

New York Community Aviation Roundtable - LGA Committee

May 2018 Meeting - 05/31/2018

- I. Introductions & Announcements
 - A. Roll call, everyone at the meeting went around the table and introduced themselves and who/what they represent (see sign-in sheet)
 - B. Warren Schreiber (WS) began with an announcement about beginning of helicopter flight season. State Senator Peter Vallone met with the NYC Economic Development Corporation to discuss some ideas for addressing the noise problem from helicopters:
 1. Flights are chartered from heliports, EDC oversees this. EDC could revoke landing and take-off access to bad actors
 2. Congressional delegation and FAA in coordination with EDC could require helicopters to take a route over water
 3. Place a cap on total number of operators/flights if there are conflicts
 - C. The Coordinating Committee approved new members
 1. Congressman Hakeem Jeffries office a seat on the JFK Committee
 2. Assemblyman Brian Barnwell's (Sunnyside, Woodside, Astoria) office now has a seat on the LGA Committee
 3. Quorum continues to be an issue across all committees. Possible remedy:
 - a) Any voting member that misses 2 consecutive meetings has their voting privileges suspended. This reduces the quorum requirement accordingly
 - b) QBP's office has stipulated all community boards must have membership in NYCAR
- II. LGA Airport Modernization Project progress updates (PANYNJ)
 - A. Rich Smythe - Project Executive for LGA Redevelopment presented
 - B. The New LGA
 1. Almost every square inch of the land-side of the airport, roads, utilities, terminals is being redeveloped
 2. Terminal B is the first target for redevelopment (started 2016)
 3. Terminal C next up, via contract with Delta (started last fall)
 4. Last component is an AirTrain connector to LGA from Willets Point
 - C. Construction progress
 1. New 3,200 space parking lot is already open
 2. New headhouse structure for Terminal B is up, glass enclosure will be added later this year. Slated for Q1 2020 open.
 3. New central AC/heating unit is being constructed
 4. New concourse will be open this fall

5. New flyover across the Grand Central Parkway, will open late this summer
 6. Concourse G, new component of the Delta Terminal (Terminal C) also has steel structure up
 7. Noise and vibration monitors have been installed, and at request for local residents with concerns about property damage
 8. 102nd Street bridge pedestrian walkway has been temporarily closed
- D. AirTrain update
1. Terminal at a new station between the 7 train and LIRR station at Willets Point
 2. East and Central Hall stations
 3. 25-30 minutes from Grand Central Terminal (after East Side Access) and Penn Station
- E. Traffic mitigation efforts - Tony Vero, Deputy GM LGA
1. PANYNJ is attempting to pull of this project with minimal impact to existing operations and traffic flow
 2. At the beginning, there were issues with traffic flow. Now, only 30 minutes of non-Code Green on-airport traffic occurred, 99.6% reduction compared to Q1 2017
 3. Complex system of traffic controllers, PANYNJ officers, etc are doing real-time traffic management based on current conditions
 4. There was a parking deficit early on, but a new Terminal B garage has added 3,100 spaces now
 5. Employee parking was also a challenge, an interim parking lot was constructed on the west end of the airport. Employee parking has been returned to the east side of the airport. Less spillover parking is occurring
 6. There was a "cowpath" where people were walking into the airport from the 27th Ave pedestrian bridge. Employees would park in the neighborhood and walk in. This path has been closed.
- F. MWBE and local employment opportunities - Shamel Thomas
1. Committed to maximizing MWBE and local employment
 2. 413 contracts, \$617M awarded by LGA Gateway Partners, 116 contracts \$60M awarded by Delta to MWBEs
 - a) Outreach events occur monthly
 3. Quarterly job fairs to recruit local talent
 - a) Summer internships
 - b) 5 month programs for HS and college students
 - c) Aviation job fairs (summer at Borough Hall, then October)
 4. Community benefits fund, working with elected officials to provide funds to offset negative impacts from development
 5. ArtPost Artist in Residency Program: created a space in Marine Air Terminal for artists to display their works to patrons going via this terminal. Addresses an expressed desire from the community to see art spaces in the airport

