

JFK Airport Committee

New York Community Aviation Roundtable



Monday, June 5th, 2023

7:00 - 9:00 PM

Zoom Meeting

Chairperson: Barbara E. Brown

Executive Board

Dan Mundy, 1st Vice Chair

Vacant, 2nd Vice Chair

Patrick Evans, Recording Secretary

Vacant, Corresponding Secretary

Bill Huisman, Facilitator

Agenda

NYCAR Special Call Meeting

- | | | |
|---|---------------------|------|
| 1. Welcome/Roll Call | | 7:00 |
| 2. FAA Noise Policy Review | | |
| <i>i.</i> Introductory Remarks | Barbara Brown | 7:05 |
| <i>ii.</i> Noise Policy Review Presentation | FAA Representatives | |

Krystyna Bednarczyk - Environmental Policy Advisor AEE - 400

Adam Scholten - Environmental Protection Specialist AEE - 100

JFK Airport Committee

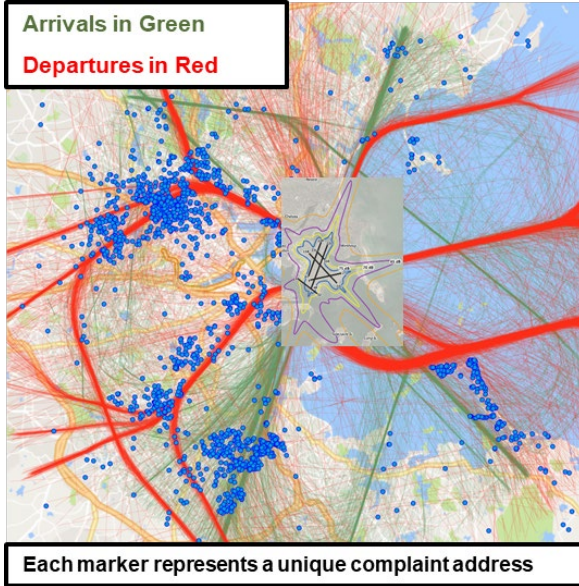
- | | | |
|---|------------------------|---------|
| 3. Minutes | Patrick Evans | 8:00 PM |
| 4. JFK Part 150 Study Abatement Procedures | Adeel Yousef, PANYNJ | 8:10 |
| 5. Noise Reports Data: Analysis and Use | | 8:20 |
| Speakers: Adeel Yousef and Jacob Attwood | | |
| 6. Construction Support Services at JFK Airport | Stacey Gilbert, PANYNJ | 8:40 |
| 7. Public Comment Period(Time Permitting) | | 8:55 |
| 8. Adjournment | | 9:00 |



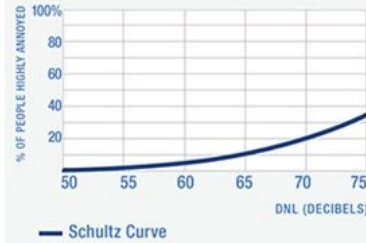
NOISE POLICY REVIEW



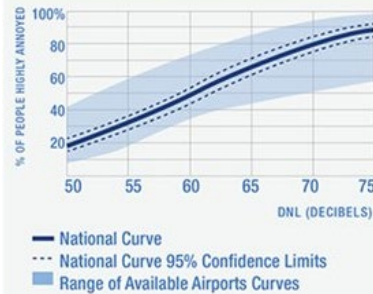
THE NOISE PROBLEM: THEN AND NOW



SCHULTZ CURVE



NATIONAL CURVE



EQUIVALENT OPERATIONS FOR DNL = 65

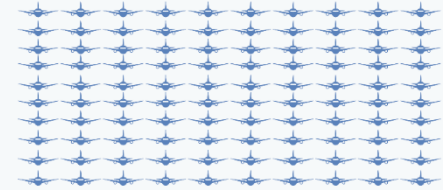
1 EVENT/DAY @ SEL 114.4 dBA/EVENT = DNL 65



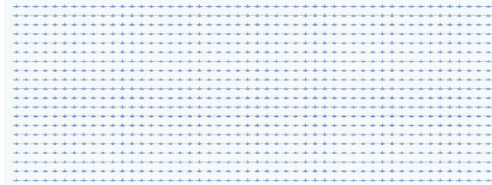
10 EVENTS/DAY @ SEL 104.4 dBA/EVENT = DNL 65



100 EVENTS/DAY @ SEL 94.4 dBA/EVENT = DNL 65



1000 EVENTS/DAY @ SEL 84.4 dBA/EVENT = DNL 65

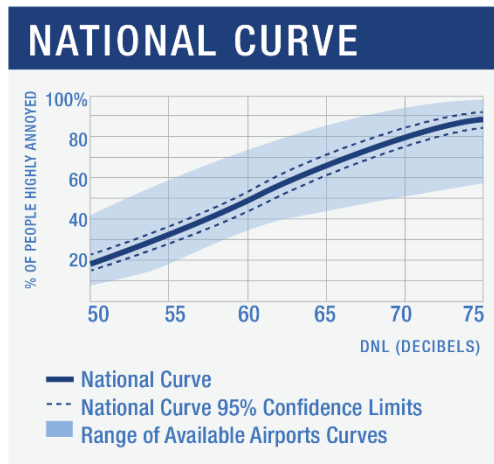
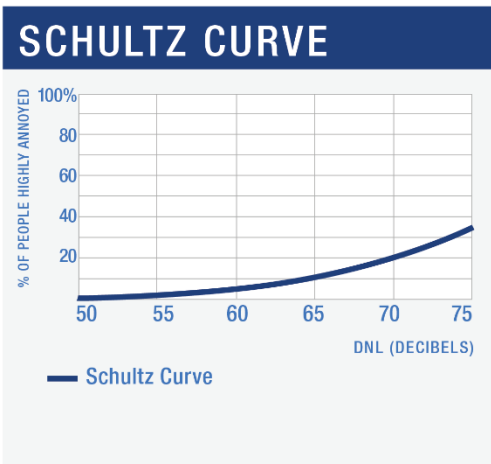


NEIGHBORHOOD ENVIRONMENTAL SURVEY RESULTS



The Neighborhood Environmental Survey results support an observed increase in annoyance from aircraft noise:

- The results show a substantial increase in annoyance for the population living in the vicinity of airports
- The increase in annoyance is generally consistent across various levels of noise exposure



The new Survey was designed to use a consistent approach across each airport community surveyed. This has allowed for an enhanced ability to provide additional statistical information about the new results, such as the 95% Confidence Limits and range of results from each of the 20 airports, as shown on the plot above. This was not possible with the older Schultz Curve.



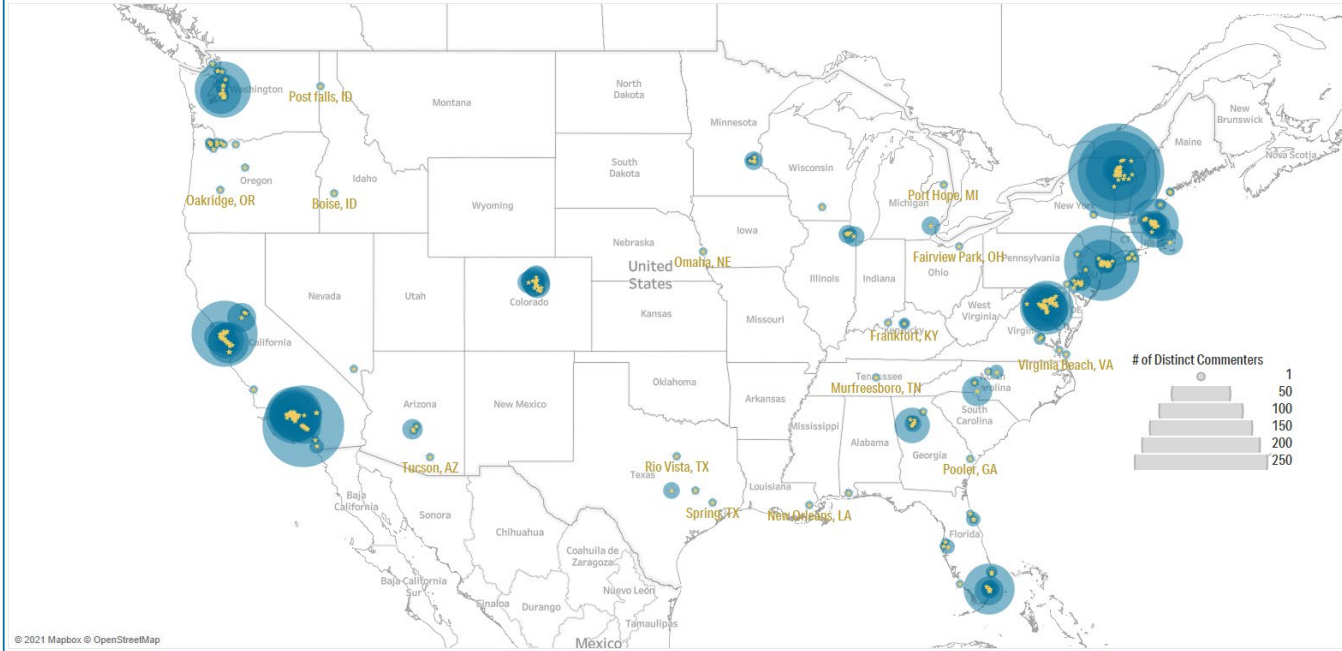
FAA NOISE RESEARCH FRN COMMENTS



Map of Distinct Commenters by City

4,023 Submissions

3,811 Distinct Commenters



Federal Aviation
Administration

FAA NOISE RESEARCH FRN COMMENTS

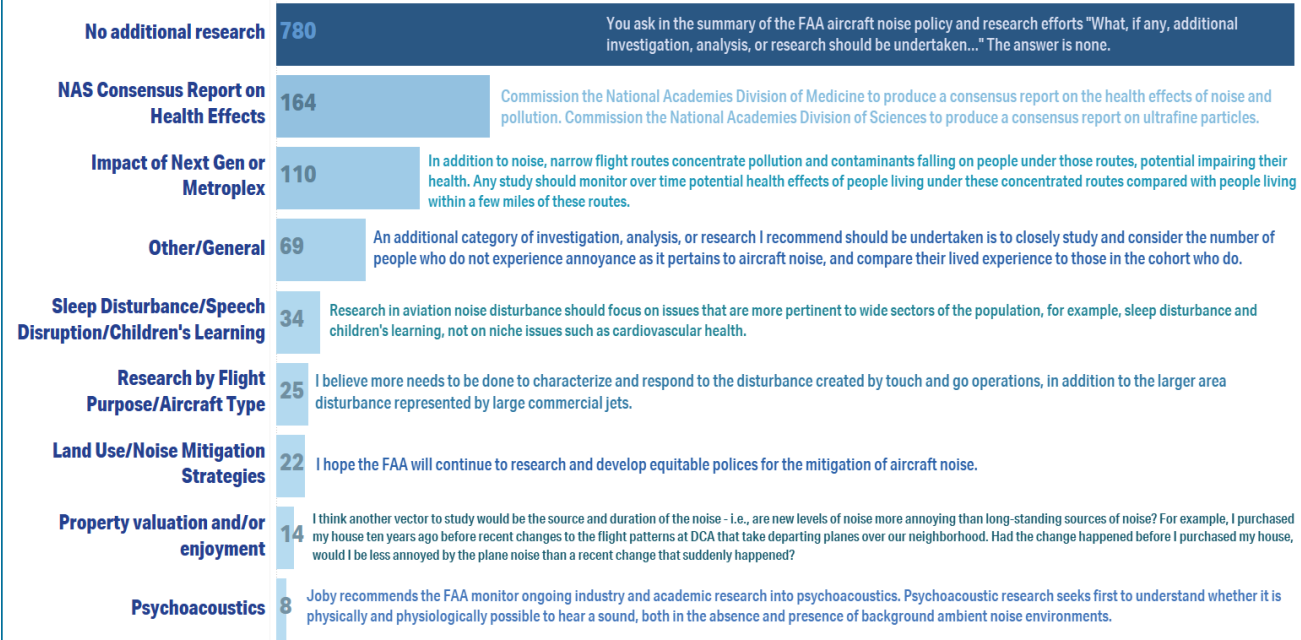


Distribution of Sub-topics for Additional Research (Number of Tags)

1,226 Tags

1,008 Submissions

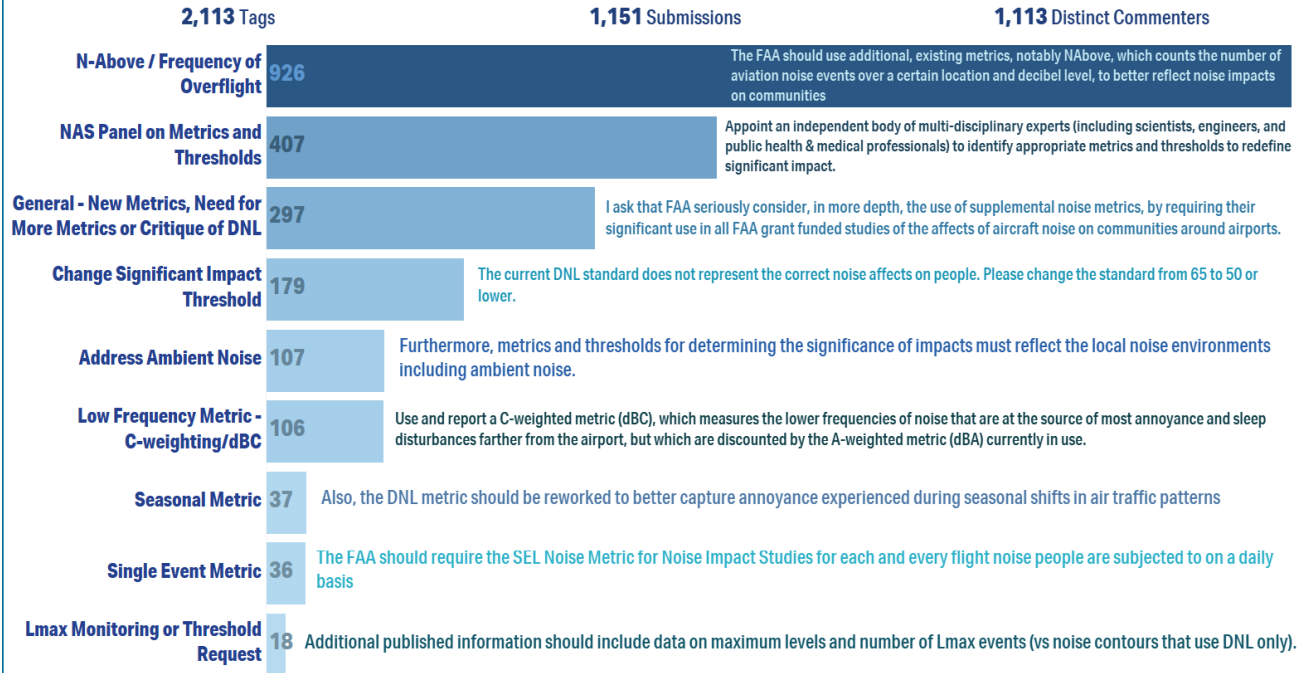
972 Distinct Commenters



FAA NOISE RESEARCH FRN COMMENTS



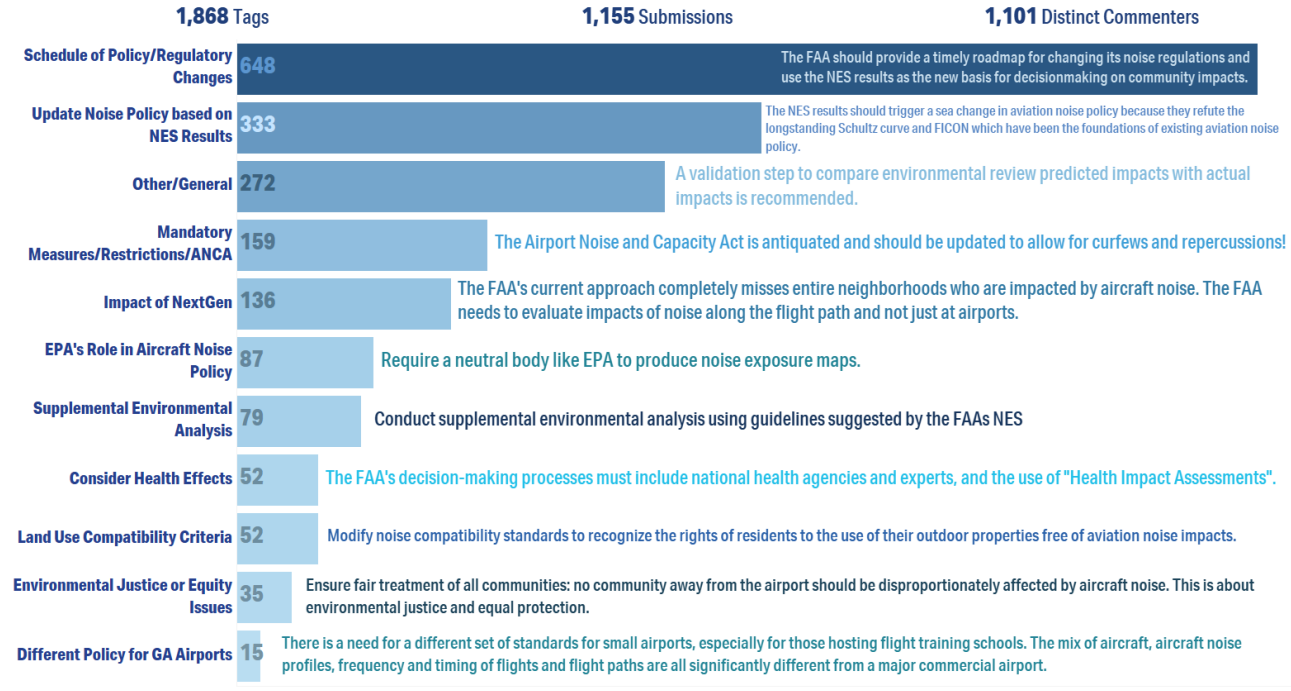
Distribution of Sub-topics for Noise Metrics and Thresholds (Number of Tags)



