



New York Community Aviation Roundtable

**JFKennedy Airport Committee
LaGuardia Airport Committee**

Meeting: Wednesday, July 22, 2026

7:00 – 9:00 PM
Online Zoom Meeting

Co-Chairs:
Barbara E. Brown
Maria R. Becce
Facilitator: Bill Huisman

AGENDA

- 1) WELCOME:** Bill Huisman, NYCAR Facilitator **7:00**
- 2) ROLL CALL:** Barbara Brown and Maria Becce. Co-Chairpersons NYCAR
- 3) MEETING NOTES – ZOOM** Recording of Meeting (April 22, 2026)
- 4) ANNOUNCEMENTS:** JFK Airport Committee and LGA Airport Committee
- 5) CONSULTANT UPDATE:** HMMH Consultants – Jason Stoddard
 - a. New York Airspace Recommendations
- 6) FAA ANNOUNCEMENT:** Benjamin Thielen - FAA Community Engagement Specialist
 - a. FAA AIRPLANE NOISE ADVISORY COMMITTEE
 - b. Solicitation of Membership
- 7) Public Comment** **8:45**
- 8) Adjournment** **9:00**

NYCAR Meeting

July 22, 2026



Agenda

- Project Scope Reminder
- Where We Are In the Process
- Recap of Ongoing Work for JFK
- Recap of Ongoing Work for LGA
- Summary of Coordination Meeting
- Complexity and Challenges to Implementation
- FAA's Schedule and Focus
- Next Steps
- Key Takeaways / Questions / Comments



Project Scope Reminder

- The contract scope is limited to focus on creation of new procedures and amendment of existing ones (2 new and 2 mods per airport)
- Due to the complexity of the airspace and volume of existing traffic, limited options are available

Where we are in the process

- PANYNJ and HMMH previously briefed NYCAR on preliminary JFK and LGA NA procedure Concepts
- These concepts have now been discussed with FAA and submitted (6/11) for additional technical and operational review
- FAA was generally open to further review, but did not approve any concepts or commit to implementation
- The concepts remain preliminary and will only advance if FAA determines they are safe, flyable, and operationally acceptable

JFK Concepts Under Review

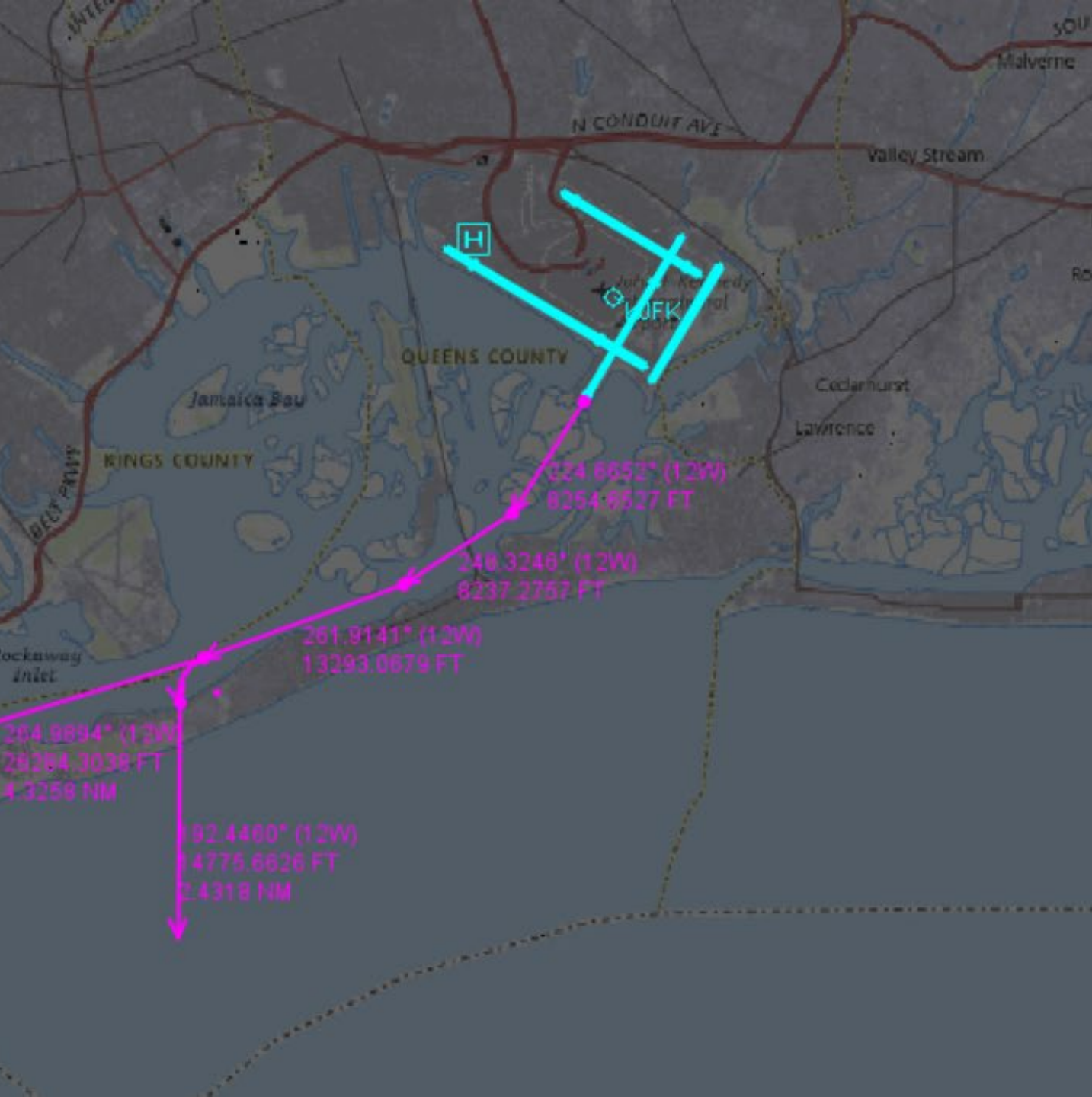
- RWY 4L/22R Departures
- Alternative Flight Paths
- RWY 22 Arrivals
- RWY 31R Arrivals





