



To: All Members of the JFK Airport Committee of NYCAR

This is a reminder that the next JFKAC is on Monday, March 1st, 2021 from 7:00 - 9:00 PM vis Zoom. Please plan to attend. The agenda is being finalized. A main item will be an FAA presentation on the most recent regulations on drones. We will also plan to include break-out committee meetings. If there is an agenda item that you want us to address, please let us know ASAP.

Join Zoom Meeting

Topic: JFKAC Quarterly Meeting

Join Zoom Meeting

<https://zoom.us/j/98606378391?pwd=UDNqc2dKbFZqeIBlb2xIVHlnR1VCQT09>

Meeting ID: 986 0637 8391

Passcode: 610248

One tap mobile

+16465588656,,98606378391#,,,,*610248# US (New York)

+13126266799,,98606378391#,,,,*610248# US (Chicago)

Please RSVP

Stay healthy! Stay Safe!

Sincerely,

Barbara E. Brown, Chairperson

JFKAC of NYCAR

To: All Members of NYCAR

On Monday, March 1st, from 7:00 - 8:00 PM there will be a special NYCAR Call Meeting on the *Aviation Noise Effects and Mitigation Research Portfolio*. The briefing will be presented by **Don Scata** - Manager, Noise Division, FAA Office of Environment and Energy. It will take approximately 20 minutes followed by a question/answer period until 8:00 PM. Attached find the Q & A and the link to the NES webpage. The NES was released on January 13, 2021 - the "Comment Period," is open for 60 Days.

https://www.faa.gov/regulations_policies/policy_guidance/noise/survey/

Note: the JFKAC meeting will follow from 8:00 - 9:00 PM. (A separate communication was sent to the JFKAC about that meeting.)

Join Zoom Meeting

Topic: Special NYCAR Call Meeting and the JFKAC Quarterly Meeting

Join Zoom Meeting

<https://zoom.us/j/98606378391?pwd=UDNqc2dKbFZqeIBlb2xIVHlnR1VCQT09>

Meeting ID: 986 0637 8391

Passcode: 610248

One tap mobile

+16465588656,,98606378391#,,,,*610248# US (New York)

+13126266799,,98606378391#,,,,*610248# US (Chicago)

Please RSVP

Stay healthy! Stay Safe!

Sincerely,

Barbara E. Brown and Warren Schreiber

Co-Chairpersons

New York Community Aviation Roundtable (NYCAR)

Neighborhood Environmental Survey

Frequently Asked Questions

Q1: Why did the FAA conduct the Neighborhood Environmental Survey (NES)?

A1: As part of the FAA's ongoing efforts to address aircraft noise, the FAA conducted the Neighborhood Environmental Survey to determine if there has been a change in the way people perceive aircraft noise and to help inform ongoing research and policy priorities.

Q2: Why did it take FAA take so long to publish the results of the survey?

A2: While the FAA understands there has been longstanding interest in the Survey the agency has not been in a position to release it until now. The FAA Reauthorization Act of 2018 directed the FAA to report on the findings of the Survey by October 2020. While later than anticipated, the FAA aimed for releasing as close to October 2020 as possible.

Q3: Has the FAA made any changes to the agency's noise policy yet based on the findings of the survey?

A3: The FAA has begun considering how the results may influence policy, but an important first step is to seek public input on our research program and the findings of the Neighborhood Environmental Survey. We believe that it is appropriate to complete the on-going research before making any policy changes. We expect that any new policy that results from our on-going research will be subject to adjustment as the results of new research projects become available. However, the FAA has taken a number of actions to engage with communities on this issue in an effort to address concerns to the maximum extent practicable.

Q4: What specific policy changes or actions is the FAA considering based on the results of the Neighborhood Environmental Survey?

A4: Prior to making any determinations on implications from emerging research results, including how they may inform future policy changes, the FAA seeks public and other stakeholder input on the scope and focus of the noise research program.

It is important to keep in mind that any potential changes to the agency's noise policy will require a long-term effort. While there may be interest in making quick changes, the fact is that changes to the FAA's policy will impact not just the FAA, but other Executive Branch departments and agencies as well as airports, operators, and local governments. It will be important to be thoughtful and deliberate about any changes in order to avoid unintended consequences.

