

New York Community Aviation Roundtable

January 2023 Meeting - 01/25/2023

Zoom meeting Co-Hosts: Barbara Brown (BB), Maria Becce (WS)
Facilitator: Bill Huisman (BH)

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.

I. Introductions

- A. Roll call
- B. No minutes could be approved since we do not have quorum.

II. Noise Compatibility Program (NCP)/Part 150 Studies

Adeel Yousef (AY), PANYNJ Noise Office

- A. Updates on approval timeline & process. Results for JFK, LGA
 - 1. NCP record of approval received, so we can share results
 - 2. Fall of 2021 we had a public review period and we addressed comments in the appendices of the NCP
 - 3. We submitted the NCP to FAA on 6/15/22, FAA released their approval on 12/15/22
 - a) Link will be posted on PANYNJ site and shared after this meeting
 - b) Federal register notice published 12/21/22 that NCP was finalized and approved by FAA
 - c) On the same day, LGA Airport Committee members received email notifications, and 12/22 we sent emails to TAC members
 - 4. Briefings have been scheduled with elected officials in the first half of 2023
- B. Summary of approvals for LGA
 - 1. 20 measures were approved (5 noise abatement, 3 land use, 12 programmatic). This is out of 93 total measures evaluated.
 - 2. Approved noise abatement measures
 - a) NA 1: Modify NTHNS and GLDMN Runway 13 RNAV SIDs to direct aircraft away from downtown Flushing (already in place)
 - b) NA 3: Implement offset approach to Runway 22 to reduce noise exposure over Clason Point (already in place)
 - c) NA 4: Reduce Runway 4 departure noise over Clason Point

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- (1) Both of the above entail planes making a turn to stay over water longer
 - d) NA 5: Reduce Runway 13 departures at night
 - e) NA 8: Continue existing mandatory departure noise limit (existing) - 112 dB
 - f) These were approved because the modeled benefit within 65 DNL contour
3. Rejected noise abatement measures
 - a) NA 2: Runway 13 departure procedure with immediate left turn - alternative to TNNIS. This would have introduced operational conflicts with Runway 22
 - b) NA 6: Implement NADP on a voluntary basis for Runways 4 and 13 - this was not judged to have a benefit within 65 DNL contour
 - c) NA 7: Nighttime optimized profile descent - benefit would have been outside of 65 DNL
 4. Land use measures
 - a) LU 1: Sound insulate eligible dwelling units
 - b) LU 2: insulate non residential noise sensitive units
 - c) LU 3: Aircraft noise real estate disclosures
 5. Programmatic measures, 12 approved, 6 existing, 6 new (see slides from PANYNJ)
 - a) Of particular interest will be the new approved measures
 - b) This includes the Fly Quiet program presented below (PM 7)
 6. Implementation Schedule
 - a) NA 1, NA 3, NA 8, PM 1-6, PM 11 are already in place
 - b) Implemented within one year
 - (1) NA 4, NA 5
 - c) Implemented within two years
 - (1) PM 7, PM 8
 - d) No schedule/TBD
 - (1) LU 1-3
 - (2) PM 9, PM 10
 7. Ongoing
 - a) PM 12 - Coordination between FAA and PANYNJ on development and implementation of NextGen Procedures
- C. For JFK, expected to get the finalized approvals in March
- D. Q&A, Discussion
1. MB: Of the 4 approved voluntary measures, only one has potential benefit to Northeast Queens, lying outside the 65 DNL contour. Can you explain departures at night, what time frame is that?
 - a) AY: 10 PM - 7 AM

