

JFK Airport Committee

New York Community Aviation Roundtable



Monday, March 3, 2025

7:00 - 9:00 PM

Zoom Meeting

Chairperson: Barbara E. Brown

Executive Board

Dan Mundy, 1- Vice Chair

Vacant, 2- 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. Assessing Airport Related Noise and Air Pollution Levels in South East Queens
Eastern Queens Alliance, Inc. Research Report
Jordan Bryan, Env. Justice Research Assistant, EQA
4. JFK Airport Committee Recommendations on Airport Capacity and Runway Use
JFK Executive Committee
5. PANYNJ Briefing on Airport Stats (ops, runway use and complaints)
Jacob Atwood, PANYNJ
6. Public Comment Period (Time Permitting) 8:50
7. Adjournment 9:00

JFK Airport Committee of NYCAR (JFKAC)

NEW YORK COMMUNITY AVIATION ROUNDTABLE (NYCAR)



*Barbara E. Brown,
Chair*

*Daniel Mundy
Vice Chair*

*Patrick Evans
Recording Secretary*

January 3, 2025

The Honorable:

Congressman Thomas Suozzi
Congressman Anthony D'Esposito
Congressman Gregory W. Meeks
Congressman Hakeem Jeffries
State Senator Patricia Canzoneri-Fitzpatrick
State Senator Jack Martins
State Senator Kevin Thomas
State Senator James Sanders
State Senator Leroy Comrie
State Senator Joseph Addabbo
Assembly Member Khaleel Anderson
Assembly Member Ari Brown
Assembly Member Alicia Hyndman
Assembly Member Vivian Cook
Assembly Member Stacey Pheffer Amato
Assembly Member Edward Ra
Assembly Member Clyde Vanel
Assembly Member Judy Griffin
Council Member Joann Ariola
Council Member Selvena Brooks-Powers
Council Member Adrienne Adams
Council Member Nantasha Williams
Borough President Donovan Richards
Nassau County Executive Bruce Blakeman

Dear Elected Representatives who are Members of the JFKAC of NYCAR,

Since NYCAR's formation in February 2017 and the subsequent convening of the JFK Airport Committee, the JFK Airport Committee has worked to educate its members on airport operations and its associated leadership and logistics. In the process, we have engaged with representatives from both the Port Authority of New York and New Jersey as well as the Federal Aviation Administration. One of our key goals and consistent messages has been that ***"the people on the ground are stakeholders too."*** The health, safety and quality of life of these stakeholders need to be taken into account as decisions are made by the FAA and PANYNJ the safety, needs and satisfaction of the flying public and airlines.

To date, initiatives directed toward the people on the ground have basically been the creation of job and entrepreneurial opportunities. And while this attention is certainly relevant as well as appreciated, it fails to address the critical, essential health, safety and quality of life concerns of those who live near JFK airport and under its flight paths.

The JFK Airport Committee (JFKAC) has served as a voice for these stakeholders. During quarterly meetings, we have provided a forum for the concerns of meeting participants and shared their frustrations and concerns with airport representatives and yet we see little appreciable return. This communication serves to highlight those concerns for you, our elected officials, and to enlist your active support in advocating for us -- the constituents you are mandated to serve.

JFK Airport Committee Concerns

- **Airplane Noise Related to Runway Usage and Flight Path Dispersion:** Runways 4L22/R AND 4R/22L are the most utilized runways at JFK Airport. In recent years, their usage has increased significantly, and this is a serious pain point for stakeholders on the ground. High noise levels from low-flying planes using these runways prevent residents from the peaceful enjoyment of their homes, rob them of a decent night's sleep, and have been linked to mental and physical illness. Long Island and Queens residents complain that low flying airplanes combined with Next Gen restricted flight paths have significantly contributed to increased and persistent noise above their communities. These complaints come from those who live 10-20 miles outside of the airport. They also describe the experience of those living, working and playing in communities within a 1-10 mile radius, and who are consistently subjected to noise levels of 60 DNL and higher. The excessive and uneven use of Runways 4L22/R AND 4R/22L pose serious health and quality of life threats to the stakeholders on the ground; and it must be addressed.
- **Air Pollution:** Airplane noise pollution is compounded by the emission of ultrafine particulate matter disburshed by jet engines. These particles are small enough to lodge themselves in human organs. They can cause inflammation and exacerbate chronic illness (as witnessed during the recent COVID epidemic, where it was found that people living in areas of high air pollution were most likely to suffer the most severe outcomes).

The air quality in communities surrounding the airport is further compromised by the high volume of air cargo truck and commuter traffic. Environmental justice communities, located within the 10-mile radius of the airport, endure toxic emissions from diesel trucks at off-airport Business Industrial District warehouses and truck repair shops, as well as from several warehouses embedded within non-BID residential communities.

