

New York Community Aviation Roundtable - LGA Committee

May 2019 Meeting - 05/30/2019

Facilitator: Bill Heisman (BH)

These are unofficial minutes from the meeting by Lei Zhao, representing Queens Borough President Melinda Katz. Lei was elected Recording Secretary but these minutes are still provisional until approved by a quorum of committee members.

I. Introductions & Announcements

- A. Despite less than ideal weather, we have quorum for the first time in a while

- B. Suspending memberships of members who've missed 2 consecutive meetings

 - 1. This was discussed after last meeting

 - 2. 8 members were suspended as a result of this

 - 3. As soon as these members come back to a meeting, their membership will be restored

- C. Please make sure to sign-in

 - 1. Last meeting actually had a quorum, but we didn't realize this until afterwards

- D. Elaine Miller, our citizen member, resigned to focus her efforts on airplane noise in Nassau County. Chair Warren Shreiber (WS) thanked her for her service to this committee

- E. WS reminded us that we're not just dealing with noise. These issues affect health, and the ecosystem. At some point, we should also address carbon emissions from planes and particulate matter

II. FAA Northeast Corridor Update - Paul Tamburro (PANYNJ), Robert Novi (FAA)

- A. Brief overview on the origins of this project, will zero in on 3 main initiatives related to LGA

- B. Background

1. Started in February 2017
2. NextGen Advisory Committee (NAC) makes recommendations to the FAA on how to implement NextGen initiatives
3. In Feb 2017, they recommended we prioritize the Northeast Corridor (NEC)
4. 50% of all delays can be traced to this region (WSH, PHL, NYC, BOS)
5. FAA tasked NAC to develop recommendations for collective FAA, airport, operator and community initiatives that focus on implementing NextGen in NEC

C. NextGen Project Committee

1. Aviation business leaders
2. FAA Commissioner
3. PANYNJ (just on the NEC Working Group)
4. All these stakeholders work together along with the community

D. First steps, needs and milestones

1. Deconfliction of airports
 - a) Several airports in close proximity make this airspace unique
2. Enhancement of airport and airspace throughput
3. Improving balancing of demand and capacity in NEC
4. 100 commitments made to address recommendations

E. NEC scope, what's included?

1. Air space & procedures: airspace boundaries, flight procedure changes
2. Tools/technology: enable more orderly traffic flow
3. Tactical initiatives: maximize and evolve utilization of existing tools during periods of high demand and severe weather
4. Airports: infrastructure, traffic control towers, etc

F. Evaluate design alternatives to GLDMN/NTHNS
RNAV departure to address noise concerns

1. Projected track will take planes more over the park and less over densely built up residential areas.
 2. Leveraging better aircraft equipment for climb rates
 3. No air traffic control benefit to this, purely noise mitigation
 4. This change came out of a Part 150 study, recommendation from the community
 5. Airlines took this proposed procedure to simulate the feasibility of this change
 6. Further south/downstream may not change as much
 7. Will need to go through environmental review
 8. Q&A
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a) WS: how would the proposed routes impact people on the ground?

(1) Ralph Tamburro (RT): I won't say it's minor. It's about a mile downstream. People may notice that. Aircraft will be higher downstream. If you're down by Kennedy you'll notice it. Closer to Forest Park, you get few complaints

b) John Choe (JC): once these flight paths are approved, how quickly would they be implemented?

(1) Robert Novi (RN): if everything went smoothly, we could put it in environmental review within a couple months. If that went well, we'd put it in production queue, and you'd see it change next summer (2020)

c) Maria Becce (MB): TNNIS flies on average from [1900-2200](#) feet, would this raise the altitude to 3000 feet?

(1) RT: These procedures wouldn't affect TNNIS at all. But we are looking at an NADP1 route. We want the aircraft to climb as fast as possible to 4000 feet. We currently don't have a standard. We could recommend this, which should help aircraft reach higher altitude.

(2) Rob Goldman (RG) - Delta Airlines: NADP1 is a noise abatement procedure. Under this procedure, we use the same thrust setting, but climb faster, and we start the clean up procedure to accelerate at a higher altitude

(3) RT: Operationally, for a controller, this is an improvement. Altitude restrictions are 5000 feet, and they are climbing very fast.

d) JC: I work with some developers in Flushing, I wonder if they will look at impact on development. Will building ceilings be capped?