G. Q&A

1. What's the timetable for the AirTrain?
 - a) Tony Vero (TV): early stage planning right now. Station placement and routing is not finalized right now. Financial and EIS assessments to follow. EIS will be 18 months, clock for this hasn't started yet. 4 year construction window.
2. Are there discussions about the perimeter rule being lifted for LGA?
 - a) TV, RS: There are discussions but nothing final. We'll get back to you.
3. How would the AirTrain get to Willets Point?
 - a) RS: utilizing existing LIRR ROW, skipping Woodside (Port Washington Branch)
4. How would this impact regular service for the Port Washington Branch?
 - a) RS: it would not be a dedicated service, it would be integrated into the rest of the service. Headways on this branch would be reduced essentially.
5. Is the construction being done by union labor?
 - a) RS: 100% union labor on airport.
6. AirTrain anticipates a transfer from LIRR or 7 train to the separate service
7. Will there be runway reconfigurations?
 - a) RS: not that's being anticipated.
8. Looking at the layout of the 7 train and existing LIRR station, where would this AirTrain station go?
 - a) RS: it would be elevated and would involve reconstructing the passerelle and improving it (boardwalk) between the park and Willets Pt. 7 train station.
9. There's been much discussion about the overcrowding on the Port Washington Branch. CB 11 is concerned about this being even worse.
 - a) RS: we've been talking to the MTA about this. There's plans to reconstruct some LIRR stations too
10. There's been a reduction in the parking spillover in the neighborhood surrounding the airport. It's moved a little.
 - a) RS: we're aware of this and we're addressing this with our contractors

III. FAA Northeast Corridor Initiatives specific to LGA

A. NEC Initiative generated by the NextGen Advisory Committee (NAC)

1. NAC has stakeholders from various agencies/companies advising the FAA
2. Importance of the NEC was identified as a priority
3. 50% of delays emanate from the NYC metro area
4. 70% of daily traffic departs from, arrives, or transits this area
5. 20% of national passenger emplanements
6. 18% of US international operations
7. 20% of GDP is generated in the narrow NEC from Boston to DC

8. \$70B impact of travel industry in NY (473k jobs)
9. \$20B impact of travel industry in NJ (211k jobs)
- B. NAC recommended goals for NEC - Dave Foyle, from FAA HQ
 1. Near-term goals
 - a) Improve execution of today's operations
 - (1) Complete all scheduled operations
 - (2) Operate on time
 - (3) Operate with predictability
 - b) Critical to improve operations during adverse weather
 - c) Timeframe: October 2017 - December 2021
 2. Scope
 - a) Airports: build infrastructure, surface, terminal buildings, ATC towers, etc improvements to increase throughput
 - b) Airspace and procedures: design and evaluate operational procedures to improve efficiency, while considering noise issues, deconflicting traffic in close-in airports
 - c) Tactical: maximize and evolve utilization of already deployed tools, routes, and processes to improve movement of air traffic into and out of, and within the NEC during high demand periods and severe weather
 - d) Tools: deploy new automation capabilities, decision support tools, and process that enhance controller information and decision making such that operational performance is improved in all conditions
- C. LGA13 departure dispersion using TNNIS, GLDMN, NTHNS procedures
 1. Currently limited to due to operational configurations in consideration of JFK
 2. Benefits
 - a) Supports dispersion of Runway 13 departures
 - b) Uses already published procedures
 - c) Reduces average departure delays and emissions
 3. Landing Runway 22 and departing Runway 13 is one of LGA's more efficient configurations
 4. Four climbs off Runway 13
 - a) Whitestone: preferred for noise, efficiency, but uses airspace needed by JFK, right over the parks, then left over Northeast Queens
 - b) TNNIS (RNAV): best for deconflict with JFK but goes over more residential areas. Hard-left turn out of the airport.
 - c) GLDMN (RNAV): good for westbound departures, right turn
 - d) NTHNS (RNAV): good for southbound departures, right turn
 5. Expected changes
 - a) More consistent use of RNAV separation rules, more dispersion. Allow for shorter intervals between departures