JFK Airport Committee Recommendations

- The JFK AC has made numerous recommendations to address our concerns, both in our committee meetings and through various comment periods, including:

- ✚ a lowering of the DNL from 65 to 55
- ✚ a curfew on nighttime flights in and out of JFK
- ✚ lowering of the number of flights per hour
- ✚ more equitable usage of JFK runways
- ✚ adoption of continuous descent procedures on final approach
- ✚ increased utilization of other local airports such as Stewart and Teterboro Airports
- ✚ an air quality study

To date, JFK AC recommendations to mitigate the harms have for the most part either been politely dismissed, rejected or judged as not feasible by the FAA and Port Authority. **Yet there must be recourse for communities who sacrifice health, safety and quality of life at the hands of a thriving commercial enterprise that benefits both private and public interests to the tune of \$51 Billion per year.**

A Call to Action...Here is What We Need From You

1. **Funding for an Independent Feasibility Study:** The JFK AC seeks an independent and professional provider -- respected and versed in the intricacies of aviation -- to analyze the concerns and recommendations raised by our resident stakeholder communities and to offer sound and feasible protocols and solutions. *This will require funding.*

The Feasibility Study should address the above JFK AC concerns with a view to making specific, informed recommendations on goals, strategies and procedures that address, among other interventions:

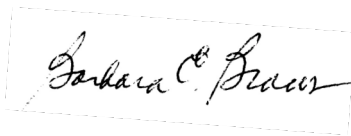
- equitable runway usage, management and air traffic control procedures that consider the safety and comfort of both the passengers in the air as well as the stakeholders on the ground;
- capping of the number of passengers for JFK International Airport rather than the unbridled advocacy for unlimited passenger growth;
- redirection of passenger and air cargo traffic to other airports, such as Stewart and Teterboro;
- development of alternate travel systems, such as light rail or high speed rail to support short - distance domestic travel
- implementation of a JFK "perimeter" rule redirecting short-distance flights (less than an hour) from JFK Airport International Airport.

NOTE: The JFK AC of NYCAR has received no financial support over the years. When juxtaposed against the \$20 Billion investment in the JFK Redevelopment initiative, it seems little enough to ask for support that will address the quality of life and health needs of your voting constituents...the people on the ground.

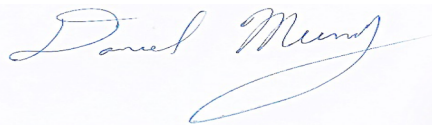
2. **We ask that you actively** put pressure on the FAA to acknowledge and agree to address the air and noise pollution harms and risks resulting from the well-documented disproportionate usage of runways 4/22L and 13L.
3. **Finally, engaged, active representation on the JFK Airport Committee** is critical. Too often, those representing our electeds fail to attend JFK AC meetings. This means that you, the elected official who holds membership on the JFK Airport Committee of NYCAR, are not kept abreast of the issues at hand and do not participate in the business of the JFKAC. We have observed that the most involved committee members are those who actually live within affected communities. We ask that you consider this when assessing your representation on the JFK AC and that you hold your representatives accountable for regular attendance and for providing you with feedback from these important meetings.

Thank you for your attention to our position and consideration of our requests. We look forward to meeting with you to discuss our requests with you. lsakdjflsdkjhg

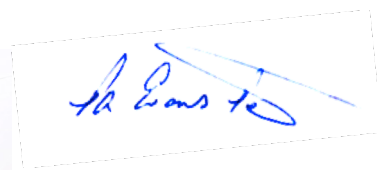
Very truly yours,



Barbara E. Brown



Dan Mundy



Patrick Evans

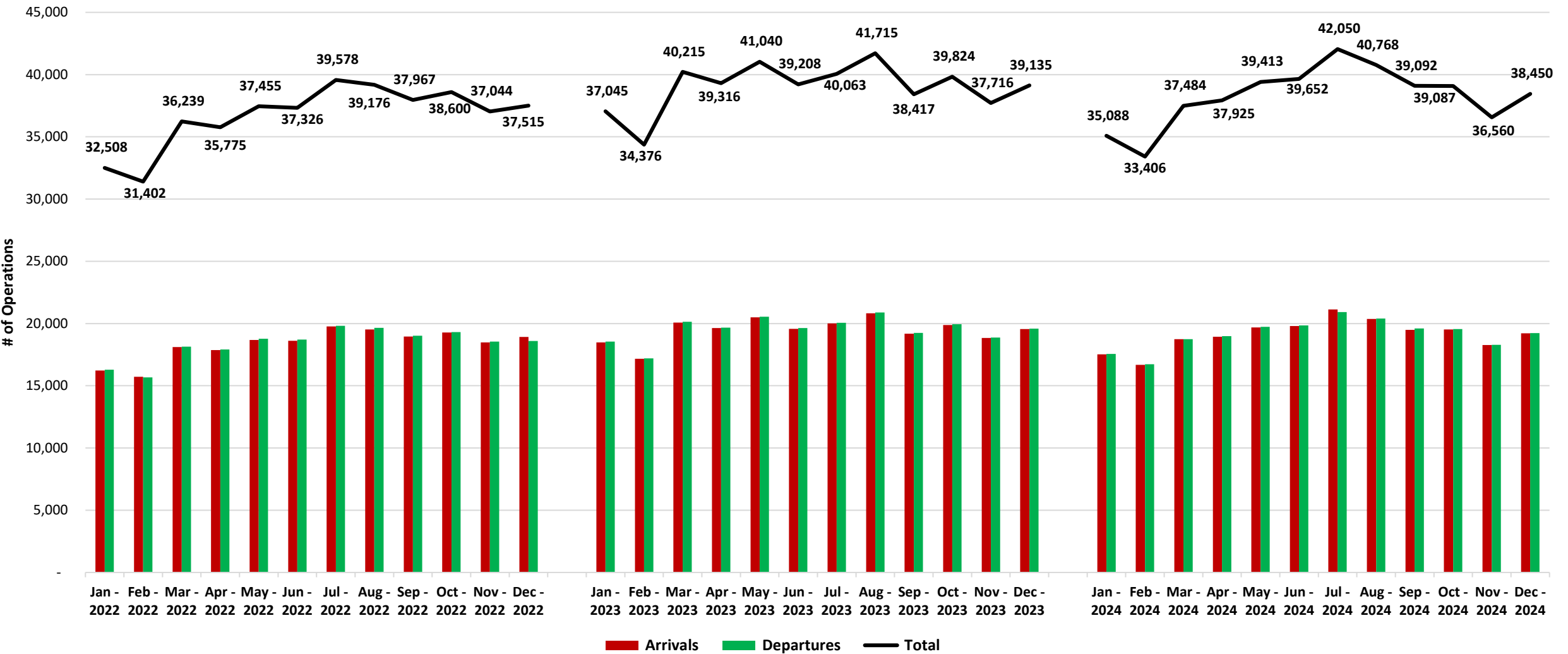
John F. Kennedy International Airport (JFK) Operations and Complaints