(1) RT: Yes, I work closely with the person in the PANYNJ that looks at this. Airlines also have critical feedback in this. It's very difficult to increase ceilings in Flushing because of the proximity.

(2) WS: With the height of the buildings, that's not actually because of the hazard to the airline, it's written into the zoning text. That's why we have to have a finding of no-hazard to allow exceeding height.

G. RNAV approach design to runway 31 EXPWY VIS approach

1. This is a visual approach, which is less precise

2. Proposed RNAV overflies LIE and Van Wyck
3. Controllers alternate arrivals and departures, redesigning this procedure would help with efficiency (predictability of flight paths) and reduce noise
4. Improve this with satellite guidance. Pilot still flies a visual approach but using a satellite based procedure. You should see a narrower swath of approaches closer to over the LIE
5. EXPWY approach was designed as a noise abatement approach.
6. Q&A
 - a) Which expressway would this be?
 - (1) RT: LIE and Van Wyck
 - b) Lei Zhao (LZ): I live under this approach, and I believe this proposed change will have a great benefit to reducing noise over dense residential areas of downtown Flushing where I live.

H. Landing at LGA 13 approach

1. Difficult approach for controllers, mixes in with EWR and TEB traffic, can sometimes cut off TEB completely
2. Goal to have LGA arrivals not cut into TEB
3. New procedure comes down just west of the Hudson, then bends in over the GWB
4. Most of the changes over NJ

I. General Q&A

1. You're showing departures going south out of LGA but they also come over Bayside also.
 - a) RT: These are only two of the climbs out of LGA. What you're talking about is the Whitestone climb, that's the primary climb out of LGA. That's based on runway configuration and airspace over JFK.

III. PA/FAA Discussion: How will flights at LGA be adjusted for the next six months to accommodate runway work at JFK? Where? Timeline?

- A. BH: FAA doesn't have any comment on this today.
- B. FAA got the agenda late and doesn't have a comment.
- C. Assemblyman Ed Braunstein (EB): we've seen a significant increase in usage of the TNNIS climb, seemingly coincident with the construction at JFK. Are these related?
1. Dave (FAA?): As part of use of TNNIS, when JFK is using runway 22, we have to use TNNIS.
 2. Dave: Because of runway construction at JFK, runway 22 has been used more, and that affects LGA departures.
 3. EB: So I can tell constituents that when construction ends at JFK, they should see a decrease in use of TNNIS?
 4. Dave: Yes, this should be the case. We try to disperse departures as well. ATCs are trying to disperse these departures as much as possible.
 5. EB: Before April, it seemed like there was a decrease in the TNNIS climb. I'm concerned that the spike in TNNIS won't go away after JFK construction ends. I'm looking for a commitment.
 6. Dave: LGA has been using runway 13 more because of JFK construction, and winds.
 7. RT: It's not just runway 22, it also happens when they use runway 31L for departures.
- D. MB: RT, I agree that there's been improvement since December 2018, I have the reports to back that up. Recently, we're back to the TNNIS being used again before 7AM and after midnight. Is it because of the runway work at JFK?
1. RT: We had a meeting earlier today of JFK operations, and weather on runway 22 operations. We had a lot of south, southeast winds that forced use of runway 22.
- E. MB: Is there any reason why the TNNIS climb cannot be flown higher?
1. RG: We're climbing as fast as we can on all these

procedures. We spoke about NADP1, other than weight and outside temperature, that's the only thing climbing faster. In the summer, in hotter weather, it reduces aircraft performance.

2. Dave: ATCs are not holding them down.

F. EB: Before April we had noticed a modest decrease in TNNIS. I think we understand that everyone has to share part of the burden. I appreciate that people are making efforts to distribute this. I want to go back to my constituents that we can return to reduction in TNNIS use after the summer.

1. Dave: I have confidence we will go back to what we had prior to April.

2. WS: This is really important to us. The FAA had admitted they had been overusing TNNIS, when it was just a matter of convenience and not necessity. We want to make sure that it goes back to the way it was.

G. Kathy Lyons (KL): Is anyone looking at how full the airplanes are? I have planes going over my house 3 planes a minute, there's no way these planes are full. You're saying you can't get the planes high enough, fast enough. Why not look at decreasing the number of planes.

