclusion in this NCP.	Section 3.4
17	Not Recommended	Provide voluntary incentives to property owners to install noise mitigation	Corrective land use: Other actions proposed by stakeholders	Land Use Agency – Meeting, April 2017	This Proposed Strategy is not being recommended for inclusion in this NCP because voluntary incentives would not qualify for federal noise mitigation funds, as they are considered to be operational costs for implementation of an NCP. Such costs are ineligible for federal noise mitigation funds.[9] Proposed Land Use Strategy #17 is not being recommended for inclusion in this NCP for the foregoing reason. The Port Authority is instead recommending other land use measures for inclusion in this NCP that may enable the use of federal funds for noise mitigation in the vicinity of JFK, such as Recommended Land Use Measures #1 through #3.	Section 3.4

9 FAA Order 5100.38D, *Airport Improvement Program Handbook*, Table C-5, Row 21, dated 9/30/2014.

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
18	Not Recommended	Install insulation bubbles/closure over parks/outdoor space	Corrective land use: Sound insulation	TAC – Meeting #9	The Port Authority reviewed this Proposed Strategy for feasibility and determined that this Proposed Strategy would enclose and reduce the utility of outdoor space, which is valued in part due to the access provided to open air and sunlight. Proposed Land Use Strategy #18 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 3.4
19	Not Recommended	Provide sound insulation to all new residential development within DNL 55	Corrective land use: Sound insulation	TAC – TAC Meeting #11	Dwelling units outside of the DNL 65 contour will not qualify for federal noise mitigation funds, as detailed in Appendix R of the *FAA Airport Improvement Program Handbook* (*AIP Handbook*).[10] Furthermore, new dwelling units will also not qualify for federal mitigation funds. According to the *AIP Handbook*, dwelling units are not eligible for federal mitigation funds if constructed after publication of FAA-approved DNL contours. In the case of JFK, FAA-approved DNL contours were first made available to the public on August 4, 2008. Therefore, dwelling units constructed after August 4, 2008, are not eligible for sound insulation.[11] Proposed Land Use Strategy #19 is not being recommended for inclusion in this NCP for the foregoing reasons.	Section 3.4
20	Not Recommended	Sound insulation for all properties within DNL 65	Corrective land use: Sound insulation	Public – NYCAR JFK Coordinating Committee	This NCP contains the Port Authority's Recommended Land Use Measure #1 – Sound-insulate eligible dwelling units. Such a sound insulation program would be limited to dwelling units inside the DNL 65 contour that meet all FAA eligibility requirements. Therefore, the Port Authority does not recommend a program that would sound-insulate dwellings inside the DNL 65 contour that do not meet FAA eligibility requirements. To be eligible for federal mitigation funds, properties must be noise-sensitive uses and must meet multiple criteria detailed in Appendix R. These criteria are summarized in Section 3.2 of this NCP. Proposed Land Use Strategy #20 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 3.4

10 FAA Order 5100.38D, *Airport Improvement Program Handbook*, dated 9/30/2014.

11 Notice of Availability and Request for Comment, Environmental Assessment, Delay Reduction Program – New Taxiways, Improvements to Existing Taxiways, and Runway 13R Threshold Relocation, John F. Kennedy International Airport, Jamaica, New York. *Newsday*, August 4, 2008.

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
21	Not Recommended	Sound insulation for all public buildings within DNL 65	Corrective land use: Sound insulation	Public – NYCAR JFK Coordinating Committee	This NCP contains the Port Authority's Recommended Land Use Measure #2 – Sound-insulate eligible non-residential noise-sensitive structures. Such a program is limited to non-residential noise-sensitive structures inside the DNL 65 contour that meet all FAA eligibility requirements. Therefore, the Port Authority does not recommend a program that would sound-insulate public buildings inside the DNL 65 contour that do not meet FAA eligibility requirements. To be eligible for federal mitigation funds, properties must be noise-sensitive uses and must meet multiple criteria detailed in Appendix R. These criteria are summarized in Section 3.2 of this NCP. Proposed Land Use Strategy #21 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 3.4
22	Not Recommended	Acquire avigation easements	Corrective land use: Avigation easements	Port Authority / ESA	An avigation easement is a conveyance of airspace over another property for use by the airport. As set forth in Section 3.2, the Port Authority will require obtaining avigation easements in exchange for installation of sound insulation. The Port Authority is not recommending acquisition of easements other than avigation easements in conjunction with sound insulation and positive ventilation because stand-alone avigation easements do not reduce noise and therefore do not reduce the number of noncompatible land uses within the DNL 65 contour. Proposed Land Use Strategy #22 is not being recommended for inclusion in this NCP for the foregoing reason.	Section 3.4
Program Management Strategies						
1	Recommended	Maintain the existing Noise Office	Program management: Monitoring, promotion, education, signage, etc.	Existing Program Management Measure	This measure will enable the Port Authority to continue to understand, respond to, and address community concerns associated with aircraft noise from JFK operations.	Section 4.2
2	Recommended	Maintain Noise and Operations Management System (NOMS)	Program management: Monitoring	Existing Program Management Measure	This measure will enable the Port Authority Noise Office to maintain its ability to investigate noise complaints and will provide a means to monitor adherence to NCP noise abatement measures for JFK.	Section 4.2
3	Recommended	Maintain public flight tracking portal	Program management: Monitoring	Existing Program Management Measure	This measure will enable the Port Authority Noise Office to continue providing information to the public about JFK aircraft operations and associated noise exposure.	Section 4.2