March 3, 2025



JFK 2022 to 2024 Operations Overview

All Arrivals and Departures: Jan 2022 to Dec 2024



Factors in Runway Selection

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

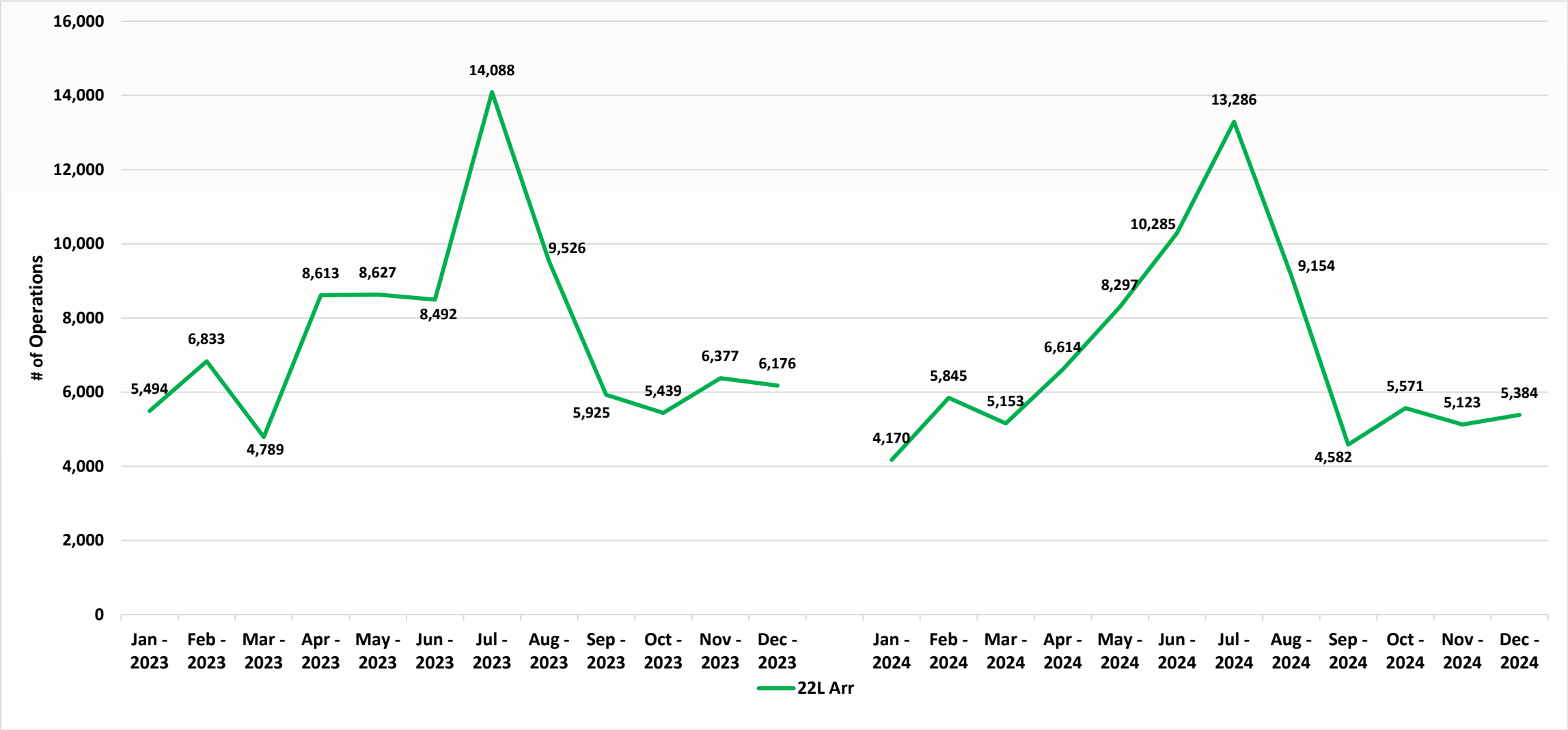
- Runway availability
- Prevailing wind and weather patterns
- Operational efficiency
- Community noise concerns