It is also important to understand the FAA alone cannot address noise concerns by any given community. Airports, air carriers, local, state and federal government entities besides the FAA all have a role to play and they all manage policies that affect a community's experience with aircraft noise.

Q5: Is there a timeline for the FAA's review and final decision on any updates to the agency's noise policy?

A5: Our immediate focus is on the publication of the information in the Federal Register Notice and reviewing public comments, which then help inform areas of further investigation and developing next steps for review.

Q6: How were the airports included in the survey selected?

A6: We used a rigorous statistical process to identify a cross-section of airports to best represent the nation as a whole. The process used for this selection is described in detail in the report.

Q7: What are the 20 airports?

A7: The list of airports as well as the process used to select the airports is in the Federal Register Notice.

Q8: How will these results affect ongoing environmental reviews under the National Environmental Policy Act?

A8: The survey results will not affect ongoing NEPA environmental reviews, as FAA is not proposing any immediate policy changes.

Q9: The NES Survey shows that people are more annoyed by aviation noise. What is FAA going to do about it?

A9: The findings from the Neighborhood Environmental Survey show that a higher percentage of people are reporting annoyance from aircraft noise exposure. These findings are critical to informing how the FAA should look to address aircraft noise concerns. However, these results must be taken in combination with the finding from FAA's other noise research programs, including efforts to understand the potential impacts to sleep and cardiovascular health; as well as combined with input from public and stakeholder comment.

FAA has taken a host of actions in recent years to meaningfully engage communities. For example, the agency has hired community engagement officers across each region to expand the reach of Regional Administrators into communities. We have worked with airports and their noise officers to address legacy community noise concerns. We have worked with roundtables across the country to continually provide information and expertise as they have asked for airspace changes. We have worked within our air traffic organization to review and improve adherence to existing procedures for reducing noise across the country. We have added research projects to our portfolio to study airspace management concepts to determine if there are options that are safe and may provide a net positive noise reduction impact.

Q10: How accurate is the survey and are there any concerns with the approach taken?

A10: The survey was conducted using an internationally accepted design by a team of expert statisticians and subject matter experts. While the FAA stands behind the methodology and the results, the FAA is inviting comment on all aspects of the survey.

Q11. When can I submit comments?

A11: There will be a 60 day public comment period once the notice is posted in the Federal Register in the coming days.

Q12. Will the FAA address comments and questions it receives during the comment period?

A12: The FAA will consider all of the comments received during the comment period as we move forward.

Q13. How do the results of the Neighborhood Environmental Survey affect previous projects including large Metroplex projects and single site projects? Will you re-evaluate any instrument flight procedures projects based on this information?

A13: The results of the survey provide important information that the FAA will consider in reviewing existing noise policy, but they do not change current policy, and will not retroactively affect instrument flight procedures projects.



**Federal Aviation
Administration**

REMOTE IDENTIFICATION OF UNMANNED AIRCRAFT

Mike O'Shea, UAS Program Manager/Public Safety Liaison
michael.oshea@faa.gov
JFK Roundtable March 1, 2021



REMOTEID

Remote Identification (ID) Overview

- The Remote Identification of Unmanned Aircraft Final Rule is the next incremental step towards further integration of Unmanned Aircraft (UA) in the National Airspace System.
- In its most basic form, remote identification can be described as a “digital license plate” for UA. Except instead of ‘registration’, you will get aircraft serial number.
- Remote ID is necessary to address aviation safety and security issues regarding UA operations in the National Airspace System, and is an essential building block toward safely allowing more complex UA operations.