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- b) MB: We have had voluntary programs in the past where we did not have departures or arrivals after 10 PM. Are we saying that there will be an expansion of nighttime activity?
 - c) AY: No, the reduction of Runway 13 departures has a modeled benefit to the 65 DNL contour. We will track how close the actual results with the model.
2. MB: Could measures that were rejected be reexamined during the Fly Quiet Program?
- a) AY: We are not looking at new procedures as part of this. But, PANYNJ could look at implementing NA 6 and NA 7, but not NA 2 because of a safety concern. But we could explore alternatives.
 - b) MB: With respect to NA 2, the reason for disapproval was operational conflicts with Runway 22. Is there no way that those obstacles could be worked out so that these Runway 13 departures create enormous and detrimental impacts on Northeast Queens?
 - c) AY: This is a very sharp turn, it's not feasible, but we can explore with the FAA if there's any other alternative, perhaps a slightly later turn, less sharp. It's not a dealbreaker. We can discuss with FAA further.
 - d) Andrew Brooks (AB): Provisions in Part 150 specify operational safety considerations. Limiting factors here are that the procedure design to initiate the turn has limitations on aircraft height before the turn can be made. Airspace boundaries between JFK and LGA restrict where planes can fly. The most beneficial procedure for LGA in terms of throughput is to land 22 and takeoff 13, but this would cause departures to conflict with 22 arrivals. If you changed Runway 22 procedures, it would cause impacts also. There's been a lot of thought and examination of this, we did not disapprove this measure lightly. The door is not shut, and we should continue to talk about it but we could not approve at this time.
 - e) MB: We've been talking about this for 10 long years and we have to come up with better ideas. I want the record to show that we need more improvements and to fix this problem.
3. Dolores Orr (DO): On approved land use items, sound insulate eligible dwelling units, is there a list of the dwelling units that have been approved for sound insulation? Or is it a geographic area?
- a) AY: A geographic area, the parcels that are eligible are within the noise exposure map.
 - b) DO: When we get the ROA for JFK we'll get a map?
 - c) AY: Yes.

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4. DO: For LU 3, is the disclosure for purchasers of properties or also for renters?
 - a) AY: Intent was for disclosures for homebuyers.
 - b) DO: We would have to bring it to the council person to institute it in the city.
5. Jamie Banks (JB): How is benefit within the 65 DNL defined? What separates benefit vs. non-benefit?
 - a) AB: Part 150 established this requirement based on the PANYNJ's noise exposure mapping phase. PANYNJ submits a revised contour map based on proposed changes. The benefit has to be shown to be for non-compatible use (residential).
6. Gloria Boyce Charles (GBC): Sound insulation of eligible dwelling units has been approved, homeowners would have to sign off to give away the rights to the air above their homes to receive the benefits of this sound insulation. Is that a stipulation of this measure? What are you talking about when you speak of sound insulation? Does the disclosure (LU 3) only apply to new developments or are existing homes also included? Will developers be notified?
 - a) AY: Navigation easements - yes, this is still part of the insulation measure. This is common practice with other airports nationwide
 - b) AY: insulation involves changing doors, windows, weather stripping etc. HVAC to ensure less noise comes in from outside. Goal is to reduce noise inside to < 45 DNL.
 - c) AB: Eligible residences must be within the 65 DNL contour and have indoor noise levels > 45 DNL. There are a lot more specifics coming, but there has to be at least a 5 dB reduction. Ventilation components are included for houses that currently don't have this already because for noise reduction, you'll need to be able to close your windows.
 - d) AY: Disclosures are for homebuyers, not so much for developers.
 - e) AB: Eligible structures would have to have been in place prior to 2014. We've notified people associated with Willets Point, as an example, that they would not be included in this program. We discouraged them from residential development within the 65 DNL contour.
7. GBC: When do these measures go into effect? How will you reach out to people about insulation? When will disclosures show up?
 - a) AY: For disclosures, local agencies and legislators need to show interest.
 - b) AY: For insulation, details need to be worked out, so we don't have any schedule yet.
8. Elaine Miller (EM): The FAA continues to use the 65 DNL which is totally outrageous. DNL is not a scientifically approved measure of sound and

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doesn't reflect what we experience on the ground. The fact that you're willing to insulate homes is an admission that noise is a problem. Putting money into locking us into our houses even more, and giving us some kind of bone, so that we don't complain, the fact is you can't go outside, you can't be in your backyard. This is what we're up against. You continually turn down every opportunity to compromise with residents of communities. So, we have to sit and accept the fact that you delegate all the power and choices, and we are just the little voices that penetrate the walls of your program and become a nuisance to you. People and communities are suffering, and what you've proposed is not sufficient for us. I don't have a question because the problems still exist. The fact that the FAA and PANYNJ continue to expose us to a 65 DNL is the problem. You know that Europe has a 55 DNL, and yet we are still exposed to this 65 DNL. You put this info into your systems and models, why aren't you changing the 65 DNL?