- (1) Wind conditions favor Runway 22 for landing, departing Runway 13
 - (2) Arrival demand is low
 - (3) JFK is not departing Runways 31L/R or landing Runways 13L/R
 - b) Results will depend on traffic, weather, and runway construction. Primary concern is wind.
 - c) Fewer TNNIS departures during eligible hours
 - d) 2-4 more departures per hour from Runway 13 during eligible hours across all procedures
- D. Modify LGA22 missed approach deconflict EWR 29 RNAV GPS approach
- 1. Feasibility being evaluated
 - 2. Currently have not found an operationally safe procedure
- E. Q&A
- 1. Can you walk us through the process of a developing a new flight path that could replace an existing one (i.e. TNNIS)
 - a) Technical feasibility study, safety, volume, etc
 - b) Airlines an assist in this, you do some rough sketches, then do simulations
 - c) Define the procedure
 - d) Environmental evaluation
 - e) Publication or go back to drawing board
 - f) Process takes (in the NEC) 18 months to get to this point
 - 2. Appreciation that TNNIS is a problem. Will there be real relief from these near-term initiatives on the ground?
 - a) Not completely, there will be some relief, but because everything hinges on JFK as well
 - b) Summer winds are southwesterly, so landing Runway 22 and departing Runway 13 is preferred, but winds have been shifting somewhat
 - c) Under this proposal, the planes flying TNNIS would be primarily towards Boston and New England airports, which is low volume in comparison
 - 3. Did you factor in public health costs in considering economic benefits? Where's the public input into this process? When are the studies going to happen?
 - a) Your input is what initiated the dispersion studies, recommendations, etc. We're doing what you're asking in terms of re-evaluating how we use these established procedures.
 - b) A question was raised in past sessions where people asked why TNNIS gets hammered (back in July of 2017). In October 2017, we came back and brought up dispersion headings.

4. I thought it was already established procedure that other procedures besides TNNIS would not be used when possible. This doesn't seem to be happening.
 - a) You asked us to conscientiously evaluate dispersion, and this is what we're looking at now.
5. Is there anything to use the expressway visual procedure for EWR?
 - a) We're looking at everything we can to reduce conflicts, but this is highly complex process
6. In Nassau, I'm hit by arrivals and departures from both LGA and JFK. More arrivals are coming into LGA. Why are flights coming in so low to LGA from 15 miles out?
 - a) The expressway visual approach is the standard and turn down Flushing Meadow park. This can be limited by weather and ceilings.
 - b) These conditions can force the localizer approach that's affecting you. We've seen an increased use of this approach due to shifting winds. There are recommendations to evaluate new approaches, but this is further down the road.
 - c) The low altitudes are a current airspace constraint, this is being evaluated as well
7. What are the most common high impact severe weather events? Are there data available on these?
 - a) Highest impact: thunderstorm right over the airport with lightning where evacuation of runways are. Thunderstorms affecting approach and departure routes are also an issue
 - b) Winter storms are also a challenge with significant snowfall
 - c) Snow events cause cancellations but are more predictable, thunderstorm events just slow down operations.
8. You mentioned that the EWR deconflict was not operationally feasible, can you elaborate?
 - a) The approach is safe from an airplane technical perspective, but pilots felt it was not safe given the complexity of the airspace
9. In LA, there were noise pollution issues in the past, a new flight path was devised, is that feasible here?
 - a) A lot of what you're mentioning is in the Part 150 study. It's been on a hiatus for a little bit, but this be active again soon.
10. Two weeks from now will be 6 years from when we began getting flights at 60-90 second intervals with 75 decibel sound levels from 6am-midnight. When is this going to end for northeastern Queens?
 - a) This is what they've presented tonight. They're trying to get some changes within the framework of the complexity of the airspace.
11. Can you make these slides available?
 - a) Yes we can send this to you.

12. From what I understand, the increased use of TNNIS has to do with conflict with JFK.

a) Yes, this is true.