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
4	Recommended	Maintain noise complaint management system	Program management: Monitoring	Existing Program Management Measure	This measure will enable the Port Authority Noise Office to continue efficient collection and reporting of noise complaints associated with operations at JFK.	Section 4.2
5	Recommended	Maintain Noise Office website	Program management: Promotion, education, signage, etc.	Existing Program Management Measure	This measure will enable the Port Authority Noise Office to continue providing a single point of entry to all of the publicly available information and services associated with JFK provided by the Noise Office.	Section 4.2
6	Recommended	Continue community outreach activities	Program management: Promotion, education, signage, etc.	Existing Program Management Measure	This measure will enable the Port Authority Noise Office to support and maintain meaningful dialogue with the communities, the FAA, and other aviation stakeholders regarding aviation noise at JFK.	Section 4.2
7	Recommended	Establish and manage a Fly Quiet Program	Program management: Promotion, education, signage, etc.	TAC – TAC Meeting #9	This measure could enable the collaborative development and management of solutions to abate noise from aircraft operations at JFK.	Section 4.2
8	Recommended	Make aircraft noise contours available in a Geographic Information System (GIS)	Program management: Promotion, education, signage, etc.	TAC – TAC Meeting #9	This measure could provide the public, land use planning agencies, and other stakeholders with easy access to future condition JFK noise contours to enhance awareness and decision-making regarding aircraft noise.	Section 4.2
9	Recommended	Update the Noise Exposure Map	Program management: Regulatory requirement	Port Authority	This measure will enable the Port Authority to meet the requirements of 14 CFR Part 150, Section 150.21(d) if applicable changes in the noise environment occur at JFK.	Section 4.2
10	Recommended	Update the Noise Compatibility Program	Program management: Regulatory requirement	Port Authority	This measure will enable the Port Authority to meet the requirements of 14 CFR Part 150, Section 150.23(e)(9) if made necessary by a revision of the NEMs for JFK.	Section 4.2
11	Recommended	Post monthly color-coded DNL values on Port Authority website	Program management: Promotion, education, signage, etc.	TAC – TAC Meeting #12	The Port Authority will modify the existing monthly DNL report posted on the Noise Office website to incorporate a color intensity scale for the reported DNL values. The report will depict each DNL value in a color that is based on its numerical value, where lower DNL values will be lighter in color than higher DNL values.	Section 4.2

