

New York Community Aviation Roundtable - LGA Committee

June 2023 Meeting - 06/28/2023

Facilitator: Bill Huisman (BH)

Zoom meeting co-hosts: Maria Becce (MB), Warren Schreiber (WS), Lei Zhao (LZ)

These are unofficial minutes from the meeting by Lei Zhao, Recording Secretary of the NYCAR's LGA Committee, representing Queens Borough President Donovan Richards. These minutes are still provisional until approved by a quorum of committee members.

Zoom recording of the meeting here:

<https://us02web.zoom.us/rec/share/QWSBsC4IUv0MeesEK8cFfNohFwonnRTRbLAHE7OKsde mnJicUubNX9V1jS7jNbAt.TwvOeEmBBnpl47kx>

Passcode: 8n.Y0?!!

I. Welcome

MB

- A. We had a tough weekend for us in Northeast Queens. Essentially non-stop flight operations overhead from Friday the 23rd through Monday the 26th. We've had a bit of a break. I myself filed 400 complaints during this period of time. We did have very unsettled weather, which you don't notice on the ground but at higher altitudes. Governor Hochul sent out an advisory for tomorrow. We seem to be dealing with another air quality advisory from the wildfires in Canada. NYS is closely monitoring the situation, her office has sent several alerts about that starting midnight tonight to midnight tomorrow. On June 6th, when it was very very bad in NYC, we had flights grounded at LGA.
- B. Mayor Eric Adams had a community conversation on June 12th, and I was able to attend not quite knowing what to expect. The format was in an auditorium, 17 tables, at least 10 people at a table. Each table discussed community concerns, and each table voted one representative to present their question. I did bring up the problem that we have with excessive and repeated aircraft noise at LGA. I did ask my question and gave a slight background on it. The audience was very receptive. Mayor Adams asked me if I would submit a 2 page briefing. A couple people assisting his office were asked to come to my table. The question we asked was if they could have someone regularly attend the NYCAR meetings, which is currently under review.
- C. You may recall a few years back, we did a noise experiment, where we played the sounds of aircraft noise. I wanted to play them as people were coming onto the meeting as a gentle reminder of why we're here. As I was videotaping a clip,

my iPhone picked up a screen on my window and there were particles collecting in the screen. I did some research, in analyzing what these particles are. If there is feedback from that analysis, I will share that with the LGA Committee.

- D. On a much, much brighter note, we have a happy announcement: Elaine Miller has agreed to be a new citizen member of the LGA Committee. Elaine Miller is someone I met at the beginning of this adventure that we've been having to help each other solve this problem. Elaine is a community activist and cofounder of Plane Sense LI. This organization hopes to enact legislative change to help the communities dealing with aircraft noise. We don't have a quorum tonight, so I propose that we have Elaine as an interim committee member. If anyone has any objections, otherwise, we will welcome Elaine as a new voting member of the committee. Anyone who's attending this evening, please identify yourself to save time doing a roll call. Elaine Miller, congratulations.
- E. Elaine Miller (EM): It is a great honor to serve on this committee, I've worked with many of you for a very long time, and I am grateful for everyone's expertise.

II. Port Authority Updates

Hersh Parekh (HP)

- A. A few months ago, we announced that PANYNJ released a report analyzing 14 options to expand mass transit access to LGA.
- B. We advanced 2 proposals, which are bus options
 - 1. Improve Q70 SBS line
 - 2. New shuttle bus route to Astoria Ditmars subway station, last stop on the N/W line
- C. Our board of commissioners authorized \$30 million to begin planning for these two bus options. For the next 12-16 months, we'll be undertaking preliminary design and planning work, determining what kind of environmental review, community engagement, fine tuning the cost, etc.

III. Aviation Technology Update

MB

- A. I will forward some links for committee members to read
- B. China is now competing with Boeing and Airbus in aircraft manufacturing with their new C919 plane
- C. Pratt & Whitney is promoting their new geared turbofan jet engine that should dramatically improve fuel efficiency
 - 1. They are hoping to send a representative to discuss their new engines, double digit improvements in fuel efficiency, emissions, noise
- D. Rolls Royce Ultrafan is also in the news. This is supposed to operate on 100% sustainable aviation fuel.
- E. GE discussed at length at the Paris Air Show about an open rotor engine.