RID Rules Being Implemented

Parts 47/48 Registration

Serial Numbers

Registration Requirements

Part 89 Remote ID

Operating Requirements

FRIA

Performance Requirements

Means of Compliance

Design/Production Requirements

Part 91 Broadcast Module/ADS-B Policy

ATC Transponder Reporting
Equipment & Use

ADS-B Out Equipment & Use

Part 107 Broadcast Module/ADS-B Policy

ATC Transponder Equipment
Prohibition

ADS-B Out Prohibition



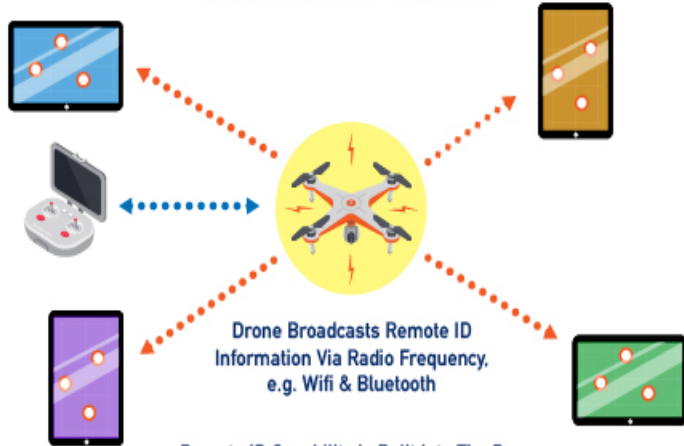


REMOTEID

3 WAYS DRONE PILOTS CAN MEET REMOTE ID RULE

DRONE REMOTE IDENTIFICATION

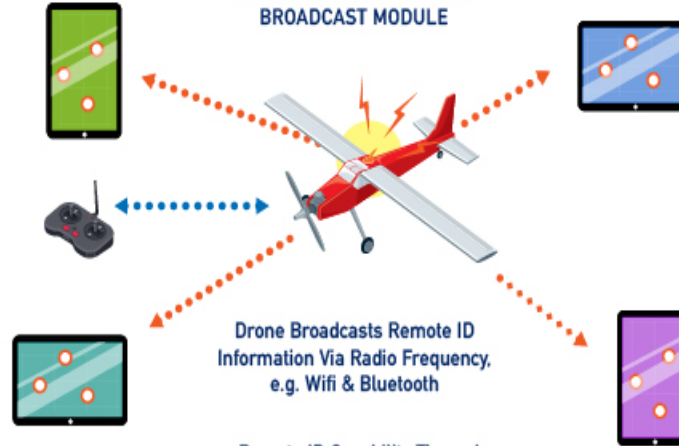
STANDARD REMOTE ID DRONES



- Remote ID Capability Is Built Into The Drone
- From Takeoff To Shutdown, Drone Broadcasts:
 - Drone ID
 - Drone Location and Altitude
 - Drone Velocity
 - Control Station Location and Elevation
 - Time Mark
 - Emergency Status

DRONE REMOTE IDENTIFICATION

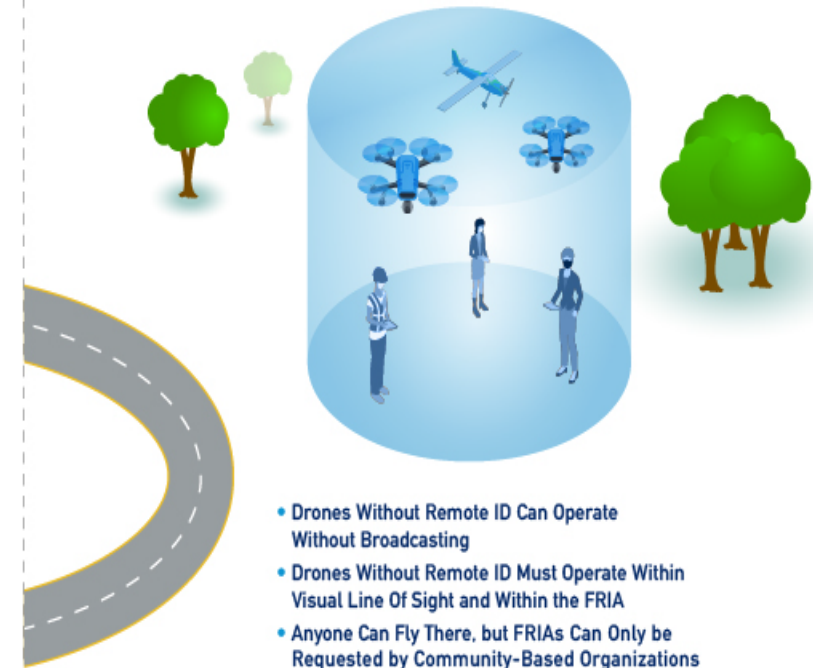
DRONES WITH REMOTE ID BROADCAST MODULE



- Remote ID Capability Through Module Attached To Drone
- Limited To Visual Line Of Sight Operations
- From Takeoff To Shutdown, Drone Broadcasts:
 - Drone ID
 - Drone Location and Altitude
 - Drone Velocity
 - Takeoff Location and Elevation
 - Time Mark

