

JFK Airport Committee

New York Community Aviation Roundtable



Monday, September 11th, 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

- | | | |
|--|-----------------------|------|
| 1. Welcome/Roll Call | | 7:00 |
| 2. Minutes | Patrick Evans | 7:10 |
| 3. Airport Operations and Noise Complaints 2023 | Jacob Attwood, PANYNJ | 7:20 |
| 4. JFK Airport Fly Quiet Program | Clint, Bridgenet | 7:30 |
| 5. JFK Airport Capacity | | |
| i. JFK Airport Development Environmental Assessment | Adeel, Katie, PANYNJ | 7:40 |
| ii. Airport Capacity Member Poll | | 7:50 |
| iii. Video: Why NYC Has So Many Airports | | 8:00 |
| iv. Video: Community Health and Airport Operations (SEATAC) Implications for JFK Airport Communities | | 8:10 |
| v. Moving Forward: Identification of Problems/Goals/Next Steps | | 8:35 |
| 6. Public Comment Period(Time Permitting) | | 8:55 |
| 7. Adjournment | | 9:00 |

9:00

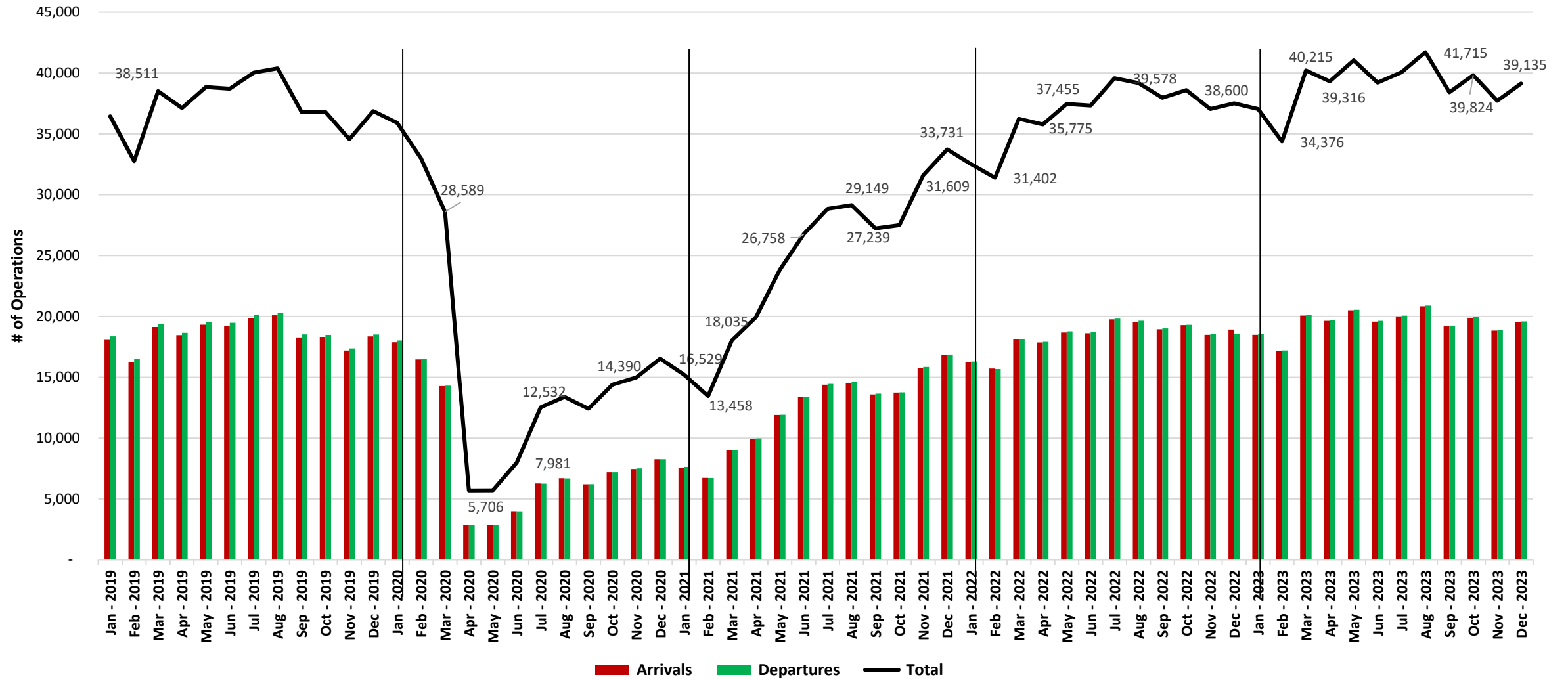
John F. Kennedy International Airport (JFK) Operations and Complaints

March 4, 2024



JFK 2019 to 2023 Operations Overview

All Arrivals and Departures: Jan 2019 to August 2023



Factors in Runway Selection

Runway Selection is determined by FAA based on the following criteria (in order of decreasing priority):

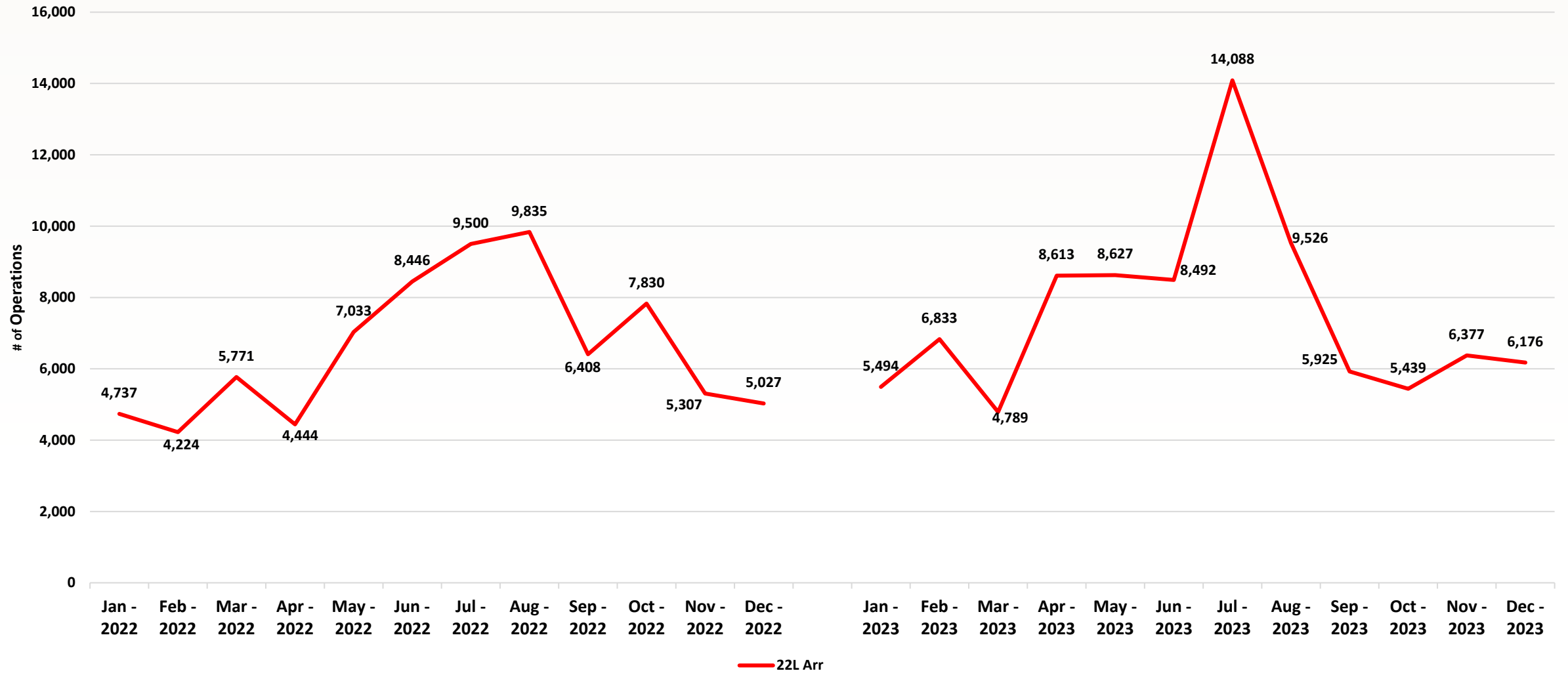
- Runway availability
- Prevailing wind and weather patterns
- Operational efficiency
- Community noise concerns