IV. Fly Quiet Program

Clint Morrow (CM)

- A. We spoke to the group a couple months ago to give an overview on the Fly Quiet program for LGA, and we will provide some updates.
 - 1. Ralph Tamburro (RT): looking forward to the output of the collaboration between the PANYNJ and FAA on this
 - 2. Jacob Attwood (JA - PANYNJ): We are looking forward to the benefits this will bring
- B. MB: Clint, you mentioned having good collaboration with airlines, can you elaborate?
 - 1. CM: We invited all airlines, large and small, to participate. We got a really good turnout. We just had our 3rd focus group meeting last month, and got good input from the airlines on this.
- C. Background on the program
 - 1. Recommended as part of Part 150 studies
 - 2. Establishing this program at LGA, JFK, and EWR. TEB already has a longstanding program
- D. What is this program?
 - 1. Voluntary collaboration between PANYNJ, airlines, operators
 - 2. Encourage quiet flying, noise abatement procedures, preferential runways
 - 3. Outreach, engagement about what procedures are beneficial for noise
 - 4. Looking at airlines, what kind of aircraft they operate. We can measure, show the fleet mix at LGA.
 - 5. Not constrained to a certain noise contour level ex: 65 DNL
 - a) Fly Quiet can benefit anyone in the area, not just those in a given contour
 - 6. Seattle, San Diego, SF all have these programs
- E. Benchmarking process for LGA
 - 1. Interviews and benchmarking surveys with other airports that have implemented programs to understand best practices.
 - 2. We've convened focus groups involving airlines, operators, airports
 - 3. We've learned that the constraints of the airspace are so unique here. The approach we take will also have to be unique and more specific
- F. Potential measures for LGA
 - 1. Begin with low-hanging fruit
 - a) Evaluating airline fleets using tired fleet noise quality ratings
 - 2. Look at runway use
 - a) Especially evening and night time hours, looking at what runways are used. There is a Part 150 measure to reduce Runway 13 departures at night
 - b) FQP isn't here to introduce a new measure, but to collect and track data over time
 - 3. FQP will not propose new flight procedures

- a) Potentially track and encourage increased use of existing procedures
 - b) First, understand the utilization of certain approaches that could be beneficial to noise, and encourage the use of them in the future.
 - 4. Runway 22 Offset Approach
 - a) Not currently used much, but beneficial for noise
 - b) We would like to encourage usage of this approach, when possible.
 - 5. NTHNS & GLDMN RNAV SIDs
 - a) Implemented May 2020, we can track and see how this is doing
 - 6. Reduce Runway 4 departure noise
 - a) Shift in use of departure headings
- G. Airline coordination and input
 - 1. Focus groups, last held 5/31/2023
 - 2. Preliminary scoring system discussed, lots of good feedback from airlines on this
 - 3. What we found is that how close the airports are, how many operations are going on, we will have to come up with something different
 - 4. Continue meeting with key airline stakeholders over the summer
 - 5. Dial in and figure out the best ways to track and measure, goal to produce an annual report, recognizing airlines that have made the most effort in reducing noise
- H. Project schedule (same as last time)
 - 1. We've seen good participation from FAA and airlines and we hope to build on this
- I. Summary
 - 1. FQP will track and report on use of fleets, runway, procedures
 - 2. All stakeholders will gain knowledge into what's happening operationally
 - 3. Goal is to encourage best possible use of the inputs above
 - 4. Identify opportunities for improvements
 - 5. A big part of this is outreach and education
- J. Discussion, Q&A
 - 1. MB: On the bright side, maybe the committee wasn't aware this is an ongoing program. As you say, NY airspace is very unique and we have to be creative to come up with solutions with stakeholders. On the down side, I wish people who live in the affected communities could have participated in the workshops. We hope you bring back to the workshops the feedback you hear attending these meetings.
 - 2. WS: You mentioned that TEB had a unique program, what makes it unique?
 - a) CM: TEB is grandfathered into noise restrictions that have existed before the first federal legislation on noise. They have voluntary

curfews and noise level limits that are specific to TEB. These can't be translated to other airports.