- a) AB: FAA has initiated a noise policy review process, where we are critically examining the current standard. We're working through that process now, and I know some media that covers noise issues around airports has reported on that. We're looking at what other countries do, current literature on noise and effects of it. I can't say more than that now, I'm not the arbiter of that decision personally, there would need to be other people here to respond to that. I understand that it's frustrating and that you've been speaking to us for 9 years and from your perspective, not much seems to have been done.
 - b) EM: This is something that has to be examined thoroughly, and I appreciate your honest answer.
9. DO: You said that the FAA and PANYNJ discourage development within 65 DNL contour, how do you find out about this? Ex: we have developers in Rockaway right now. Do you find out from us?
- a) AB: I don't know the answer to that. They are required to file a 7460 if they're building in an approach area. That process is geared towards safety incursions. However, we would reach out to the airport sponsor about non-compatible uses proposed when we find out about it, and it's on them to discourage this as a condition to receive funding from the FAA. I can't speak to any specific development, and we don't want residential constructed around airports within the 65 DNL contour, it's not a compatible land use.
 - b) DO: Who makes sure the developer files the 7460?
 - c) AB: Good question, I don't know.
 - d) BB: We are constantly getting notified of new developments around airports. City Planning and PANYNJ need to be working

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together. City Planning seems to be in favor of speeding these developments through.

- e) DO: I will reach out to council members to look into this and share when I find out.
 - f) Ralph Tamburro (RT): We have regularly scheduled meetings with the NYC Planning Department. We discuss these proposals with them. If a developer were to build something affecting the airport, they would not get insured. DOB wouldn't issue permits for it. Willets Point, Flushing West are examples of this. Noise impacts, constructability, safety are all concerns
 - (1) MB: I was going to ask specifically about Willets Point, they will be constantly bombarded by noise. You're saying that you've briefed the Willets Point developers about what could happen to them based on their development close to LGA
 - (2) RT: We talked to the Planning Department but not the developer directly. It's just advisory.
 - (3) LZ: As part of zoning permits for Community Boards, noise is not considered for buildings around airports, it has to do with hazards to air navigation only. I doubt this is a major consideration for City Planning.
10. BB: That's a big development but there are lots of little developments, and are they getting contacted? Where's the interface for these? But PANYNJ concerns weren't the primary reason we stopped this, it was political pressure. I also want to talk about the funds available for the sound insulation program, given the number of homes and the funding, it looked like it would take 50 years to insulate all the homes around LGA.
- a) AB: That's part of the conversations that AY will have over the next year. It's not just funding, it's contractors, equipment, materials, specialized techniques, specialized equipment in terms of the types of windows, so there's a number of limiting factors to attacking this. PANYNJ has made requests of us and the intent is to be as forthcoming as possible.

III. Fly Quiet Program

Clint Morrow (CM), BridgeNet

- A. Volunteer initiative to reduce the impacts of aircraft noise on residential communities
 - 1. We ended up picking BridgeNet as a consultant to help us develop, implement and maintain this program for us, they have extensive experience at other airports.
- B. Presentation
 - 1. What is a Fly Quiet Program (FQP)?