Flying into the wind provides the greatest margin of safety when landing or departing at any airport

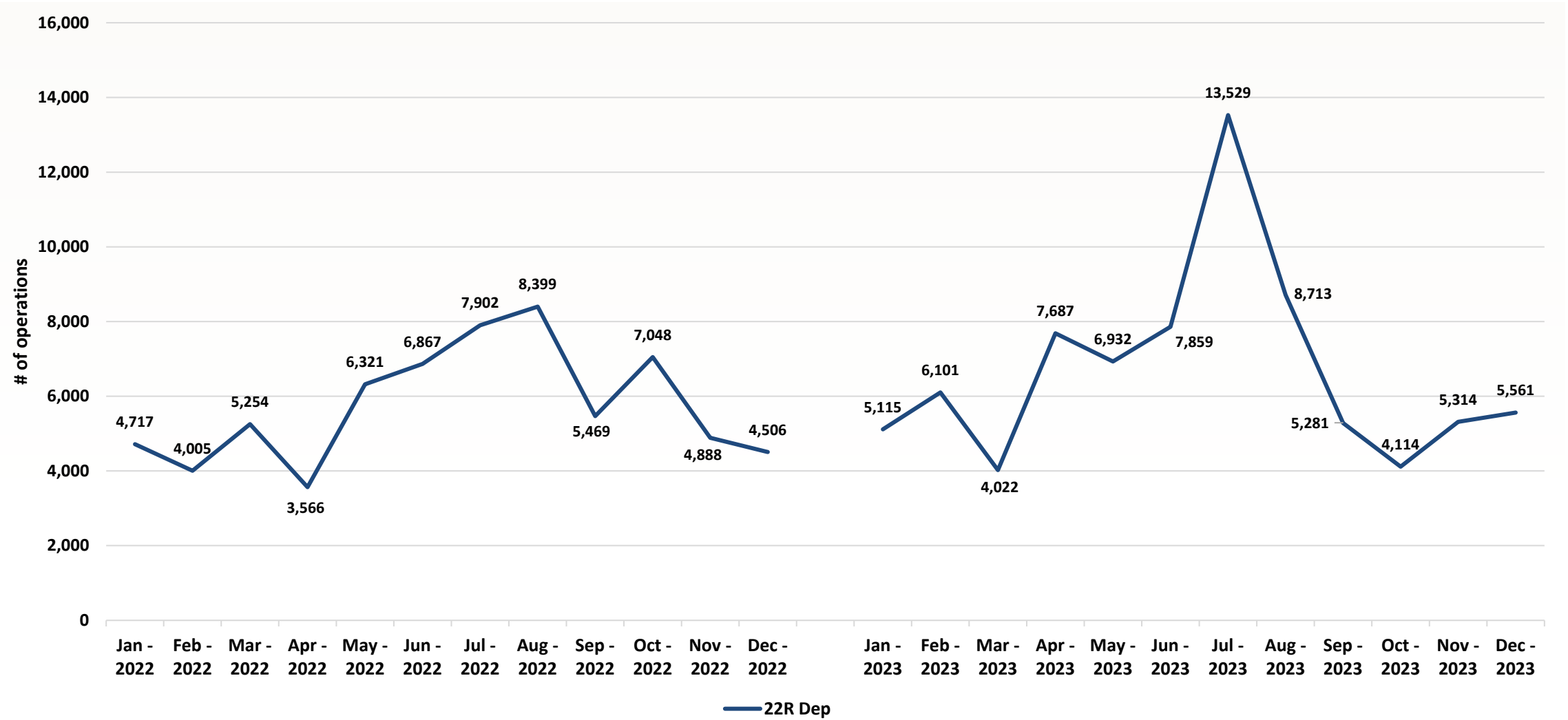
Operations By Runway for Past 13 Months

Month	Total Operations	4L Arr	4L Dep	4R Arr	4R Dep	13L Arr	13L Dep	13R Arr	13R Dep	22L Arr	22L Dep	22R Arr	22R Dep	31L Arr	31L Dep	31R Arr	31R Dep	Unk Arr	Unk Dep
Dec - 2022	37,515	893	5,625	5,797	0	893	9	5	1,155	5,027	0	463	4,506	1,282	7,265	4,544	32	14	2
Jan - 2023	37,045	704	5,013	5,010	0	683	3	3	936	5,494	0	492	5,115	1,295	7,448	4,805	32	3	5
Feb - 2023	34,376	375	3,299	3,107	1	1,485	11	2	1,861	6,833	0	712	6,101	1,061	5,915	3,594	11	2	9
Mar - 2023	40,215	835	6,401	6,328	1	2,134	5	4	2,683	4,789	0	418	4,022	1,186	6,987	4,379	34	0	6
Apr - 2023	39,316	476	4,184	4,046	0	2,682	5	5	3,381	8,613	0	813	7,687	643	4,387	2,359	27	2	9
May - 2023	41,040	663	4,341	4,268	0	4,238	12	9	5,558	8,627	0	802	6,932	485	3,682	1,401	12	5	6
Jun - 2023	39,208	580	4,960	4,654	0	1,356	3	5	1,680	8,492	0	743	7,859	869	5,122	2,869	9	0	5
Jul - 2023	40,063	172	1,718	1,730	0	523	0	3	679	14,088	1	1,105	13,529	644	4,113	1,733	8	6	7
Aug - 2023	41,715	596	4,688	4,921	0	1,579	5	12	1,990	9,526	0	975	8,713	710	5,467	2,505	10	4	11
Sep - 2023	38,417	1,201	8,519	8,408	0	886	1	3	1,201	5,925	0	417	5,281	554	4,212	1,779	12	4	14
Oct - 2023	39,824	627	4,707	4,891	1	2,795	12	22	3,507	5,439	1	434	4,114	1,097	7,523	4,576	65	5	14
Nov - 2023	37,716	520	3,937	4,133	0	895	31	1	1,117	6,377	0	661	5,314	1,338	8,408	4,911	55	3	8
Dec - 2023	39,135	869	6,292	6,432	0	1,047	3	3	1,243	6,176	1	577	5,561	854	6,461	3,590	14	3	9