FAA NOISE RESEARCH FRN COMMENTS



Distribution of Sub-topics for Noise Policy (Number of Tags)



NOISE POLICY REVIEW



- In late 2021, the FAA initiated a review of our noise policy as part of our ongoing commitment to address aircraft noise. This effort will build on our work to advance the scientific understanding of noise impacts as well as the development of analytical tools and technologies.
- It will consider new evidence from the agency's noise research program, including from the Neighborhood Environmental Survey, and the distribution of environmental risks, tradeoffs, or externalities across communities.
- Goals
 - Identify and implement well-reasoned, scientifically-grounded noise policy updates that incorporate FAA's updated understanding of aviation noise and human response and the development of analytical tools and technologies to better manage and reduce the environmental impacts of aviation
 - Conduct an inclusive, transparent, and participatory process that prioritizes input from substantially affected stakeholders, including local communities



SCOPE OF NOISE POLICY REVIEW



- **Focus on foundational elements of FAA's noise policy, including:**
 - **Metrics:** hard look at DNL, consideration of other metrics (e.g., Number Above), and how they are calculated
 - **Noise Thresholds:** Consider NES findings and other research, investigate lowering below DNL 65 dBA the definition of the level of significant noise exposure for actions subject to environmental review requirements and modifying the definitions of the levels of noise exposure that are deemed to be “normally compatible” with airport operations, as set forth in Table 1 of Appendix A to Part 150.
 - For new metrics, consider whether it is appropriate to establish a noise threshold and its potential value



FEDERAL REGISTER NOTICE (FRN)



- [Published](#) on May 1, 2023
- 90-day comment period ends July 31, 2023
- Includes a background on FAA Noise Policy
- Request for comments includes 11 questions
- Links to a companion [framing paper](#)
- Submit comments to [Docket FAA-2023-0855](#) at [regulations.gov](https://www.regulations.gov)



FRAMING PAPER



- Entitled “*The Foundational Elements of the Federal Aviation Administration Civil Aviation Noise Policy: The Noise Measurement System, its Component Noise Metrics, and Noise Thresholds*”
- Intended to be read in parallel with FRN
- Provides additional context and discussion around the 11 questions included in the FRN
- Aimed at providing context for the review and helping stakeholders better understand the questions included in the FRN



UNPACKING POLICY OPTIONS



Should FAA transition away from a noise policy with a single metric comprising the system in favor of an expanded system of metrics?

An expanded system of metrics may consider:

Vehicle Types	Analysis Purpose	Type of Analysis
Aircraft	Environmental Review	Airfield Changes
Helicopters	Land Use Planning	Airspace Changes
Rockets	Eligibility Requirements	New Entrants



UNPACKING POLICY OPTIONS



For example, FAA could review the following metrics that may comprise the system

Cumulative	Cumulative/ Single Event	Other
Day-Night Average Sound Level (DNL)	Number Above an L_{\max} (NA)	FAA seeking feedback None identified at this time
Community Noise Equivalent Level (CNEL)	Time Above an L_{\max} (TA)	
School/Work Hour Equivalent Sound Level (L_{eq})	L_{\max}	



UNPACKING POLICY OPTIONS



- 1) Revisit the elements of the Day-Night Average Sound Level (DNL) by exploring the methods used for calculating it.
- 2) Examine existing noise thresholds and consider whether to:
 - Retain the current thresholds, with no change.
 - Set noise thresholds for any, some, or all the noise metrics in the system.
 - Change the metric and level used to define the threshold of significance and reportable impacts.
 - Revise the metric and level used to define compatible land use and noise sensitive uses.
- 3) Consider reviewing the noise policy at least once every 3-5 years to determine whether updates or revisions are necessary to respond to new information.



KEY TAKEAWAYS REGARDING FAA POLICYMAKING



Potential Outcomes of Policy Changes

- Possible updates to regulations, orders, guidance, etc.
- Change level of review needed for a given action
- Improve FAA's communication about noise impacts to public

Policy Changes Will Not Affect . . .

- Current/existing aviation noise exposure
- Where/when aircraft currently fly
- Completed or ongoing environmental reviews



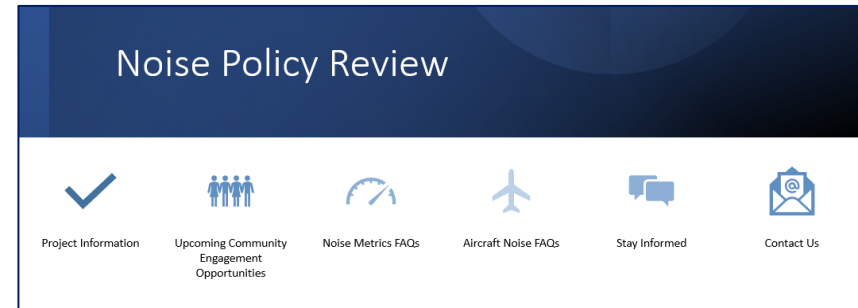
ENGAGEMENT



FAA NOISE POLICY REVIEW LANDING PAGE:



- FAA has published a **landing page** for the noise policy review <https://www.faa.gov/noisepolicyreview>
 - Spanish language webpage and materials are available [here](#). Mandarin Chinese translation coming soon!
- The landing page will be revised as the noise policy review progresses.
- Landing page content will include:
 - Noise Policy Review information and status;
 - [Framing Paper](#)
 - Resources (education materials, [videos](#), FAQs, primary sources, etc.);
 - Links to listen to virtual webinars; and
 - Link to [subscribe](#) to FAA project updates.



NOISE POLICY REVIEW WEBINARS



Date	Time	How to Attend
Tuesday, May 16th, 2023	1:00 pm - 3:00 pm ET	<ul style="list-style-type: none">• YouTube Live Stream• PDF transcript of webinar• Presentation Slides
Thursday, May 18th, 2023	6:00 pm - 8:00 pm ET	<ul style="list-style-type: none">• YouTube Live Stream• PDF transcript of webinar• Presentation Slides
Tuesday, May 23rd, 2023	9:00 pm - 11:00 pm ET	<ul style="list-style-type: none">• YouTube Live Stream• PDF transcript of webinar• Presentation Slides
Thursday, May 25th, 2023	4:00 pm - 6:00 pm ET	<ul style="list-style-type: none">• YouTube Live Stream• PDF transcript of webinar• Presentation Slides



FURTHER INFORMATION



Webpage: www.faa.gov/noisepolicyreview

Email: NoisePolicyReview@faa.gov

Phone: 202-269-6999



LIST OF ACRONYMS



- AAD - Average Annual Day
- CNEL – Community Noise Equivalent Level
- dB – Decibel
- dBA – A-weighted decibel
- DNL – Day-Night Average Sound Level
- FRN – Federal Register Notice
- GA – General Aviation
- L_{eq} – Equivalent Sound Level
- L_{max} – Maximum Sound Level
- NA – Number Above
- NAS – National Airspace System
- NEPA – National Environmental Policy Act
- NES – Neighborhood Environmental Survey
- NPR – Noise Policy Review
- SAF – Sustainable Aviation Fuels
- SEL – Sound Exposure Level
- TA – Time Above



JFK NCP Record of Approval (ROA)

June 5, 2023

NCP Timeline

- NCP received FAA's Record of Approval on March 14th, 2023 (http://panynjpart150.com/JFK_NCPA.asp)
- Federal Register Notice was published on March 20, 2023 (<https://www.federalregister.gov/documents/2023/03/20/2023-05577/approval-of-john-f-kennedy-international-airport-jfk-noise-compatibility-program>)
- Email was sent to JFK TAC members including JFK roundtable committee members on March 22nd, 2023

ROA Summary

- 20 measures were approved (5 noise abatement, 3 land use, 12 programmatic)
- Noise abatement measures in JFK NCP:
 - NA 1: Implement “Tighten SKORR” Departure Procedure – **Approved as voluntary**
 - NA 2: Turn Runway 22L and 22R Departures to Heading 240 at Night – **Approved as voluntary**
 - NA 3: Reduce Runway 31L Intersection Departures at Night – **Approved as voluntary**
 - NA 4: Combine “Tighten SKORR” Departure Procedure with Reduce Runway 31L Intersection Departures at Night – **Approved as voluntary**
 - NA 5: Implement Noise Abatement Departure Profiles on a Voluntary Basis for Each Runway End—**Disapproved for Purposes of Part 150.**
 - NA 6: Implement Nighttime Optimized Profile Descent Procedures—**Disapproved for Purposes of Part 150**
 - NA 7: Continue Existing Mandatory Departure Noise Limit and \$250 Penalty – **Existing**

Noise Abatement Measure 1 – Implement “Tighten SKORR” Departure Procedure



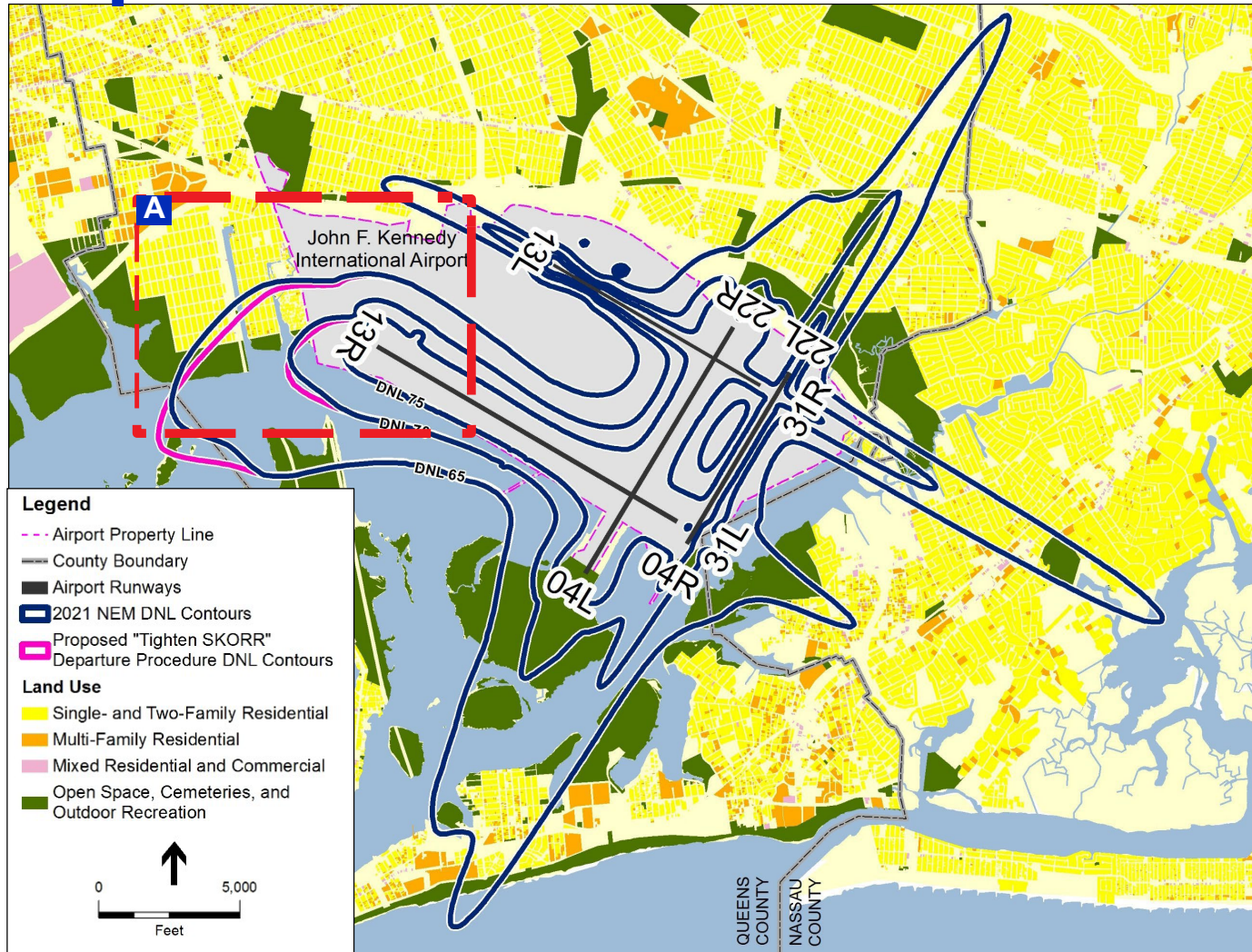
The “Tighten SKORR” departure procedure is proposed to reduce aircraft overflights of Howard Beach, Old Howard Beach, and Hamilton Beach (in Queens)

Moves SKORR waypoint to Jamaica Bay

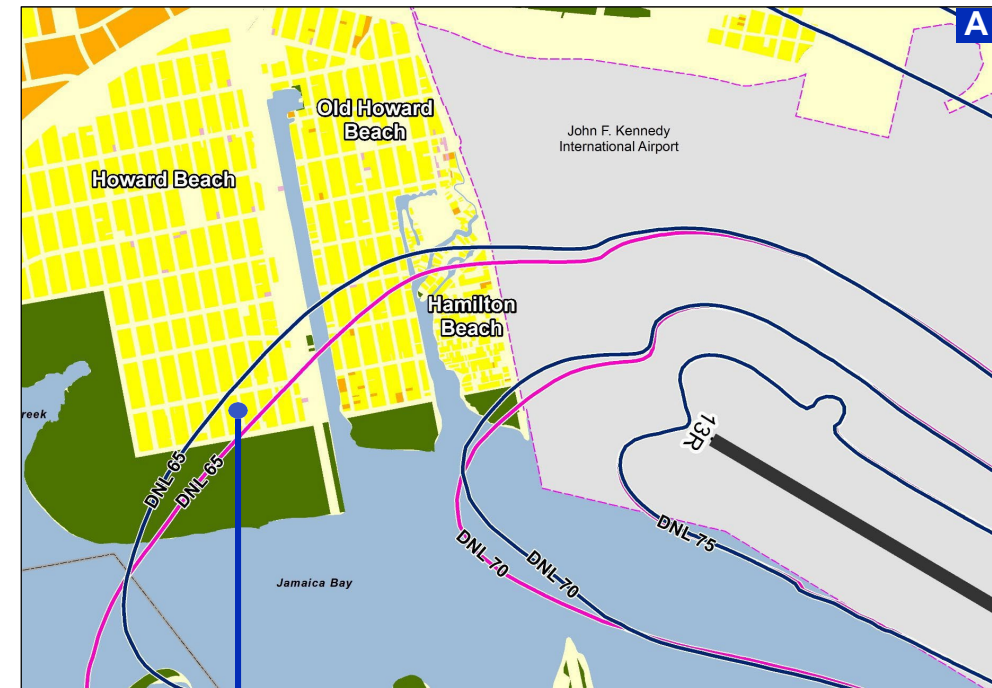
Aircraft depart over the water rather than areas with residential land use

Existing SKORR THREE and Proposed “Tighten SKORR” Notional Tracks - Example for Runway 31L

