

JFK Airport Committee

New York Community Aviation Roundtable



Tuesday, January 31, 2017

7:00 - 9:00 PM

PANYNJ ADMINISTRATIVE BLDG.

BLDG 14, JFK AIRPORT

JAMAICA, NY 11430

Chairperson: Barbara E. Brown

Agenda

- | | | |
|--|--|---------|
| 1) Roll Call/Welcome/Introductions | | 7:00 PM |
| 2) 2017 Runway Construction Activities | <i>Nicholas Dmytryszyn, PE, PANYNJ</i> | 7:15 |
| 3) Overview of the JFK Vision Plan | <i>Tom Bock, Gen. Manager, PANYNJ</i>
Aviation Regulatory and Operational Support | 7:25 |
| 4) Part 150 Noise Compatibility Study | | 7:45 |
| a) Review of Recommendations to TAC Re: Noise Mitigation | | |
| b) Brainstorm Recommendations Re: Land Use | | |
| 5) JFK Airport Committee Strategic Planning | | 8:15 |
| a) Prioritization of Key Stakeholder Issues and Concerns | | |
| b) Planning of Next Steps for Issue Follow-up | | |
| 6) Establishment of Interim JFK Airport Committee Steering Committee | | 8:45 |
| 7) Next Steps | | 8:55 |



Tuesday, January 31, 2017

Update/Review on PART 150 Study-TAC Meetings

1. Required Elements of an Noise Compatibility Program (NCP)

- a. Noise Abatement
- b. Land Use
- c. Programmatic/Administrative Measures

2. Noise Abatement Recommendations

a. Current Abatement Strategies for JFK

- i. 1959 Establishment of a departure noise limit of 112 Perceived Noise Decibels
- ii. School sound insulation efforts
- iii. Use of Slot Control—81 Per Hr.during day time hours
- iv. Noise monitoring program at selected sites
- v. Webtrak

b. Ideas Generated from TAC Meetings Meeting # 9—Recommendations

i. Noise Abatement

1. Adoption of ICAO Noise Abatement Departure Procedure (NADP) 1 measures
2. Make airspace more efficient through procedures/de-conflict the airspace, such as operational changes due to particular situations/weather conditions
3. Consistent climb profiles (VFR) through changing weather conditions (for example, low clouds, storms)
4. Increase glide angle/glide slope for arrivals
5. Implement noise abatement departure procedure on Runway 31L (left-hand turn over Jamaica Bay and over the Park or Inlet – or loop around water to go back over Nassau County); this loop results in higher altitude for departing aircraft.
6. Make the location of departure paths consistent to limit exposure/maintain concentration of flights over a specific area
7. Move cargo operations to Stewart International Airport

ii. Noise Mitigation

1. Provide sound insulation to residential properties
2. Acquire noise impacted properties
3. Provide aircraft noise information to landowners, add a notice on deeds, provide noise notices to real estate agents/home buyers in high noise areas (Notice of Disclosure)
4. Adopt an overlay zone that promotes compatible land use
5. Install insulation bubbles/closure over parks/outdoor space
6. Develop a map overlay layer with the 65 DNL contours in GIS

iii. Programmatic Measures

1. Add more noise monitors throughout the area - Queens/Nassau County
2. Implement a Fly Quiet Program
3. Lower landing fee for quieter aircraft/incentives for use of quieter aircraft
4. Raise fees for noise violations and use those fees for noise mitigation/abatement

c. Meeting NO. 10--Additional Strategies Recommended

- i.** Increase the glide slope angle
- ii.** Implement Optimized Profile Descents (OPDs)
- iii.** Displace Runway 22L landing threshold further south
- iv.** Consider noise barrier around the airport in northern area (southeast Queens area) – including around Runways 22L and 22R
- v.** Reduce hold-downs for arrivals and departures
- vi.** Implement procedures that allow Runway 22L/22R nighttime arrivals to remain at higher altitudes
- vii.** Evaluate variations in glide slope for arriving aircraft; It was 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
- viii.** Limit cargo flights between 11 P.M. and 6 A.M. or ban cargo activity between these times altogether
- ix.** 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