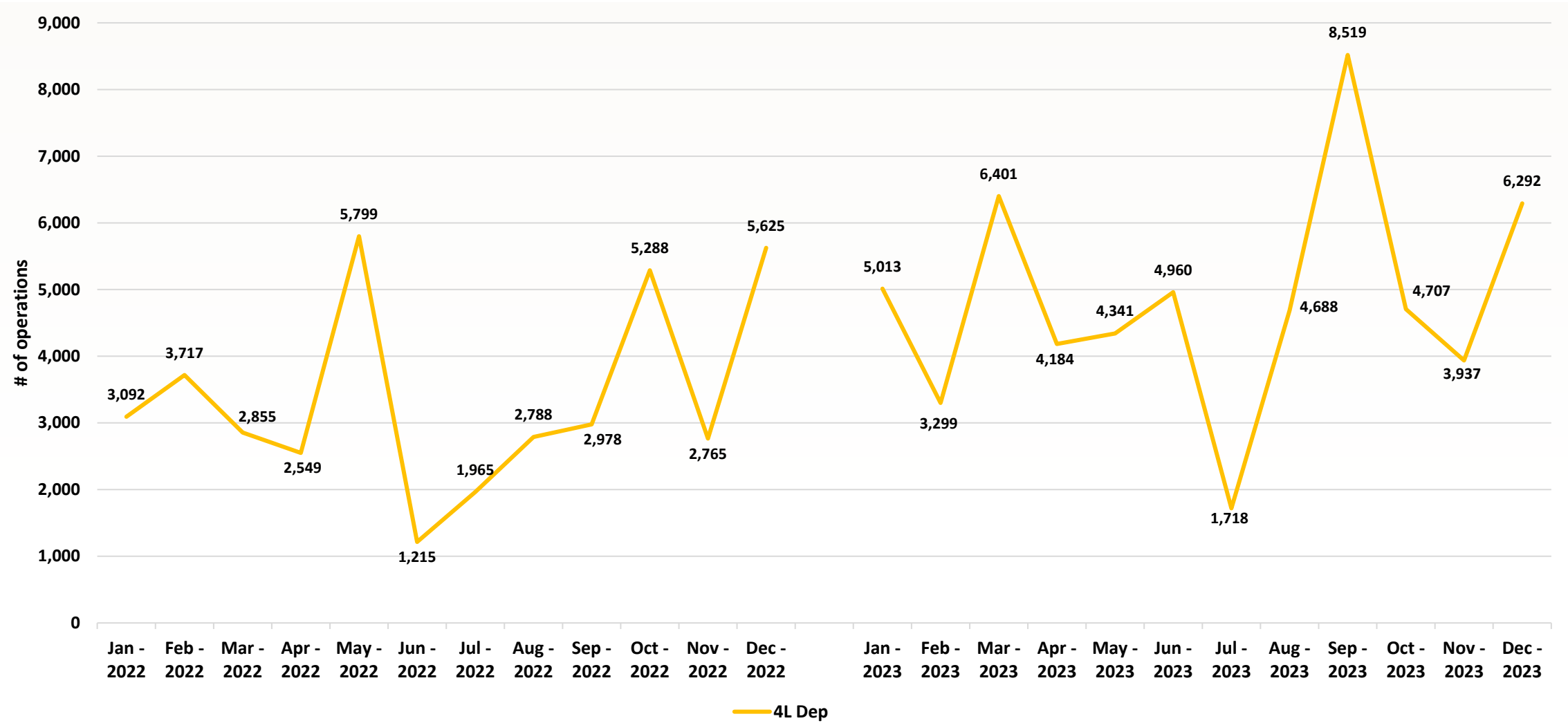
Runway 22L Arrival Comparison – 2022 to 2023



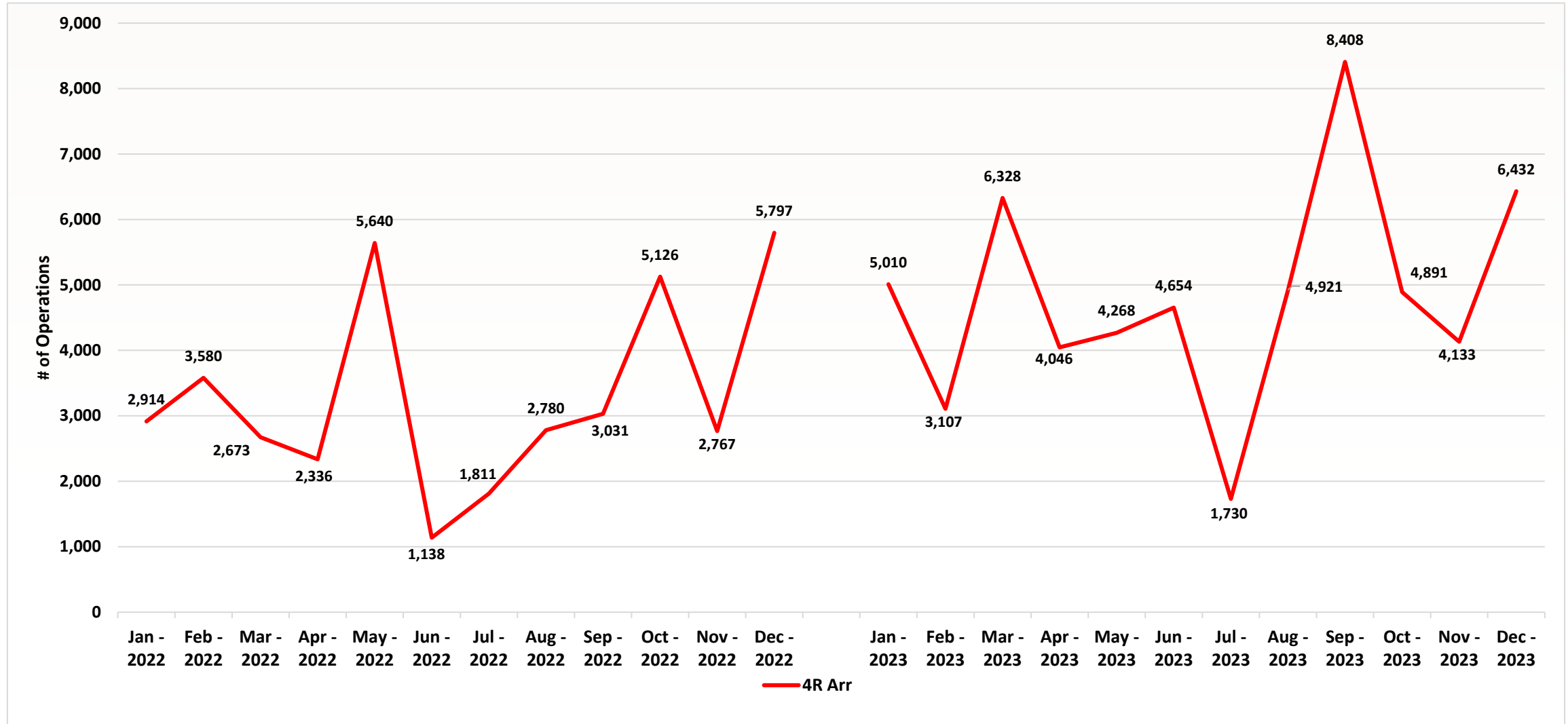
Runway 22R Departure Comparison – 2022 to 2023