Noise Abatement Measure 1 – Implement “Tighten SKORR” Departure Procedure



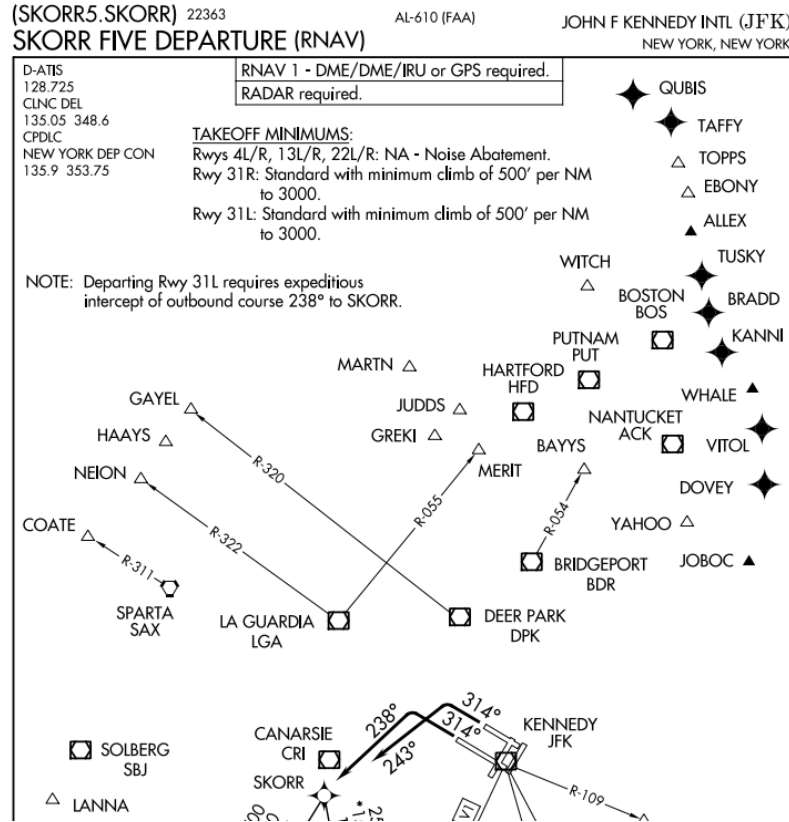
DNL 65, 70, and 75 Contours - 2021 NEM and "Tighten SKORR" Departure Procedure



DNL 65, 70, and 75 Contours - 2021 NEM and "Tighten SKORR" Departure Procedure over Howard Beach, Old Howard Beach, and Hamilton Beach

Has the potential to remove 923 people and 351 dwelling units from the DNL 65 contour

Noise Abatement Measure 1 – SKORR Status



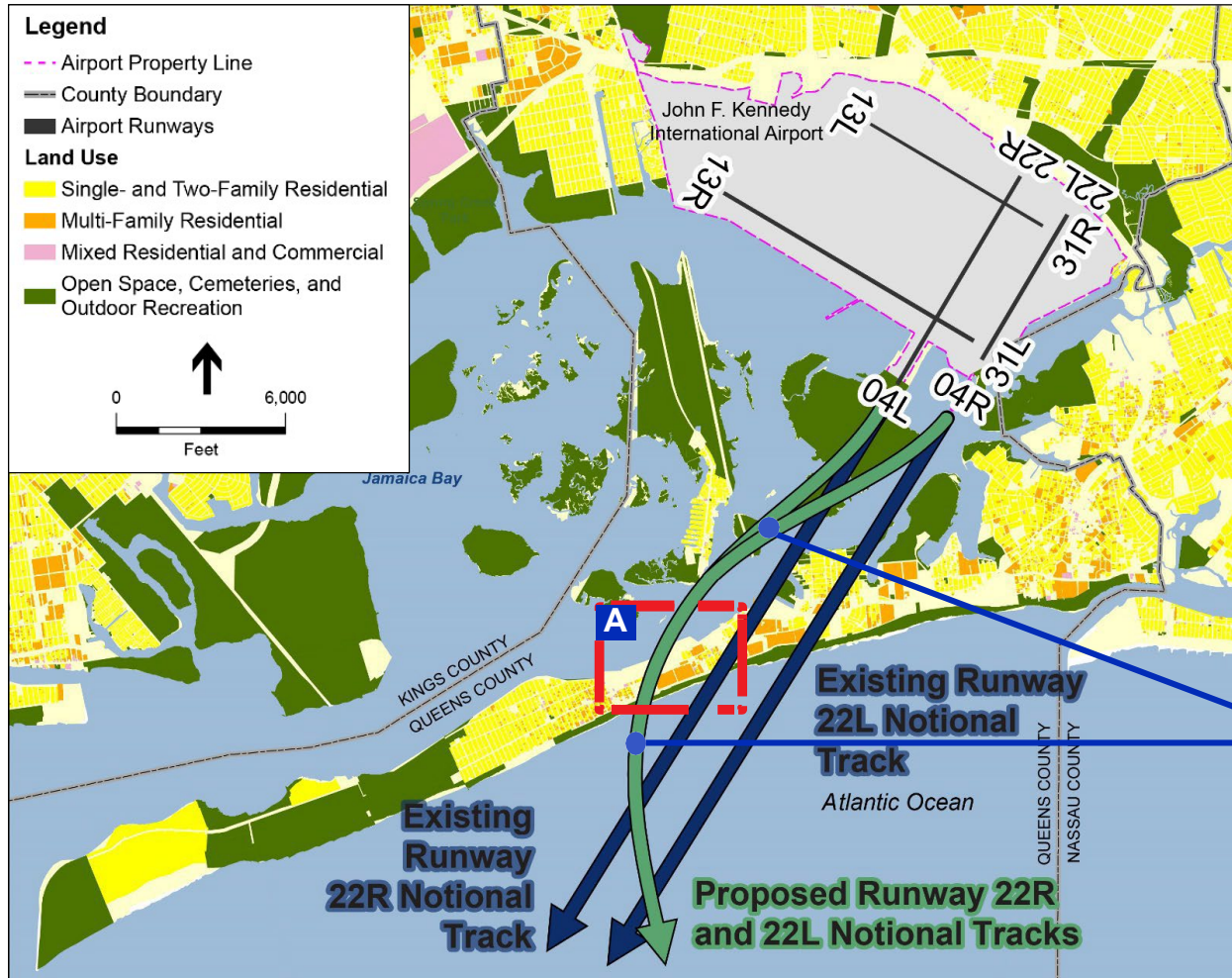
- FAA provided a presentation to the JFK Airport Committee at the December 2022, on an interim solution for this measure since the full procedure development and implementation could take several years.

- An interim fix to help reduce noise for Howard Beach, Old Howard Beach, and Hamilton Beach communities involved adding a note to the flight chart to advise pilots to turn as soon as possible to intercept the course to SKORR when departing RWY31L.

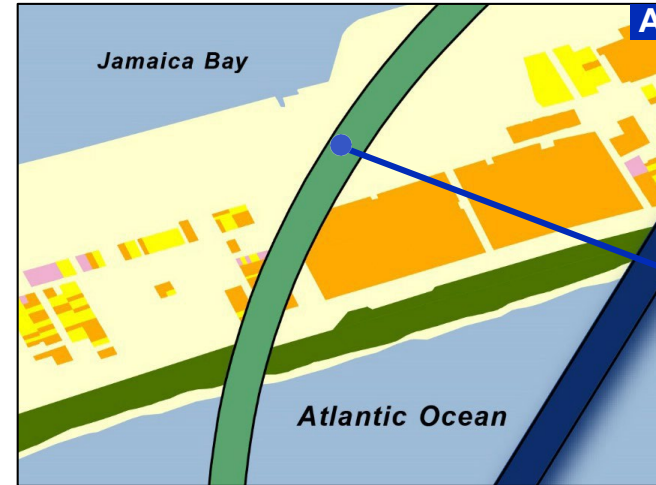
"DEPARTING RWY 31L REQUIRES EXPEDITIOUS INTERCEPT OF OUTBOUND COURSE 238 DEGREES TO SKORR." or *Asking flight crews to start turn to intercept 238 course as soon as speed & altitude will safely allow. This will help avoid flying over some of the residential area.*

- The interim measure was published on December 29th, 2022

Noise Abatement Measure 2 – Turn Runway 22L and 22R Departures to Heading 240 at Night



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

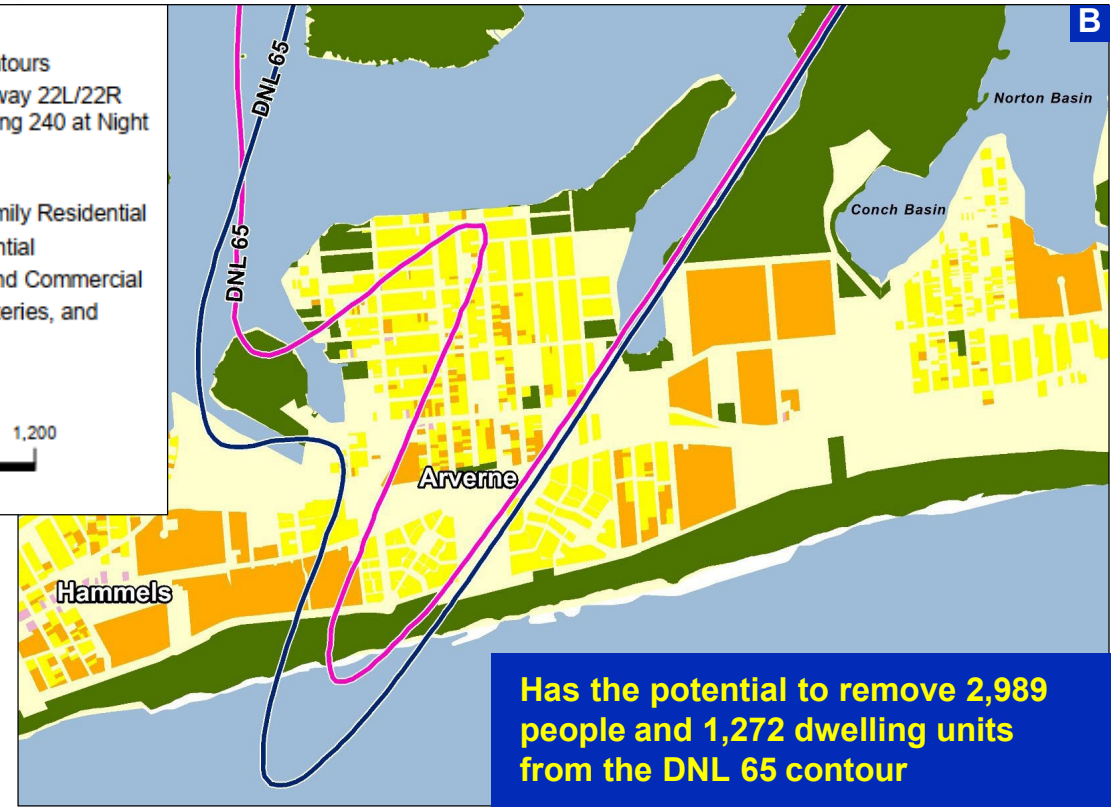
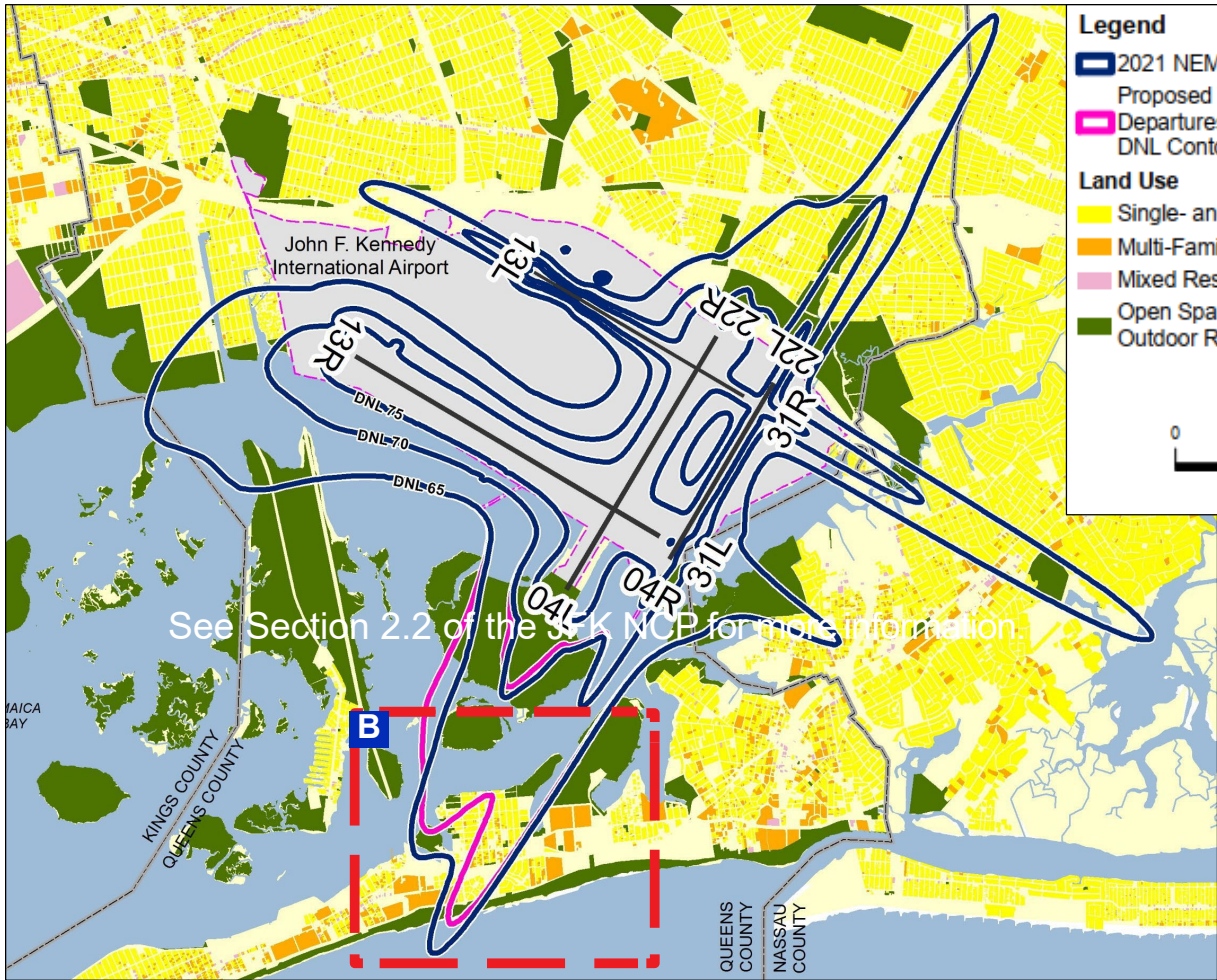


Proposed track flies over area with less residential land use

Turn Runway 22L and 22R Departures to Heading 240 at Night over The Rockaways

Aircraft departing from Runways 22L and 22R would make a right turn to magnetic heading 240 shortly after takeoff, then a left turn to overfly The Rockaways

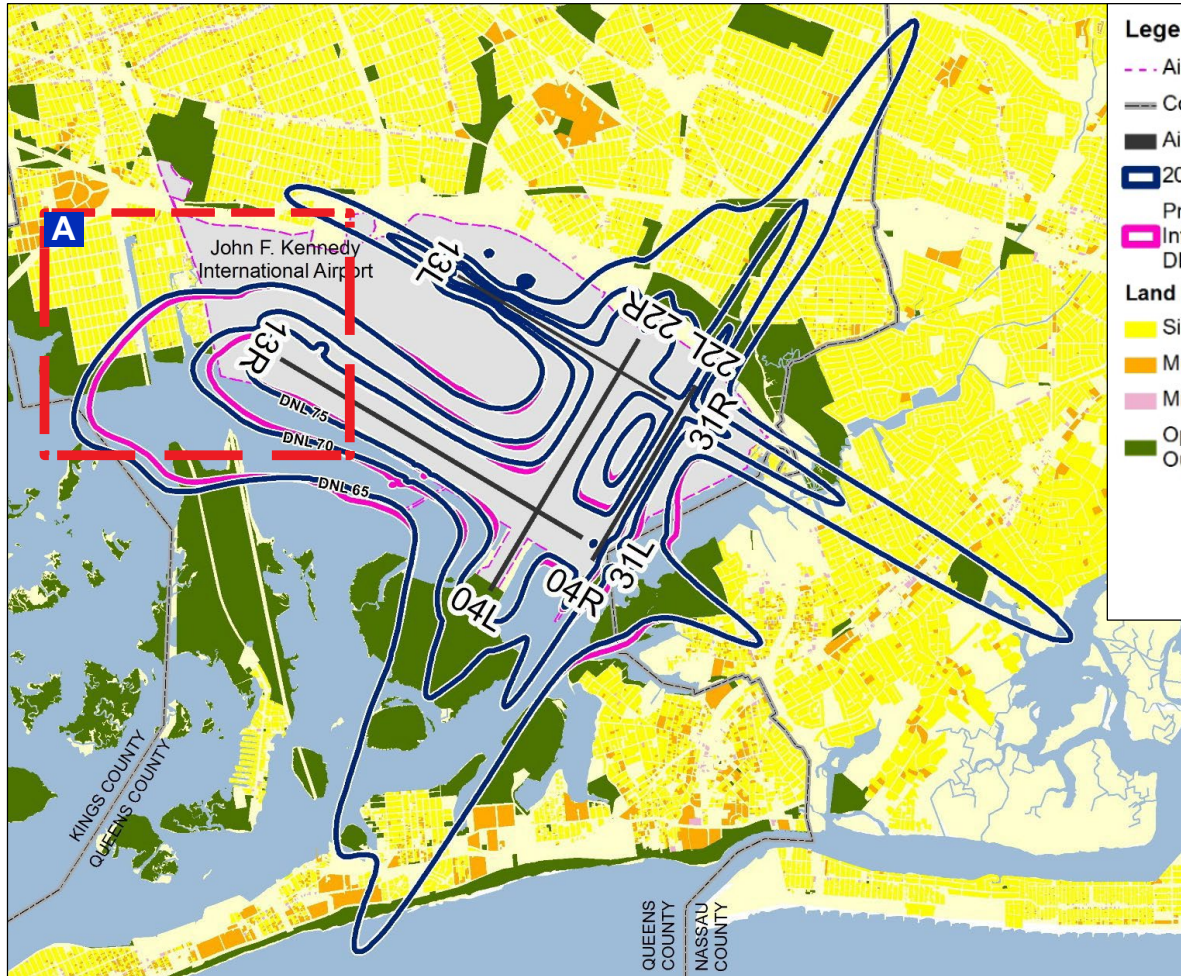
Noise Abatement Measure 2 – Turn Runway 22L and 22R Departures to Heading 240 at Night