1. Dave: That's beyond the FAA's ability. We recognize air traffic is increasing.

2. RT: As far as air traffic increasing, LGA has run consistently 1100-1200 operations a day over the last 35 years. If you talk about EWR and JFK, there has been a significant increase. LGA has been like this since mid-80s, speaking as a former ATC.

3. Dave: I showed the numbers for LGA for the last 5 years, and it's been steady. JFK has increased.

4. RT: Kennedy and LGA are slotted airports, they're restricted to a certain # of operations an hour.

H. MB: RT, is it a fair assessment to say the Northeast Queens is feeling the impact of expansion at JFK? That LGA has to fly certain patterns to accommodate JFK.

1. RT: The reason why we're doing some of the work the climbs we presented, is because we want to disperse these departures.
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III. Election of LGA Airport Committee Officers: Chair, 1st Vice Chair, 2nd Vice Chair, Recording Secretary and Corresponding Secretary

A. While we still have quorum, let's take a vote before Assemblyman EB needs to leave.

B. Open the floor for nominations

1. WS is currently chair, and was nominated and seconded.
 - a) Unanimously approved
2. MB is First Vice Chair, and was nominated from the floor, and seconded.
 - a) Unanimously approved
3. Second Vice Chair, nominated from the floor, and seconded (Cy Schwartz)
 - a) Unanimously approved
4. Lei Zhao nominated for Recording Secretary, seconded
 - a) Unanimously approved
5. Gilbert Ho nominated for Corresponding Secretary, but declined. This is suspended for now
6. Two citizen members - these will have voting privileges. They will serve for 1 year terms.
 - a) Frank Taylor nominated from floor, seconded
 - (1) Unanimously approved
 - b) Kathy Lyons nominated from the floor, seconded
 - (1) Unanimously approved

C. All officers are part of the NYCAR Coordinating Committee

V. Repaving of LGA Runway 4-22 & Associated Taxiways - Chris Rhodes, Vic Nassarelli

- A. We run an airport that averages 600 arrivals, and 600 departures a day
- B. Incredible stress on our runways, which are 7,004 feet
 - 1. Critical that these runways are maintained and sustained in good to excellent condition
 - 2. We try to contain state of good repair work and construction to overnight hours
 - 3. Spring and summer are construction season
 - 4. This project, because of its size and scale, cannot be done only on overnight hours
- C. Rehabilitation of Runway 4-22
 - 1. Runway work Apr 15, 2019 to Nov 15, 2019
 - 2. Taxiways Apr 15, 2019 - Nov 15, 2020
 - 3. Work hours, weeknights 12 AM to 5:30 AM, during mill and pave work, 36 hour weekend closures starting Friday night at midnight
- D. Progress
 - 1. Work already starting, being done on weeknights, electrical work for now
 - 2. Preparation for mill and pave, on the runway 22 deck over Flushing Bay
 - 3. Remove runway status lights
 - 4. Remove runway centerline lights and edge lights
 - 5. Installation of temporary runway lights
 - 6. Removal of related cables
- E. Paving staging plan
 - 1. Starting at intersection of runway 4-22 and runway 13-31
 - 2. Hoping to be done in 5 to at most 6 segments
- F. Forecast work schedule
 - 1. Electrical work continues in first two weeks of June
 - 2. First milling and paving activity scheduled Jun 28, 2019, weather dependent
- G. Repaving has been done before
 - 1. Meeting with the community and community

leaders, the last segment of this project is what people are most concerned with

2. It's 1600 feet from 82nd St. community
 3. Plan is to not work the paving and milling overnight in this segment
 4. Sections east of this are planned to be bigger so as to minimize impact on the community
 5. Lights converting from incandescent to LEDs
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H. Q&A

1. WS: When you're doing milling and paving, the runway will be taken out of operation? What will be the impact on flight paths, arrivals.
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a) Chris Rhodes (CR): For those weekends, we'll be up and down on 13/31. Saturday flight operations are only about 280 arrivals and 280 departures. Sunday mornings are lighter than any other weekday morning. Sunday evening and night is when it picks up, which is why we'll give runway back at noon Sunday

b) Andrew Brooks (AB): We discussed this project at the December 2018 LGA Committee Meeting for NYCAR, we talked about a couple procedures that would accommodate this project.