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

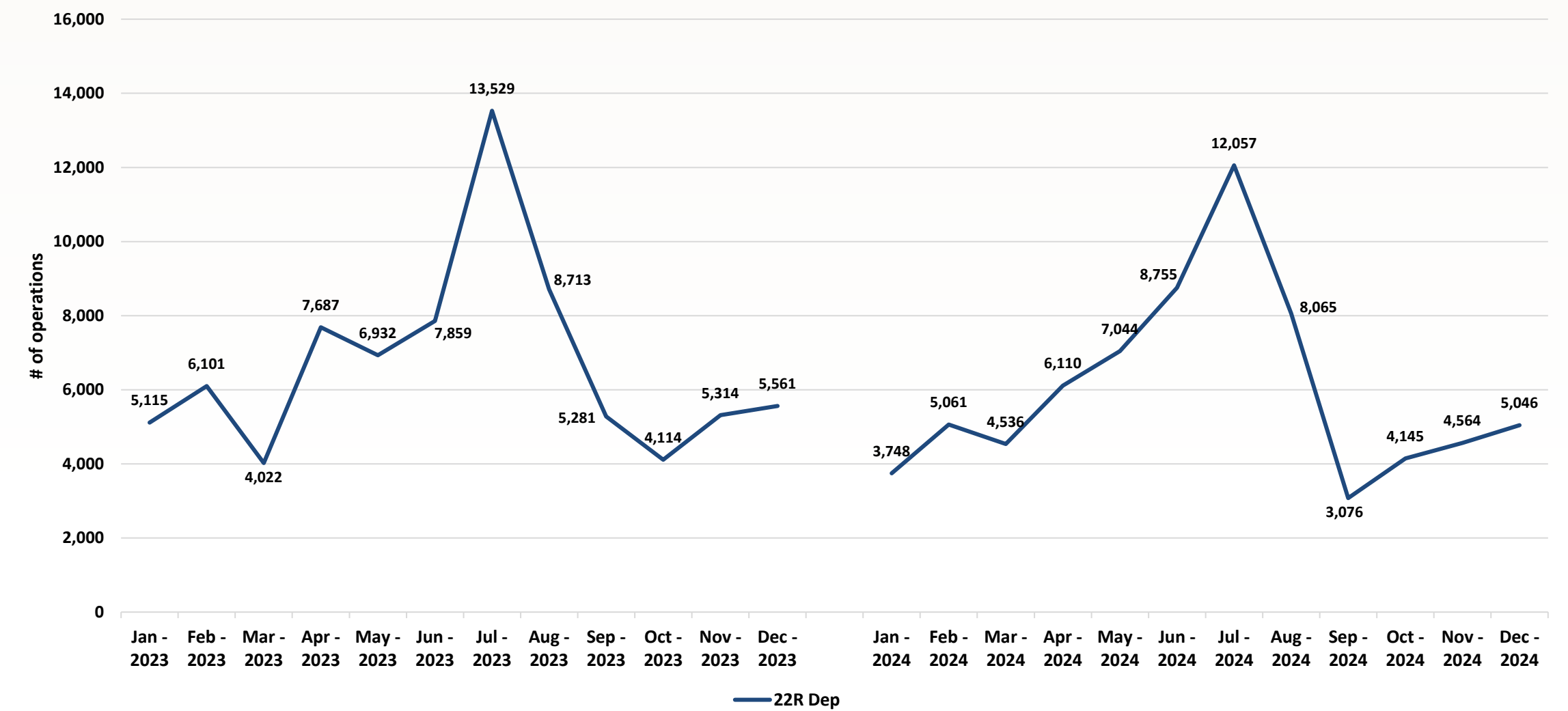
Operations By Runway for Past 13 Months

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
Jan - 2024	35,088	551	5,374	5,535	3	428	2	1	525	4,170	1	319	3,748	1,256	7,884	5,264	20	2	5
Feb - 2024	33,406	472	4,204	4,765	11	1,198	3	2	1,532	5,845	1	435	5,061	748	5,893	3,204	15	6	11
Mar - 2024	37,484	538	5,003	4,934	1	1,584	6	3	1,956	5,153	0	318	4,536	1,348	7,208	4,862	13	6	15
Apr - 2024	37,925	746	6,094	5,963	1	1,966	7	3	2,442	6,614	1	602	6,110	660	4,286	2,381	12	8	29
May - 2024	39,413	586	4,898	4,715	1	4,291	13	12	5,415	8,297	2	661	7,044	247	2,314	870	5	3	39
Jun - 2024	39,652	183	1,810	1,718	0	3,078	5	17	3,853	10,285	0	852	8,755	717	5,403	2,947	11	3	15