	Recommended/Not Recommended for Inclusion in the JFK 14 CFR Part 150 NCP	Proposed Strategy	Type of Strategy	Stakeholder Proposer(s)	Comments	Location in JFK NCP
12	Recommended	The Port Authority to coordinate with FAA on development and implementation of NextGen procedures	Noise abatement: Other actions proposed by stakeholders	Port Authority – March 2019	This measure could allow the Port Authority to be aware of potential flight path changes that could affect aircraft noise exposure and land use compatibility around JFK. The Port Authority would engage with the FAA through the NAC to discuss flight path changes.	Section 4.2
13	Not Recommended	Add more noise monitors throughout Queens/Nassau County	Program management: Monitoring	TAC – TAC Meeting #9	The Port Authority maintains a network of noise monitors that are located within and outside of the JFK DNL 65 contour. The Port Authority reviewed this Proposed Strategy for feasibility and determined that the current noise monitors provide coverage of multiple neighborhoods in the vicinity of JFK, including several neighborhoods in Queens as well as villages and hamlets in Nassau County. The noise monitoring system strives to distinguish between aircraft noise and community noise. Proposed Program Management Strategy #13 is not being recommended for inclusion in this NCP the foregoing reason.	Section 4.3
14	Not Recommended	Consider improved ground transportation access to New York Stewart International Airport (SWF) to balance activity	Program management: Other actions proposed by stakeholders	TAC – TAC Meeting #11	The Proposed Strategy implies that improving ground transportation access to SWF would reduce operations at JFK by encouraging the use of SWF instead of JFK. However, the Port Authority does not have control over airline flight schedules or the factors considered in their production. Proposed Program Management Strategy #14 is not being recommended for inclusion in this NCP for the foregoing reasons.	Section 4.3
15	Not Recommended	Multiple suggestions of aircraft technology changes	Promotion, education, signage, etc.	Public – Email, November 2015	Noise-reducing technologies are currently being explored by aircraft manufacturers, aircraft operators, the FAA, the National Aeronautics and Space Administration, the International Civil Aviation Organization, and others. The interactions between aircraft technologies, operating characteristics, and noise are complex, and aircraft designs must be evaluated and tested on a case-by-case basis to determine noise profiles. Under 14 CFR Part 36, the FAA is solely responsible for establishing domestic aircraft noise standards and certifying new aircraft to those standards. Proposed Program Management Strategy #15 is not being recommended for inclusion in this NCP for the foregoing reason. The Port Authority is instead recommending the implementation of a Fly Quiet Program as Recommended Program Management Measure #7, which could encourage the use of newer/quieter aircraft at JFK.	Section 4.3

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Appendix H
Noise Compatibility Program Implementation Schedule

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APPENDIX H

Noise Compatibility Program Implementation Schedule

For planning purposes, the Port Authority expects that the various elements of the John F. Kennedy International Airport (JFK) Noise Compatibility Program (NCP) can be initiated within the timeframe identified below. Some measures continue programs already in place; these are listed in **Table H-1**. **Table H-2** identifies the measures that can be initiated within a year of Federal Aviation Administration (FAA) approval, and **Table H-3** contains the measures that would be initiated within two years from FAA approval. **Table H-4** contains the measures to be implemented on an ongoing basis, **Table H-5** contains the measures with schedules dependent upon external factors/pandemic recovery, and **Table H-6** contains the measures for which a schedule has not yet been determined.

TABLE H-1
MEASURES ALREADY IN PLACE

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Noise Abatement Measure 7: Continue Existing Mandatory Departure Noise Limit and $250 Penalty			
Port Authority	No funding is required to implement this measure, and the Port Authority will continue to enforce the existing mandatory departure noise limit and $250 penalty.	No funding required.	Not applicable.
JFK Program Management Measure 1: Maintain Existing Noise Office			
Port Authority	The FAA does not fund program operating expenses. The Port Authority will continue to fund the operation of the Noise Office.	The Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	Port Authority approval for additional staff if and when required.
JFK Program Management Measure 2: Maintain Noise and Operations Management System (NOMS)			
Port Authority	The FAA does not fund program operating expenses. The Port Authority will continue to fund the maintenance of the existing system. However, if a system upgrade and/or replacement is needed in the future, then the cost is expected to be to be approximately $90,000. If any of the existing noise monitors need to be replaced and/or upgraded in the future, then the cost for hardware and installation of one noise monitor is expected to be approximately $35,000. These cost estimates are determined based on the development of the existing system as a baseline with added future anticipated cost for system upgrades and/or replacement. The cost for the implementation of this measure is eligible to be partially funded by the FAA.	For replacement and/or upgrades of any noise monitor located within the DNL 65 contour: 80 percent FAA AIP and 20 percent Port Authority. For other system components: The Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA approval of this measure; and Port Authority to secure funding for system replacement and/or upgrades.[1]
JFK Program Management Measure 3: Maintain Public Flight Tracking Portal			
Port Authority	The FAA does not fund program operating expenses. The Port Authority will continue to fund the maintenance of the existing system. However, if a system upgrade and/or replacement is needed in the future, then the cost is expected to be to be approximately $4,000. The cost estimate is determined based on the development of the existing system as a baseline with added future anticipated cost for system upgrades and/or replacement. The cost for the implementation of this measure is eligible to be partially funded by the FAA.	For system upgrades: 80 percent FAA AIP and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA approval of this measure; and Port Authority to secure funding for the system upgrades.