FAA-RECOGNIZED IDENTIFICATION AREA [FRIA]

DRONES WITHOUT REMOTE ID



- Drones Without Remote ID Can Operate Without Broadcasting
- Drones Without Remote ID Must Operate Within Visual Line Of Sight and Within the FRIA
- Anyone Can Fly There, but FRIAs Can Only be Requested by Community-Based Organizations and Educational Institutions

Note: The FAA does not intend to limit who can receive the broadcast message.



REMOTEID
OOP/NO

Current Rules Schedule:

Final Rule posting on FAA.gov	December 28, 2020
Final Rule published in Federal Register	January 15, 2021
Final Rule Effective Date	<u>March 16, 2021</u> (Publish Date 01/15/2021 + 60 days)
Recurrent Training Available/Effective On-line	March 16, 2021 (Based on new release from the Fed Register)
Night Waivers Sunset	May 16, 2021 (Effective Date 03/16/2021 + 60 Days)
UAS Mfg/Production Compliance Date	September 16, 2022 (Effective Date 03/16/2021 + 18 months)
FAA accepting FRIA applications	September 16, 2022 (<u>Publication Date</u> 01/15/2021 + 20 Months)
Operating Compliance Date	September 16, 2023 (Effective Date 03/16/2021 + 30 months)



Operations Over People/Night Operations

- Part 107 did not permit small unmanned aircraft operations over people without a waiver. The rule will modify part 107 to permit routine operations of small unmanned aircraft over people.
- Part 107 did not permit small unmanned aircraft operations at night without a waiver. The rule will modify part 107 to permit routine operations of small unmanned aircraft at night.



Operations Over People/Operations at Night

4 Category of Operations:

Category 1 operations over people are permitted if:

- Weighs 0.55 pounds or less, including everything that is on board or otherwise attached to the aircraft at the time of takeoff and throughout the duration of each operation
- Does not contain any exposed rotating parts that could lacerate human skin upon impact with a human being.
- Must comply with rules regarding operations over moving vehicles.



Operations Over People/Operations at Night

Category 2 operations over people are permitted if:

- Will not cause injury to a human being that is equivalent to or greater than the severity of injury caused by a transfer of 11 foot-pounds (ft-lbs) of kinetic energy upon impact from a rigid object. Translates to low probability of casualty (AIS 3 or greater).
- The small unmanned aircraft must not contain any exposed rotating parts that could lacerate human skin upon impact with a human being.
- A small UAS will only be eligible to conduct Category 2 operations if the person submitting the declaration of compliance (applicant) can demonstrate that the injury resulting from an impact between the small unmanned aircraft and a person on the ground is less than this injury severity limit.
- Must comply with rules regarding operations over moving vehicles.



Operations Over People/Operations at Night

Category 3 operations over people are permitted if:

- Designed, produced, or modified such that it will not cause injury to a human being that is equivalent to or greater than the severity of injury caused by a transfer of 25 ft-lbs of kinetic energy upon impact from a rigid object. Translates to low probability of fatality (AIS 6).
- Category 3 operations are prohibited over open-air assemblies of human beings and are only permitted if: (1) the operation is within or over closed- or restricted-access sites and everyone within that site has been notified that a small unmanned aircraft may fly over them; or (2) the small unmanned aircraft does not maintain sustained flight over a person not directly participating in the operation or located under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small unmanned aircraft.
- Not contain any exposed rotating parts that could lacerate human skin upon impact with a human being.
- Must comply with rules regarding operations over moving vehicles.



An illustration at the top of the slide shows three aircraft: a propeller plane on the left, a turboprop in the center, and a quadcopter drone on the right. They are set against a blue background with circular patterns.

Operations Over People/Operations at Night

Category 4 allows small unmanned aircraft issued a type certificate and an airworthiness certificate under Part 21 to operate over people in accordance with Part 107, so long as the operating limitations specified in the approved Flight Manual do not prohibit operations over human beings.