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- a) Voluntary collaboration between PANYNJ, airlines, operators, FAA ATC that encourages participants to use quieter aircraft, noise abatement flight procedures and preferential runways
 - b) Three inputs: awareness campaign, data reporting, benefits beyond the 65 DNL contour
 - (1) Awareness campaign - what we're here to do tonight
 - (2) Data reporting - lots of data collection, feeding back to PANYNJ. Flight tracks, aircraft types, coming up with metrics to determine fly quiet success.
2. What makes it unique?
 - a) It can generate impacts beyond the 65 DNL contour.
 - b) Quieter aircraft in an airline's fleet benefits everyone the plane flies over.
 3. Examples of existing programs
 - a) Seattle
 - b) San Diego
 - c) San Francisco
 - (1) Very detailed reporting available here
 - d) Rewards are given to airlines that fly quietest
 - (1) Metrics for determining rewards and recognition differ by airport
 - e) Every airport is different. Even between LGA and JFK, there will be differences in how this program works.
 4. Examples in the Northeast Corridor
 - a) Philly - procedures that follow the river near the airport
 - b) Hansom Field
 - c) Portland, ME - harbor visual, to avoid noise sensitive areas
 5. Benchmarking process
 - a) Study started in June 2022
 - (1) Surveys and interviews with other airports with FQPs
 - (a) SFO, San Diego, Seattle, Aspen, Teterboro
 - (b) How were they successful, suggestions, recommendations
 - (2) Review Part 150 studies, NCP reports, appendices, public comments, recommended measures, approved and rejected ones.
 - b) Technical Focus Group - ongoing
 - (1) Involving FAA, airlines, operators, airports
 - (2) Take the long list of possible measures and start narrowing down
 - (3) Figure out how you measure, rate and score these
 6. Elements of a FQP for this area

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- a) Technical components - data gathering, software set up, tracking and reporting
 - b) Stakeholder engagement - airlines, operators, airports, buy-in and participation
 - c) Public outreach - effective communication, reporting to roundtables, and general public about the rewards, scores etc. of FQPs
7. Example of a scorecard (see slides)
- a) We look at each airlines fleet, operations by day, night
8. Possible measures at JFK & LGA
- a) Low hanging fruit: airline fleet noise scorecards
 - b) Runway usage: considered in Part 150s, especially useful during nighttime
 - c) Not in scope: new flight procedures, but we can encourage more use of existing ones
9. Project schedule (18 months)
- a) June 2022: project initiation
 - b) Fall 2022: first meetings with stakeholders at each airport
 - c) Winter/Spring 2023: second round of stakeholder meetings, presentations to Roundtables
 - d) May 2023: initial draft FQPs
 - e) Fall 2023: final stakeholder meetings, presentations, review of final FQPs, then implementation
 - f) Beyond that, ongoing improvements and reporting over time.
- C. Q&A, Discussion
1. BB: I see the program started back in June. We asked for this report but only because we requested an update. If we didn't ask for this report, we wouldn't know this was in the pipeline. Often, people on the ground are the last to hear about anything coming up, but we are the ones most impacted. Are you including people on the ground who are experiencing the noise from flights in your focus groups? Whom did you include in the September/October meetings? Will you include us in future focus groups?
- a) CM: Our fall meetings were to kick off technical work for the project with the FAA, airlines, operators.
 - b) AY: We were always planning to get the Roundtable briefing done, regardless of whether you asked. First couple months were mostly data collection, where we didn't have as much to discuss, but we have something more to share. Once draft strategies are put together, the public will have a chance to give input.
2. JB: Seems like there's a real education opportunity for pilots and aviation workers to learn about noise and how it impacts their personnel and communities on the ground that are suffering. Often it seems like there's a disconnect and communities are seen as complainers, but there are

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real health impacts that our colleague Dr. Arline Bronzaft presented to Vaughn College about these impacts. It was well received. If we had an educated aviation industry, it would foster civil discussion to come to solutions that also address the complexities of aviation.

- a) CM: This education is one of the primary goals of FQPs. I hesitate to call the scores accountability, but when SFO puts out its scores, the lowest scorers will reach out to the airport and ask how they can improve.
 - b) JB: I appreciate the scores, but I think we could connect the scores to health benefits, better sleep, that we could integrate into people's awareness about this.
3. MB: I represent Congresswoman Grace Meng on the LGA Committee of NYCAR. The Congressional Quiet Skies Caucus sent Secretary Pete Buttigieg a letter addressing ongoing concerns about aviation noise. One concern was aviation impacted communities as key stakeholders. If I understand correctly, FQP will brief NYCAR about what's happening but wouldn't this be a perfect opportunity to include people directly adversely impacted before a report was issued. Wouldn't other stakeholders benefit from hearing from us? How can I get involved?
- a) CM: We're not doing this in a vacuum - I mentioned the benchmarking before we started. We reviewed all of the Part 150s, we read all of the public comments. There were long lists of ideas that didn't impact areas within the 65 DNL contour, but would be something FQPs could address, so we leveraged these earlier learnings.
 - b) AY: FQP isn't here to generate new procedures, but more about tracking procedures.
 - c) MB: Are noise complaint reports part of the discussions CM and you are engaged in?
 - d) AY: Yes, we do provide this data to airlines and BridgeNet.
 - e) BB: The Part 150 study comments aren't as robust as they might be because it may not reflect a good share of people who are impacted. You're not getting a solid exposure to how people are being impacted, and who is impacted. That process needs to include and reach out to people on the ground and hear what people are saying.