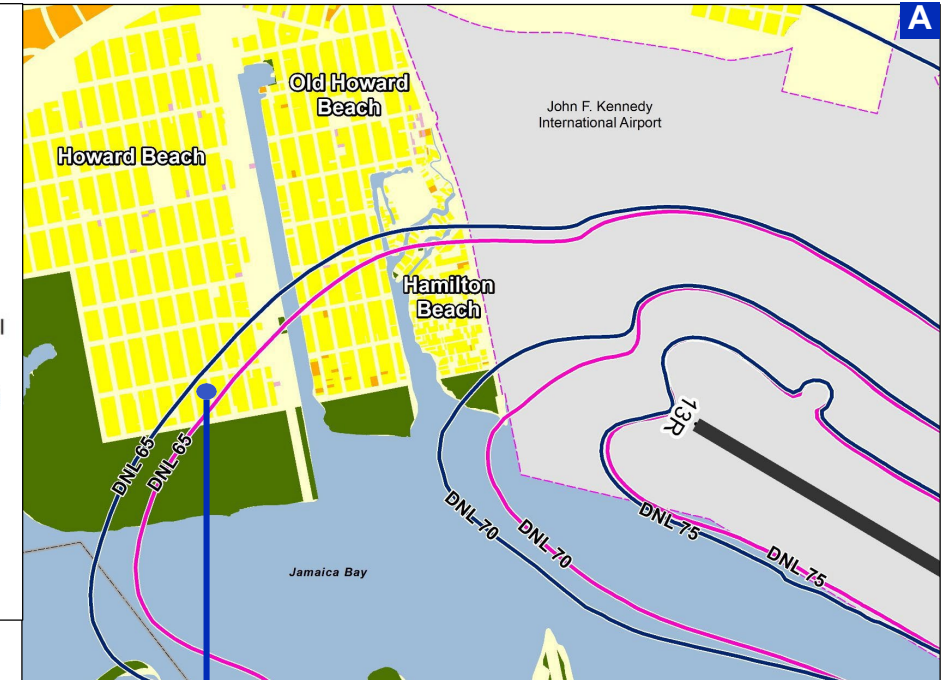
DNL 65, 70, and 75 Contours - 2021 NEM and Turn Runway 22L/22R Departures to Heading 240 at Night over Arverne and Hammels

DNL 65, 70, and 75 Contours - 2021 NEM and Turn Runway 22L/22R Departures to Heading 240 at Night

Noise Abatement Measure 3 – Reduce Runway 31L Intersection Departures at Night



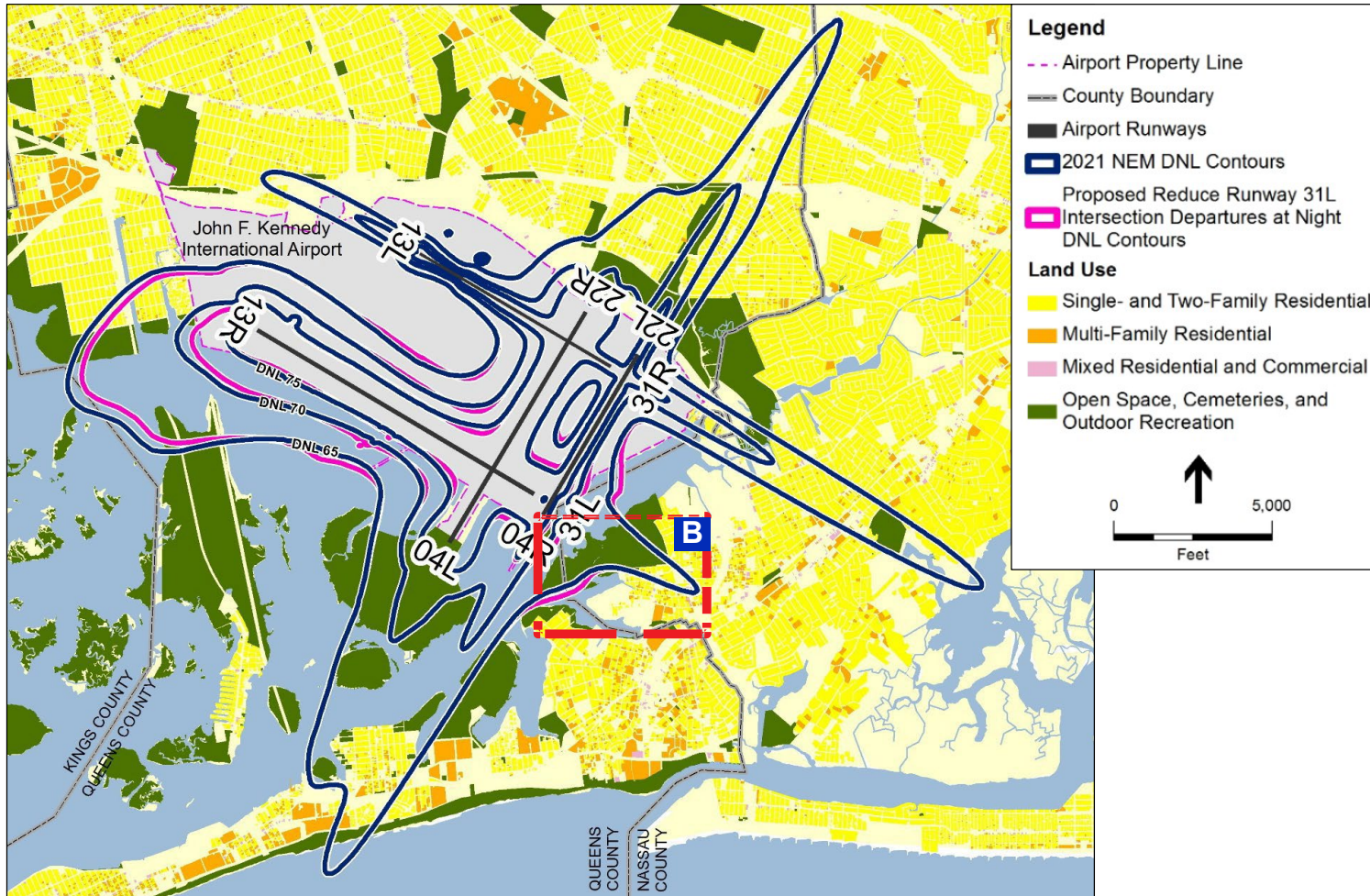
DNL 65, 70, and 75 Contours - 2021 NEM and Reduce Runway 31L Intersection Departures at Night



DNL 65, 70, and 75 Contours - 2021 NEM and Reduce Runway 31L Intersection Departures at Night over Howard Beach, Old Howard Beach, and Hamilton Beach

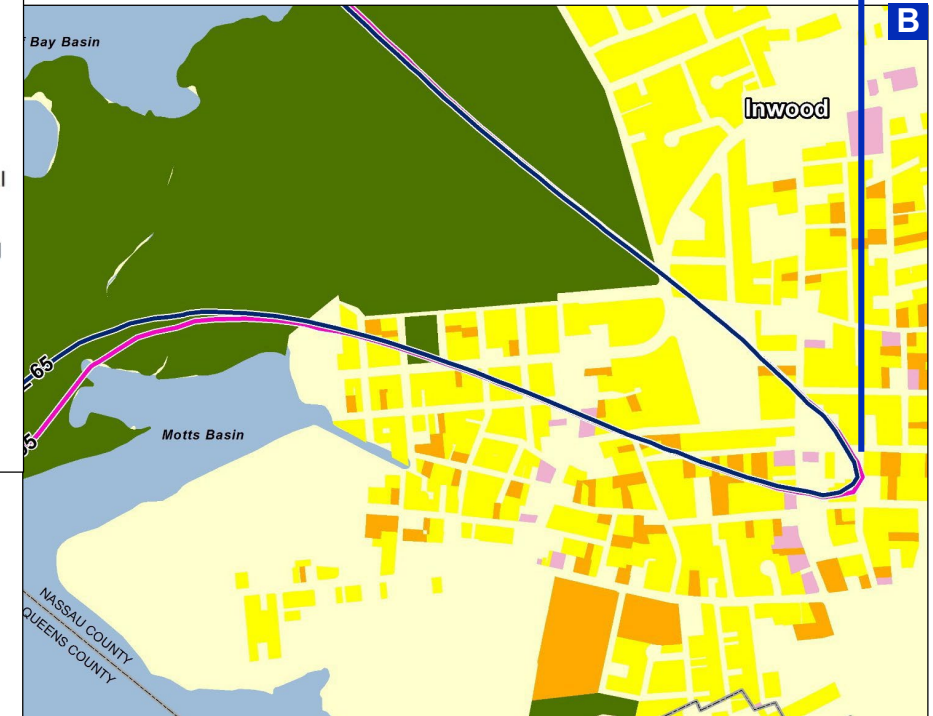
Has the potential to remove 689 people and 266 dwelling units from the DNL 65 contour in Queens

Noise Abatement Measure 3 – Reduce Runway 31L Intersection Departures at Night (cont.)

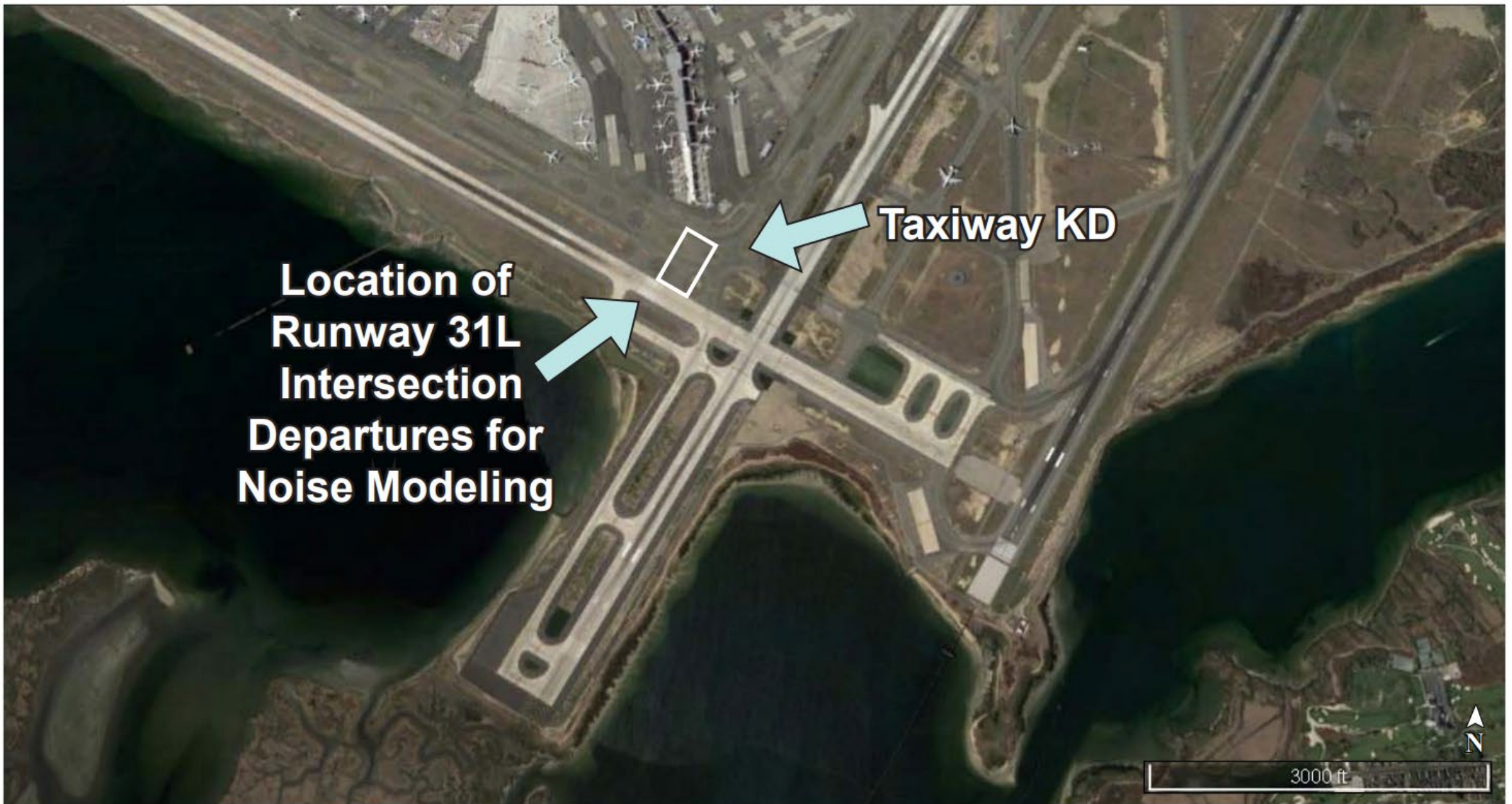


DNL 65, 70, and 75 Contours - 2021 NEM and Reduce Runway 31L Intersection Departures at Night

Has the potential to add 23 people and 7 dwelling units to the DNL 65 contour in Nassau County



DNL 65 and 70 Contours – 2021 NEM and Reduce Runway 31L Intersection Departures at Night over Inwood



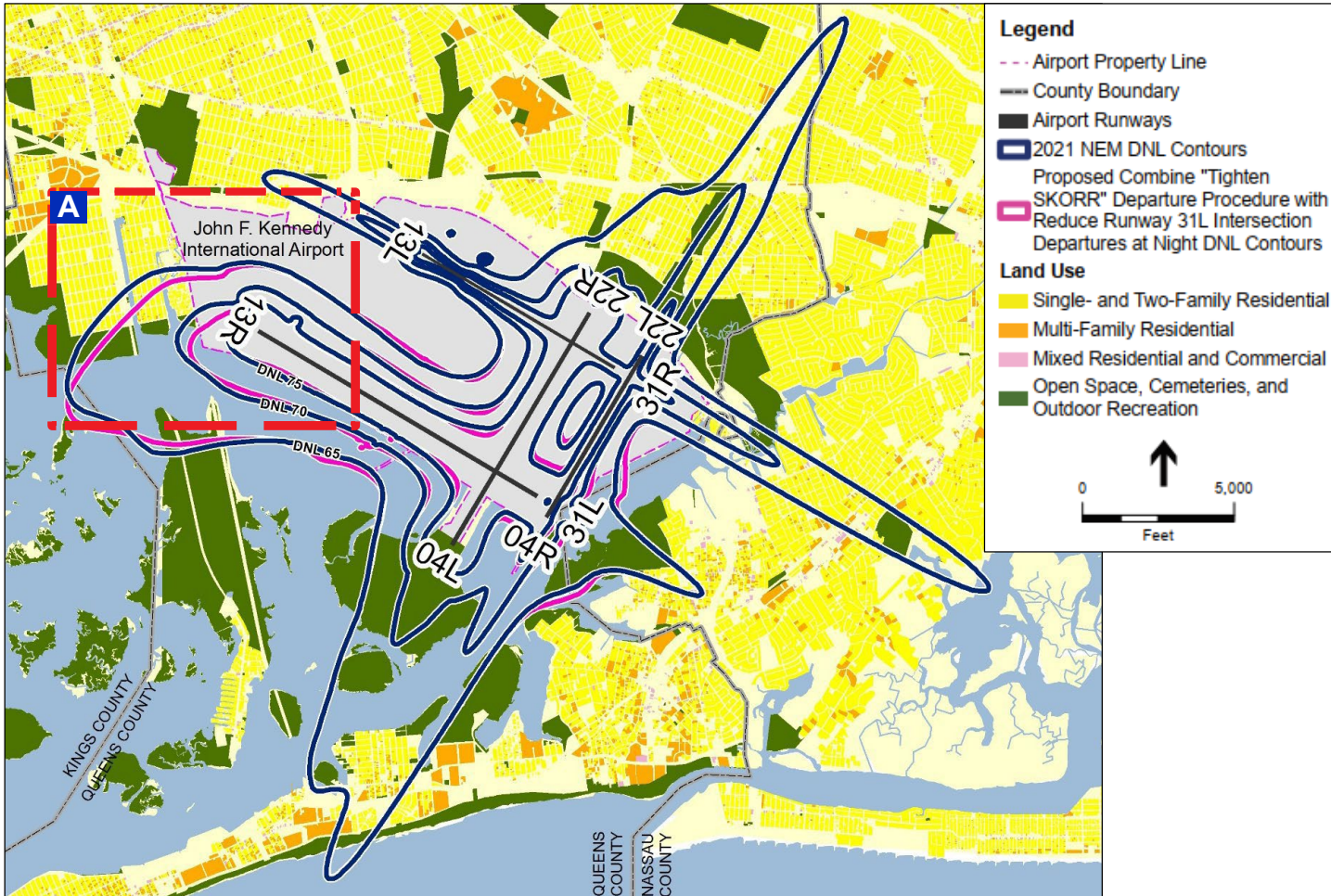
**Location of
Runway 31L
Intersection
Departures for
Noise Modeling**