Operations Over People/Operations at Night

Operations Over Moving Vehicles

This rule allows small unmanned aircraft operations over people inside moving vehicles, subject to the following specific conditions.

- The small unmanned aircraft operation must either meet the requirements for a Category 1, 2, or 3 operation under the new subpart D of part 107 or meet the requirements for Category 4 small unmanned aircraft, if not prohibited by the aircraft operating limitations.
- For Category 1, 2, or 3, the operation must meet one of the following conditions: (1) the small unmanned aircraft must be within or over a closed- or restricted-access site where any human being located inside a moving vehicle within the closed- or restricted-access site is on notice that a small unmanned aircraft may fly over them; or (2) if the operation is not within or over a closed- or restricted-access site, the small unmanned aircraft must not maintain sustained flight over any moving vehicle.



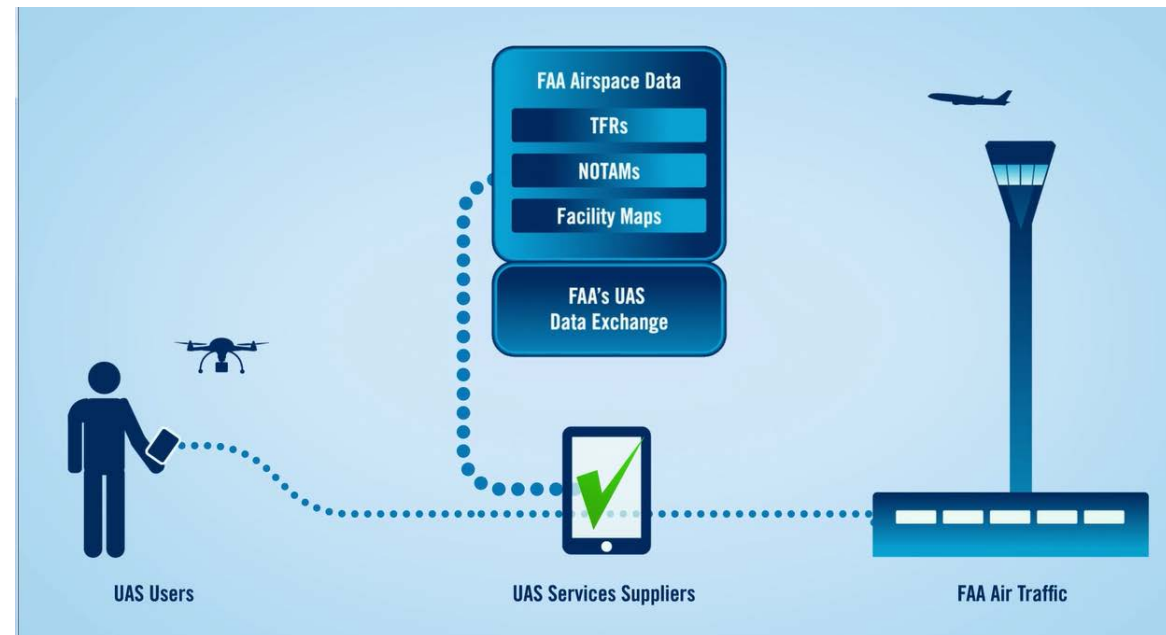
Operations Over People/Operations at Night

Night Operations

- Remote pilots in command who wish to conduct small unmanned aircraft operations at night must complete either the updated initial test or the updated recurrent online training prior to conducting such operations.
- Prior to conducting small unmanned aircraft operations at night, the small unmanned aircraft must be equipped with anti-collision lights that can be seen for 3 statute miles and have a flash rate sufficient to avoid a collision. These anti-collision lights must be operational.
- After the effective date of this rule, remote pilots operating under a waiver received prior to the effective date will be allowed to continue to operate at night under the provisions of that waiver without meeting the updated recurrent training requirement for a period of 60 days. All night waivers issued prior to the effective date of this rule that authorize deviation from § 107.29 Daylight Operation terminate 120 days after the publication of the rule.