Jul - 2024	42,050	281	2,504	2,513	0	2,350	1	9	2,871	13,286	2	1,211	12,057	251	3,464	1,230	3	3	14
Aug - 2024	40,768	308	2,848	2,760	0	2,115	1	5	2,682	9,154	13	657	8,065	899	6,747	4,471	15	6	22
Sep - 2024	39,092	1,167	7,870	7,687	0	3,785	8	17	4,913	4,582	30	393	3,076	371	3,659	1,486	10	5	33
Oct - 2024	39,087	392	3,538	3,540	2	3,585	23	11	4,371	5,571	11	421	4,145	1,169	7,422	4,837	41	0	8
Nov - 2024	36,560	404	3,436	3,498	0	705	5	1	815	5,123	0	471	4,564	1,428	9,409	6,629	52	8	12
Dec - 2024	38,450	592	4,726	4,969	0	822	4	2	987	5,384	2	543	5,046	1,202	8,406	5,694	41	6	24
Jan - 2025	35,468	116	683	708	0	0	0	1	2	4,925	0	353	4,726	1,999	12,308	9,616	26	3	2

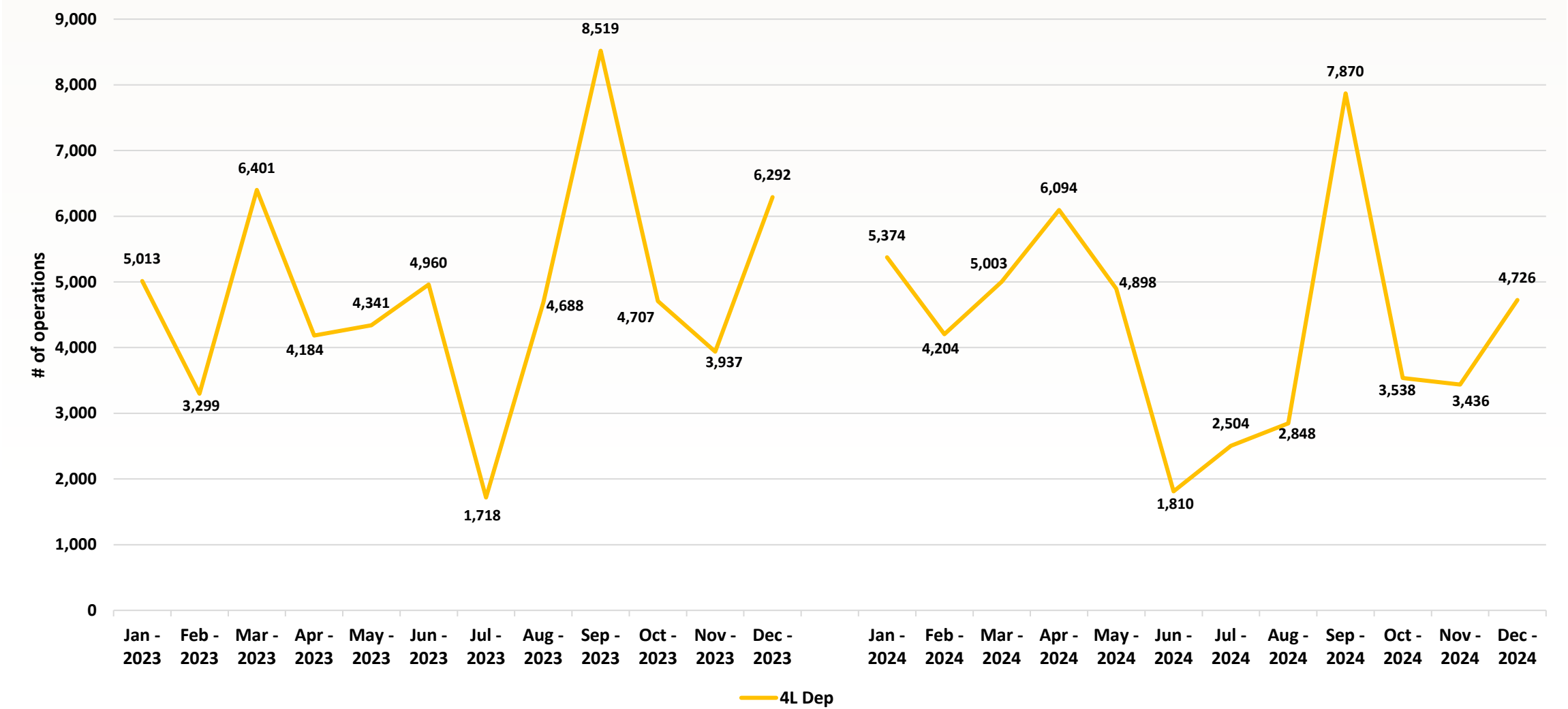
Runway 22L Arrival Comparison – 2023 to 2024