Taxiway KD

3000 ft

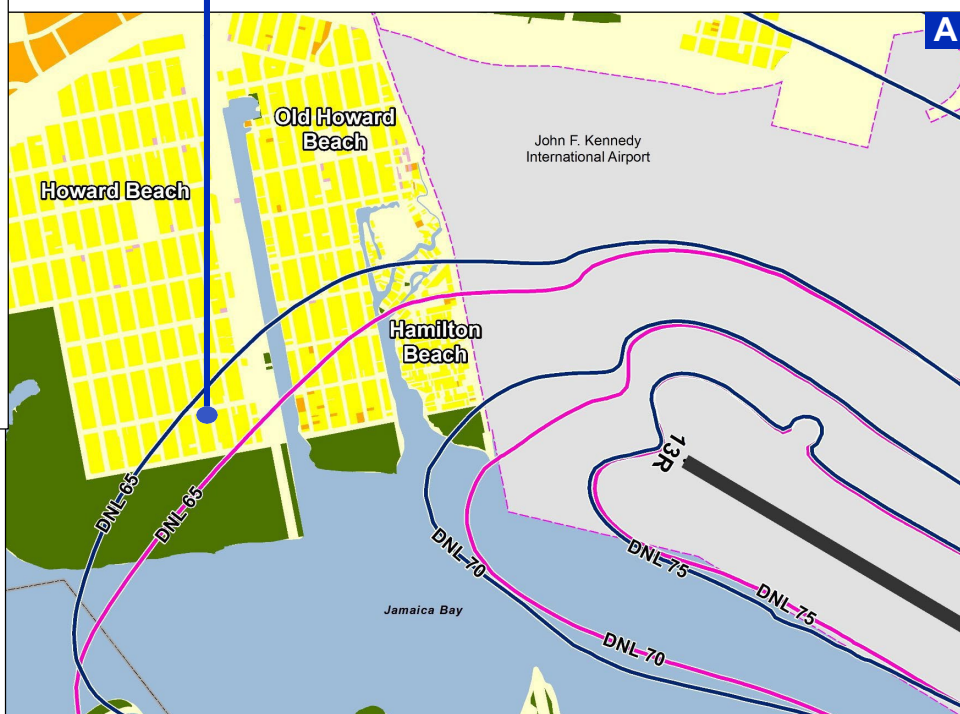
See Section 2.2 of the JFK NCP for more information.

Noise Abatement Measure 4 – Combine “Tighten SKORR” Departure Procedure with Reduce Runway 31L Intersection Departures at Night



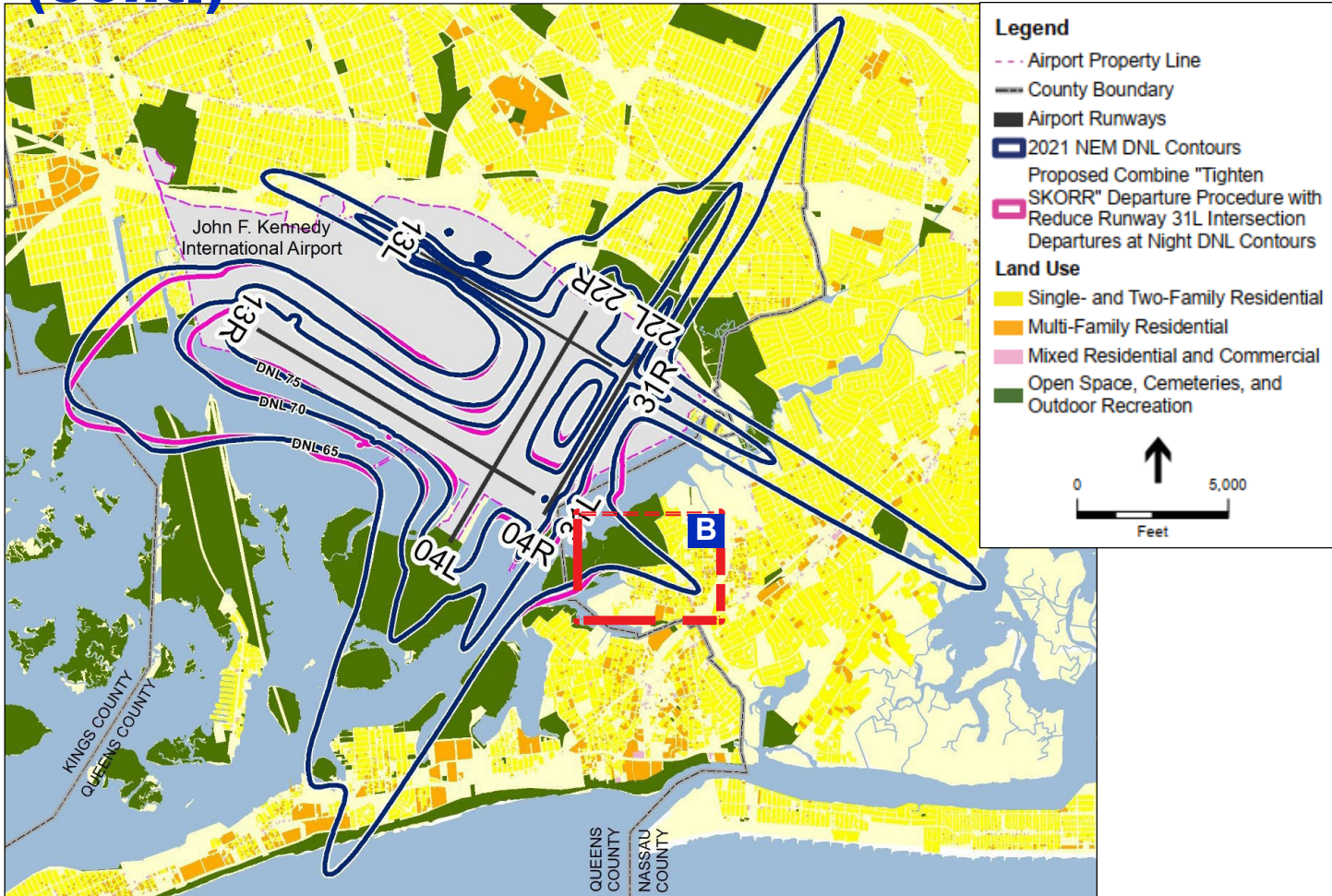
DNL 65, 70, and 75 Contours - 2021 NEM and Combine "Tighten SKORR" with Reduce Runway 31L Intersection Departures at Night

Has the potential to remove 1,517 people and 564 dwelling units from the DNL 65 contour in Queens



DNL 65, 70, and 75 Contours - 2021 NEM and Combine "Tighten SKORR" with Reduce Runway 31L Intersection Departures at Night over Howard Beach, Old Howard Beach, and Hamilton Beach

Noise Abatement Measure 4 – Combine “Tighten SKORR” Departure Procedure with Reduce Runway 31L Intersection Departures at Night (cont.)



DNL 65, 70, and 75 Contours - 2021 NEM and Combine "Tighten SKORR" with Reduce Runway 31L Intersection Departures at Night

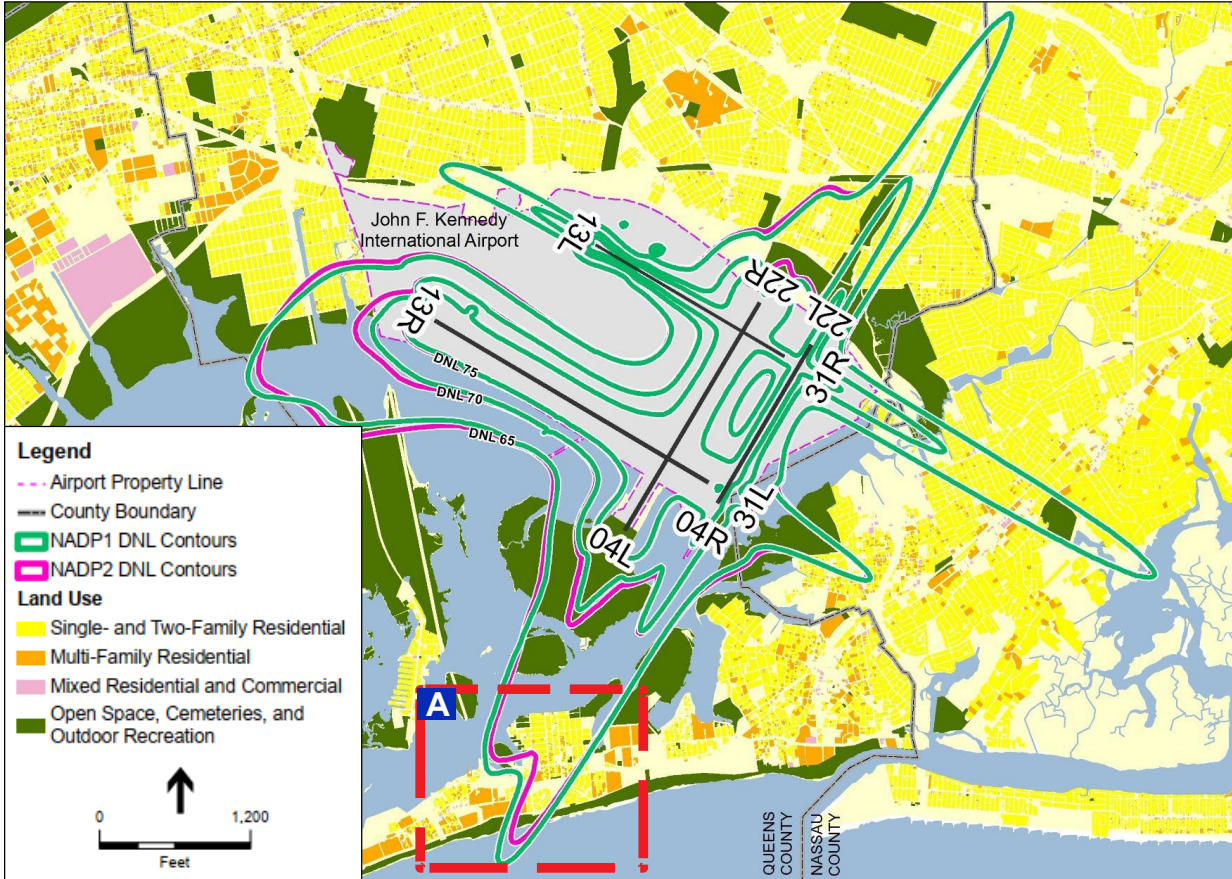
Has the potential to add 19 people and 5 dwelling units to the DNL 65 contour in Nassau County



DNL 65 and 70 Contours - 2021 NEM and Combine "Tighten SKORR" with Reduce Runway 31L Intersection Departures at Night over Inwood

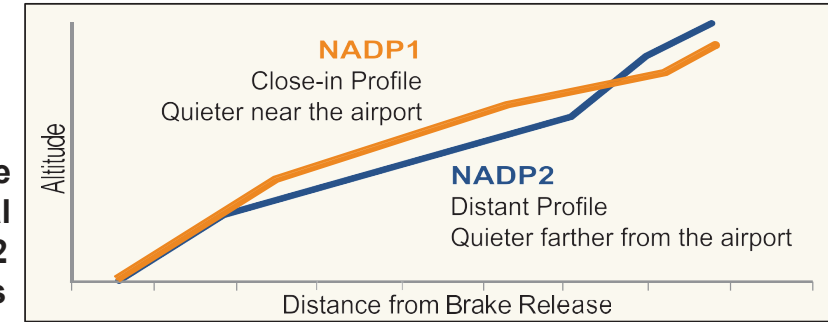
Noise Abatement Measure 5 – Implement Noise Abatement Departure Procedure on a Voluntary Basis for Each Runway End – **Disapproved for Purposes of Part 150**

DNL 65, 70, and 75 Contours - NADP1 and NADP2



DNL contours reflect the top nine aircraft types expected to operate at JFK in 2021 (approximately 76% of Airport operations) utilizing NADP1 and NADP2 Profiles

Altitude vs. Distance Profiles for Typical NADP1 and NADP2 Departure Profiles

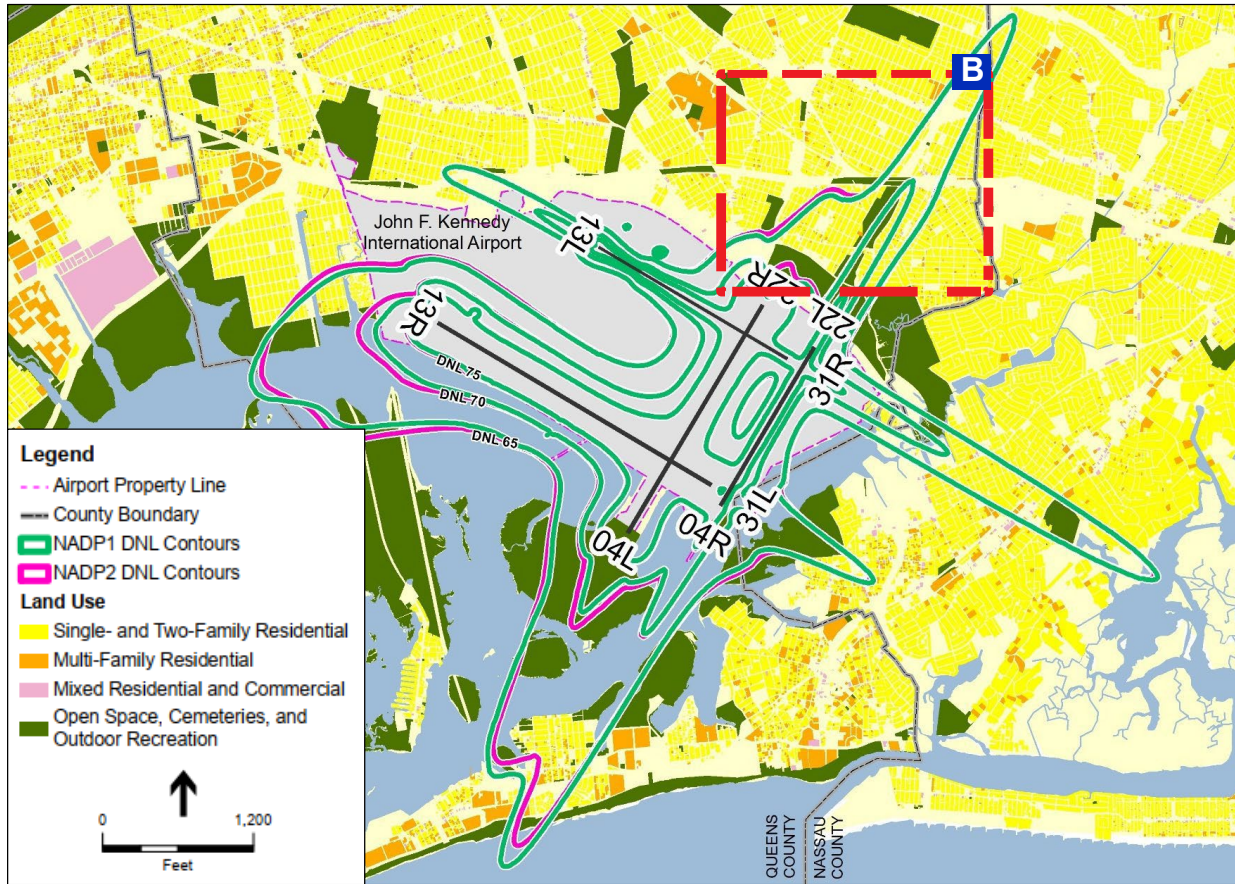


DNL 65, 70, and 75 Contours - NADP1 and NADP2 over Arverne and Hammels



Noise Abatement Measure 5 – Implement Noise Abatement Departure Procedure on a Voluntary Basis for Each Runway End – **Disapproved for Purposes of Part 150**