13. Would new airports in upstate New York improve this issue?

a) No. That's the simple answer.

14. We appreciate you being here, we'd like you to come back and share some good news of positive developments with us.

15. Do you have to answer to any higher authorities within the FAA for changes like these?

a) Yes, if we were to propose procedural changes, we'd have to go through environmental evaluations and community outreach.

16. When you were asked about the process to evaluate new procedures, you seemed to defer to airlines, do you have independent data for this?

a) This is purely for fly-ability. Not financial considerations.

IV. Miscellaneous

A. Let's commend our local elected officials and Congressional delegation for their work and efforts, which have borne fruit recently (see press releases)

B. Next LGA Part 150 meeting will be at Hangar 7 by Terminal A on June 7th. JFK's meeting will be June 6th 1-4PM, Building 14 Port Authority

C. Next NYCAR general meeting in August

V. Port Authority Website Update (<https://www.panynj.gov/airports/noise-community-roundtables-ny-airports.html>)

A. It's up and running. Any presentations that we get are posted onto it.

B. Would like to scan in sign-in sheets and any attachments

C. If you have notes minutes that your committee wants posted, even without quorum to approve, we can do this

VI. Public Comment

A. When is the end of the construction at LGA?

1. 2024 total completion.

B. What are we doing about sightseeing helicopters?

1. City Council proposed legislation to limit these flights. Not sure if this has been passed. About 2 years ago, an agreement was reached to cut these flights by half. However, the flights are now being chartered from the NJ side of the river and we can't control this. There are more bills being worked on for safety issues.

C. Will you reduce flights per hour?

VII. Adjournment

A. Meeting adjourned at 9PM



NYCAR - LGA Meeting – May 31, 2018, @7:00 PM – 9:15 PM



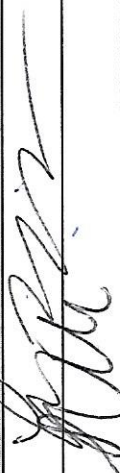







**Vaughn College of Aeronautic Engineering, Aviation and Technology
86-01 23RD Avenue, East Elmhurst, NY 11369**

Agenda:

- Roll call
- Approve Minutes: 6/21/17
- Announcements and Correspondence
- ***PANYNJ Community Outreach Team (including Delta Air Lines): LGA Airport Modernization Project & Delta Air Lines Terminal Project progress report.***
- **FAA Presentation: Northeast Corridor initiatives and procedures specific to LG Airport.**
- Election of LGA Airport Committee Officers: Chair, 1st Vice Chair, 2nd Vice Chair, Recording Secretary and Corresponding Secretary – Nominations will be accepted from the floor.
- Election of Citizen Member
- Establish committees and sub committees
- Explore means of outreach and communications
- Port Authority Website Update
- Old Business/New Business
- Public Comment
- Adjourn







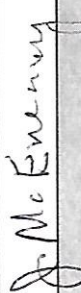
SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

Date - 05-31-2018

NYCAR - LaGuardia Airport Committee						
US House of Representatives	District	Representative(s)	Print Name	Signature	Phone	
Congressman Tom Suozzi	3	Justin Connor	Justin J. Connor		631-9	
Congresswoman Grace Meng	6	Alexander Bennett	Marin Beece			
Congressman Joseph Crowley	14	Todd Sloves				
Congresswoman Caroline Maloney	12	Ed Babor				
Queens Borough President	District	Representative(s)	Print Name	Signature	Phone	
QBP Melinda Katz		Angelina Martinez-Rubio	LEI ZHAO		500	
QBP Melinda Katz		Angelina Martinez-Rubio/S. Carroll	Susan Carroll			
New York State Senate	District	Representative(s)	Print Name	Signature	Phone	
Majority Leader John Flanagan	2	TBC	MARK MACHEN	Phillip M. Mc	212	
Senator Tony Avella	11	Senator Tony Avella				
Senator Martin Dilan	18	Heath Heimroth				
Senator Tony Ann Stavisky	16	TBC	Michael Favilla		718	
Senator Jose Peralta	13	Roy Rutz	Miriam Aldana		718	
New York State Assembly	District	Representative(s)	Print Name	Signature	Phone	
Assemblyman Jeffrion Aubry	35	Assemblyman Jeffrion Aubry				
Assemblyman Edward Braunstein	26	Assemblyman Edward Braunstein				
Assemblyman Marcos Crespo	85	Yianna Munoz-Justo				
Assemblyman Michael DenDekker	34	Alexandra Casey				
Assemblyman Daniel Rosenthal	27	Will Aguerido	Will Aguerido			
Assemblyman Brian Barnwell	30	Leslie Beamanwr.	Alex Noon			
Assembly Member Ron Kim	40	Teresa Tai	Teresa Tai		tere	
Assemblywoman Aravella Simotas	36	Alexia Makrigiannis				