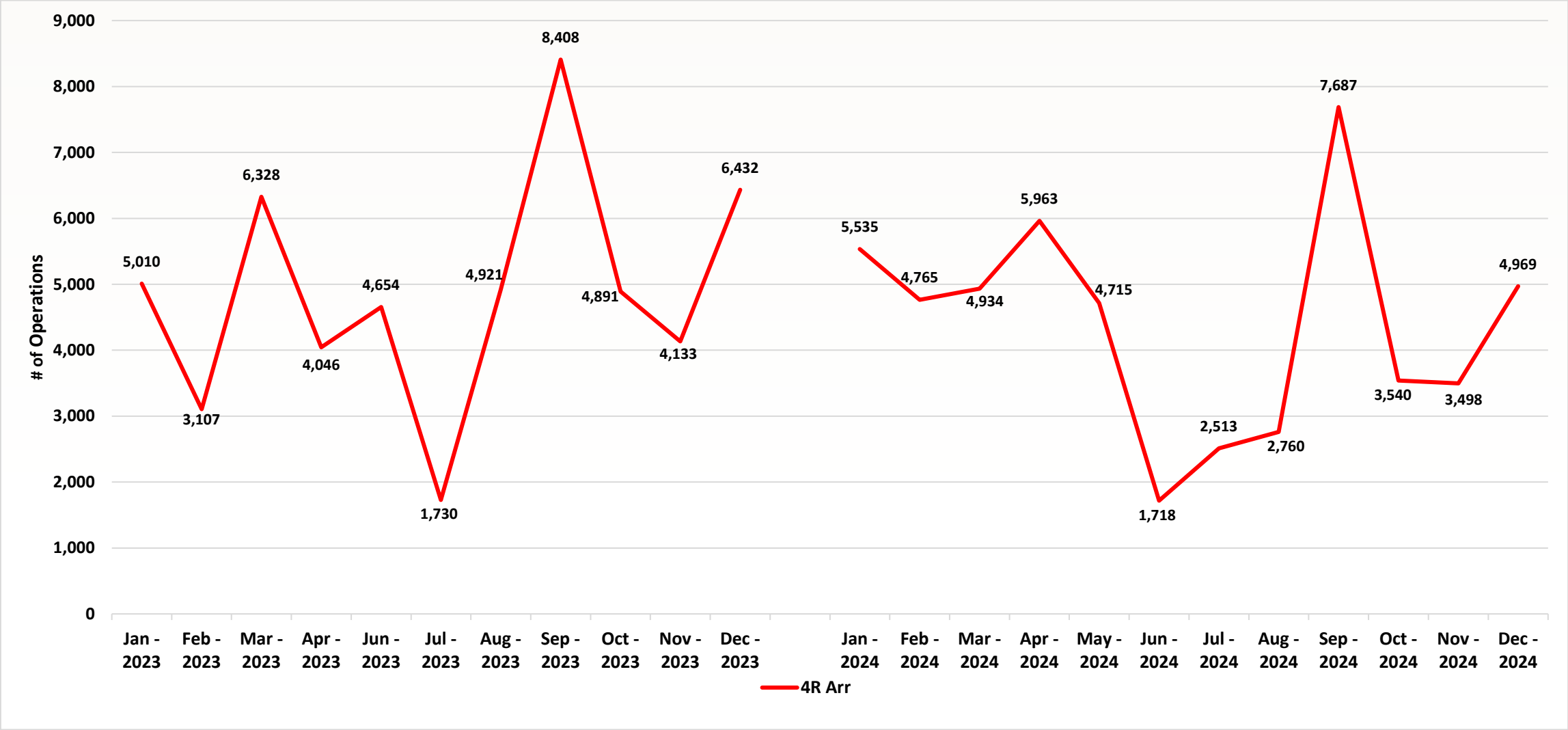
Runway 22R Departure Comparison – 2023 to 2024