TABLE H-1
MEASURES ALREADY IN PLACE

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Program Management Measure 4: Maintain Noise Complaint Management System			
Port Authority	The FAA does not fund program operating expenses. The Port Authority will continue to fund the maintenance of the existing system. However, if a system upgrade and/or replacement is needed in the future, then the cost is expected to be to be approximately $4,000. The cost estimate is determined based on the development of the existing system as a baseline with added future anticipated cost for system upgrades and/or replacement. The cost for the implementation of this measure is eligible to be partially funded by the FAA.	For system upgrades: 80 percent FAA AIP and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA approval of this measure; and Port Authority to secure funding for the system upgrades.
JFK Program Management Measure 5: Maintain Noise Office Website			
Port Authority	The FAA does not fund program operating expenses. The Port Authority will continue to fund maintenance and upgrades of the Noise Office website.	The Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	Not applicable.
JFK Program Management Measure 6: Continue Community Outreach Activities			
Port Authority	No FAA funding is required to implement, and the Port Authority will continue its community outreach activities.	Not applicable at this time. The Port Authority would seek reimbursement if funding becomes available in the future. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	Not applicable.
JFK Program Management Measure 8: Make Aircraft Noise Contours Available in a Geographic Information System (GIS)			
Port Authority	No FAA funding is required to implement, and the Port Authority has used available methods to provide public access to the existing interactive noise contour map.	No funding required.	Not applicable.
JFK Program Management Measure 11: Post Monthly Color-Coded DNL Values on Port Authority Website			
Port Authority	No FAA funding is required to implement, and the Port Authority has used available information and methods to make the color-coded reports available.	No funding required.	Not applicable.

NOTE:
1 The Port Authority may request FAA grant funding within three years, as the current NOMS maintenance and support contracts expire in 2022.

SOURCES: Port Authority and ESA, 2018 and 2020.

TABLE H-2
MEASURES TO BE INITIATED WITHIN ONE YEAR OF RECORD OF APPROVAL

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Noise Abatement Measure 1: Implement "Tighten SKORR" Departure Procedure			
Development and implementation of flight procedures is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with New York Terminal Radar Approach Control (NY TRACON) and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under NEPA; the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., ATO) and other coordinating agencies. These costs are unknown, and an FAA AIP grant would not be required.	FAA	FAA approval. Implementation may require an environmental study under NEPA.
JFK Noise Abatement Measure 2: Turn Runway 22L and 22R Departures to Heading 240 at Night			
Development and implementation of flight procedures is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under NEPA; the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., ATO) and other coordinating agencies. These costs are unknown, and an FAA AIP grant would not be required.	FAA	FAA approval. Implementation may require an environmental study under NEPA.
JFK Noise Abatement Measure 3: Reduce Runway 31L Intersection Departures at Night			
Selection among available runways for use by aircraft is the sole responsibility of the FAA. The Port Authority will request that the development process for this measure be initiated, then work with NY TRACON and other FAA personnel to further study and develop the measure. Implementation of this measure may require an environmental study as required under NEPA; the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., ATO) and other coordinating agencies. These costs are unknown, and an FAA AIP grant would not be required.	FAA	FAA approval. Implementation may require an environmental study under NEPA.
JFK Noise Abatement Measure 4: Combine "Tighten SKORR" Departure Procedure with Reduce Runway 31L Intersection Departures at Night			
Development and implementation of flight procedures, and selection among available runways for use by aircraft, are the sole responsibility of the FAA. The Port Authority will request that development of this measure be initiated, then work with NY TRACON and other FAA personnel to further study and develop the measure. Implementation of this measure may require an environmental study as required under NEPA; the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., ATO) and other coordinating agencies. These costs are unknown, and an FAA AIP grant would not be required.	FAA	FAA approval. Implementation may require an environmental study under NEPA.

TABLE H-2
MEASURES TO BE INITIATED WITHIN ONE YEAR OF RECORD OF APPROVAL

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Noise Abatement Measure 5: Implement Noise Abatement Departure Profiles on a Voluntary Basis for Each Runway End			
Pilots are responsible for the operation of their aircraft. The Port Authority will request that aircraft operators begin development of this measure, then work with aircraft operators, NY TRACON and other FAA personnel to further study and develop the measure. Implementation of this measure may require an environmental study as required under NEPA; the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., ATO), other coordinating agencies, and aircraft operators. These costs are unknown, and an FAA AIP grant would not be required.	FAA funding, aircraft operator internal funding	FAA approval. Implementation of this measure may require an environmental study under NEPA.
JFK Noise Abatement Measure 6: Implement Nighttime Optimized Profile Descent Procedures			
Development and implementation of flight procedures is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under NEPA; the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., ATO) and other coordinating agencies. These costs are unknown, and an FAA AIP grant would not be required.	FAA	FAA approval. Implementation may require an environmental study under NEPA.

