

A wide-angle photograph of the John F. Kennedy International Airport terminal building, featuring a large glass facade and a prominent control tower on the left. The sky is clear and blue. The text is overlaid on the image.

Welcome!

John F. Kennedy International Airport Title 14 Code of Federal Regulations Part 150 Study Airport Community Roundtable

June 4, 2018

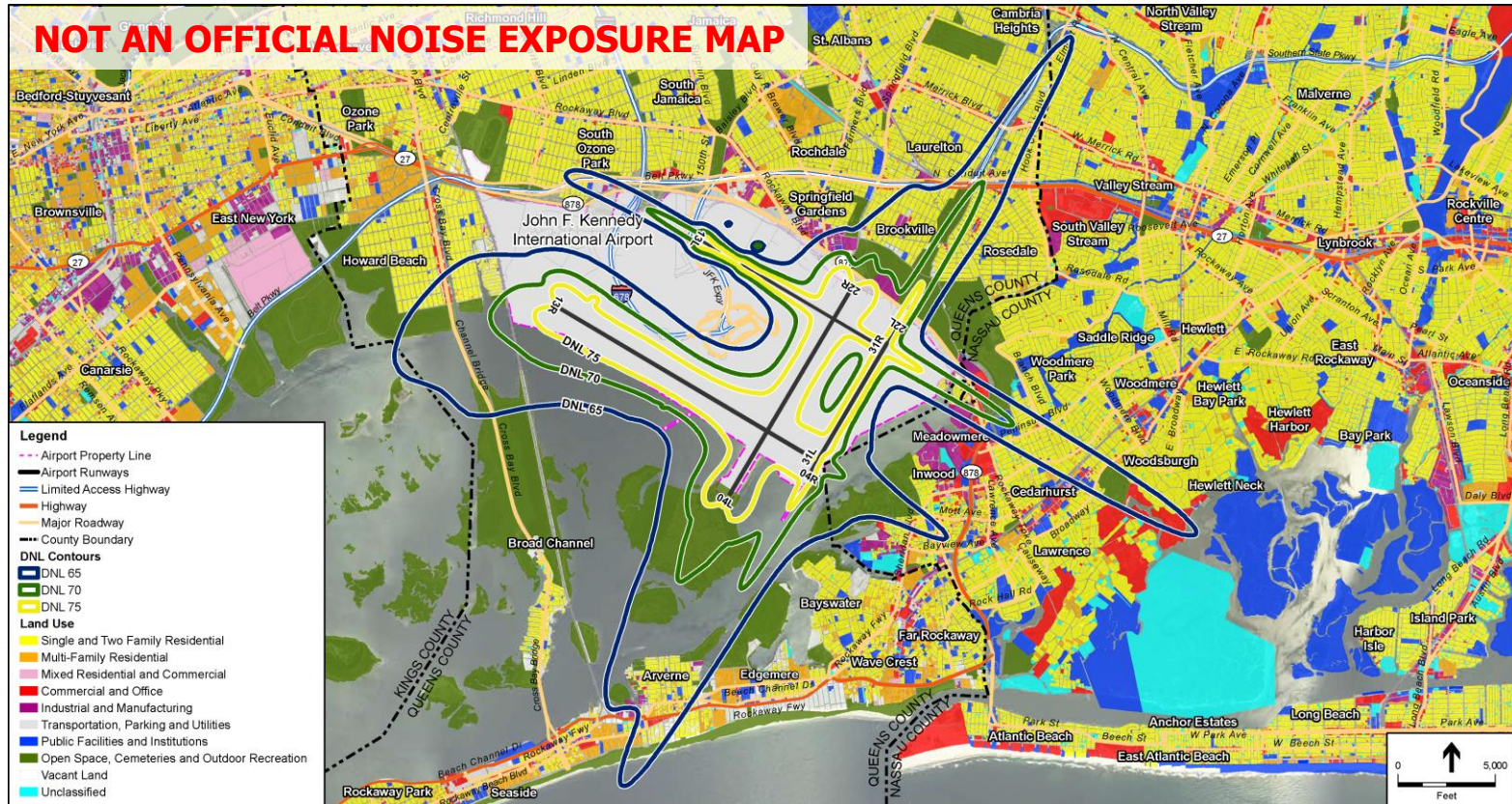
**THE PORT AUTHORITY
OF NY & NJ**

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**

John F. Kennedy International Airport – 14 CFR Part 150 Study Airport Community Roundtable