DNL 65, 70, and 75 Contours - NADP1 and NADP2



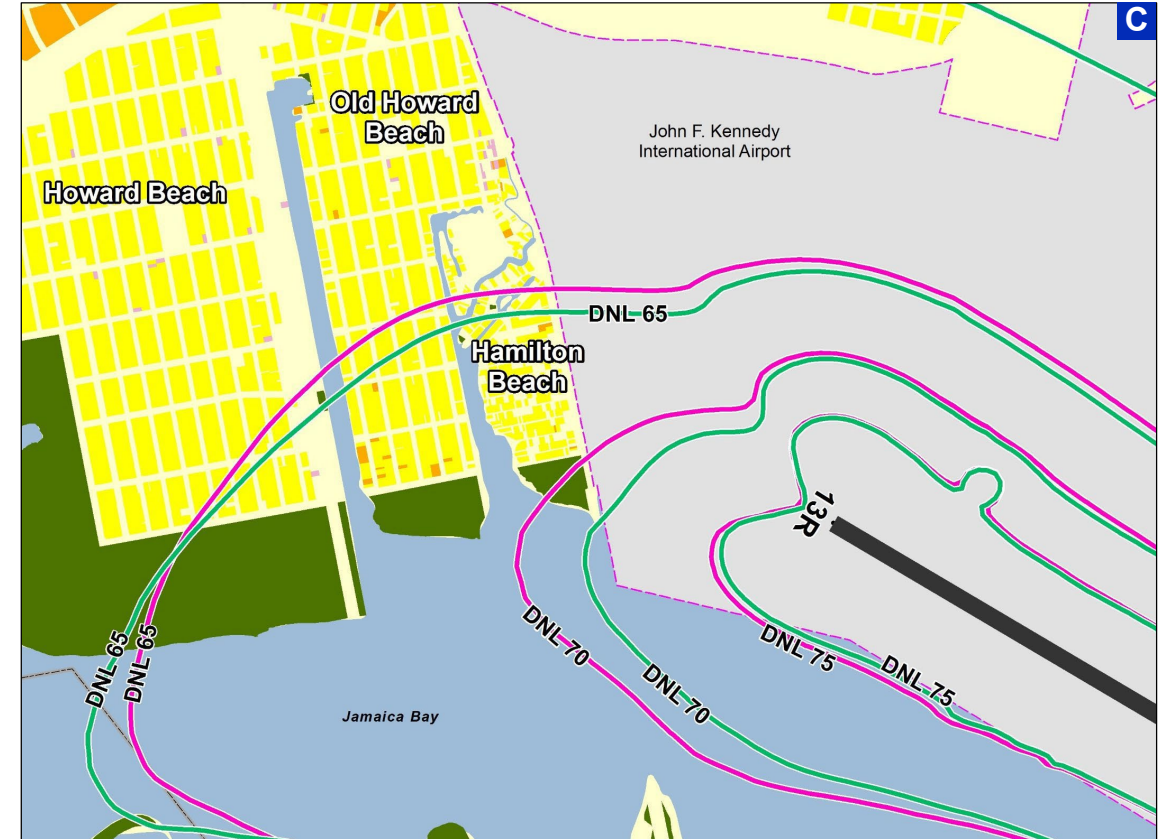
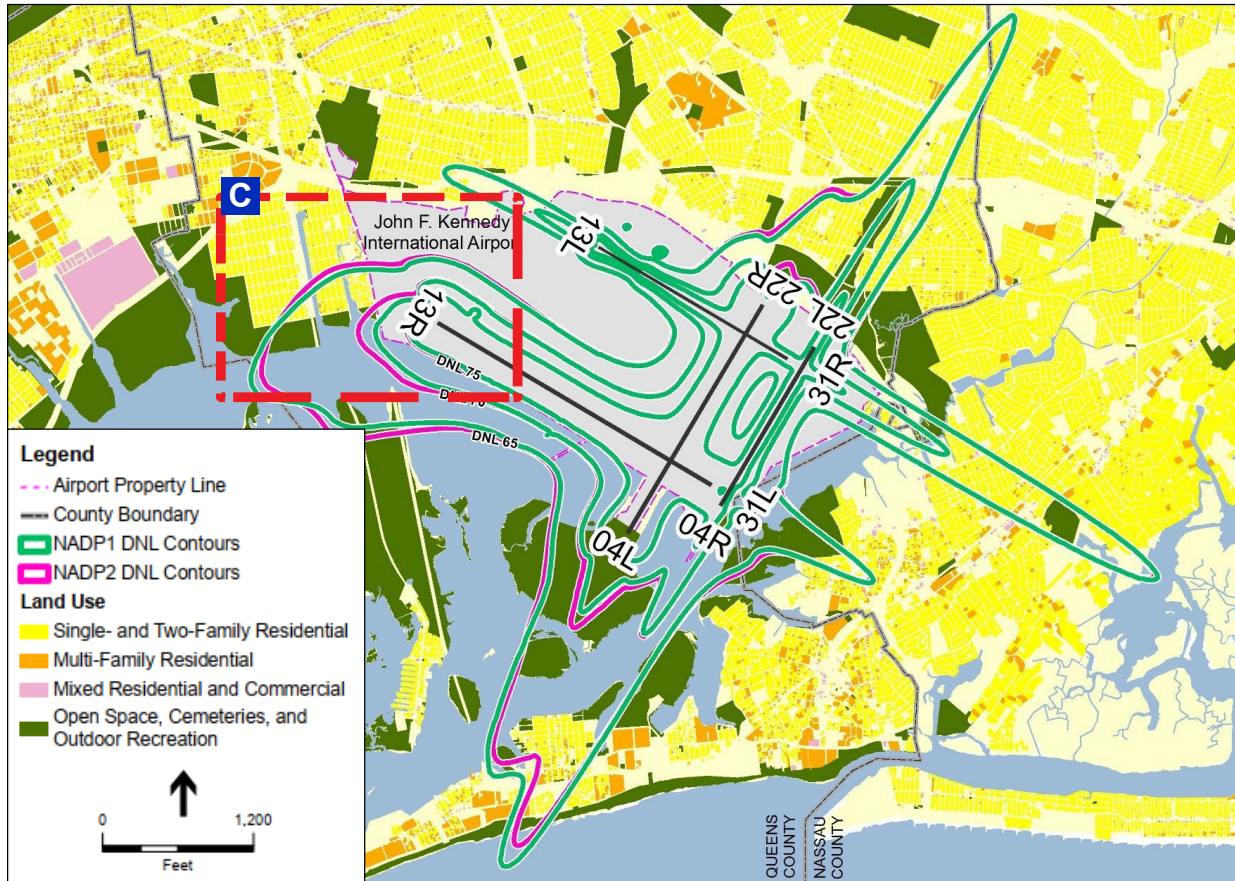
DNL contours reflect the top nine aircraft types expected to operate at JFK in 2021 (approximately 76% of Airport operations) utilizing NADP1 and NADP2 Profiles



NADP1 and NADP2 DNL 65, 70, and 75 Contours over Brookville

Noise Abatement Measure 5 – Implement Noise Abatement Departure Procedure on a Voluntary Basis for Each Runway End – **Disapproved for Purposes of Part 150**

DNL 65, 70, and 75 Contours - NADP1 and NADP2



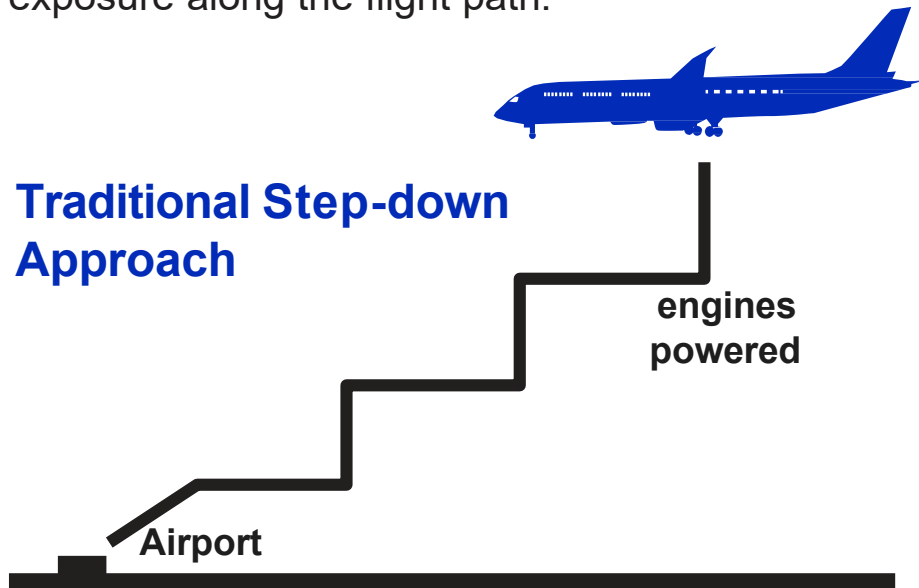
NADP1 and NADP2 DNL 65, 70, and 75 Contours over Howard Beach, Old Howard Beach, and Hamilton Beach

DNL contours reflect the top nine aircraft types expected to operate at JFK in 2021 (approximately 76% of Airport operations) utilizing NADP1 and NADP2 Profiles

Noise Abatement Measure 6 – Implement Nighttime Optimized Profile Descent Procedures – **Disapproved for Purposes of Part 150**

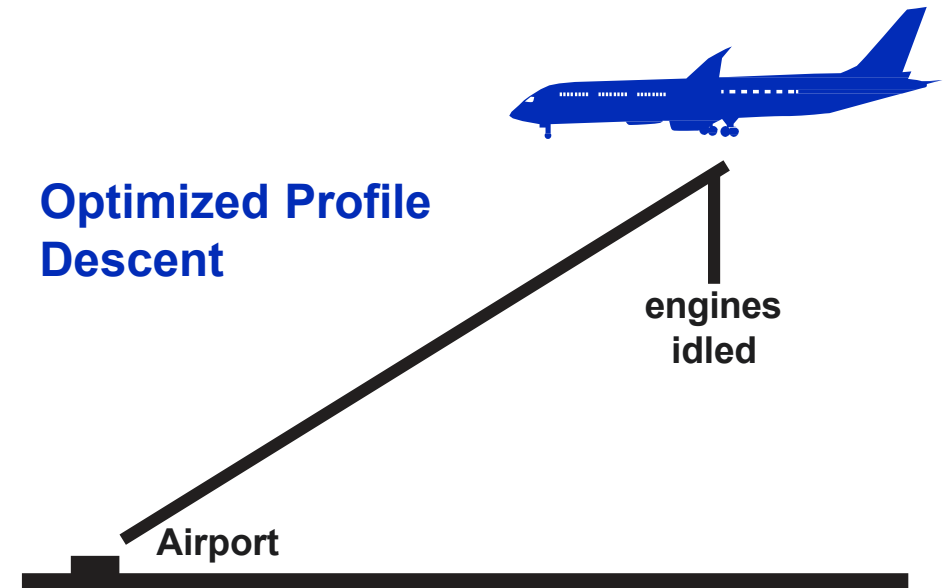
Step-Down

During approach into an airport, aircraft will often reduce speed and altitude in a continuous series of “step-downs”, which usually requires high engine thrust settings and results in increased noise exposure along the flight path.



OPD

By adopting Optimized Profile Descent (OPD) arrival profiles, aircraft can reduce noise by using minimal thrust settings along a constant descent path angle and strategically managing flaps and landing gear.



- ★ OPD procedures are best suited for nighttime, when local airspace is not as congested
- ★ OPD procedures typically only help reduce noise exposure in areas outside of the DNL 65 contour

Noise Abatement Measure 7 – Continue Existing Mandatory Departure Noise Limit and \$250 Penalty



The Port Authority is recommending a continuation of the existing 112 PNdB noise limit on aircraft departing JFK. The 112 PNdB noise limit was originally established in 1959 by the Port Authority, prior to the Airport Noise and Capacity Act of 1990, and has led to the development of quieter jet engine technology, noise abatement procedures, including power cutbacks, and noise abatement flight tracks.

See Section 2.2 of the JFK NCP for more information.

Monthly Noise Monitor Report for JFK, LGA, EWR, and TEB

April 2023

JFK Noise Monitoring Data

Monthly Average – Aircraft Day-Night Average Sound Level (ADNL)

Noise Monitoring Data is for information purposes only

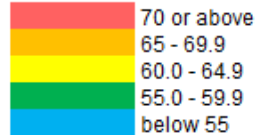
Month	J13RP	J13LP	J22RP	J04BP	J31RP	J31LP	CEDAH	ATL65	FLPRK	ARV64	JBYSWTR	JMLVRN	JOLDBRK	JEHLS	JHB165AV	J132BH	JVLSTRM
Apr-22	66.5	72.3	63.6	66.7	65.0	64.1	68.3	56.5	58.7	65.7	61.8	55.1	NA	50.7	67.7	53.4	
May-22	64.1	68.1	67.5	69.8	64.4	61.7	65.3	56.0	60.9	68.0	61.4	58.7	NA	52.7	64.4	49.9	
Jun-22	67.4	70.1	67.1	65.2	66.9	64.6	68.4	60.0	61.3	64.5	62.0	NA	NA	53.4	67.3	52.5	
Jul-22	66.9	69.0	68.2	66.5	65.9	63.3	67.6	58.3	61.8	66.4	60.5	53.4	50.5	53.3	66.0	49.8	
Aug-22	66.7	67.1	68.2	66.4	65.8	NA	61.5	59.4	62.6	66.7	60.6	53.7	52.7	55.0	65.1	49.9	
Sep-22	66.7	72.0	65.6	67.9	63.9	67.6	67.4	57.5	60.3	66.2	59.6	55.6	53.4	50.3	69.5	53.5	
Oct-22	64.5	69.7	67.3	69.5	63.4	65.2	NA	56.1	60.9	68.6	60.6	56.8	53.6	52.7	68.0	51.7	
Nov-22	65.5	72.1	NA	66.2	63.8	63.9	NA	55.9	61.0	66.1	60.4	50.4	52.0	54.1	67.7	52.6	
Dec-22	63.3	71.6	NA	69.5	59.6	63.4	NA	52.1	60.2	67.8	59.6	NA	51.1	53.1	67.5	52.2	
Jan-23	64.0	71.3	65.1	68.3	57.9	63.1	69.4	52.5	61.6	66.8	60.4	NA	51.5	54.2	67.7	52.6	
Feb-23	64.6	71.2	65.1	66.1	60.6	NA	68.4	53.1	62.0	66.6	59.5	NA	50.7	54.1	67.0	51.0	
Mar-23	64.6	71.5	65.3	69.9	61.8	62.6	68.9	54.2	59.4	68.0	57.9	NA	48.6	51.4	67.0	50.8	63.1
Apr-23	64.3	69.3	67.4	68.5	63.9	62.9	66.5	57.1	62.6	67.8	NA	NA	52.5	55.2	66.1	51.6	62.9

Note:

NA: Equipment malfunction

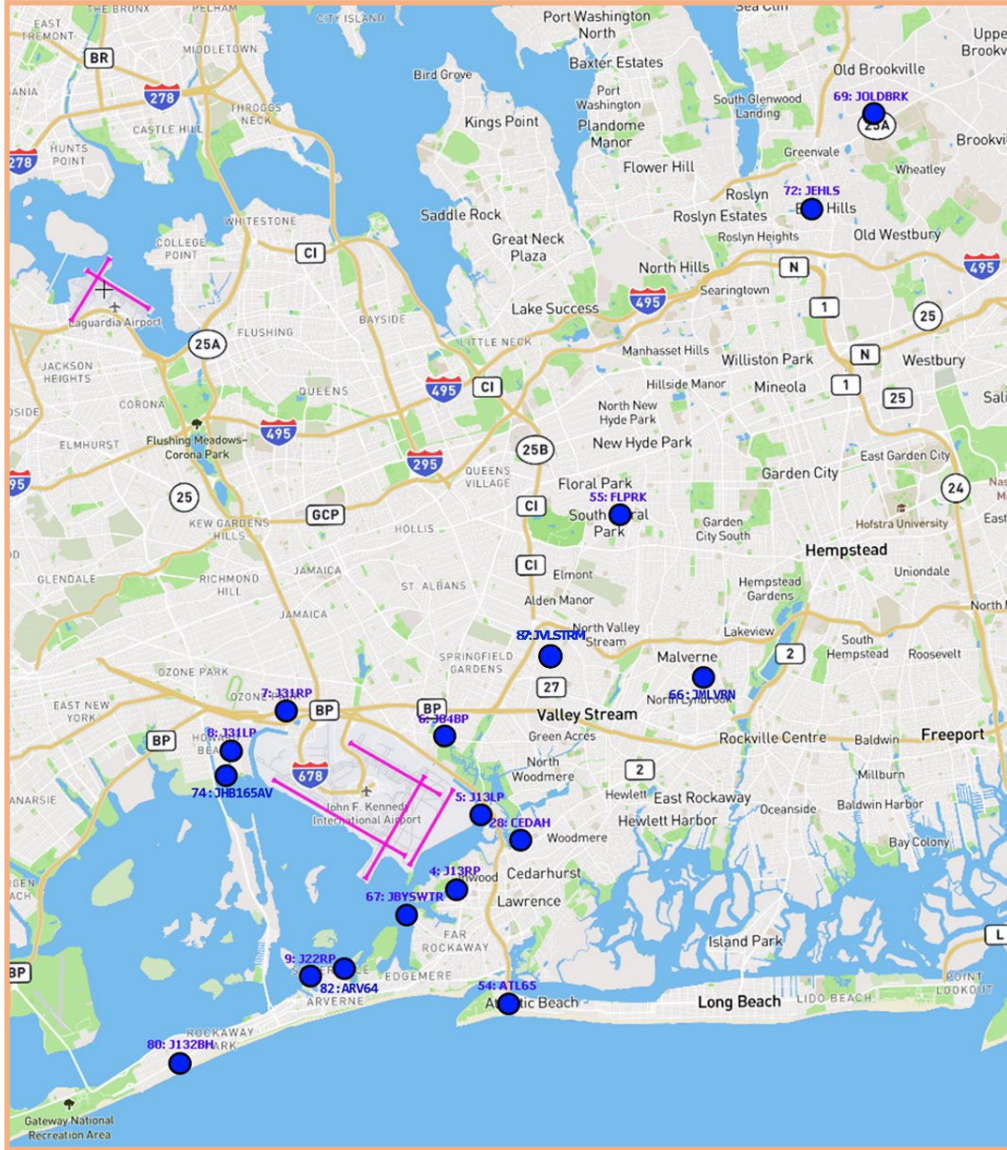
RM: Unit removed as requested by the homeowner