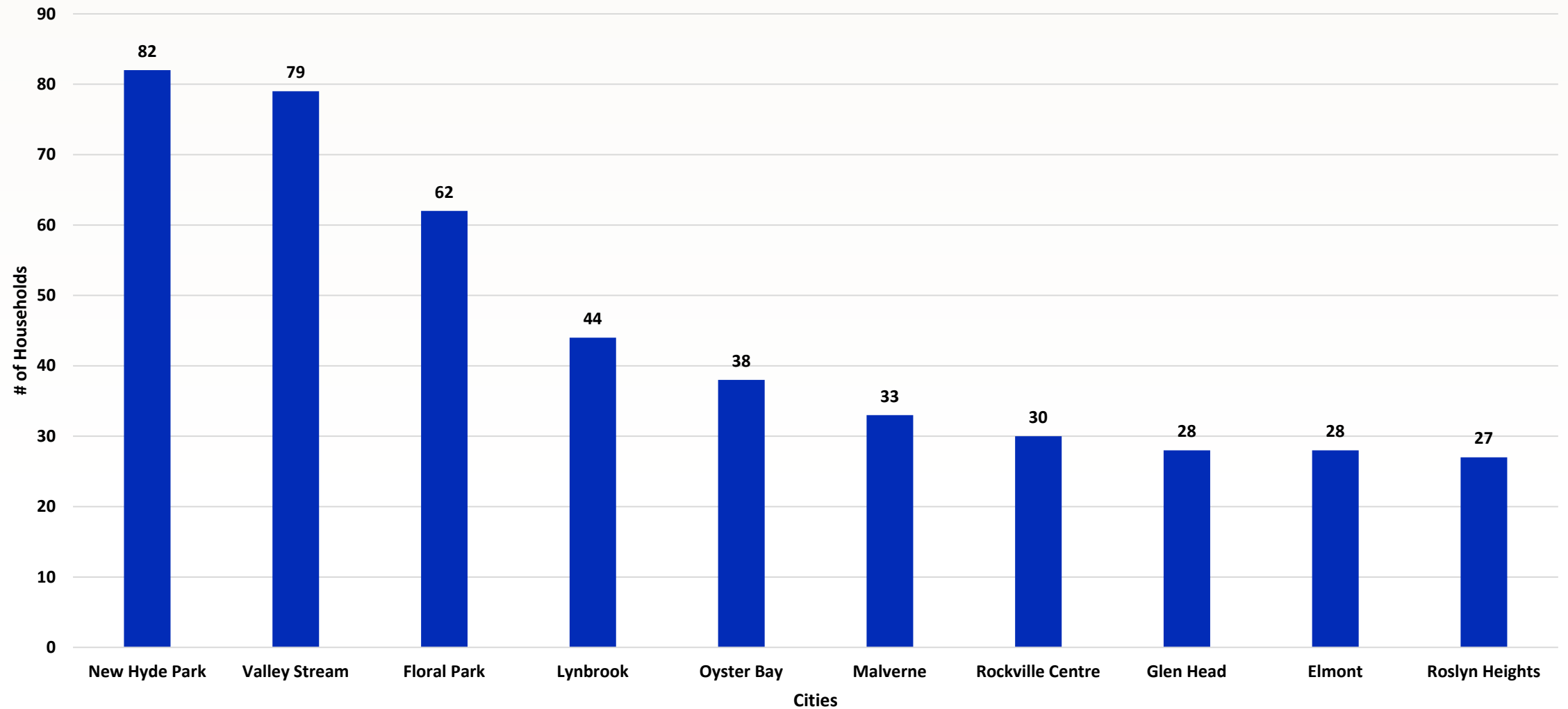
Runway 4L Departure Comparison – 2022 to 2023



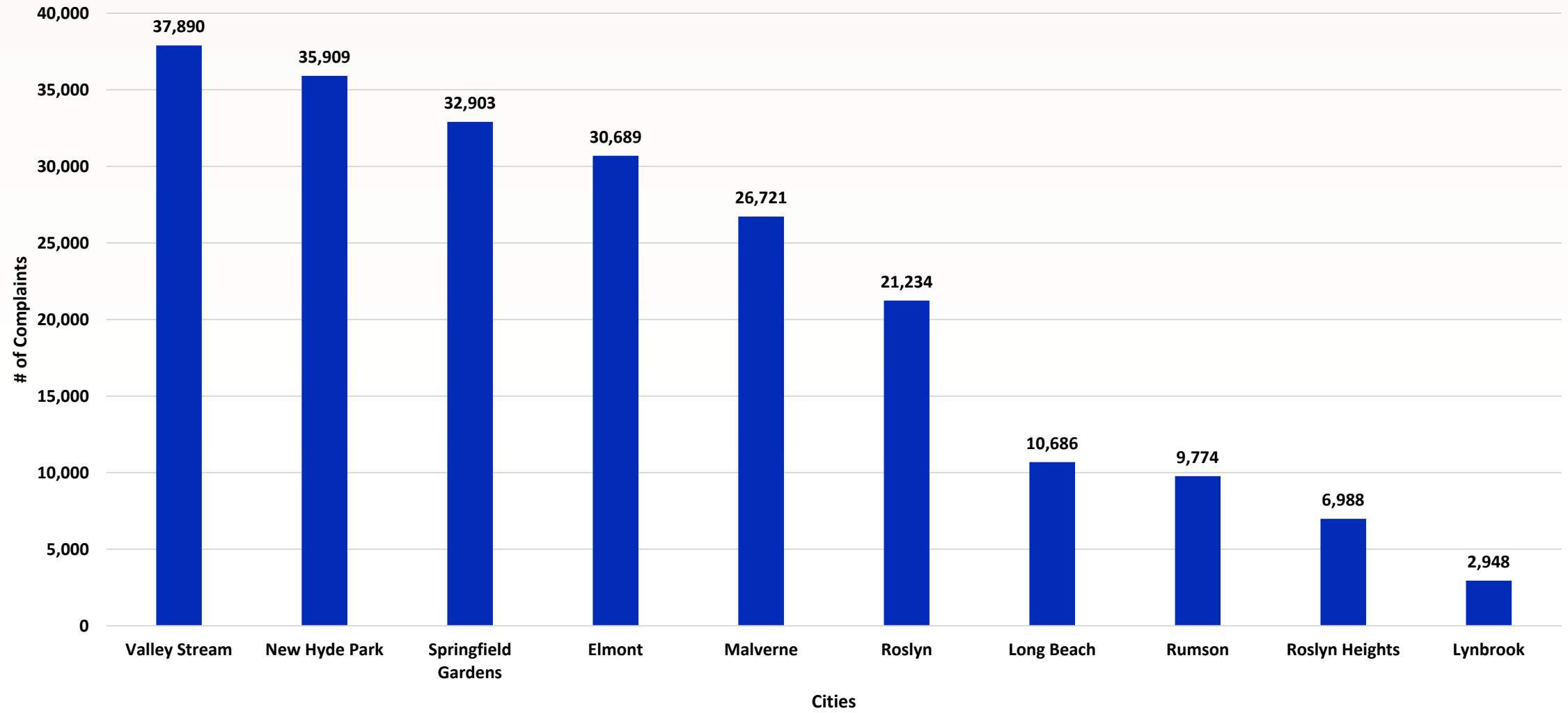
Runway 4R Arrival Comparison – 2022 to 2023



Geographical Distribution of Noise Complaints – Number of Households (Jan to Dec 2023)



Geographical Distribution of Noise Complaints – Number of complaints (Jan to Dec 2023)



Geographical Distribution of Noise Complaints by Households (Jan to Dec 2023)



- Showing all complaints collected via Port Authority Webform, Hotline, and 3rd party app
- Total of 865 household locations

Helpful Links

- PA Aircraft Noise webpage <https://aircraftnoise.panynj.gov/>
- Webtrak <https://webtrak.emsbk.com/panynj4>
- Submit a noise complaint <https://aircraftnoise.panynj.gov/submit-a-noise-complaint/>
- Monthly Reports <https://aircraftnoise.panynj.gov/reports/>
- Noise information and FAQs <https://aircraftnoise.panynj.gov/faqs/>

Thank You

Port Authority of New York and New Jersey

Fly Quiet Programs
JFK Roundtable Briefing

March 4, 2024



Agenda

- Background
- Status and Updates
- Q&A



Background



Background on PANYNJ Fly Quiet Programs

- Recommended program management measure in the Part 150s for all four PANYNJ airports
- Establish new programs at JFK, LGA, and EWR Airports
- Enhance and support the existing TEB Quiet Flying Program

What is a Fly Quiet Program?