3. WS: The reports that are compiled and published, what happens to them? If they're just a piece of paper or computer file, what use are they?
 - a) CM: We'll publish the first reports on the web. The most important part will be recognizing the airlines that are participating. The goal is to encourage airlines to participate. The recognition is good for them, it's good PR. We want them to be partners in this. Once the first report comes out, it becomes the baseline. If an airline wants to be recognized later, they'll look to this.
4. WS: Many procedures that are recommended or suggested will require FAA review and approval. What are the FAA's plans for these reports?
 - a) CM: When it comes to flight procedures, we only include already published procedures. It's tracking their use and encouraging their use. New procedures, as you're aware, would require safety and environmental reviews.
 - b) WS: If the report suggests that there's a procedure that has a negative impact on the community, the FAA should look closely at that report.
5. Arline Bronzaft (AB): While NYC may have some unique airspace, when you listed the characteristics of what you're studying, you did list quieter aircraft, noise abatement procedures. I'm an experimental psychologist. Usually, when I am working on a new report, I have to summarize the data from other airports. I'd like to know if there will be information giving us the opportunity to look at what other airports have done. Even though our airspace is unique, there are comparable characteristics.
 - a) CM: We studied and spoke with, interviewed airports listed on the screen here. Existing programs are publicly available. We did a summary internally for the FAA. Rest assured, we did look to other airports and look at what worked.
 - b) JA: It is a little early for us to have overall a big idea, we want to make sure that this is a report that people read, and it isn't something that is 20-30 pages. We're trying to find that balance.
6. Assemblyman Ed Braunstein (EB): What we experienced in Northeast Queens this weekend is more than a nuisance. No doubt in my mind, 18 hours of TNNIS climb every minute is going to impact the public's health. It's ridiculous what we experienced this weekend. When you do the report and release data, I'm focused on departure and arrival procedures. I understand we're looking at the flight mix and airlines want good PR, will it be specific to how frequently the TNNIS climb is used, and under what condition it's used? If the public knows why this is used, it would help.
 - a) CM: The basis for the FQP is airline and FAA coordination. Airlines control the planes they own and purchase.

- b) EB: Which is great. Lots of people in my community are focused on the TNNIS climb. I want to talk about how frequently it's used and how to reduce it. Or at least communicate why it's used. Is it rush hour in the sky? Weather related? There's no communication about when, why it's happening. We're left on the ground wondering when it's going to stop.
- c) CM: FQP looks at an entire airport and operations around the entire community.
- d) EB: Do you consider noise complaints on the ground noise complaints?
- e) JA: No, they won't be included in FQP reports. In regards to TNNIS, this is something better engaged with the FAA. FQP won't change flight procedures, but to work with airlines on making changes on what they can control. What you're raising is out of scope for FQP. In terms of your question about identifying when TNNIS will be used, it's less straightforward than it seems and is between FAA, ATCs. Runway availability, weather, noise. I know there were massive numbers of canceled flights due to wildfires this weekend. This could have led to a change in how aircraft have to fly.
- f) EB: I understand that it's more nuanced than that. But some kind of framework about when we might be experiencing this, when it might end. I hear FQP, reducing noise, and having conversations with the FAA, the fact that there's no real report on the frequency of usage on departure procedures. I would at least like to have data about when and for how long TNNIS is used. You talked about reducing Runway 13 usage at night, so there is some discussion about this.
- g) BH: I think this is something the FAA should address. I would recommend for the next meeting that someone from ATC that has expertise that can address your concerns specific to the TNNIS climb.
- h) CM: The reason the Runway 13 usage at night is included is that it's included in the Part 150.
- i) EB: When you say night, what time of night?
- j) JA: 10 PM to 6 AM.
- k) EB: Forgive me, the weekend that we experienced, the optimism from the FQP to reduce noise on the ground, you gotta talk about the FAA.
- l) MB: We're going to talk about the provisions from the Part 150 that were approved, and RT will discuss the XRAY approach at JFK, which should help reduce dependence on TNNIS. I did begin the meeting this weekend mentioning that, thanks for reinforcing.

- m) RT: There was a lot of significant weather in the NY area, the thunderstorms in the area were very impactful to operations at all the airports. This does drive some of the TNNIS usage due to JFK. The weather has moved out, and it does look like a different departure will be used.
- n) MB: Anyone who experiences 21 hours straight of TNNIS, it leaves you shaken. It's so hard to believe there's no breaks for people to catch their breath. We wish you luck on the program, and we hope it's more than just PR for the airlines.