SOURCES: Port Authority and ESA, 2018 and 2020.

TABLE H-3
MEASURES TO BE INITIATED WITHIN ONE YEAR OF RECORD OF APPROVAL

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Program Management Measure 7: Establish and Manage a Fly Quiet Program			
Port Authority	Establishment of a Fly Quiet Program may cost approximately $150,000, based on previous efforts at other airports.	80 percent FAA AIP and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA's approval of this measure, and Port Authority to develop the Fly Quiet program.

SOURCES: Port Authority and ESA, 2018 and 2020.

TABLE H-4
MEASURES TO BE IMPLEMENTED ON AN ONGOING BASIS

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Program Management Measure 12: The Port Authority to Coordinate with FAA on Development and Implementation of NextGen Procedures			
The FAA is responsible for designing, testing, and implementing NextGen flight procedures and for completing the environmental review under NEPA, if required.	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., ATO) and other coordinating agencies. The costs to implement such procedures are unknown, and an FAA AIP grant would not be required.	FAA	FAA approval. Implementation of procedures identified under this measure may require an environmental study under NEPA.

SOURCES: Port Authority and ESA, 2018 and 2020.

TABLE H-5
MEASURES WITH SCHEDULE DEPENDENT UPON EXTERNAL FACTORS/PANDEMIC RECOVERY

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Land Use Measure 1: Sound-Insulate Eligible Dwelling Units			
Port Authority	$1.2 billion to provide sound insulation treatments, assuming that 92 percent of the 13,825 dwelling units (approximately 12,719 dwelling units) would be eligible for sound insulation and 8 percent of the 13,825 dwelling units (approximately 1,106 dwelling units) may only be eligible for positive ventilation, subject to the assumptions and limitations set forth in Section 3.2.	A maximum of 80 percent FAA AIP and at least 20 percent Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA approval; identification of eligible properties; secured funding to sound insulate properties.
JFK Land Use Measure 2: Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures			
Port Authority	$127 million to provide sound insulation treatments, assuming that 92 percent of the 42 non-residential noise-sensitive structures (approximately 39 non-residential noise-sensitive structures) would be eligible for sound insulation and the three remaining non-residential noise-sensitive structures may only be eligible for positive ventilation, subject to the assumptions and limitations set forth in Section 3.2.	Up to 80 percent FAA AIP and at least 20 percent Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA approval; identification of eligible properties; secured funding to sound insulate properties.

SOURCES: Port Authority and ESA, 2018 and 2020.

TABLE H-6
MEASURES FOR WHICH A SCHEDULE HAS NOT YET BEEN DETERMINED

Responsible Parties	Estimated Costs	Funding Sources	Requirements
JFK Land Use Measure 3: Include Aircraft Noise in Real Estate Disclosures			
Land use jurisdictions	The expected costs associated with development and implementation of this measure are unknown at this time.	Land use jurisdictions	The decision whether to pursue such a policy is an issue for government entities to decide. However, should any state and/or local governments wish to evaluate this preventive land use measure, the Port Authority would be available to assist in any such evaluation. In particular, discussions with New York City suggested that New York City may support aircraft noise real estate disclosures.
JFK Program Management Measure 9: Update the Noise Exposure Map			
Port Authority	Based on the cost of the JFK NEM development process, an NEM update may cost approximately $2 million. This estimate is based on costs for recent large airport 14 CFR Part 150 studies that the Study Team has participated in, including the NEM phase of the JFK 14 CFR Part 150 Study.	80 percent FAA AIP and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA's approval of this measure, and Port Authority to secure funding for the update of the Noise Exposure Map when warranted.
JFK Program Management Measure 10: Update the Noise Compatibility Program			
Port Authority	Based on the Port Authority's experience with this Study, an NCP update may range from $300,000 to $2 million.	80 percent FAA AIP and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through fees paid by JFK users pursuant to an agreement between them and the Port Authority.	FAA's approval of this measure, and Port Authority to secure funding for the update of Noise Compatibility Program when appropriate.

SOURCES: Port Authority and ESA, 2018 and 2019.

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