- 3. TAC Homework Assignment No. 9--Review the proposed noise abatement measures and provide land use recommendations to the next TAC meeting.**

JFK Aiport Committee

New York Community Airports Roundtable

Thursday, October 27, 2016
York College of CUNY
Room 3H11A

Summarized Notes

In attendance:

JFK Airport Committee Members:

Barbara E. Brown, representing Assembly Member Titus
Jasmine Narang, representing Queens Borough President Melinda Katz
Patrick Evans, representing Congressman Meeks
Andrew Batcheller, representing Congressman Israel
Ian Steinberg, Town of North Hempstead
John Fazio, , CB 14

Advisors

Nicholas Dmytrysyn

Non-Members/JFK Airport Stakeholders

Gloria Boyce-Charles, EQA, Inc.
Joe Hartigan, Resident, Rockaways
Philip Ruiz, Brookville Resident
Derrick Warmington, Brookville Resident/CB13
John Fazio, Rockaways
Tanagra Bledman, State Senator Sanders
Peter Granikas, Rockawaysp

The meeting was opened at 7:45 PM by Chairperson Barbara E. Brown. (Late start was due to rainstorm and traffic jam around JFK Airport, Belt Pkwy, Van Wyck Expressway.) After an introduction of attending members, the agenda included a Power Point Presentation of on the following topic including Q & A:

- 1) An Update on the Part 150 Noise Compatibility Study
 - i) Noise Exposure Maps
 - ii) Agency Guidelines for Land Use

- 2) Noise Compatibility Program
 - i) Abatement/Mitigation--Significance of terms with examples
 - ii) Worldwide Strategies--Balanced Approach--Explanation and Discussion
 - iii) FAA Requirements/Guidelines for Noise Compatibility Program (NCP) as presented by the TAC
 - iv) Recommendations for the TAC Re: Abatement /Mitigation. The following were among the recommendations:
 - (a) Continuous Descent and Ascent of planes landing and departing
 - (b) Moving of Landing Threshold on 4L/22R
 - (c) Use of entire 13L/31R (Bay Runway)
 - (d) Increasing of glide slope where possible
 - (e) Change from INM to factor in the single events to calculate impact of noise on residents
 - (f) Use of some of the effective ICAO strategies from around the world where applicable

- 3) JFK Airport Committee Strategic Planning --Catergorization of issues of concernb

The meeting was adjourned at 9:15 PM.