VI. LGA AirTrain Update - Nick Dmytryszyn

- A. There will be public scoping meetings in conjunction with the EIS for this project. This will allow comment on alternatives to this.
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1. Jun 5, Jun 6 @ 6:30 - 8:30PM at the LGA Airport Marriott.
 2. FAA's EIS website has more info
 3. Flyer will be available
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- B. Public workshops on the purpose, need, etc this fall
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- C. Public workshops and comment period when EIS is put together
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D. Encourage all here to attend the public scoping sessions

E. AB: I'm the project manager for the FAA on this EIS. We're asking you guys as members of the community to share the word. There's a 45 day scoping period that started May 3rd. lgaaccessseis.com is the website you can share. We've had successful conversations with communities in Apr. Intent of scoping is to get input into the range of analysis that will happen during the EIS, discuss potential alternatives that haven't been considered yet. Open workshop type format, will have boards, staff will be there. Court reporters will be there to take comments, can submit written comments, and on that website.

1. Frank Taylor (FT): Dimtars Blvd. Block Association president. I'd like to thank the PA for considering 82nd Street when it comes to the noise. Ditmars Blvd is right there. We need to be a quorum all the time, because there's areas in the city you guys take care of. AirTrain is a serious matter. It's something that I'm not sure people understand. AirTrain and the PA is not being covered in a way that you're looking at residents and customers. Residents pay taxes and own houses, our taxes in East Elmhurst have doubled since this started. The governor has even said we have to bear the pain. That's not a governor for the people. These are the things we have to consider. Would this be acceptable if this were your neighborhood? The AirTrain is still up for debate at this time Andrew?

a) AB: That's correct.

b) FT: Why is this already being built? I was at LGA and they were telling me the tracks were already built.

c) AB: You were being misinformed. The AirTrain isn't yet being constructed.

- d) FT: I have pictures.
- e) AB: What they are constructing is the headhouse, which would be where the AirTrain connects.
- f) FT: Everyone directed me to Terminal B and told me there were tracks there. I'm wondering as a resident of Ditmars Blvd. if this is a dog and pony show.
- g) WS: Bring this up at the scope meeting. At our next roundtable meeting, let's discuss forming an ad-hoc committee about the AirTrain. I understand the urgency.
- 2. CR: I will respond personally to these photos.
- 3. JC: I'd love to join this AirTrain ad-hoc committee. One of the concerns brought forward by businesses in Flushing is why the AirTrain isn't going into Downtown Flushing.
- a) AB: PANYNJ has made a proposal for development to the FAA, but the alignment is not final. There may not be an AirTrain at all. We're looking for alternatives. There's a 2-year process during EIS to get approval on either no action, different action, or this proposal as is.

VII. Formation of a working committees

- A. WS: To discuss coordination of air traffic between LGA and JFK. I would nominate MB to chair this. Who else would like to serve on this committee. This is a major problem as we've seen.
 - 1. MB: I'd like Dave Johnson to be a technical expert to this committee.
 - 2. We could provide a subject matter expert, but we can't commit a specific person.
 - 3. MB: Justin Connor, could you serve on this?
 - a) Justin Connor (JC): I have way too many existing commitments so I'll pass
 - b) KL: How much time would be involved in

this?

c) MB: We're just forming up so not sure.

d) WS: Much of the work could be done on the phone.

4. MB: Hoping that some of the elected officials can serve on this committee. No need to commit tonight.

B. WS: AirTrain ad-hoc committee

1. Only operating until the job the finishes

2. Nominate FT for chair

a) Bill Mann would like to serve

b) John Choe also expressed interest

3. Committees do not need to meet in person

VIII. Limiting late night and early morning departures/arrivals at LGA

A. WS: We were told there was a voluntary commitment towards this end. Now we're being told there was no such agreement because LGA has to be a 24 hour airport because they're receiving funding from the FAA. Can someone tell me how much funding does the PANYNJ for keeping LGA open all night?

1. AB: It's not funding for keeping the airport open. Because they receive Airport Improvement Program (AIP) funds, as do 3000 airports nationwide, part of the grant agreement is a series of 39 assurances. These are universal across all fund recipients. One of these is to be available for operations. The voluntary curfew can be in effect, but they still need to be available for arriving flights.