Runway 4L & 22R Dispersal Headings

- Objectives include:
 - Provide relief to communities off departure end of Runways 4L & 22R
 - Aircraft would be cycled through varied departure headings
 - Variation in headings is unique to airport and will need to be studied further
 - Creates dispersion among departures
- 4L (043° – 050°)
- 22R (218° – 228°)
- Dispersal headings have been used at other airports across the country including Denver and San Diego



Additional 22R Departure

- Objectives include:
 - Path takes aircraft south of Broad Channel
 - Aircraft continue over Riis Park Parking Lot or Rockaway Inlet
 - Nighttime Use

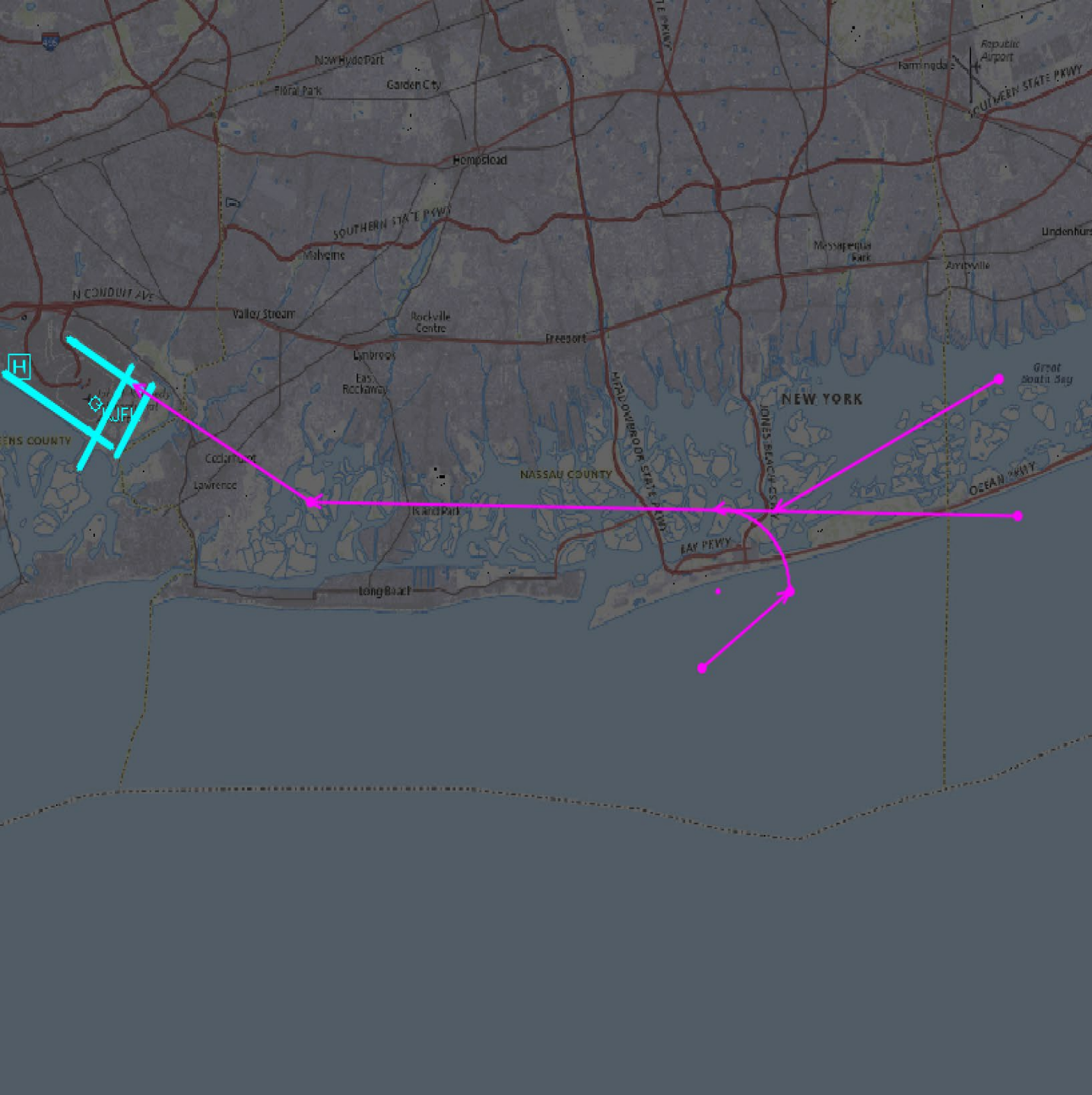


Runway 22L Arrivals

Procedure shown is the existing RNAV (GPS) X RWY 22L

- Objectives include:
 - Aircraft typically remain higher on RNAV (GPS) X RWY 22L however, usage is low
 - Intention is to increase usage for the RNAV (GPS) X RWY 22L at JFK by adding a straight in segment

*Altitudes shown are existing RNAV (GPS) X RWY 22L Altitudes



Runway 31R Arrivals

Alternative Flight Path

- Objective:
 - Avoids Long Beach where possible by shifting path over Jones Beach and marsh areas