V. Runway Utilization and Noise Complaints

JA

- A. 2022 to 2023 ops overview
 - 1. Numbers have been relatively consistent, some higher numbers in May and March
 - 2. Runway selection is determined by FAA based on the following criteria:
 - a) Runway availability
 - b) Prevailing wind and weather patterns
 - c) Operational efficiency
 - d) Community noise concerns
- B. Operations by runway past 13 months
- C. Arrivals comparison 2022 vs. 2023
 - 1. 22 tends to be the most used for arrivals
 - 2. 31 is second most common, followed by 4
- D. Departure comparisons
 - 1. 13 is the most prevalent, then 31, then 4, last is 22
- E. Nighttime operations (10 PM - 7 AM)
 - 1. ~1500 arrivals per month, ~1300-1400 departures
 - 2. Roughly 10% of operations at LGA (~3000 out of ~27000 monthly average)
 - 3. There is no curfew during this period. We do not have the ability to tell aircraft they can't fly during this time.
 - 4. Runway maintenance work is often done at night at LGA to minimize impact on operations.
- F. Households filing noise complaints
 - 1. Top 3 areas: Jackson Heights, Flushing, Brooklyn
 - 2. By total complaints, top 3 are: Flushing, Bayside, Staten Island
- G. Discussion, Q&A
 - 1. MB: We should all have a goal when looking at these noise complaints that the complaints are dropping. That's what we should be aiming for. I know you supplied this information to the FQP people. It's confusing to me about departures on 13 vs. 22, there's literally no comparison to that. I find it surprising that there's so many complaints tied to the 22.

2. WS: I'm always skeptical about the complaints, you have a lot of immigrants, who may not file complaints. I think the impact is much, much larger than what you see from the complaints. I think for Queens, it's probably 4.3 million people, the population here. I don't think we should use these noise complaints as a gauge of the impact we're having on our communities
 - a) JA: We know these aren't a representation full stop of what communities are going through. We know people feel like complaints don't do anything. We don't want people to feel that a person who files 100 complaints is more valuable to the PANYNJ. We send these reports to the FAA to make them at least aware, and we do try to educate people. We just hope the complaints can make a statement, and it can give the PANYNJ information about trends. We might see a spike in complaints and look into it. These are used in a variety of different ways.
3. LZ: What is the theoretical maximum of operations at LGA? When will we hit it? What is it constrained by? The FAA has a shortage of controllers, for example.
 - a) JA: My personal belief is that we won't ever double these numbers. It's outside my expertise to know the theoretical maximum. Aircraft and technology changes over time. It's hard to get a grasp on what the future will hold. It's possible aircraft get more efficient and there's less flights.
 - b) RT: LGA's traffic at what we'll see at a maximum, it is slot controlled, so we shouldn't see it go up that much more. LGA has been very consistent the last 42 years, only other reductions have been 9/11 and ATC strikes in the 80s. LGA does not have a curfew, there's maintenance done from April to November 15.
4. EM: Most complaints we put in through third party apps is to show the PANYNJ what's happening over our homes, but also it's good for our own data collection. We can now collect our own data to see what's happening over individual households. For me, I know exactly how many planes fly over my house. MB sends the data out. Honestly, it is for our benefit for us to know what's happening to people on the ground.
 - a) JA: From the PANYNJ, we want to make sure we represent people well. When people file a complaint 100 times, they want to be heard 100 times. We want to give power to people filing 1000 complaints just as much as someone who files 1 complaint. You might be making a statement either way. Our system is not designed to devalue anyone's experience or complaints.
 - b) MB: For anyone who's interested to know who's attending the meeting tonight - I was able to run reports from Air Noise and forwarded them to the NYS DEP, wanting them to be aware of the level of concentration.

VI. LGA Part 150 Noise Abatement Program

JA - PANYNJ

- A. Reduce Runway 13 Departures at Night - approved as voluntary
- B. Implement Noise Abatement Departure Profiles on a Voluntary Basis for Runways 4 and 13 - disapproved for purposes of Part 150
 - 1. A direct comparison couldn't be made to the 2021 baseline noise contours.
- C. Implement Nighttime Optimized profile Descent Procedures - disapproved for purposes of Part 150
 - 1. No demonstrated benefit in the 65 DNL contour
 - 2. This type of descent profile would be difficult to implement at LGA due to proximity to other airports
- D. Continue Existing Mandatory Departure Noise Limit
 - 1. In 1959, PANYNJ established a limit > 112 PNdB, this was grandfathered into the Aircraft Noise and Capacity Act of 1990. The act doesn't let us change this number, and we can't lower this.

VII. GPS XRAY JFK Approach and LGA Impact

Ralph Tamburro (RT)

- A. RNAV GPS XRAY - replaced an older approach that was used quite frequently, sits further east going into Runway 22 at JFK
 - 1. This is typically used when landing 13L
 - 2. With severe weather conditions, JFK will typically be on the 22s, and based on demand, they will need both runways
 - 3. This is what causes demand for ILS 22L
- B. When JFK is using the ILS 22L approach, this cuts into LGA's airspace
 - 1. This also induces LGA to use the TNNIS climb, because the Whitestone climb cannot guarantee adequate separation
 - 2. During normal operations, it would be difficult to handle the traffic at JFK without incurring delays.
 - 3. More information coming next meeting
- C. Discussion, Q&A
 - 1. MB: Does anyone stop and say, I'm concerned about the people who live under these solid blue and red lines in your chart?
 - a) RT: Procedures are designed to expedite getting aircraft on and off runways safely. ATC is out there to provide an efficient service to the flying public. I understand noise, noise abatement. There's things we can do, things done in the past we could try. This would need to be coordinated with the FAA.
 - b) MB: Anything you could do to advocate on behalf of the people who live in these areas, anything you can do to help us, please do so.
 - c) MB: Do you see any benefit in talking directly to ATCs?