- A voluntary **collaboration** of Port Authority, Airlines, aircraft operators and FAA air traffic controllers that **encourages** them to use suggested quieter aircraft, noise abatement flight procedures, and preferential runways



**Awareness
Campaign**

**Data
Reporting**

**Benefits
beyond the
65 DNL
contour**

Benchmarking and Development

- Benchmarking conducted in 2022
 - Surveys and interviews of other airports with FQPs nationwide
 - Review of Part 150 comments, suggestions, and recommendations in the NCP Appendices
- Technical Focus Groups 2022-2023
 - Involving airlines, operators, airports and the FAA
 - Working together to develop the FQPs

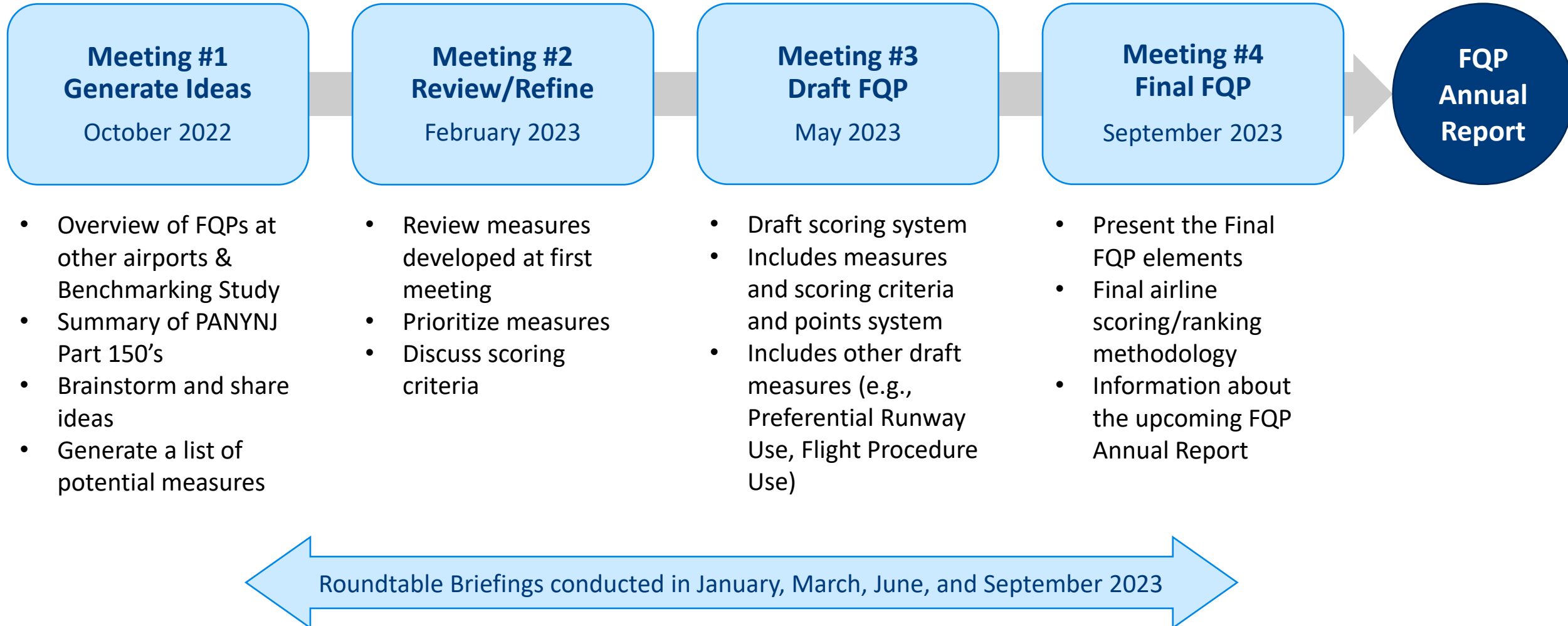
Airports interviewed and researched:

San Francisco Intl.
San Diego Intl.
Seattle-Tacoma Intl.
Aspen/Pitkin County
Teterboro Airport
Los Angeles Intl.
John Wayne Airport
O'Hare International
Jackson Hole Airport
Philadelphia Intl.