Low Altitude Authorization and Notification Capability (LAANC)



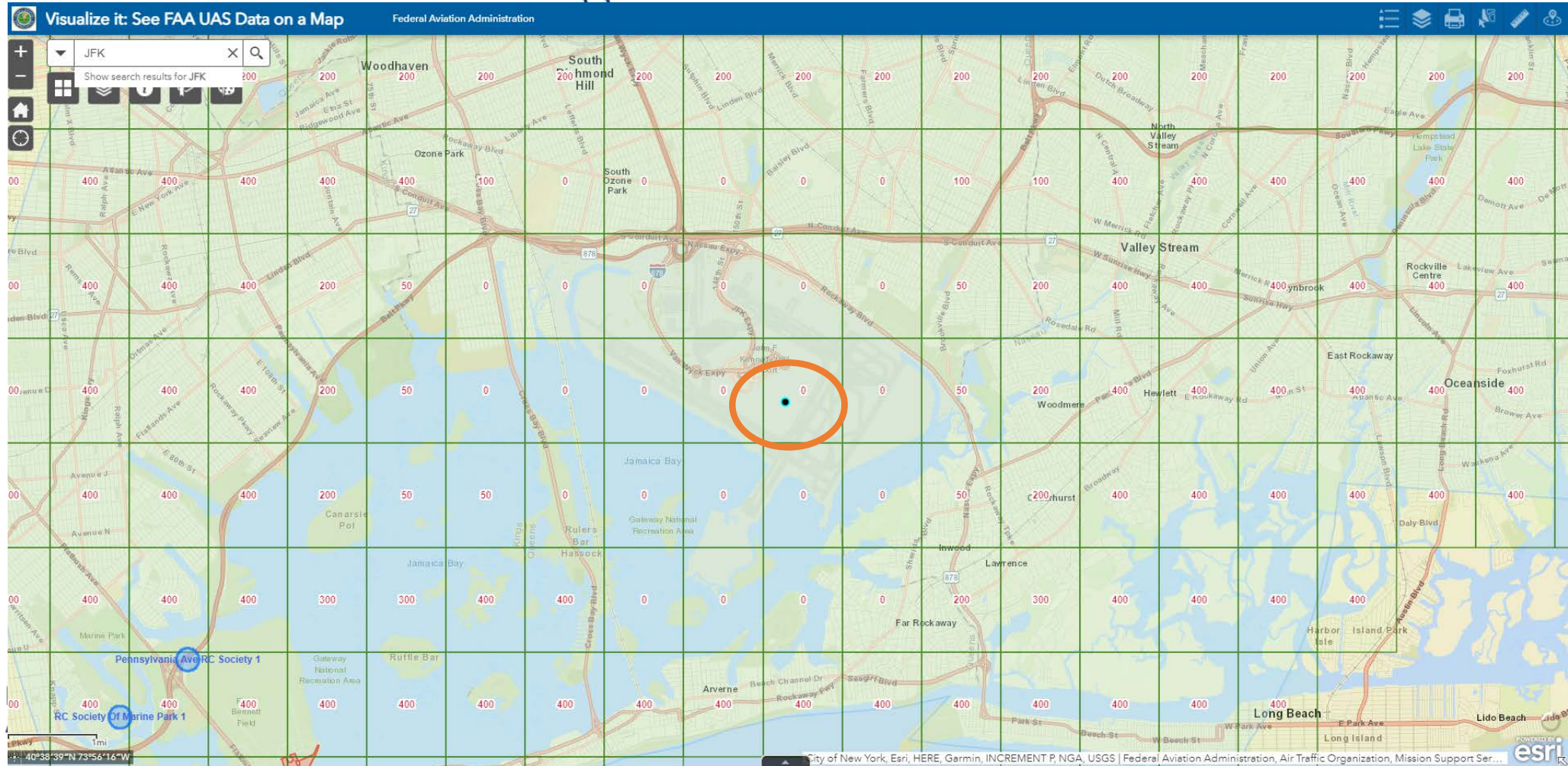
Federal Aviation
Administration

Goals

- Enable efficient notification and authorization services to small UAS operators
- Provide the data exchange framework for UAS traffic management (UTM)