- d) RT: That'd be more of a question for the FAA. It's not up to them individually.

VIII. Legislative Update

Elaine Miller (EM)

- A. Noise Control Act of 1972, in passing this act, Congress hoped to address this issue. The Office of Noise Abatement and Control (ONAC), the office responsible for this, was charged with coordinating a program with other agencies involved in noise control. This was amended in the Quiet Communities Act.
- B. In the 1970s, the EPA coordinated everything through ONAC, which was phased out in 1982. This was due to a transfer in responsibility from federal to state and local governments. However, this federal capability was never rescinded legally, just unfunded.
- C. Congresswoman Meng's proposed legislation: reintroduced the Quiet Communities Act
 - 1. Would require EPA take over aircraft noise mitigation from FAA
 - 2. EPA's ONAC would reopen, receive new funding, allowing EPA to oversee the issue of airplane noise
 - 3. 2012 significantly increased noise over the borough due to changes in flight patterns, increasing flights over residential neighborhoods
 - 4. NYTimes reported that persistent exposure to noise increases risks of hypertension, cardiovascular disorders, learning deficits
- D. Call to action
 - 1. Urge representatives to cosponsor this bill and support it
 - 2. It is highly needed, a very important problem that must be addressed
- E. MB: Thanks for this summary. Thank you for reminding everyone to contact their representatives. Thanks to Grace Meng who has backed this issue since she was elected.
 - 1. EM: When we were discussing procedures, WS was saying voluntary doesn't mean it will be done, but legislation will make it mandatory.
 - 2. MB: Bill requisitions \$25 MM in funding to restore ONAC.
- F. AB: The Science Times in NYTimes is a full page on an article about noise being harmful to health. By noting that noise is harmful to health, impacting cardiovascular health, sleep, and cognitive. For the Times to cover this, and ask people to write to express their noise complaints, got lots of attention. This week, I was very busy giving interviews to other media that saw the word noise and found me. This is what we need: media highlighting the link between noise and health effects. Costs related to treatment for illness due to aircraft noise. So when the airlines complain about spending money to make changes so there would be less noise, let us all remember that all of us are paying in dollars to treat the people that have been harmed by these airlines. This attention can only help our cause.

IX. FAA Updates

LZ

- A. MB: There will be a more in-depth presentation by the FAA of the Ascent program. We do not have a rep from them today. This program is the FAA

awarding \$19 MM to 14 universities to look into noise and communities, advanced air mobility. Noise and community study recipients are Boston University, UPenn and MIT. We look forward to this in-depth presentation.

- B. MB: I will send a notice to committee members about the end of July deadline to submit feedback on the Noise Policy Review: [Public Comments](#) – [FAA Docket](#). I attended the FAA's presentation May 23, Barbara Brown of the JFK Committee organized a presentation to NYCAR
- C. Preliminary Report: Advanced Air Mobility – FAA Press Release and Video (LZ)
 - 1. There are no Advanced Air Mobility (AAM) operations certified in New York for 2023. I will provide you with additional information regarding New York AAM Operations as it becomes available. In the interim please see the following [Press Release and Video](#).
 - 2. The FAA continues to engage various companies to integrate AAM into the National Airspace System (NAS) in a building-block methodology. These stakeholders plan to apply for FAA certification in the near term, and we continue to discuss the steps required to enable AAM operations at their proposed key site(s), so we can build and tailor a project plan and implementation schedule for each specific scenario.
 - 3. [FAA Releases Airspace Blueprint for Air Taxis](#)
- D. MB: As more information is available, FAA will continue to update NYCAR on this topic

X. Public Participation

- A. WS: Coming down the pike that NYCAR will be dealing with. Delta is starting their push to eliminate the Perimeter Rule at LGA. They have a lobbyist already lined up. To the FAA, it's very important for community stakeholders to be involved. This could mean bigger, heavier planes flying to the west coast. These planes could use higher power, at lower altitudes, making noise worse. This is pretty much up to the PANYNJ

XI. Meeting adjourned at 9:02 PM