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

Date - 05-31-2018

NYCAR - LaGuardia Airport Committee						
New York City Council	District	Representative(s)	Print Name	Signature	Phone and	
Councilman Paul Vallone	19	TBC	Dr. Kim			
Councilman Peter Koo	20		Scott Seiber		551	
Councilman Francisco Moya	21					
Councilman Costa Constantini	22	Nick Widzowski	NICK WIDZOWSKI		Nick Widzowski	
Councilwoman Diana Ayala	8	Diana Ayala				
Queens Community Boards	District	Representative(s)	Print Name	Signature	Phone and	
Queens Community Board 1		Rose Marie Poveromo				
Queens Community Board 2		Denise Keehan-Smith	Denise Keehan-Smith			
Queens Community Board 3		Brown, Anne	Anne Brown			
Queens Community Board 4		Christian Cassagnol				
Queens Community Board 5		Gary Giordano				
Queens Community Board 6		Joseph Hennessy				
Queens Community Board 7		Warren Schreiber (Vice Chair)	WARREN SCHREIBER		WARREN	
Queens Community Board 8		Seymour Schwartz	SEYMOUR SCHWARTZ			
Queens Community Board 11		Joan Garippa	JANET McEWEANE			
Bronx Community Boards	District	Representative(s)	Print Name	Signature	Phone and	
Bronx Community Board 10		Martin Prince				
Bronx Community Board 2		Dr. Ian Amritt				
Queens Chamber Of Commerce	District	Representative(s)	Print Name	Signature	Phone and	
Queens Chamber Of Commerce		Tom Grech				

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

Date - 05-31-2018

NYCAR - LaGuardia Airport Committee				Print Name	Signature	Phone and
Business/Councils	District	Representative(s)	Print Name	Signature	Phone and	
Aviation Development Council		Bill Huisman (non-voting)	BILL HUISMAN		BHUISM	
Airlines (American)		Eric Silverman				
Airlines (Delta)		Robert Goldman				
NYC & Company		Dena Libner				
LAAMCO		Mandi Venable				
Local Airport-Related MWBE		James Heyliger				
Other		Representative(s)				
Citizen Members		Elaine Miller	Elaine Miller		emille	
NYCEDC		David Hopkins (Non-Voting Mem)				
Citizen Members		TBC				
		Joe Bentapelle			Joseph	
Guest		Representative(s)				
Silviya Tonekova					Sylvie	
DON CAPABSI						
PHIL HARGREAVEN					Phan. V	
Bill Wise					eps.w	
Ronald Carroll					Ronald	
KICHER SMYTH					RSmyth	
LODY VERO					aver	
sey Schwartz					seysch	
Andrew Brooks		FAA			andrew	
STEVEN JONES		FAA				
MARIE KENNINGTON-GARDNER		FAA				

GUEST

Ralph Tamburro
LEE BROWN

ALLAN SWISHER
Shanel Thomas

Fleetwood Henry

NICK DMYTRYSZYN PA

LAURIE BAUBO

Jane Herndon

MAXINE CUBNER

Ursula Haggerty

Stacy Gilbert

PANYNJ
LAB w/ PANYNJ

QBPO

LGAR

Community

PA

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