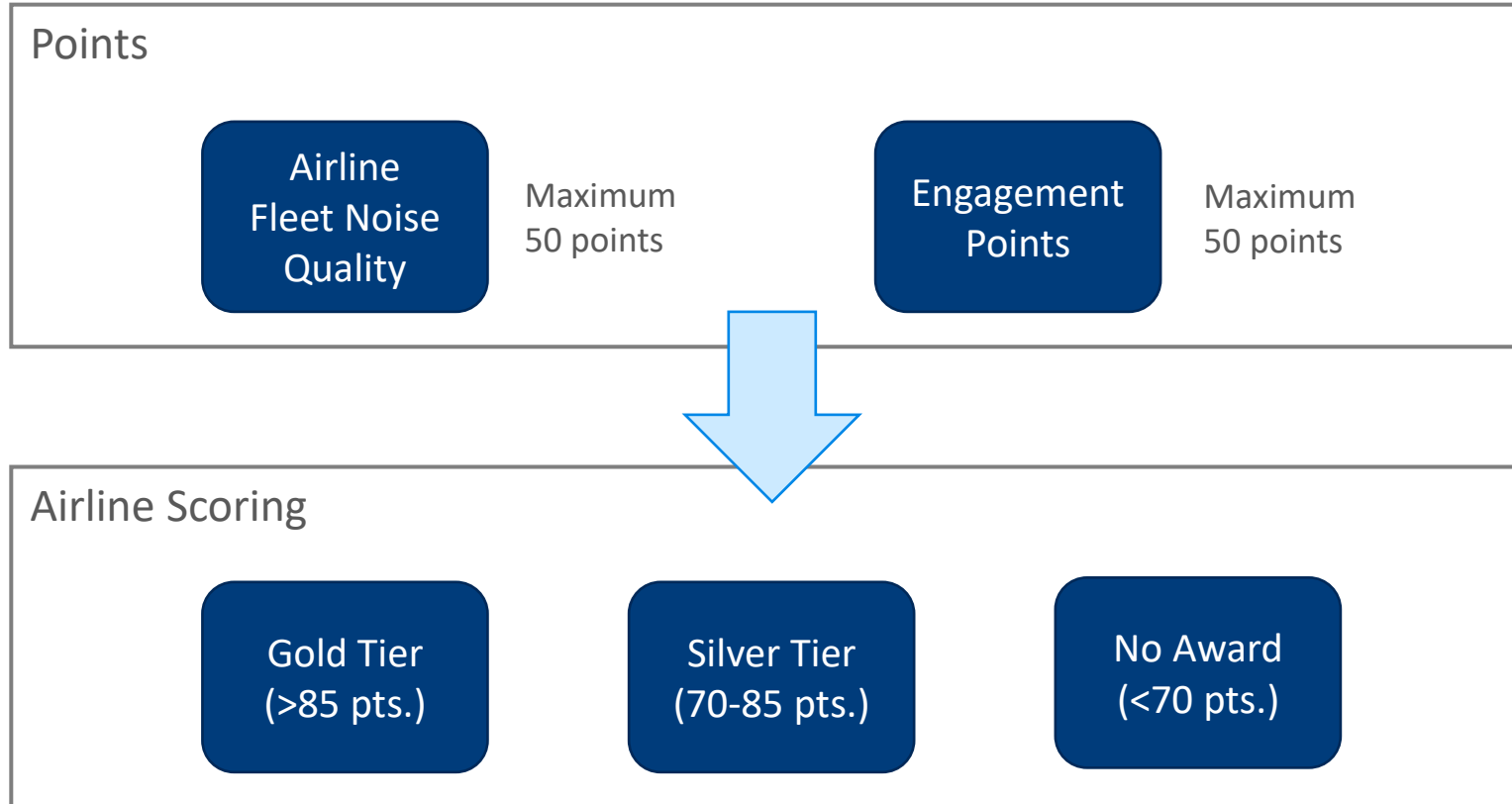
Status and Updates



Program Development, 2022-2023



Scoring System Overview



A Database has been developed using ANOMS data to categorize airlines and determine scores based on airline fleet mix (i.e., Noise Stage data).

Top Tiers will be recognized in the FQP Annual Report:

- ✓ Awarded in each airline category (Air Carrier, Regional, Int'l., Cargo)
- ✓ Scored on a scale of 0 to 100

Airline Scoring Details

Scoring Categories		Max. Points
Airline Fleet	<p>Fleet Noise Quality:</p> <ul style="list-style-type: none"> Weighted average of an airline’s operations and the certificated “Noise Stage” of each aircraft For airlines with minimum of 365 operations per year (operation is one arrival or one departure) 	50
Engagement	Participate in FQP Focus Group annual virtual briefing(s) – includes 2022 and 2023	10
	<p>Participate in Roundtable Meetings (for JFK and LGA only)</p> <ul style="list-style-type: none"> Up to four meetings per year, 2.5 points per meeting, 10 points maximum 	10
	<p>Access and review the FQP Dashboard Reporting site once per quarter</p> <ul style="list-style-type: none"> Tracked four times per year, 2.5 points per login, 10 points maximum 	10
	Provide copies of pilot training/educational materials on noise abatement and Fly Quiet along with the date(s) training was conducted	10
	Provide information/documentation on airline fleet noise reductions (vortex generators, etc. installed on the aircraft; pilot operating techniques; NADP; etc.)	5
	Provide information/documentation on any annual airline sustainability practices/offsets/etc.	5
Total:		100

Airport-wide Statistics for Annual FQP Report

- Provide statistics on noise and operations that are reported airport-wide *(not a part of an airline's score)*
 - Airport-wide fleet mix by Noise Stage
 - Runway use including late-night hours
 - Flight procedure use
- Recognizes the FAA's participation and role in runway selection and flight procedure selection

Annual Report Preview



2022 Annual Report

- Separate report for each airport (JFK, LGA, EWR)
- Based on annual data for Calendar Year 2022
- Brief, 10-page summary of Airline Awards and metrics
- Graphical, easy-to-read format

FQP Reports were released in February on the PANYNJ website



 **John F. Kennedy**
International Airport

Fly Quiet Program

Annual Report

2022



**CONGRATULATIONS TO THE WINNERS
OF THE JFK FLY QUIET AWARDS**






2022

GOLD TIER



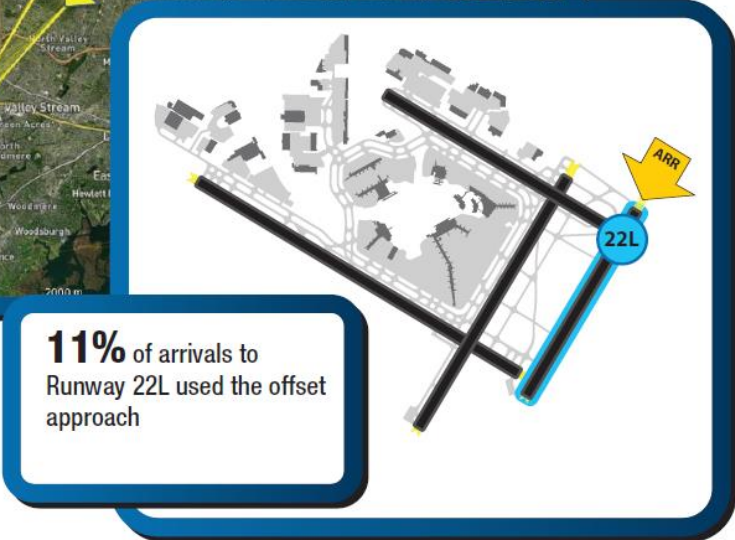
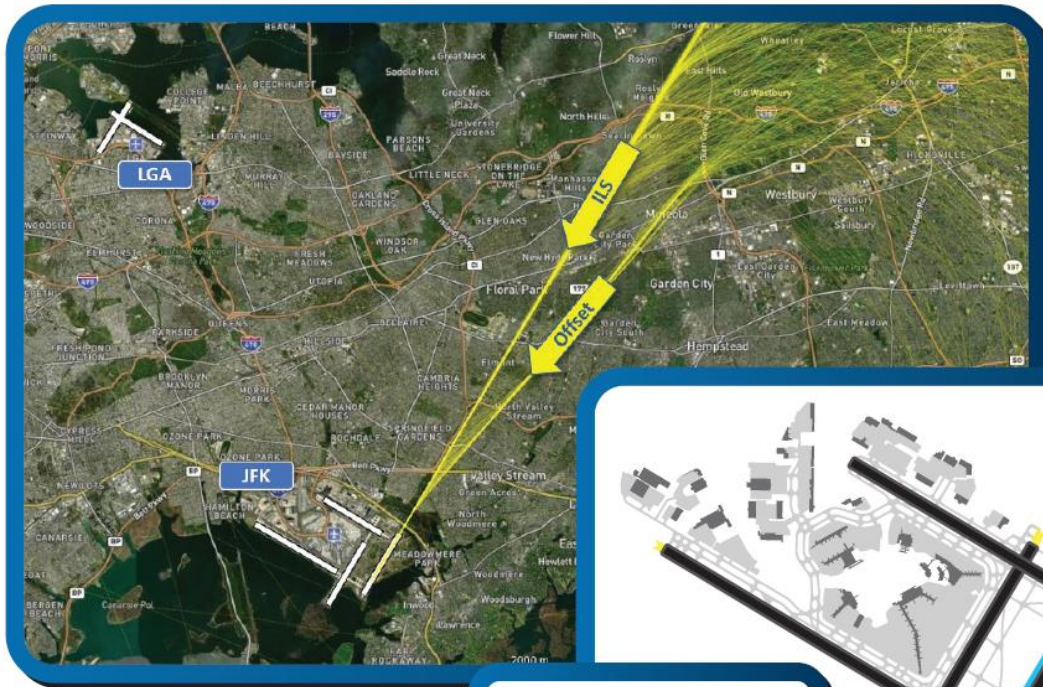
SILVER TIER