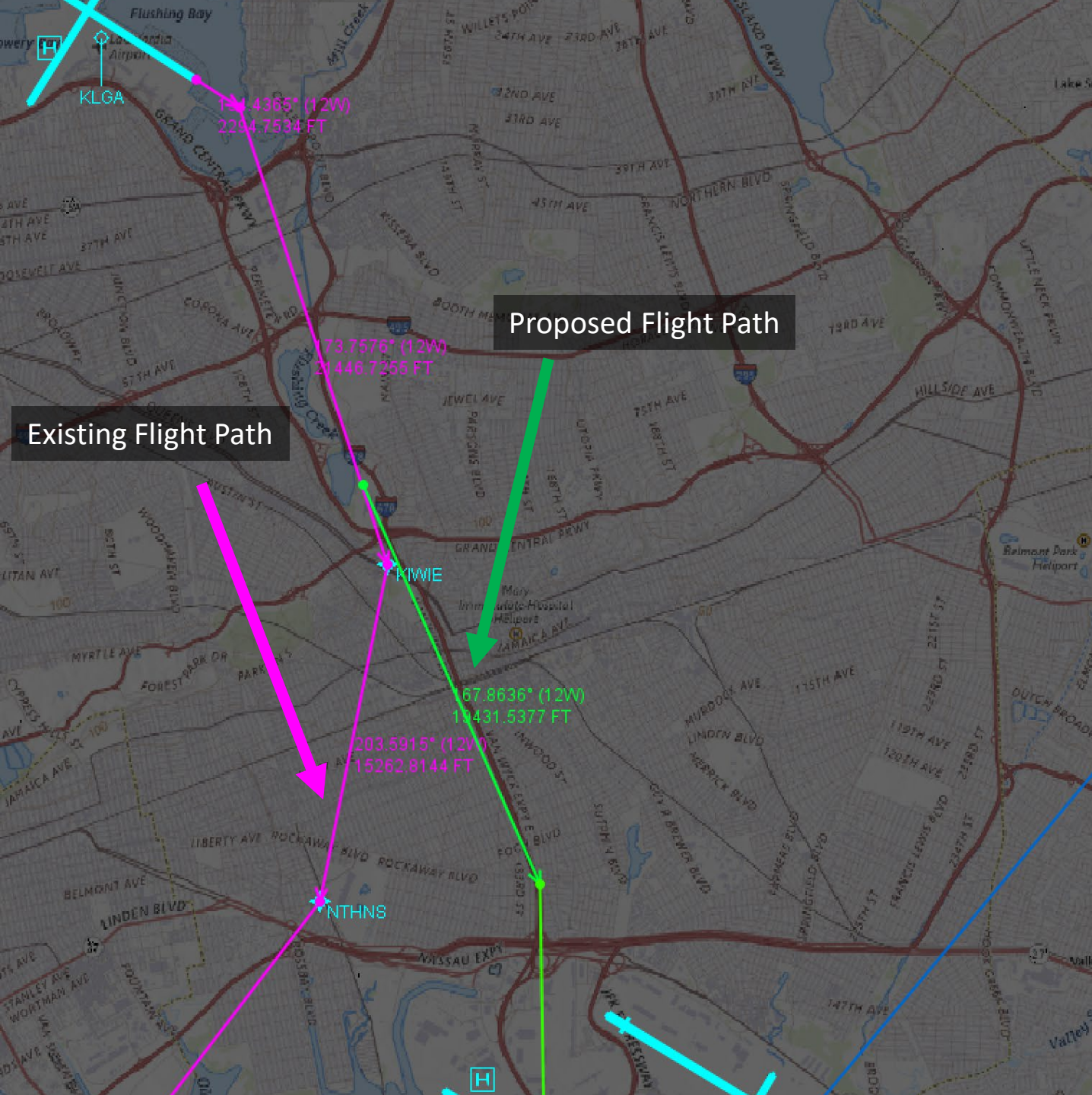


Current arrivals to 31R and 31L (yellow tracks)
Proposed approach path for 31R (pink track)