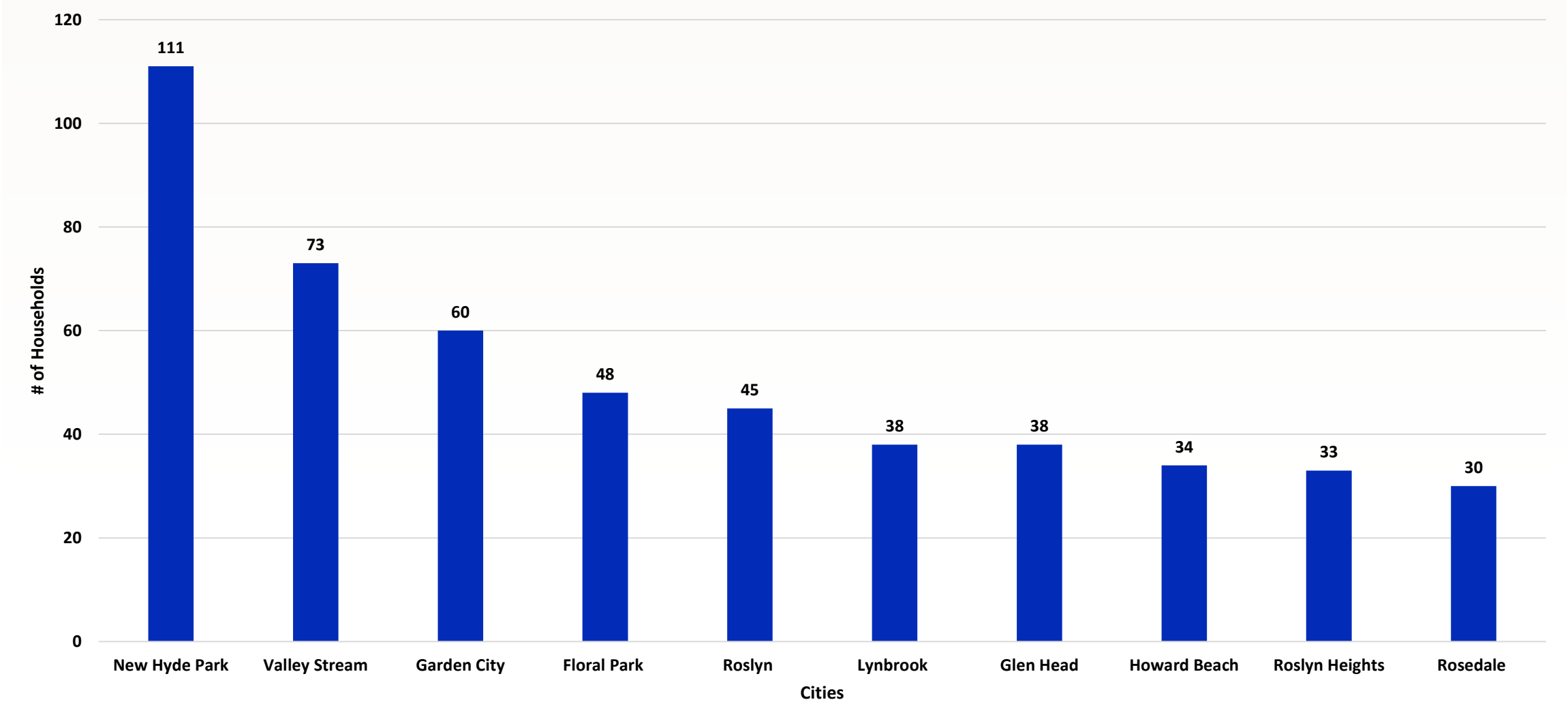
Runway 4L Departure Comparison – 2023 to 2024



Runway 4R Arrival Comparison – 2023 to 2024

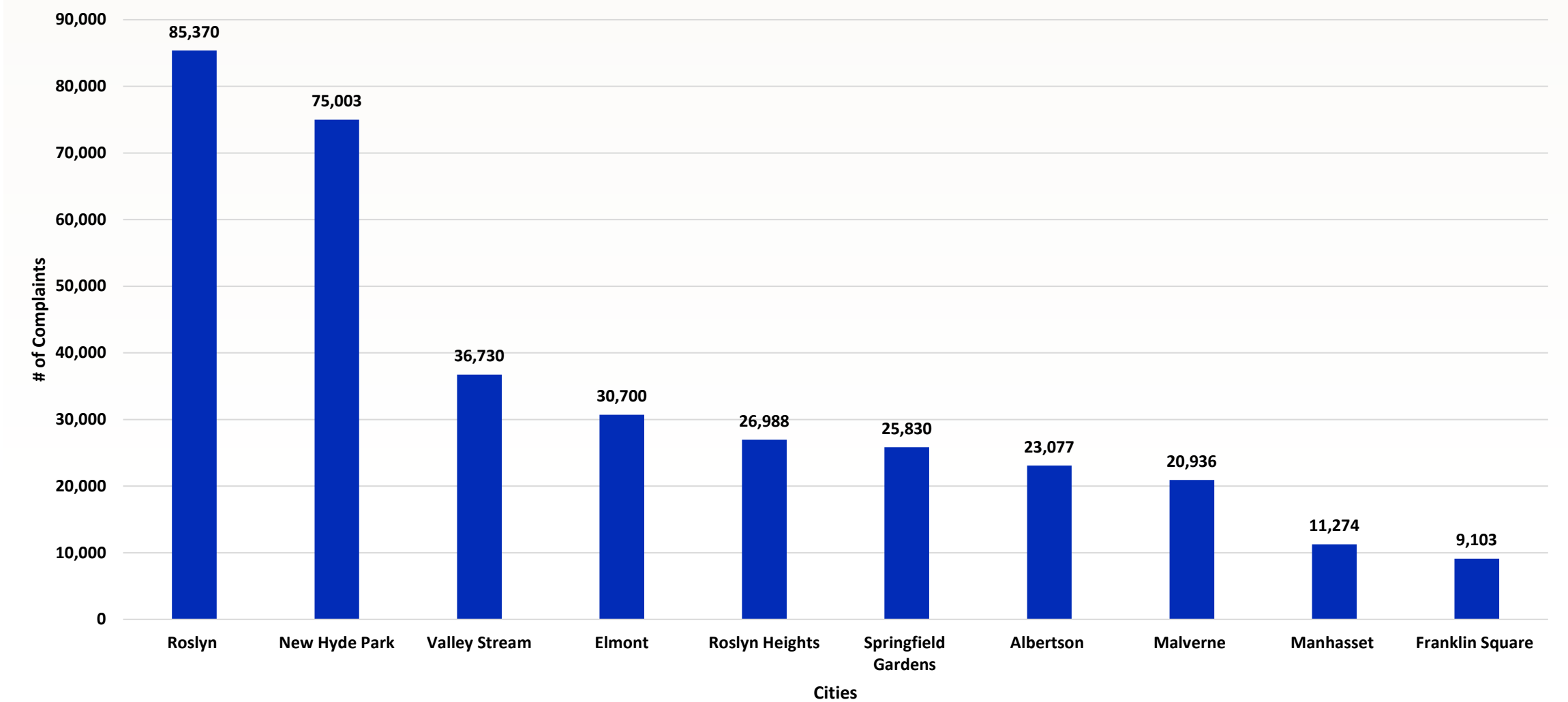


Geographical Distribution of Noise Complaints – Number of Households (Jan to Dec 2024)