2. Nick Dmytryszyn (ND): Not to wordsmith, but the word curfew has been misused. It's meaning now is that nothing happens, and that you can stop the operations. There are annual letters that go out that this is a request for voluntary curfew. There are things that are part of how an airport operates where you can't just say, have a nice day we're closing down. The word curfew has been

- abused.
3. AB: The voluntary request is still in place. Users do schedule to try to accommodate this schedule, but if there are delays, the flights still have to land.
 4. WS: We understand, but we may need to look at the stats to see what airlines and airports violate these requests the most. Maybe the PANYNJ can have discussions with these airlines.
 5. MB: Do planes that land have to turn around and depart at 3AM if it lands after being delayed?
 6. AB: I can't speak to that, I don't know of examples of this. They're not scheduled flights.
 7. MB: These are not scheduled flights.
 8. RT: The reason for this would be that the plane needs to be somewhere the next morning. If there is an aircraft that does need to leave, that's more than likely what you're seeing. Or you could be seeing delayed passengers departing. That's an airline question.

IX. Public Comment

A. Carlos Laureano (CL) - Northwest Bayside

Community Association: This is a recording of what we're hearing in our community, at 11:45 PM at night. I kept this one because it woke my son up at night. <Plays video clip with recording of increasingly loud airplane noise> They come in waves of 3 planes in 90 seconds. I've lived in Queens my whole life. This isn't something where we're frustrated out of the blue. We've been robbed of our quality of life, from the way we live, sleep, work. We shut ourselves inside blasting TVs, white noise machines, ACs in an attempt to drown out this noise. Members have filed hundreds if not thousands of complaints. We shouldn't have to bear the brunt of JFK. People who live under the TNNIS climb should be your priority not the airlines and profit.

B. ND: Presentations will be available on the committee

website soon, within next 2 weeks. Once minutes are put in and approved at the next meeting, they will be on the website now that we have a Recording Secretary

C. Patrick St. Jean, resident of East Elmhurst: I live across the street from Delta. When we purchased the house ten years ago, we had a beautiful view of the bay. Now they're telling us they're going to build an AirTrain that no one in Queens will use. None of your constituents will use it. Even at JFK, only employees use the AirTrain. Tourists don't use it. People would rather hop on an Uber or ask someone for a ride. We shouldn't waste our money or increase airfares to fund it.

D. AB: Comment period ends Jun 17, 5PM. Submit comments to the website: lgaaccessseis.com. We've received 15 comments from the public so far. Doesn't sound like much, but it's high relative to previous EIS scoping meetings.

E. CL: What is actually done with noise complaints to the FAA?

1. AB: The PANYNJ tracks and addresses the noise complaints. Unless you address directly to the FAA.

2. MB: Noise complaint reports are very well done and extensive. I attended a meeting where someone informed us that the PANYNJ takes the reports and shreds them.

3. ND: We don't shred these reports. When reports come in, they're collected into the format you see in the handouts you got. If they're first time complainants, they usually get called. We do weed out attempts to file duplicate reports. Reports then go to the FAA and it then goes to the community. FAA is given the information on the # of calls that come in and geolocation. I believe this has been going on, as computer

systems have gotten updated. Shredding doesn't happen. Someone had stated - secondhand - that the PANYNJ told the person they should move if they don't like the noise. I would never say that. I find it difficult anyone in the PANYNJ would say this. It's mandatory that the FAA requires of the airport operator to collect and pass this information up to the FAA. If the FAA gets complaints directly, we're not usually aware of this. There are two different systems for reporting. There's an FAA reporting site too.

4. AB: We do get reports from the PANYNJ about the number of complaints, but not necessarily the content in them. We have a system to track and respond to complaints. We try to address the issues that come in. I've worked with Steve Jones extensively to track these complaints. There's a statutory between noise from the source of the aircraft (certification noise) that the engines make, the noise of the operations associated with airport should go to the operator (PANYNJ). We frequently coordinate on responses to complaints.

5. Are reports available by FOIL request?

6. AB: They're online.

F. FT: I think at times we focus on the wrong things. There's no disciplinary action taken against pilots or airlines for noise or the emissions of a plane. You do take the files. I know you don't shred them, but there's no action taken on them. There is no action on the books to stop this. If there's nothing for a company to lose, what will they comply to? That's what's been happening for the last 50 years. If there's no deterrent, then why stop.

1. AB: Since 1990, when the Airport Noise Compatibility Act passed, airport operators have been banned from taking punitive action because it's considered preventing access. You'd have to

go through an access restriction study (Part 161).

X. Meeting adjourned at 9:20PM