LGA Concepts Under Review

- NTHNS
- Whitestone Climb
- RWY 31 Approach
- TNNIS Early Turn

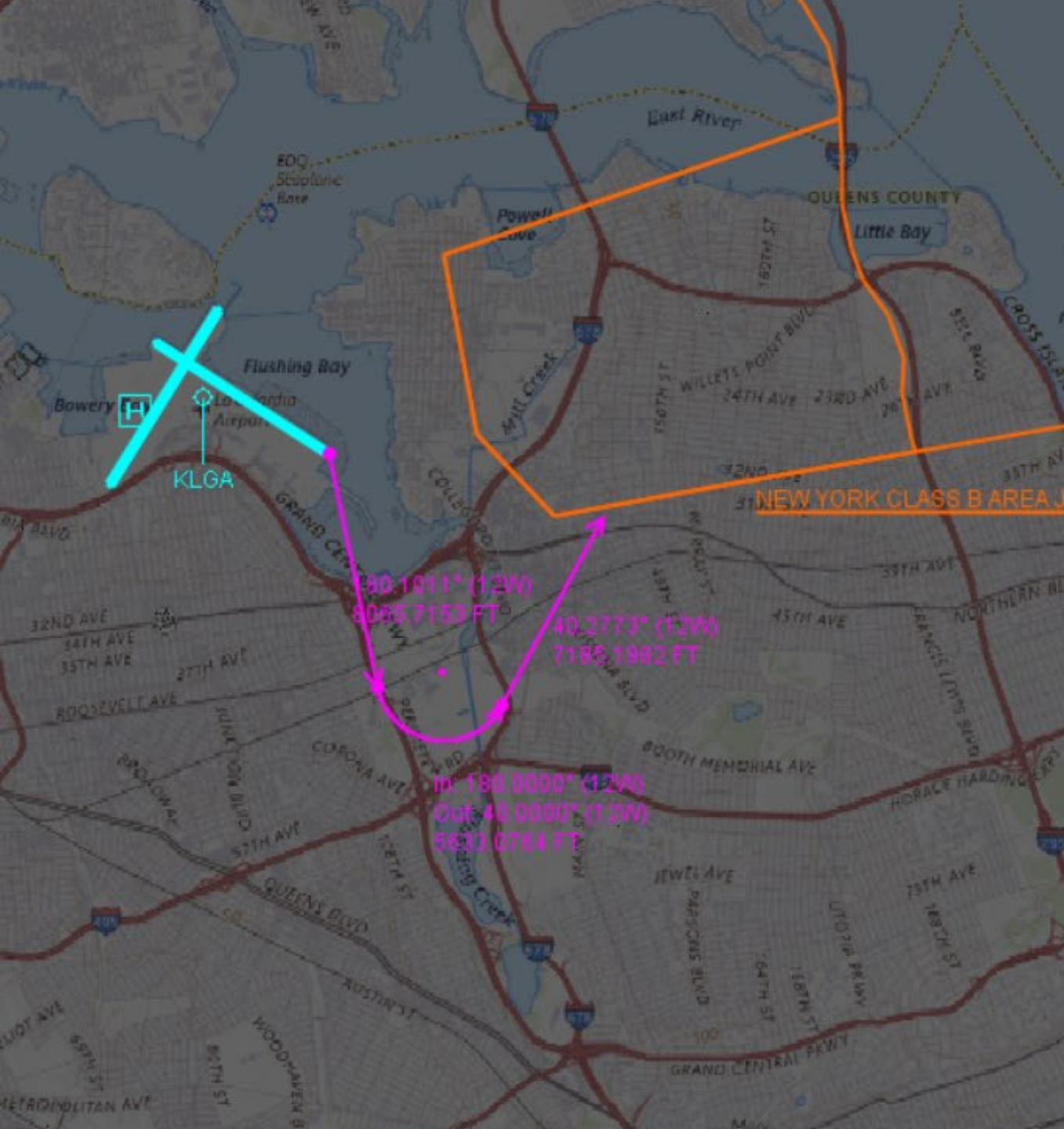




NTHNS Departure

Procedure shown is the existing
NTHNS SIX (RNAV) Departure
(Pink Path)

- Objectives include:
 - Amend procedure after WP KIWIE to follow Interstate 678 (Van Wyck Expressway)
 - May afford some noise benefit by overflying higher ambient noise areas (Interstate 678)
 - Will need to protect for aircraft on V16 and transitioning aircraft over JFK