Color Scales:



Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

JFK Noise Monitors Location Map



Airport	Site ID	Site Name	Location
PERMANENT SITES (Mounted on Utility Poles)			
JFK	4	J13RP	Peppe Rd, Inwood, NY 11096
JFK	5	J13LP	Broad St, Queens, NY 11422
JFK	6	J04BP	147th Street, Springfield Gardens, NY 11413
JFK	7	J31RP	150th Ave, South Ozone Park, NY 11420
JFK	8	J31LP	Russell St, Howard Beach, NY 11414
JFK	9	J22RP	Almeda Ave, Arverne, NY 11692
PORTABLE SITES (Installed on the Ground)			
JFK	28	CEDAH	Hanlon Dr, Cedarhurst, NY
JFK	54	ATL65	The Plaza, Atlantic Beach, NY 11509
JFK	55	FLPRK	Floral Parkway, Floral Park, NY 11001
JFK	82	ARV64	Beach 65th Street, Arverne, NY 11692
JFK	66	JMLVRN	Hempstead Ave, Malverne, NY 11656
JFK	67	JBYSWTR	Bay Court, Bayswater NY 11691
JFK	69	JOLDBRK	Valentines Lane, Old Brookville, NY 11545
JFK	72	JEHLS	Harbor Hill Road, East Hills, NY 11576
JFK	74	JHB165AV	165th Avenue, Howard Beach, NY 11414
JFK	80	J132BH	Beach 132 Street, Belle Harbor, NY, 11694
JFK	87	JVLSTRM	Nottingham Avenue, Valley Stream, NY 11580

LGA Noise Monitoring Data

Monthly Average – Aircraft Day-Night Average Sound Level (ADNL)

Noise Monitoring Data is for information purposes only

Moth	L13_P	L22_P	KEWHI	SCNLN	LFRNKLN	LCLGPT	L192FM	L78STJH	L162ST	L204ST
Apr-22	64.8	68.6	54.4	63.7	59.7	61.2	55.3	50.0	54.6	52.8 [#]
May-22	60.8 [#]	72.3	57.9	65.2	61.6	62.6	54.9	45.8	57.5	56.8
Jun-22	62.2	NA	56.3	NA	60.8	61.4	55.2	43.7	55.1	57.2
Jul-22	65.3	67.0	56.0	NA	59.4	60.7	55.3	53.8	53.8	55.6
Aug-22	66.0	67.4	54.5	NA	62.2	60.6	52.0	49.8	56.9	58
Sep-22	65.7	68.2	53.7	NA	61.6	59.6	53.0	51.5	56.5	57.3
Oct-22	63.7	72.2	56.1	NA	58.8	59.9	52.9	51.8	54.4	55.4
Nov-22	65.0	65.2	53.2	66.0	59.6	60.4	53.0	45.5	55.3	56.5
Dec-22	65.3	69.5	54.7	64.5	58.6	60.9	53.8	48.2	54.2	54.8
Jan-23	64.7	69.4	54.0	64.6	59.8	60.6	54.3	53.2	54.9	55.8
Feb-23	64.7	65.8	54.4	64.9	60.9	60.7	56.9	NA	54.1	54.6
Mar-23	65.8	69.6	54.7	64.2	57.9	60.4	55.4	45.2	53.8	54.4
Apr-23	65.0	68.8	55.3	64.9	62.2	61.9	52.5	48.9	56.9	58.1

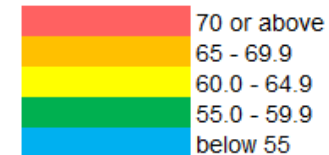
Note:

*: Ongoing construction near the site

NA: No data available

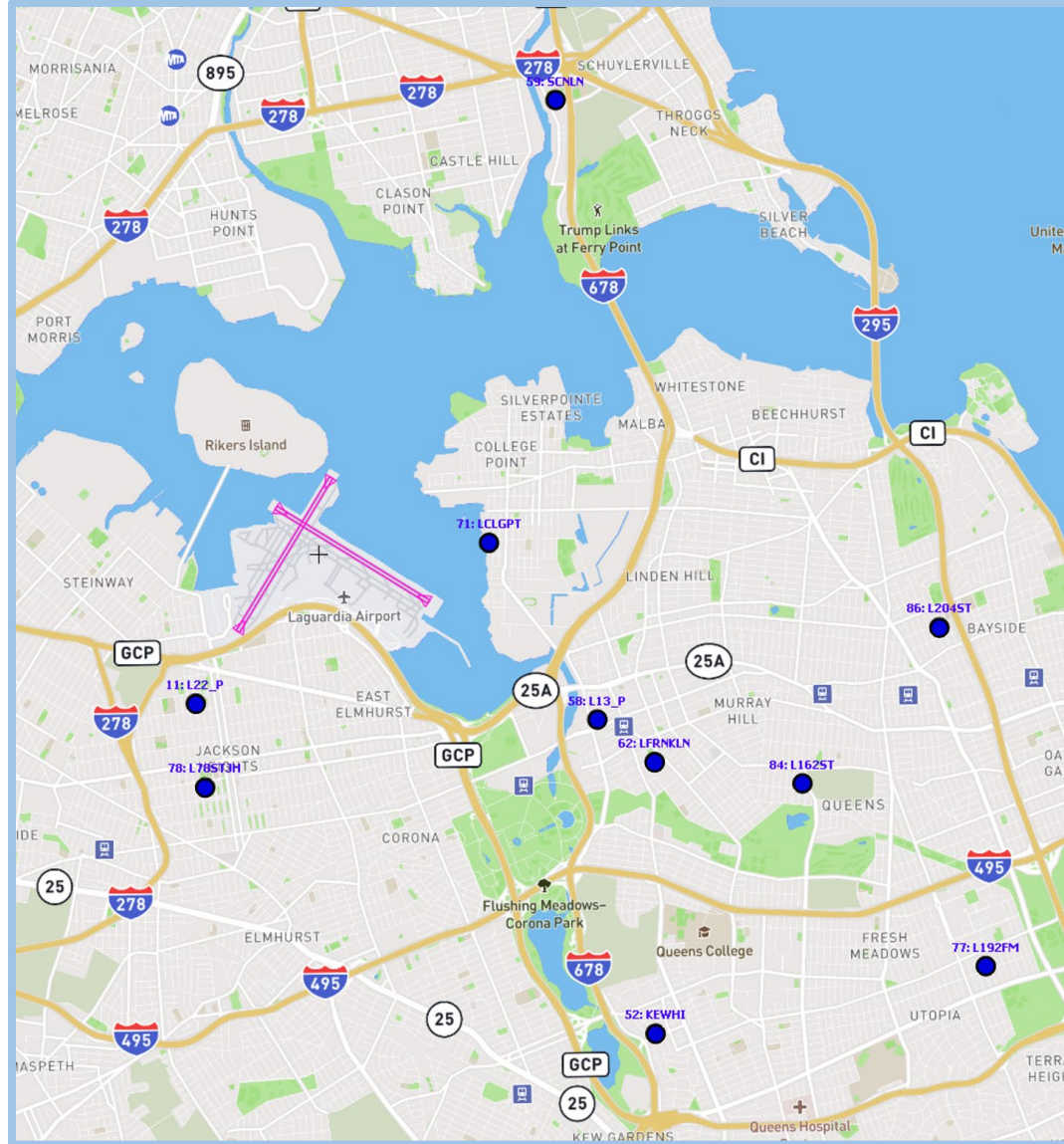
RM: Unit removed as requested by the homeowner

#: Partial month data due to equipment malfunction



Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

LGA Noise Monitors Location Map



Airport	Site ID	Site Name	Location
PERMANENT SITES (Mounted on Utility Poles)			
LGA	58	L13_P	39th Ave, Flushing, NY 11354
LGA	11	L22_P	78th St, Jackson Heights, NY 11370
PORTABLE SITES (Installed on the Ground)			
LGA	52	KEWHI	72nd Ave, Flushing, Queens, NY 11367
LGA	59	SCNLN	Hutchinson River Parkway, Bronx, NY 10465
LGA	62	LFNRKLN	Franklin Avenue, Flushing, NY 11355
LGA	71	LCLGPT	23rd Avenue, College Point, NY 11356
LGA	77	L192FM	192nd street, Fresh Meadows, NY 11366
LGA	78	L78STJH	78th Street, Jackson Heights, NY 11372
LGA	84	L162ST	126th Street, Flushing, NY 11378
LGA	86	L204ST	204 Street, Bayside NY 11361

EWR Noise Monitoring Data

Monthly Average – Aircraft Day-Night Average Sound Level (ADNL)
 Noise Monitoring Data is for information purposes only

Month	E22_BP	E04_BP	E29_P
Apr-22	70.1	70.0	NA
May-22	70.9	70.7	NA
Jun-22	71.0	70.8	NA
Jul-22	71.0	70.7	NA
Aug-22	71.2	70.4	NA
Sep-22	70.6	69.7	43.8
Oct-22	70.1	70.0	43.9
Nov-22	70.1	70.7	46.9
Dec-22	70.1	70.4	45.9
Jan-23	69.9	70.3	44.0
Feb-23	69.8	69.8	45.2
Mar-23	69.5	70.0	46.5
Apr-23	72.3	70.6	47.0

Note:

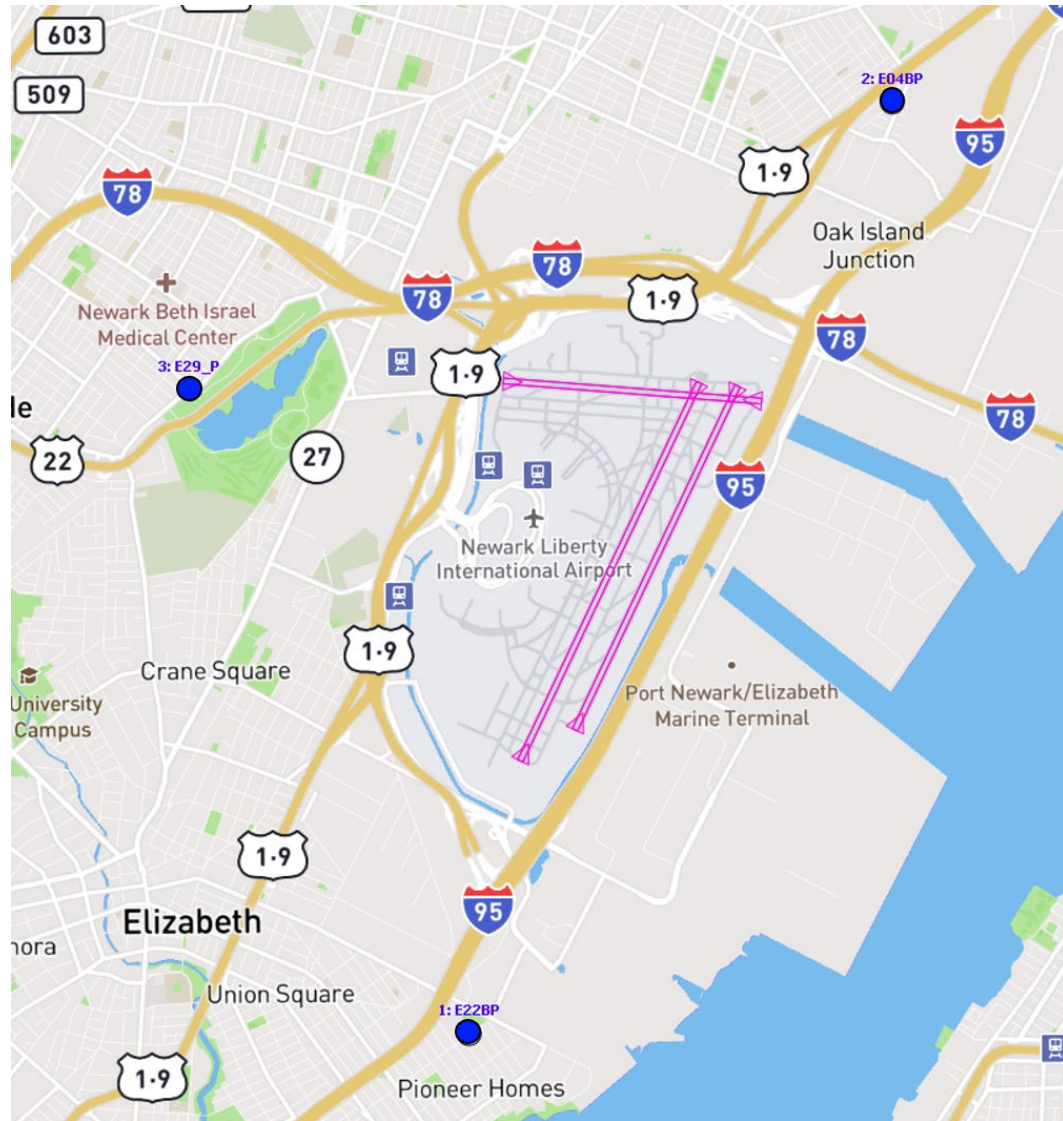
- *: Ongoing construction near the site
- NA: Equipment malfunction
- RM: Unit removed as requested by the homeowner

Color Scales:



Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

EWR Noise Monitors Location Map



Airport	Site ID	Site Name	Location
PERMANENT SITES (Mounted on Utility Poles)			
EWR	1	E22BP	3rd Ave, Elizabeth, NJ 07206
EWR	2	E04BP	Magazine Street, Newark, NJ 07105
EWR	3	E29_P	Chancellor Ave & Elizabeth Ave, Hillside, Newark, NJ 07112

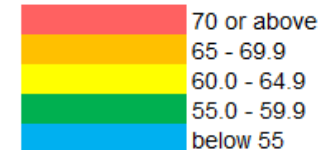
TEB Noise Monitoring Data

Monthly Average – Aircraft Day-Night Average Sound Level (ADNL)
 Noise Monitoring Data is for information purposes only

Month	RMS01	RMS02	RMS03	RMS04	RMS05	RMS06
Apr-22	57.0	34.0	60.0	51.7	48.2	52.6
May-22	58.6	38.3	61.3	53.4	46.4	54.0
Jun-22	58.1	34.3	61.9	52.6	46.0	52.0
Jul-22	55.7	35.7	60.8	47.8	44.6	48.4
Aug-22	55.9	34.9	60.8	49.3	45.2	49.1
Sep-22	58.1	38.6	63.0	54.8	46.7	53.6
Oct-22	57.0	36.7	60.5	57.5	46.8	52.3
Nov-22	57.4	37.3	62.0	54.0	49.7	52.3
Dec-22	57.0	35.8	62.3	54.0	50.3	51.9
Jan-23	56.0	32.6	60.7	52.9	48.6	51.3
Feb-23	56.2	33.8	59.9	51.5	49.1	51.5
Mar-23	54.8	33.4	58.0	54.4	47.1	53.1
Apr-23	58.1	37.5	61.0	53.2	48.0	50.5