JFK Future Condition (Year 2021) DNL* 65, 70, and 75 Noise Contours



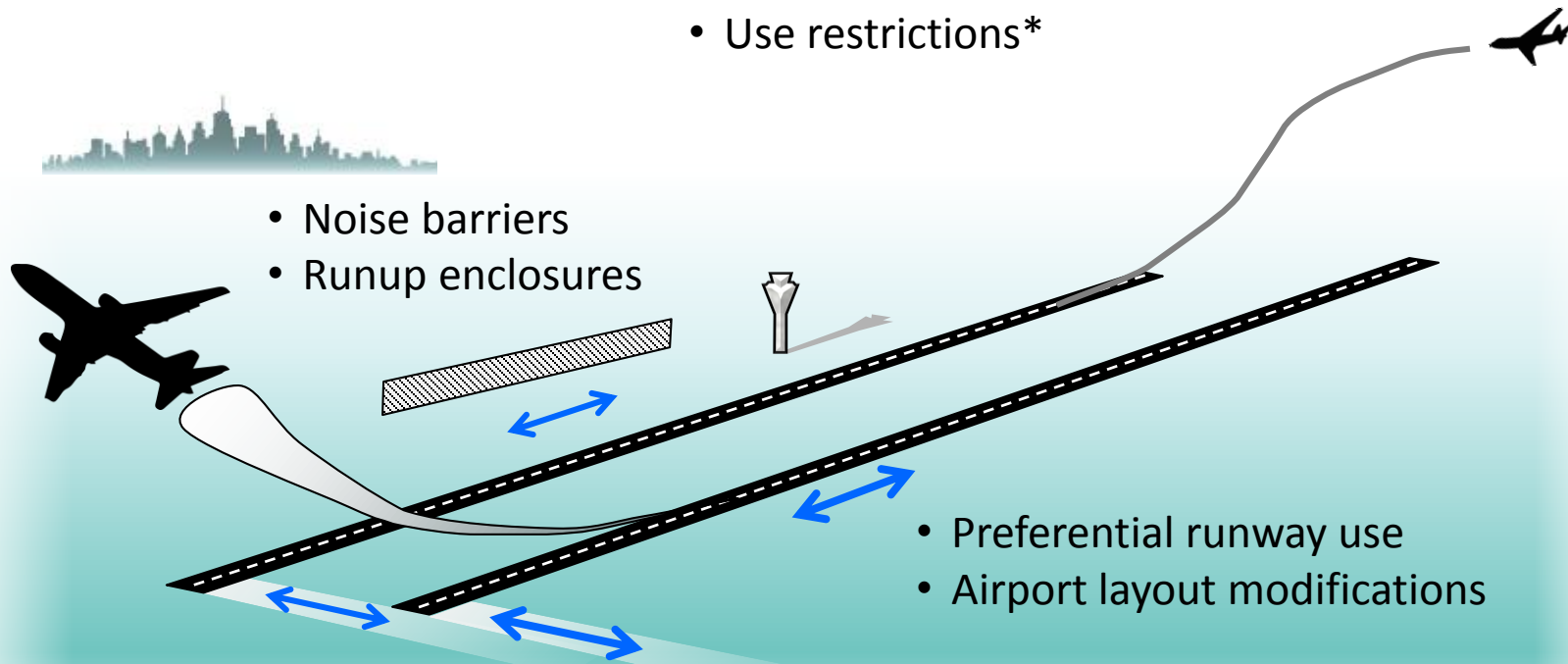
SOURCE: New York City Department of City Planning, MapPLUTO 15V1-Tax lot/land use geographic information database, March 2015-June 2015 (adapted by ESA); Nassau County Department of Public Works Planning Division; Property classification and geographic information database, September 2015; ESRI Mapping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

* DNL: Day-Night Average Sound Level.

ESA Study Team

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

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)

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

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.