EXHIBIT C

LAND USE GUIDANCE CHART II:
LAND USE NOISE SENSITIVITY INTERPOLATION

LAND USE			LAND USE		
SLUCM No.	Name	LUG ZONE ¹ Suggested	SLUCM No.	Name	LUG ZONE ¹ Suggested
10 Residential			50 Trade⁴		
11	Household units.		51	Wholesale trade.	C-D
11.11	Single units - detached.	A	52	Retail trade-building materials, hardware, and farm equipment.	C
11.12	Single units - semi attached.	A	53	Retail trade-general merchandise.	C
11.13	Single units - attached row.	B	54	Retail trade-food.	C
11.21	Two units - side-by-side.	A	55	Retail trade-automotive, marine craft, aircraft and accessories.	C
11.22	Two units - one above the other.	A	56	Retail trade-apparel and accessories.	C
11.31	Apartments - walk up.	B	57	Retail trade-furniture, home furnishings, and equipment.	C
11.32	Apartments - elevator.	B-C	59	Retail trade-eating and drinking. Other retail trade.	C-D
12	Group quarters.	A-B	60 Services⁴		
13	Residential hotels.	B	61	Financial, insurance, and real estate services.	B
14	Mobile home parks or courts.	A	62	Personal services.	B
15	Transient lodgings.	C	63	Business services.	B
19	Other residential.	A-C	64	Repair services.	C
20 Manufacturing²			70 Cultural, entertainment, and recreational		
21	Food and kindred products-manufacturing.		65	Professional services.	B-C
22	Textile mill products-manufacturing.	C-D	66	Contract construction services.	C
23	Apparel and other finished products made from fabrics, leather, and similar materials-manufacturing.	C-D	67	Governmental services.	B
24	Lumber and wood products (except furniture)-manufacturing.	C-D	68	Educational services.	A-B
25	Furniture and fixtures-manufacturing.	C-D	69	Miscellaneous services.	A-C
26	Paper and allied products-manufacturing.	C-D	80 Resource production and extraction		
27	Printing, publishing, and allied industries.	C-D	81	Agriculture.	C-D
28	Chemicals and allied products-manufacturing.	C-D	82	Agricultural related activities.	C-D
29	Petroleum refining and related industries. ³	C-D	83	Forestry activities and related services.	D
30 Manufacturing²			84	Fishing activities and related services.	D
31	Rubber and miscellaneous plastic products-manufacturing.	C-D	85	Mining activities and related services.	D
32	Stone, clay, and glass products-manufacturing.	C-D	89	Other resource production and extraction.	C-D
33	Primary metal industries.	D	90 Undeveloped land and water areas		
34	Fabricated metal products-manufacturing.	D	91	Undeveloped and unused land area (excluding noncommercial forest development).	D
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks-manufacturing.	B	92	Noncommercial forest development.	D
39	Miscellaneous manufacturing.	C-D	93	Water areas.	A-D
40 Transportation, communications, and utilities			94	Vacant floor area.	A-D
41	Railroad, rapid rail transit, and street railway transportation.	D	95	Under construction.	A-D
42	Motor vehicle transportation.	D	99	Other undeveloped land and water areas.	A-D
43	Aircraft transportation.	D	Footnote 1: Refer to Land Use Guidance Chart I, Exhibit C-1.		
44	Marine craft transportation.	D	Footnote 2: Zone "C" suggested maximum except where exceeded by self generated noise.		
45	Highway and street right-of-way.	D	Footnote 3: Zone "D" for noise purposes; observe normal hazard precautions.		
46	Automobile parking.	D	Footnote 4: If activity is not in substantial, air-conditioned building, go to next higher zone.		
47	Communication.	A-D	Footnote 5: Requirements likely to vary - individual appraisal recommended.		
48	Utilities.	D	SLUCM: Standard Land Use Coding Manual, U.S. Urban Renewal Administration and Bureau of Public Roads, 1965.		
49	Other transportation communications and utilities.	A-D	Source: FAA 1977b, p. 14.		

LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVEL AT A SITE FOR BUILDINGS AS COMMONLY CONSTRUCTED

LAND USE	Yearly Day-Night Average Sound Level (DNL) in Decibels			
	50-60	60-70	70-80	80-90
Residential - Single Family, Extensive Outdoor Use	Compatible	with Insulation	Marginally Compatible	Incompatible
Residential - Multiple Family, Moderate Outdoor Use	Compatible	with Insulation	Marginally Compatible	Incompatible
Residential - Multi-Story, Limited Outdoor Use	Compatible	with Insulation	Marginally Compatible	Incompatible
Transient Lodging	Compatible	with Insulation	Marginally Compatible	Incompatible
School Classrooms, Libraries, Religious Facilities	Compatible	with Insulation	Marginally Compatible	Incompatible
Hospitals, Clinics, Nursing Homes, Health-Related Facilities	Compatible	with Insulation	Marginally Compatible	Incompatible
Auditoriums, Concert Halls	Compatible	with Insulation	Marginally Compatible	Incompatible
Music Shells	with Insulation	with Insulation	Marginally Compatible	Incompatible
Sports Arenas, Outdoor Spectator Sports	Compatible	with Insulation	Marginally Compatible	Incompatible
Neighborhood Parks	Compatible	with Insulation	Marginally Compatible	Incompatible
Playgrounds, Golf Courses, Riding Stables, Water Rec., Cemeteries	Compatible	with Insulation	Marginally Compatible	Incompatible
Office Buildings, Personal Services, Business and Professional	Compatible	with Insulation	Marginally Compatible	Incompatible
Commercial - Retail, Movie Theaters, Restaurants	Compatible	with Insulation	Marginally Compatible	Incompatible
Commercial - Wholesale, Some Retail, Ind., Mfg., Utilities	Compatible	with Insulation	Marginally Compatible	Incompatible
Livestock Farming, Animal Breeding	Compatible	with Insulation	Marginally Compatible	Incompatible
Agriculture (Except Livestock)	Compatible	with Insulation	Marginally Compatible	Incompatible
Extensive Natural Wildlife and Recreation Areas	Compatible	with Insulation	Marginally Compatible	Incompatible