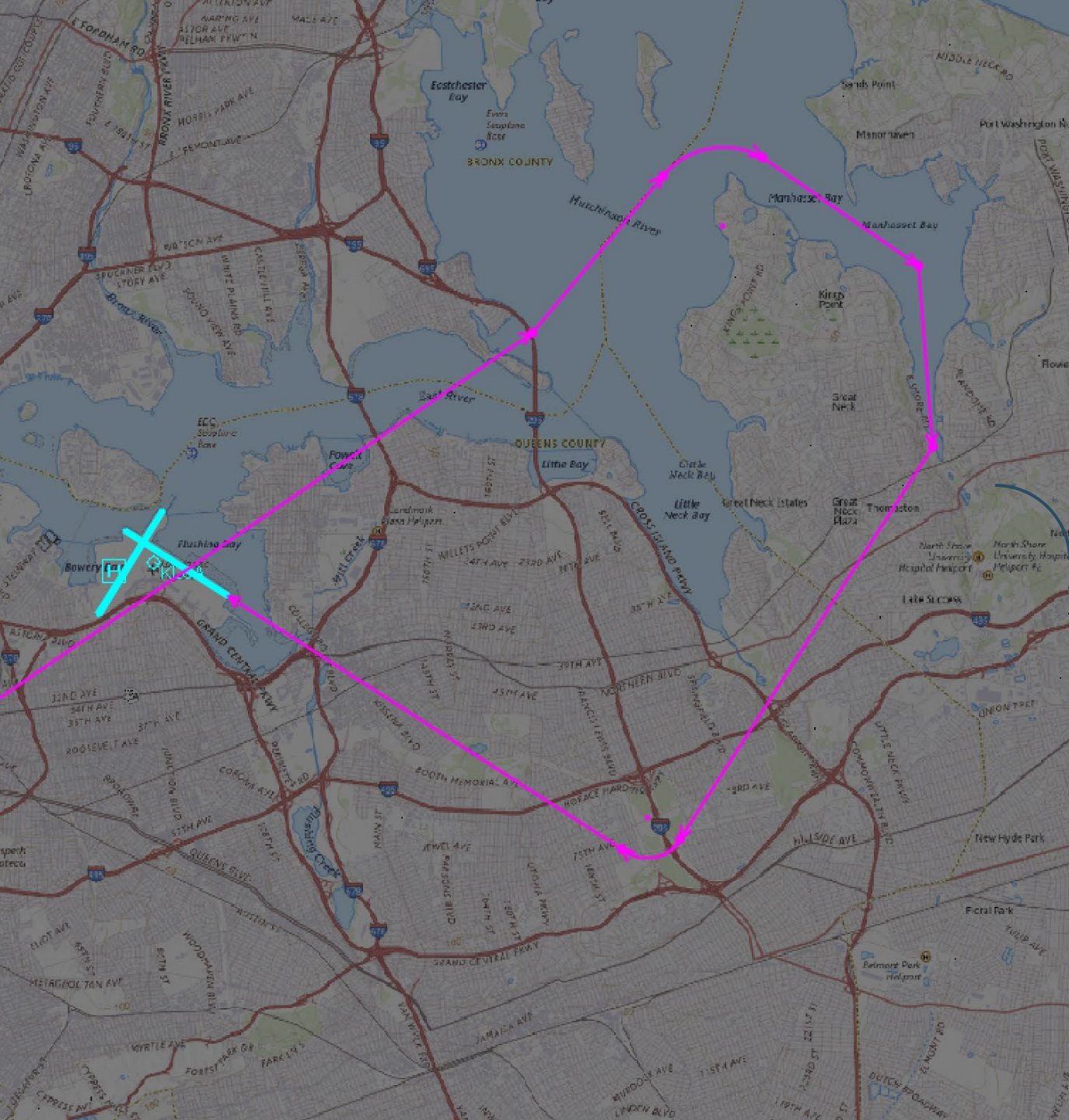
Whitestone Climb

Develop into Independent RNAV Departure

- Objectives include:
 - Develop “open SID” RNAV Whitestone
 - Aircraft would follow currently published Whitestone Climb
 - Initial 180 heading followed by 040 heading to await vectors from ATC
 - Airspace boundaries may pose a challenge, will require further analysis
 - Feasibility is improved with MARS implementation

Proposed RNAV Approach RWY 31 (LGA)

- Objectives include:
 - Develop new RNAV approach to Runway 31
 - Maximize over water flight time
 - Minimize time over land and provide relief for residents under current arrival flight paths





Proposed Early Left Turn TNNIS Departure

- Objectives include:
 - Early left turn on TNNIS Departure
 - Would allow aircraft a straight on climb (reduced noise)
 - Will need to model procedure to determine benefit
 - Could be accomplished via RNAV (VA/DF Legs) or with RNP-AR Departure
 - Feasibility is improved with MARS implementation

Summary of FAA Coordination Meeting

- PANYNJ and HMMH met virtually with FAA on April 24, 2026
- FAA participants includes representatives from N90 and the FAA Program Integration Office
- JFK and LGA concepts were discussed individually within the same meeting
- FAA indicated that many concepts appear potentially feasible from a technical design standpoint
- FAA emphasized that operational implementation may be challenging, especially during peak traffic periods
- FAA requested TARGETS files and supporting materials to continue their internal review process



Airspace Complexity and Challenges to Implementation

- JFK and LGA operate in close proximity to each other and other regional airports (EWR, TEB, etc.)