Examples of Strategies That May Be Recommended

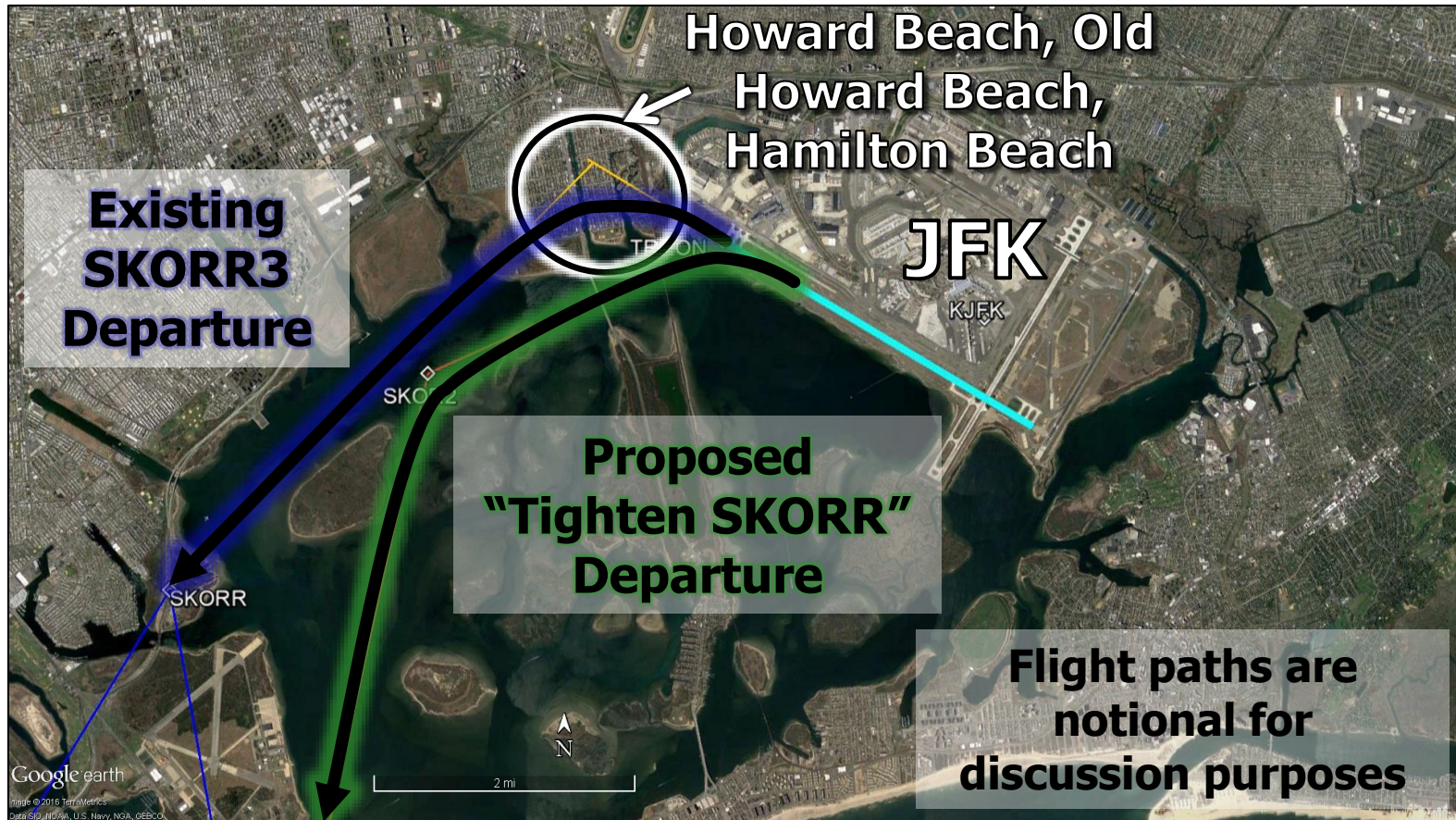
- Implement “Tighten SKORR” departure procedure
- Reduce Runway 31L intersection departures at night*
- Turn Runway 22L/22R departures to heading 240 at night