LEGEND			
 Compatible	 with Insulation	 Marginally Compatible	 Incompatible

Source: ANSI 1980. Cited in Kryter 1984, p. 624.

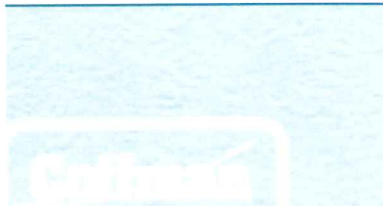
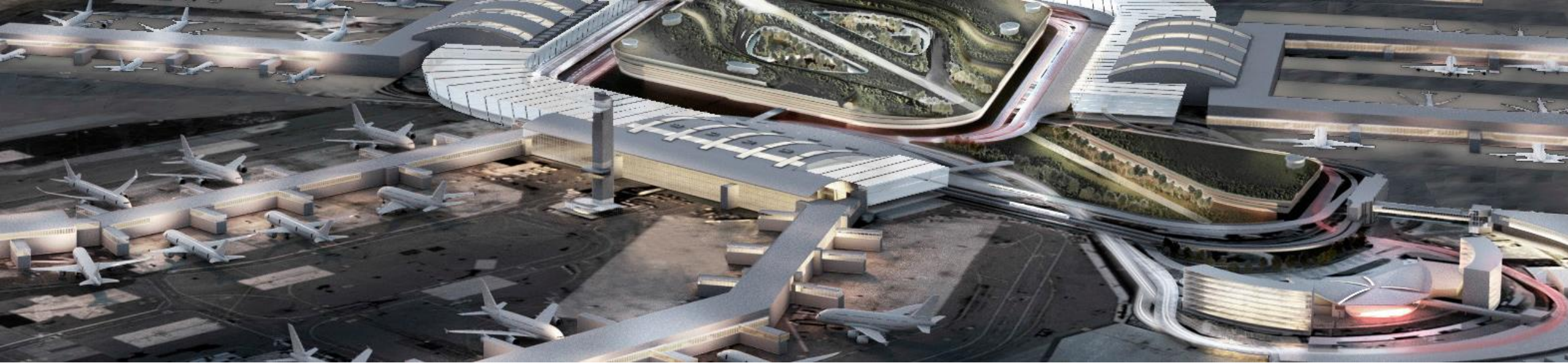


Exhibit E lists the F.A.R. Part 150 land use compatibility guidelines. These are only guidelines. Part 150 explicitly

F.A.R. PART 150 LAND USE COMPATIBILITY GUIDELINES

LAND USE	Yearly Day-Night Average Sound 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 ^B	Y ^B	Y ^B
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

The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally-determined land uses for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise compatible land uses.