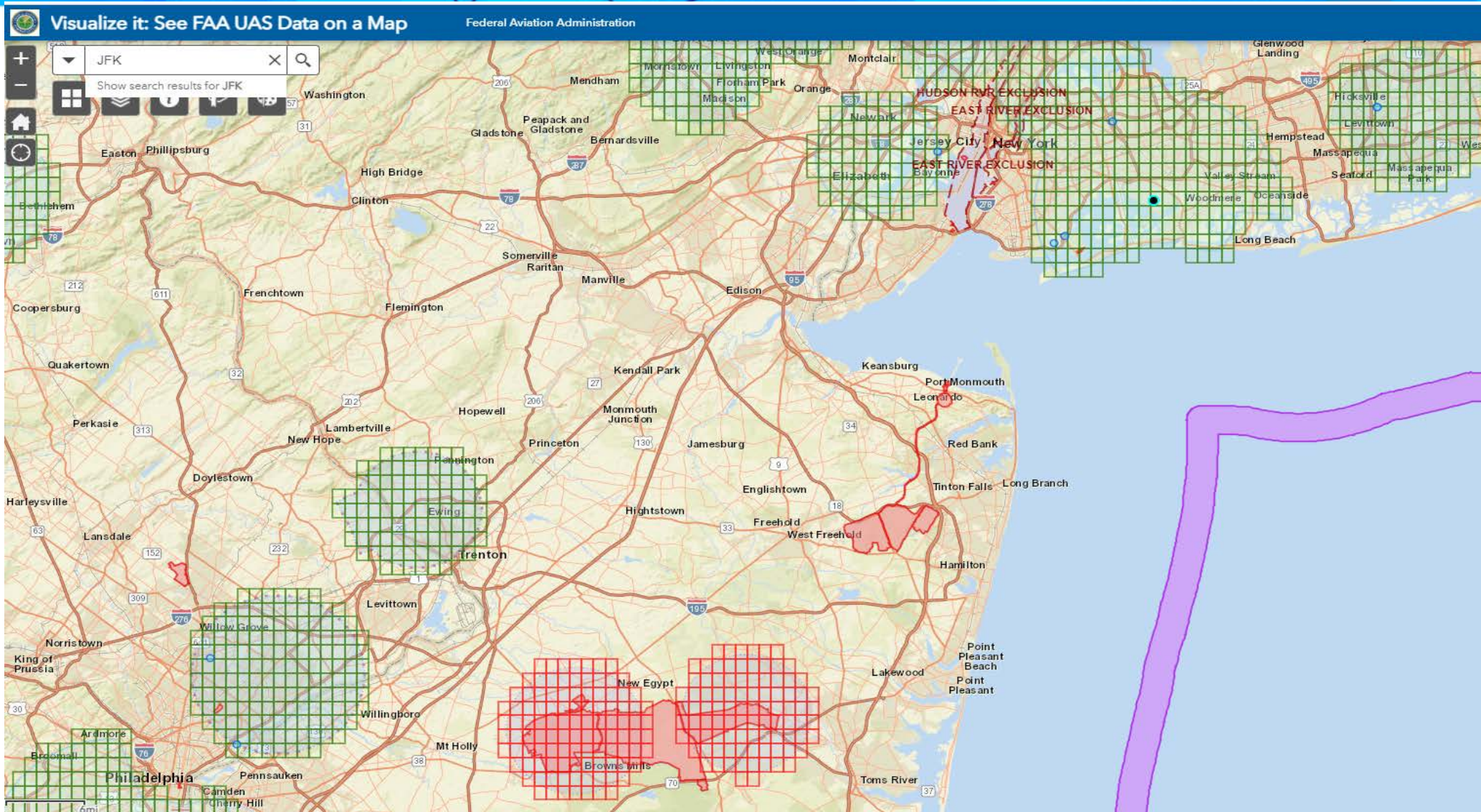


LAANC-JFK





LAANC-JFK





Additional Information/Questions?

- <https://www.faa.gov/uas>
- https://www.faa.gov/uas/getting_started/remote_id/
- https://www.faa.gov/uas/commercial_operators/operations_over_people/
- https://www.faa.gov/uas/getting_started/remote_id/fria/
- For questions about operations contact the UAS Support Desk:
UAShelp@faa.gov or 844-FLYMYUA
- FAA Office of UAS Integration Public Safety Liaison: Mike O'Shea, Program Manager,
michael.oshea@faa.gov or (202) 267-6164