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

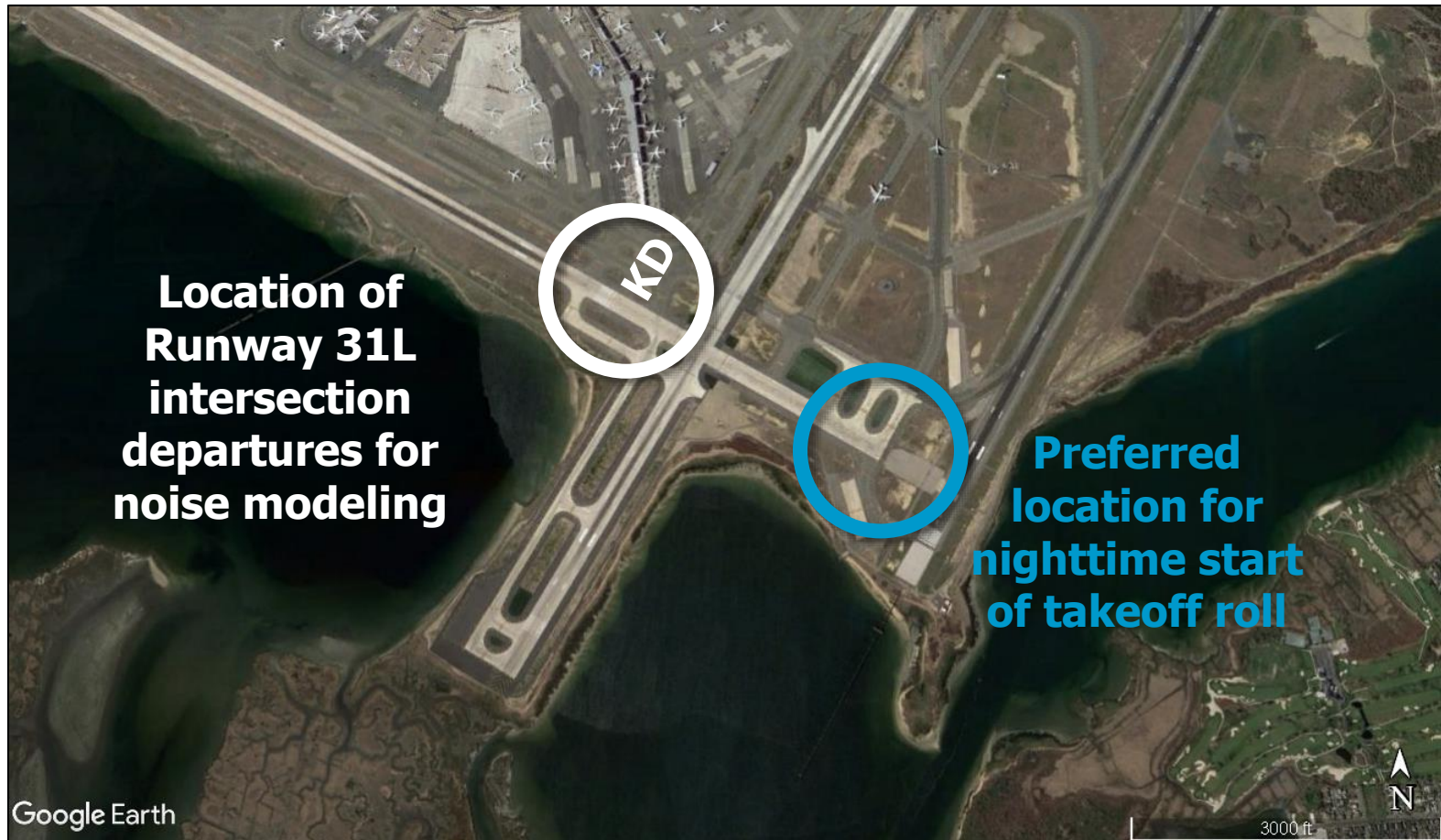
* Daytime: 7:00 A.M. to 9:59:59 P.M. Nighttime: 10:00 P.M. to 6:59:59 A.M.