New York Community Aviation Roundtable JFK Sub-Committee

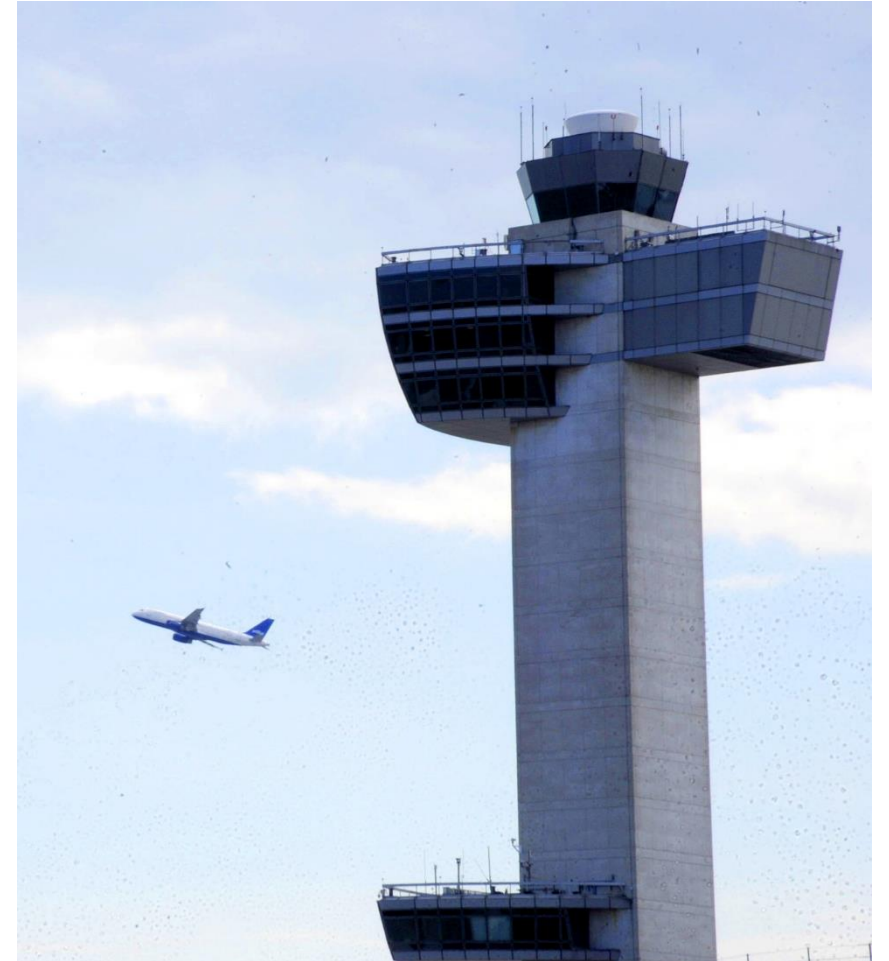
January 31, 2017

Vision Statement

“For the State of New York to remain competitive in the ever more interconnected global economy, we must develop a world-class gateway that is safe, secure and designed for the needs of the 21st century passenger, as well as one that serves and respects the needs of the neighboring communities in the Borough of Queens.”

JFK Fast Facts

- Nation's busiest airport for international travelers
- 60 Million passengers served in 2016
- Demand growth of 22% over last five years
- \$15 billion in wages
- 285,000 jobs supported



JFK's Current Challenges

- Ranked 59th out of world's top 100 airports in 2016
- Poorly connected terminals
- Congested roadways off-airport
- Limited operations resulting in delays
- Inefficient cargo operation
- Accessibility issues



Consequences for Failing to Act

- 3 Million Passengers not accommodated annually
 - Loss of \$140 million in annual wages
 - Loss of \$400 million in annual sales
 - Loss of 2,500 jobs
- Detrimental to city, state, and regional growth
- Negative customer experience



Panel Recommendations

- Accommodate growing demand
- Provide a world-class passenger experience
- Expand and improve transportation access to the airport
- Utilize public private partnerships



Accommodate Demand with a World-Class Passenger Experience

- Plan/redevelop as cohesive and interconnected terminals
- Redesigned roadways and expanded parking capabilities
- Reduce delays and provide more efficient aircraft operations
- Accommodate for future security advances
- Engage in emergency preparedness procedures and reviews
- New and expanded cargo facilities



Expand and Improve Airport Access

- Address bottlenecks to and from the airport
- Dedicate lane for airport traffic
- Short-term and long-term improvements
- Redesign station at Jamaica to improve transit transfers
- Double AirTrain Capacity
- Explore options for one-seat ride to JFK



Public-Private Partnerships

- Mirror financing of LGA Terminal B redevelopment
- Modernize JFK terminals with private sector investment
- Consider leasing to private operators



21st Century JFK: Conclusion

- The Port Authority should create a master plan consistent with panel recommendations
- The Vision Plan provides a planning framework for a world-class gateway
- \$1 billion in the Port Authority's Capital Plan to support the Vision Plan