IV. Climate Change Impact: Extreme Temperatures on Airplanes

Glen Morse (GM) - Retired Pilot, United Airlines

A. Presentation

1. YouTube video (***see link here***)
2. Lee Brown from JetBlue is also on the meeting

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3. The video does a good job covering the conditions affecting flights. Climate change is exacerbating extreme weather, and sea level rise could affect some local airports.
4. JFK has one of the longest runways in the world, and higher temperatures probably won't affect takeoffs in extreme heat. It could affect runway usage, and building around the airport

B. Q&A, Discussion

1. LZ: What are the most common types of extreme weather that impact aircraft operations in our area? How might this change over time?
 - a) GM: Example of how climate change could affect aircraft operations, Houston experienced tornadoes, when it normally doesn't. Even tornadoes on Long Island have occurred. Increasing temperatures have an impact on infrastructure and the aircraft.
2. AB: Thanks to GM for coming and addressing these questions. Climate change is something the current administration is focused on, and we are doing some climate related master planning. It will be a challenge in the coming years. A lot of the projects we're working on have to do with climate resiliency and sustainability.
 - a) BB: We have actually reached out to the FAA to speak to this issue about regulations etc. and they may be able to do a presentation at our next NYCAR meeting.

V. General Questions/Discussion

- A. Ayla: Last summer, I broke my lease near Prospect Park because the noise was worse than the CIA torture book. I moved to Midwood after studying flight paths. Two months were peaceful, but the same bombardment of noise started happening in September. These are apparently overflights that aren't captured by WebTrak. Why is the FAA sending overflights over America's most densely populated city?
 1. AB: I understand this may not be the answer you want, but you are dealing with 4 of the busiest airports within 20 miles of each other. The sheer volume and structure of the airspace is designed to accommodate these operations. This has been a consistent message during my engagement with this Roundtable. We've had ATCs and tower staff address this issue. So, I don't know if I have an answer that will satisfy you, but it hinges on supporting operations for these 4 airports.
 2. Ayla: These are flights not landing in the 4 airports. I don't know where they're going but they're overflights.
 3. AB: I know there's arrivals that go up to White Plains, and Farmingdale, but the latter goes offshore. I need specific examples.
 4. Ayla: I can send you a detailed email, and I have submitted a noise complaint multiple times with the FAA.
 5. AB: These are routed through Warren and Barbara on the Roundtable.
 6. BB: Send us your complaints, and we will address them.

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7. Ayla: I can give you my address and you can see what's happening.
 8. AB: Overflights are unlikely to be at the altitudes you're stating.
 9. BB: List the specifics, and we'll look into it.
- B. Alex Vassallo (AV): I saw the presentation from the FAA about the approved measures. There was an ongoing implementation of the NextGen protocols. What did that refer to?
1. AY: Not sure there's anything specific going on but any changes, NextGen could be not just flight procedures, but also messages in the cockpit etc.
 2. RT: There isn't a lot of activity going on with NextGen right now. There's installation of some navigation systems at both airports in 2025.
 3. AV: RT, you're involved in the NextGen committees? I've read that a number of members of Congress that community members were not being permitted to participate in these advisory committees. What's happening with that?
 - a) RT: The rules governing the committees are pretty strict. There is a representative on these committees that attempt to represent the community. Most of the committee is executive level from airlines, and research companies. It's been talked about to include community representatives. The NextGen meetings are public, and people can give statements at the beginning of meetings (2-3 minutes). There's no interaction though.

VI. Meeting adjourned 9:15 PM