Implement “Tighten SKORR” Departure Procedure



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

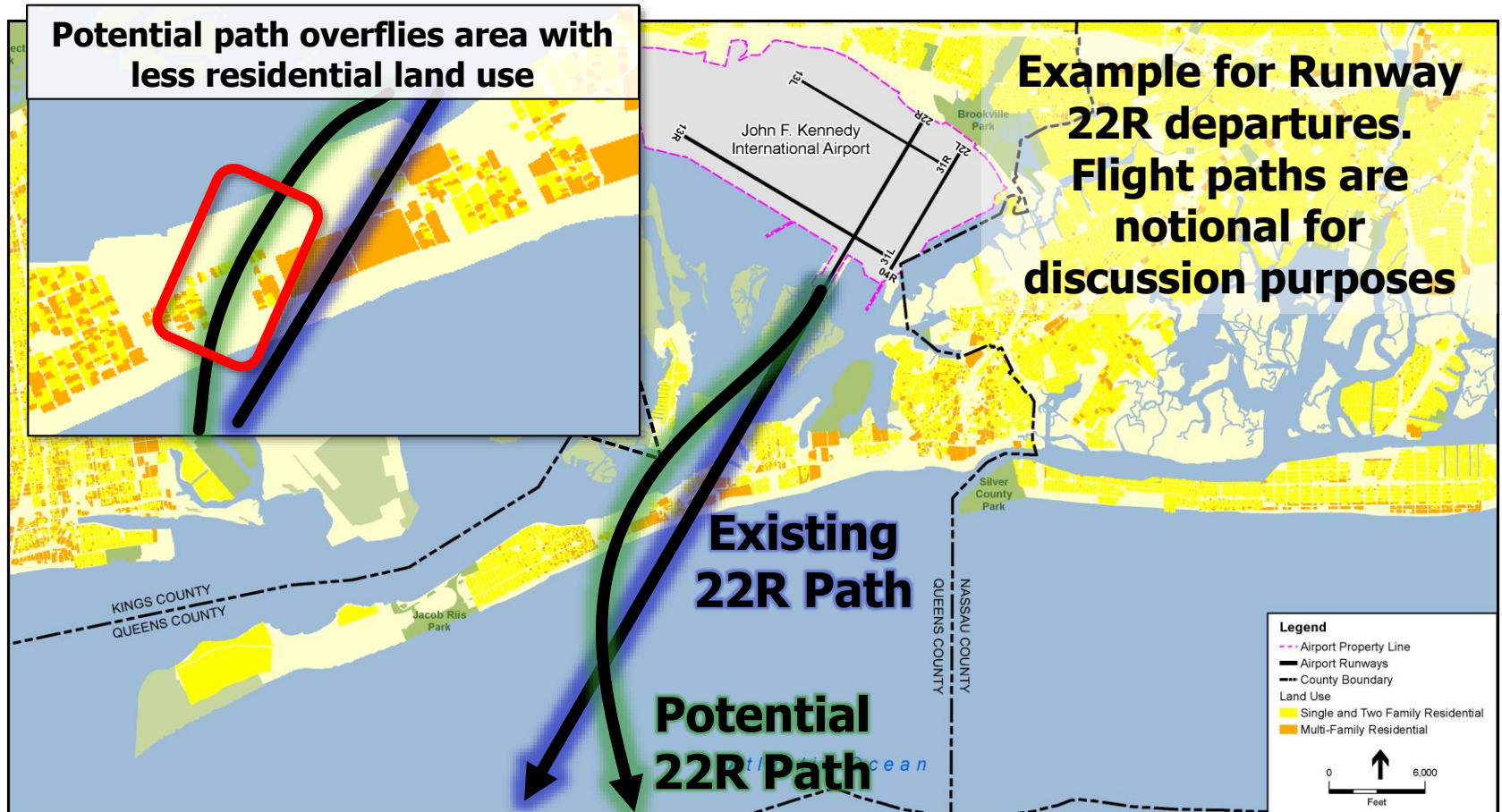
Reduce Runway 31L Intersection Departures at Night



SOURCE: Google Earth, last accessed August 31, 2017; ESA, 2016.

DRAFT – SUBJECT TO CHANGE

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.

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

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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?