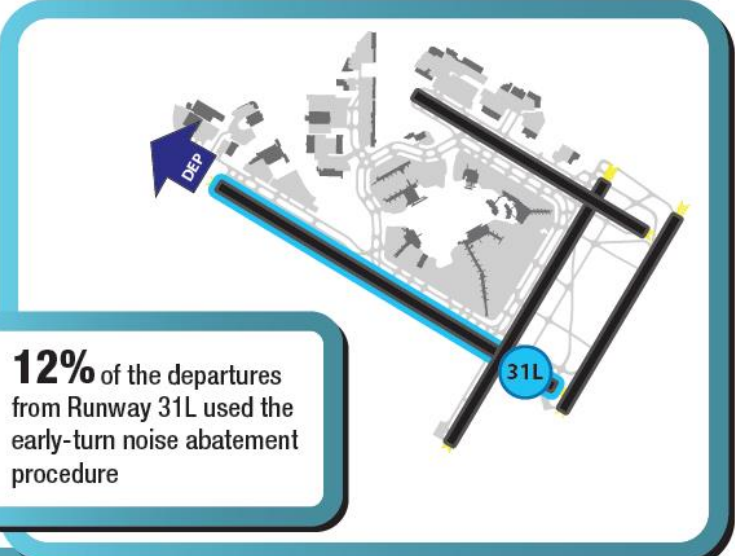
	GOLD TIER	SILVER TIER
DOMESTIC MAJOR AIR CARRIER	GOLD TIER WAS NOT AVAILABLE FOR THE YEAR 2022.*	American Airlines  jetBlue AIRWAYS DELTA UNITED 
INTERNATIONAL AIR CARRIER	GOLD TIER WAS NOT AVAILABLE FOR THE YEAR 2022.*	Emirates  NORSE 
REGIONAL AIR CARRIER	GOLD TIER WAS NOT AVAILABLE FOR THE YEAR 2022.*	NONE
CARGO AIRLINE	GOLD TIER WAS NOT AVAILABLE FOR THE YEAR 2022.*	ups 

**Gold Tier was not available because the program was still under development and not all of the engagement points categories from the previous page were available to be earned (i.e., roundtable meeting participation and dashboard reports).*

Reporting on Flight Procedure Use



11% of arrivals to Runway 22L used the offset approach



12% of the departures from Runway 31L used the early-turn noise abatement 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

Next Steps

- Release 2022 FQP Reports – February 2024
 - Website posting, roundtable briefing, airline focus group meeting
- Release 2023 FQP Reports – April 2024
 - Website posting, roundtable briefing, airline focus group meeting
- Future years – release Annual Reports in April of the following year

Discussion



Airport Capacity and JFK Redevelopment

March 4, 2024

Airport Capacity and JFK Redevelopment EA

- Airport Capacity in General:
 - ✓ Airfield capacity is a measure of the maximum number of aircraft operations that can be accommodated on the airport.
 - ✓ JFK is currently slot-controlled and is limited to 81 aircraft operations per hour between 6:00 a.m. and 10:59 p.m. seven days a week. The slot controls are based on runway capacity limitations.
 - ✓ Demand for JFK infrastructure significantly exceeds capacity during peak periods and without demand management strategies (such as slot controls), there would be unacceptable delays.
- JFK Redevelopment EA:
 - ✓ The purpose of the Redevelopment Program is to accommodate current and projected passengers with an acceptable level of service (LOS) at JFK.
 - ✓ The Proposed Action would not increase the runway or airspace capacity of the Airport. Unlike a project intended to facilitate new runway capacity (e.g., a new or extended runway), the Purpose and Need of the Redevelopment Program is to accommodate the current forecasted growth at JFK at an acceptable level of service. **The current forecasted increase in passengers will take place with or without the new gates.**
 - ✓ The runway capacity limitations will not change as a result of the terminal gates added by the Proposed Action (i.e. due to slot controls in place, additional gates do not translate into more aircraft operations).

JFK Terminal Capacity

- LOS for terminal facilities is defined in the EA as providing:
 1. Sufficient terminal gates sized to accommodate the current and projected aircraft fleet mix so that every aircraft operation will be accommodated at a contact gate and boarding at aircraft hardstand parking positions will not be needed.
 2. Sufficient space in public areas within the terminal (i.e., check-in, security screening, passenger hold room areas, concessions, and restrooms) to avoid or minimize overcrowding.
 3. Sufficient concourse corridor widths to provide area for movement assistance devices such as moving walkways, wheelchairs and baggage carts.
 4. Sufficient space for loading and unloading vehicles in close proximity to the terminals to reduce vehicle wait times and improve pedestrian safety, while simultaneously meeting Transportation Security Administration (TSA) recommendations for the setback of ground transportation areas from passenger terminals.
 5. More intuitive and direct roadway connections from the Van Wyck and JFK Expressways to improve wayfinding and minimize vehicle travel distance and congestion.

JFK Terminal Capacity

- Following table from the EA shows that the terminals at JFK are currently way over capacity:

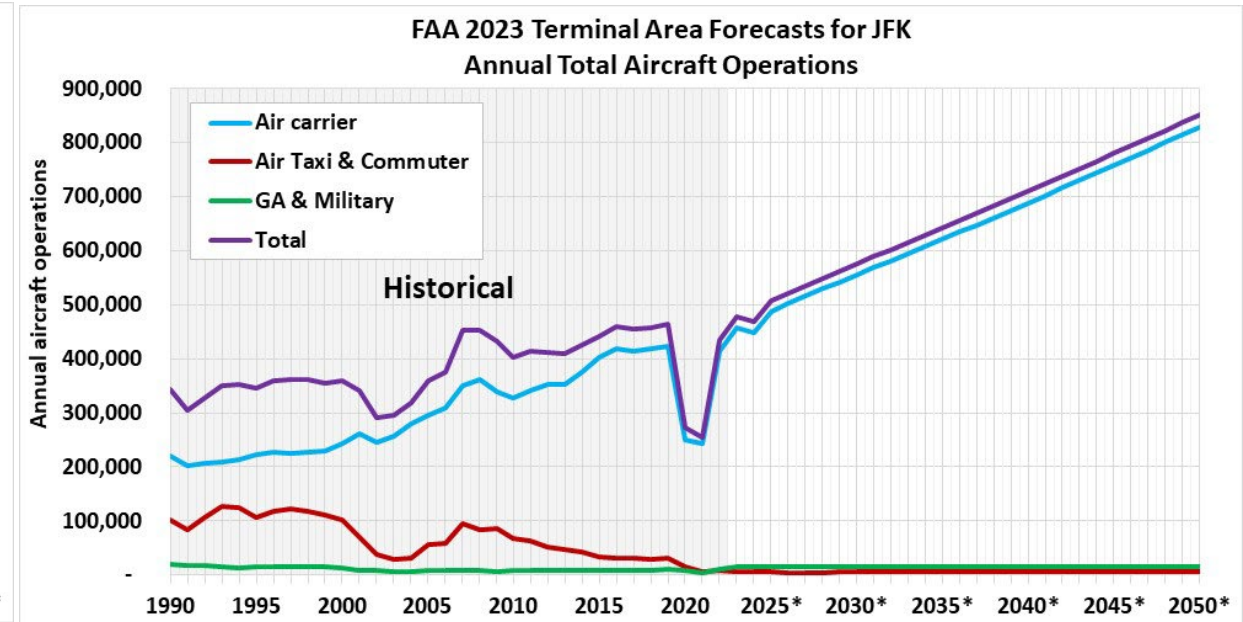
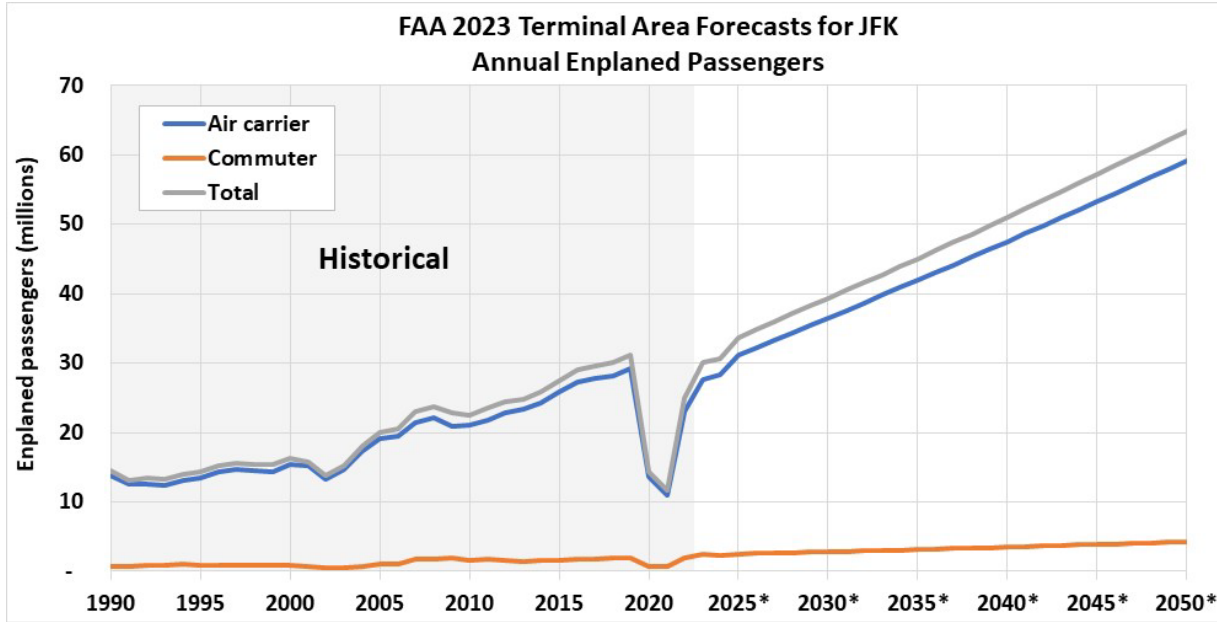
TABLE 1-1 TERMINAL DESIGN CAPACITY AND DEMAND LEVELS
John F. Kennedy International Airport

TERMINAL	YEAR OPENED	CURRENT DESIGN CAPACITY (ANNUAL PASSENGERS)	2018 PASSENGER LEVELS	PERCENT OF EXISTING PASSENGER LEVELS TO DESIGN CAPACITY
Terminal 1	1998	7,000,000	7,605,053	109%
Terminal 2	1962	1,500,000	4,251,822	283%
Terminal 4	2001	17,500,000	21,572,752	123%
Terminal 5	2008	14,000,000	14,589,513	104%
Terminal 7	1972	1,500,000	4,637,733	309%
Terminal 8	2007	6,500,000	8,966,794	138%

- From the EA: “Presently there are not enough gates at JFK to accommodate the level of activity occurring at the Airport; as a result, some passengers must deplane and board aircraft at remote aircraft parking areas (“live aircraft hardstand parking positions”). This is an inconvenience to passengers and a poor LOS for a modern airport. Although JFK is not currently able to accommodate all aircraft at the gates, this has not curtailed the growth in airline activity. Therefore, there is no correlation between the number of available gates and the level of aircraft operations.”

FAA TAF

- The Terminal Area Forecast (TAF) system is the official forecast of aviation activity at FAA facilities. These forecasts are prepared to meet the budget and planning needs of FAA and provide information for use by state and local authorities, the aviation industry, and the public.



•From JFK Redevelopment EA:

➤ The growth rates associated with the FAA TAF and Port Authority forecasts are not driven by the Redevelopment Program described in this EA. At JFK, the Region's large population and higher than average per capita income enables it to generate a high volume of local air travel demand. A strong business, tourism, and employment base, and other related factors also contribute to the Region's passenger demand. The Region is a major destination center for business and tourism for both domestic and international travelers; therefore, demand for air travel to the Region is expected to maintain consistent growth whether the Redevelopment Program is implemented or not.

JFK Redevelopment EA Forecast

TABLE 2-1 UNCONSTRAINED PASSENGER FORECASTS – PORT AUTHORITY AND FAA TAF COMPARISON 2017 THROUGH 2030
John F. Kennedy International Airport

YEAR	PORT AUTHORITY PASSENGER FORECAST (X1,000)			FAA 2017 TAF	% DIFFERENCE BETWEEN PORT AUTHORITY (TOTAL) AND FAA TAF
	DOMESTIC	INTERNATIONAL	TOTAL		
2017	28,772	31,786	60,558	58,874	2.86%
2018 ⁵⁸	29,088	32,451	61,539	58,947	4.40%
2019	29,404	33,116	62,520	60,730	2.95%
2020	30,353	35,110	65,463	62,495	4.75%
2021	30,909	35,914	66,823	64,231	4.04%
2022	31,465	36,718	68,183	65,973	3.35%
2023	32,022	37,521	69,543	67,706	2.71%
2024	32,578	38,325	70,903	69,445	2.10%
2025	33,134	39,129	72,263	71,184	1.52%
2026	33,747	40,089	73,836	72,937	1.23%
2027	34,360	41,049	75,409	74,713	0.93%
2028	34,972	42,008	76,980	76,500	0.63%
2029	35,585	42,968	78,553	78,317	0.30%
2030	36,198	43,928	80,126	80,133	-0.01%

Note: The FAA's TAF reports total passenger enplanements defined as the total number of passengers that departed on an outbound flight at the origin airport. The Port Authority forecast reports total passengers in terms of total number of passengers that arrive on an inbound flight and depart on an outbound flight. FAA numbers were doubled to portray both arriving and departing passengers. These passenger projections are the same under the constrained and unconstrained condition.

Source: The Port Authority of New York and New Jersey Aviation Demand Forecasts, John F. Kennedy International Airport, June 2017; FAA 2017 TAF and L&B Analysis

- The FAA considers an airport's forecasts consistent with the agency's TAF if, "For all classes of airports, forecasts for total enplanements, based aircraft, and total operations are considered consistent with the TAF if they meet the following criterion: Forecasts differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period.

TABLE 2-2 COMPARISON OF CONSTRAINED AND UNCONSTRAINED AIRCRAFT OPERATIONS FORECASTS
John F. Kennedy International Airport

Forecasts	2016	2020	2025	2030
Unconstrained Annual Aircraft Operations	452,415	489,947	534,883	577,094
Constrained Annual Aircraft Operations	452,415	482,000	521,000	521,000
Difference	0%	-2%	-3%	-10%

Source: Port Authority, 2019.