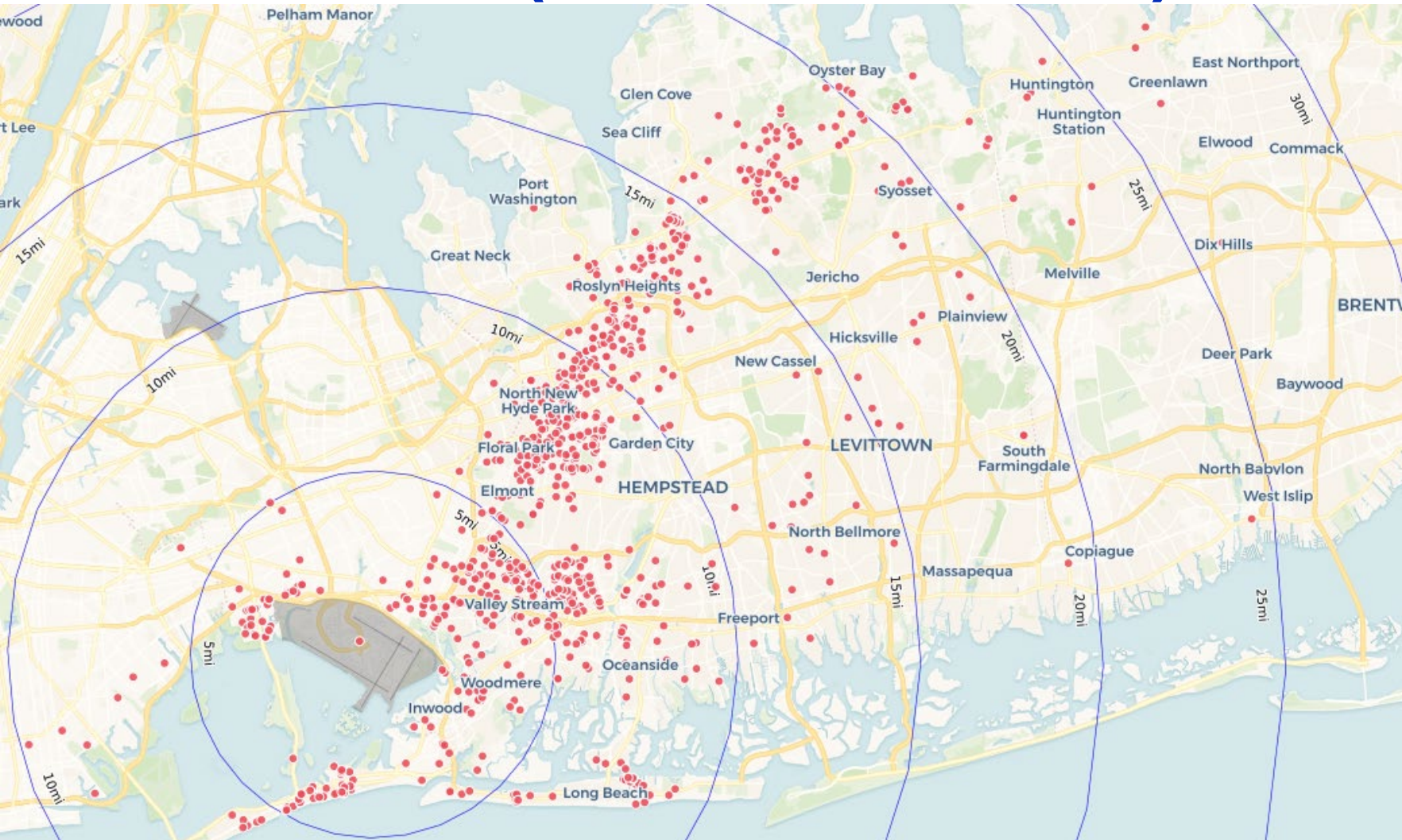
*Showing all households collected via Port Authority Webform, Hotline, and 3rd party app

Geographical Distribution of Noise Complaints – Number of complaints (Jan to Dec 2024)



*Showing all complaints collected via Port Authority Webform, Hotline, and 3rd party app

Geographical Distribution of Noise Complaints by Households (Jan to Dec 2024)



- Showing all complaints collected via Port Authority Webform, Hotline, and 3rd party app
- Total of 861 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/>
- Fly Quiet Program webpage <https://aircraftnoise.panynj.gov/fly-quiet-program/>

Thank You