- A procedure change at one airport can affect arrival or departure flows at another airport
- FAA must evaluate each concept for safety, flyability, runway configuration compatibility, and interaction among traffic flows
- Air Traffic Controller workload is a central issue, especially during high demand periods
- Several concepts may be more practical for nighttime or off-peak implementation



FAA Schedule and Safety Focus

- FAA did not commit to any review, approval, or implementation schedule
- FAA's primary focus is maintaining safety and operational stability in a highly complex airspace environment
- In light of recent air traffic events, FAA is focused first on safety issues and operational risk
- Any concept must be safe, practical for controllers, flyable for aircraft, and compatible with the broader New York Terminal airspace
- FAA retains final authority over procedure review, approval and implementation



Next Steps

- Continued coordination with FAA as it reviews submittal (Submitted 6/11)
- Evaluate FAA feedback to determine which concepts should advance, be revised, or be removed from further consideration
- Evaluate need for coordination with FAA JFK subject matter expert
- Continue to update NYCAR as FAA review progresses

Key Takeaways:

- Progress has been made: JFK and LGA concepts have been discussed with FAA and provided for further review
- FAA did not identify any immediate fatal flaws
- Primary challenges are operational: complex airspace, traffic-flow interaction, controller workload, runway configuration compatibility, and safety
- Noise abatement remains the objective, but safety and operational feasibility will determine whether a concept can advance

Questions?

Questions and Discussion

Thank you!



Connect
with us