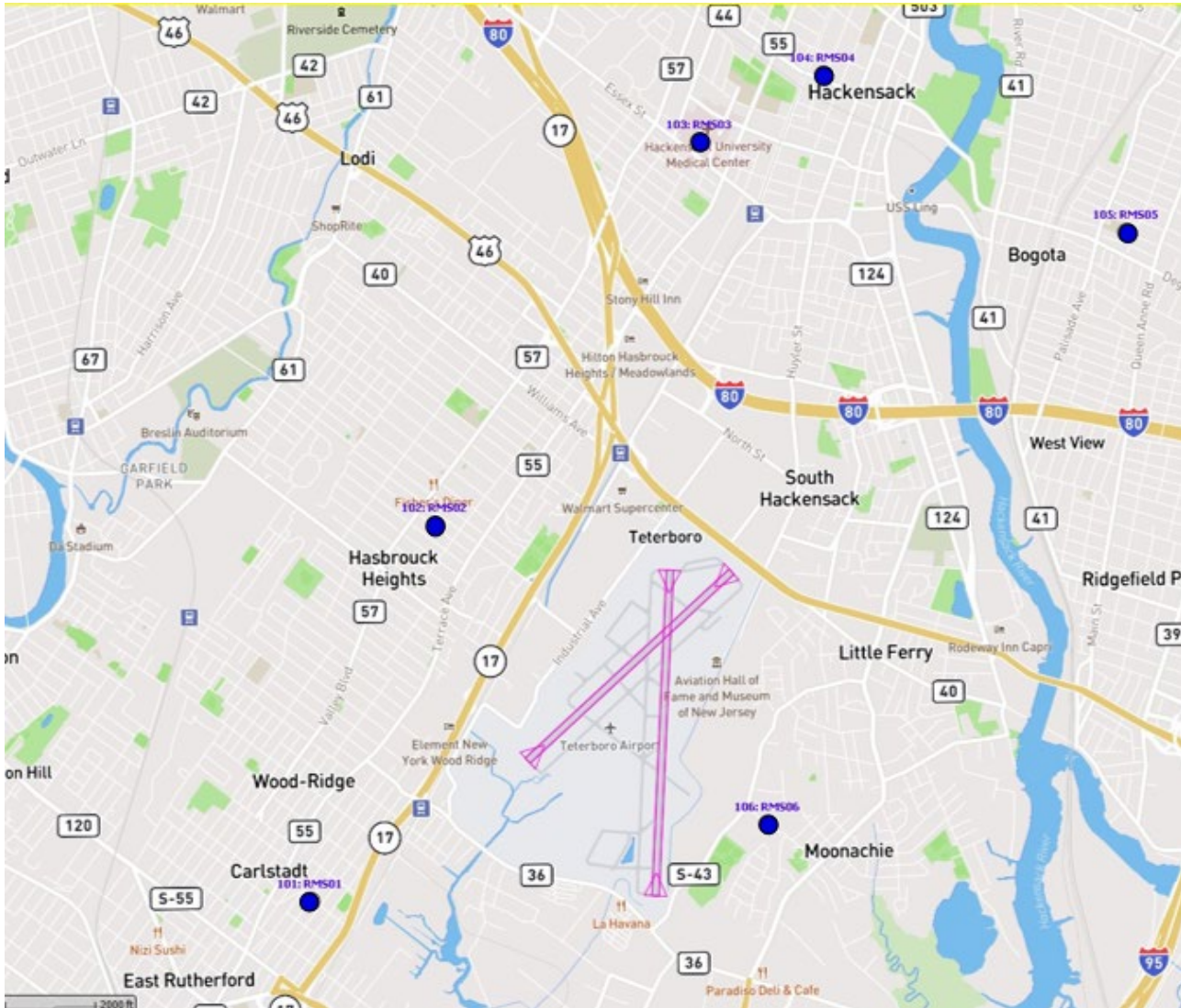
Note:

- *: Ongoing construction near the site
- NA: No data available
- RM: Unit removed as requested by the homeowner
- #: Partial month data due to equipment malfunction



Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

TEB Noise Monitors Location Map

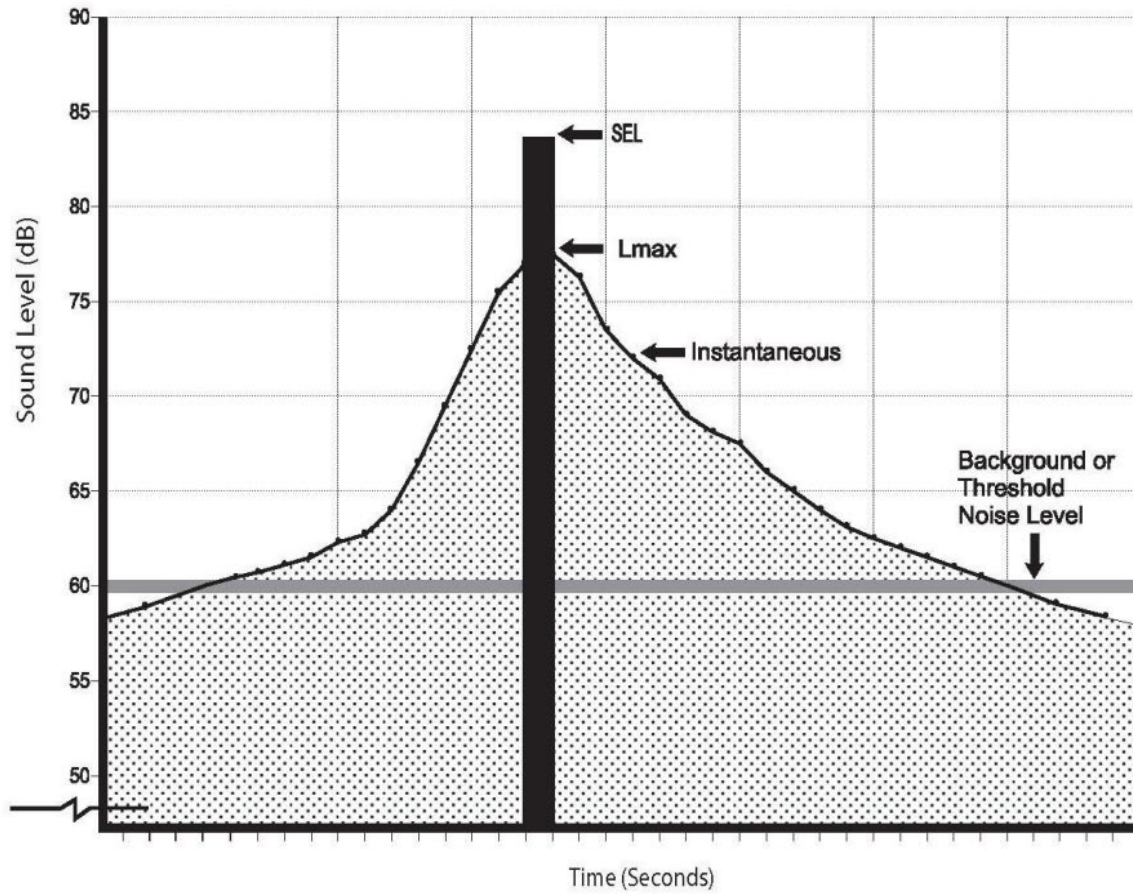


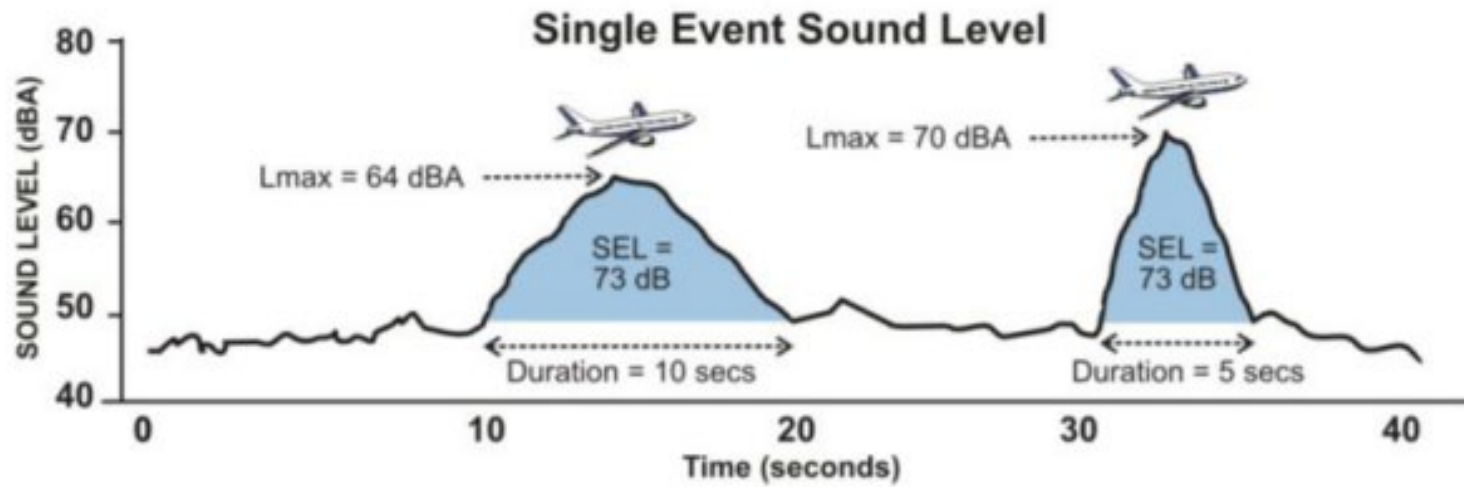
Airport	Site ID	Site Name	Location
PERMANENT SITES (Mounted on Utility Poles)			
TEB	101	RMS01	7th St, Carlstadt, NJ 07072
TEB	102	RMS02	Hamilton St, Hasbrouck Heights, NJ 07604
TEB	103	RMS03	Prospect Ave, Hackensack, NJ 07601
TEB	104	RMS04	Park St Hackensack, NJ 07601
TEB	105	RMS05	Highwood St, Teaneck, NJ 07666
TEB	106	RMS06	Joseph St, Moonachie, NJ 07074

Sample Noise Monitoring Data

Date Time	Location	Brief Description	Flight Number	Airline	Aircraft Type	Operation Type	Runway	Max Level	SEL	Leq	Duration	PCA Altitude (ft)	PCA Elevation Angle
8/1/2022 0:00	J13RP		AFR017	AFR	B77W	D	13R	81.4	89.4	77.4	16	1627	51
8/1/2022 1:58	J13RP		BWA527	BWA	B38M	D	13R	85.3	92.1	81.7	11	778	78
8/1/2022 0:05	J13RP		UAE8UW	UAE	A388	D	13R	90.1	96.8	84.8	16	646	54
8/1/2022 0:09	J13RP		DAL234	DAL	A339	D	13R	81.2	89.1	77.4	15	1414	58
8/1/2022 0:37	J13RP		DAL156	DAL	B763	D	13R	91.6	97.5	85.8	15	1076	59
8/1/2022 0:16	J13RP		MSR986	MSR	B77W	D	13R	87.8	95	82.3	19	1637	74
8/1/2022 1:02	J13RP		AAL120	AAL	B77W	D	13R	86.3	93.3	81.3	16	1289	68
8/1/2022 0:21	J13RP		NBT002	NBT	B789	D	13R	82.7	90	79.6	11	715	64
8/1/2022 0:34	J13RP		AVA245	AVA	A319	D	13R	72.3	80.4	71.4	8	1119	25
8/1/2022 2:11	J13RP		EVA031	EVA	B77W	D	13R	94.3	99.9	88.4	14	994	70
8/1/2022 0:40	J13RP		RPA5640	RPA	E75S	D	13R	76.3	85.4	74	14	1923	48
8/1/2022 0:54	J13RP		DAL264	DAL	A333	D	13R	85.2	93.7	81.1	18	1283	55
8/1/2022 0:58	J13RP		VIR138M	VIR	A333	D	13R	89.5	96	83.4	18	1024	73
8/1/2022 1:15	J13RP		KAL086	KAL	B77W	D	13R	92.2	98.8	86.8	16	810	76
8/1/2022 1:19	J13RP		GLG7393	GLG	A319	D	13R	79.9	87.7	76.5	13	1109	37
8/1/2022 0:45	J13RP		AFR009	AFR	B77W	D	13R	81.9	88.6	77.2	14	1634	49
8/1/2022 1:20	J13RP		BOX453	BOX	B77L	D	13R	84	91.2	79.4	15	1407	68
8/1/2022 1:24	J13RP		SZN408	SZN	A339	D	13R	79.4	87.9	76.8	13	1240	38
8/1/2022 3:52	J13RP		CKS837	CKS	B744	A	31L	88.3	96.7	83.5	21	515	51
8/1/2022 2:35	J13RP		CMP807	CMP	B738	D	13R	78.2	86.8	75.4	14	1335	37
8/1/2022 3:01	J13RP		ELY012	ELY	B789	D	13R	85.3	92.6	81.8	12	794	68
8/1/2022 3:17	J13RP		THY12	THY	B77W	D	13R	89.1	95.3	83.8	14	886	71
8/1/2022 4:21	J13RP		DAL157	DAL	B763	A	31L	83	91.9	79.9	16	538	52
8/1/2022 4:30	J13RP		DAL1486	DAL	BCS1	A	31L	75.7	83.2	73.7	9	436	45
8/1/2022 4:42	J13RP		CLX57K	CLX	B748	A	31L	88.5	95.3	83	17	515	51
8/1/2022 4:44	J13RP		DAL254	DAL	B752	A	31L	81.6	90.3	78.6	15	502	50
8/1/2022 4:52	J13RP		DAL235	DAL	A339	A	31L	82.1	90.9	78.8	16	492	49
8/1/2022 5:26	J13RP		AAR587	AAR	B744	D	31L	76.8	86.8	74.1	19	4547	83
8/1/2022 5:48	J13RP		DAL338	DAL	B738	A	31L	81.8	89.3	78.6	12	479	48
8/1/2022 5:44	J13RP		DAL1376	DAL	B738	A	31L	82.4	89.5	79.1	11	482	47
8/2/2022 20:47	J13RP		GEC8160	GEC	B77L	A	22L	71.7	80.5	70.9	9	1588	20
8/3/2022 10:48	J13RP		QTR99P	QTR	B77W	D	13R	88.7	95.7	83.2	18	1188	86
8/3/2022 10:57	J13RP		JBU1931	JBU	A320	D	13R	72.9	82.2	71.4	12	1368	30

Instantaneous Level, Lmax, SEL, Background Level





JFK Redevelopment Construction Support Services



JFKR - Construction Support Services

- Goals
 1. Sustainability
 2. Reduce construction impacts on local community
 3. Economic opportunities for M/WBE and LBE
- Includes barging, concrete batch plant, and concrete crushing/recycling.
- Integrated approach for all developments consistent with JFKR program goals:
 - Reduce truck activity in surrounding communities.
 - Reduce emissions associated with transportation of construction materials, debris, and dust.
 - Centralize concrete crushing operations for a common use recycled aggregate facility to serve all developments or barge excess.
- Timeline:

Q2 2022 – RFP was released to the market.

Late Q3 2023 – Operations start.

JFKR - Construction Support Services

Barging

- Utilize marine-based transport (barging) operations for the import and export of certain materials necessary to complete Program demolition and construction work.
- Materials required to be exported by barge:
 - Asphalt millings / Excess soil / General construction and demolition debris
- Materials required to be imported by barge: Construction aggregates, including but not limited to:
 - Sand / Gravel / Stone / Crushed rock

Concrete Batching

- Operate high-capacity concrete batch plant to be utilized for production of concrete to be used on Airport construction projects (T1, T6, RUGTC)

Construction Waste Management

- Implement an on-site concrete crushing operation to receive and crush all concrete generated as part of the demolition and construction work. The crushing operation shall produce a dense graded aggregate base course suitable for reuse onsite.

JFKR - Construction Support Services



JFKR - Construction Support Services



JFK Redevelopment Outreach Contact Directory

The JFK Redevelopment Outreach Contact Directory includes the contact information for the following

- JFK Redevelopment Outreach Team
- M/WBE Compliance Consultants
- Terminal Developers
- JFK Cargo Facility Aeroterm Project



SCAN HERE TO ACCESS THE
JFK REDEVELOPMENT
CONTACT DIRECTORY

JFK Redevelopment Outreach Team



Address	144 - 33 Jamaica Avenue Jamaica, NY 11435
Phone Number	718.244.3834
Email Address	jfkdevelopment@panynj.gov
Website	www.anewjfk.com
Hours of Operation	Tuesdays, Wednesdays & Thursdays 9AM – 5PM Virtually Mondays & Fridays 9AM – 5PM
Manager of External Affairs & Community Outreach	Rachelle Antoine, raantoine@panynj.gov 718.244.3828
Office Manager	Bridgitte Allen, brallen@panynj.gov 718.244.3834
Operational Outreach Leader	Natasha Turner, nturner@panynj.gov 718.244.3831
Certification Analyst	Gloria Wigfall, gwigfall@panynj.gov 201.395.3949 Office Hours: Every Thursday 9AM – 4PM

Thank You!

