



## **New York Community Aviation Roundtable (NYCAR)**

**Meeting: Thursday, June 27, 2019**

7:00 – 9:00 PM

*Queens Borough Hall  
120-55 Queens Boulevard  
Kew Gardens, NY  
Room 200*

**Co-Chairs:**

*Barbara E. Brown  
Warren Schreiber*

**Facilitator:**

*Bill Huisman*

### **Agenda**

- |   |         |
|---|---------|
| 1. Welcome and Introductions  | 7:00 PM |
| 2. Minutes  | 7:10    |
| 3. Understanding and Using the Monthly Noise Reports--PANYNJ                  | 7:15    |
| 4. PANYNJ Update on Part 150 Study--PANYNJ                                    | 7:35    |
| 5. FAA Reauthorization Act of 2018--Prioritizing Our Requests for FAA Updates | 8:05    |
| 6. Airport Committee Sharing  | 8:30    |
| a. JFK Airport Committee      Barbara E. Brown, Chair                         |         |
| b. LGA Airport Committee      Warren Schreiber, Chair                         |         |
| 7. Public Comment Period  | 8:45    |
| 8. Adjournment  | 9:00    |

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# PANYNJ Noise Complaints Report

May 27, 2019

# Background

- Prior to 2012: Manual Voicemail Phone system; Basic Reporting

## Complaint - Count By Group

Start Date / Time: 2011-01-01 00:00:00  
End Date / Time: 2011-03-31 23:59:59

Group By: City  
Filter Name:

City	Number of Complainants	Number of Complaints	YTD Total Complaints
East Rockaway	1	1	1
Far Rockaway	1	1	1
Howard Beach	3	3	3
Jersey City	1	11	11
Long Island	1	1	1
New York	1	2	2
Oceanside	1	86	86
Plainview	1	1	1
Rockville Centre	1	1	1
Woodside	2	2,244	2244
<b>Totals:</b>	<b>13</b>	<b>2,351</b>	<b>2351</b>



- From mid 2012: New Noise Complaints Management System (PlaneNoise)



# *Objectives for monthly Noise Complaints Report*

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- Provide high level summary report for 4 Port Authority Airports in the region
- Information on:
  - # of complaints
  - # of households
  - Location of households
  - Historical trend
- Wide range of audiences
  - FAA
  - Port Authority
  - Elected/Public officials
  - General public

# **PANYNJ Noise Complaints Report**

**May 2019**

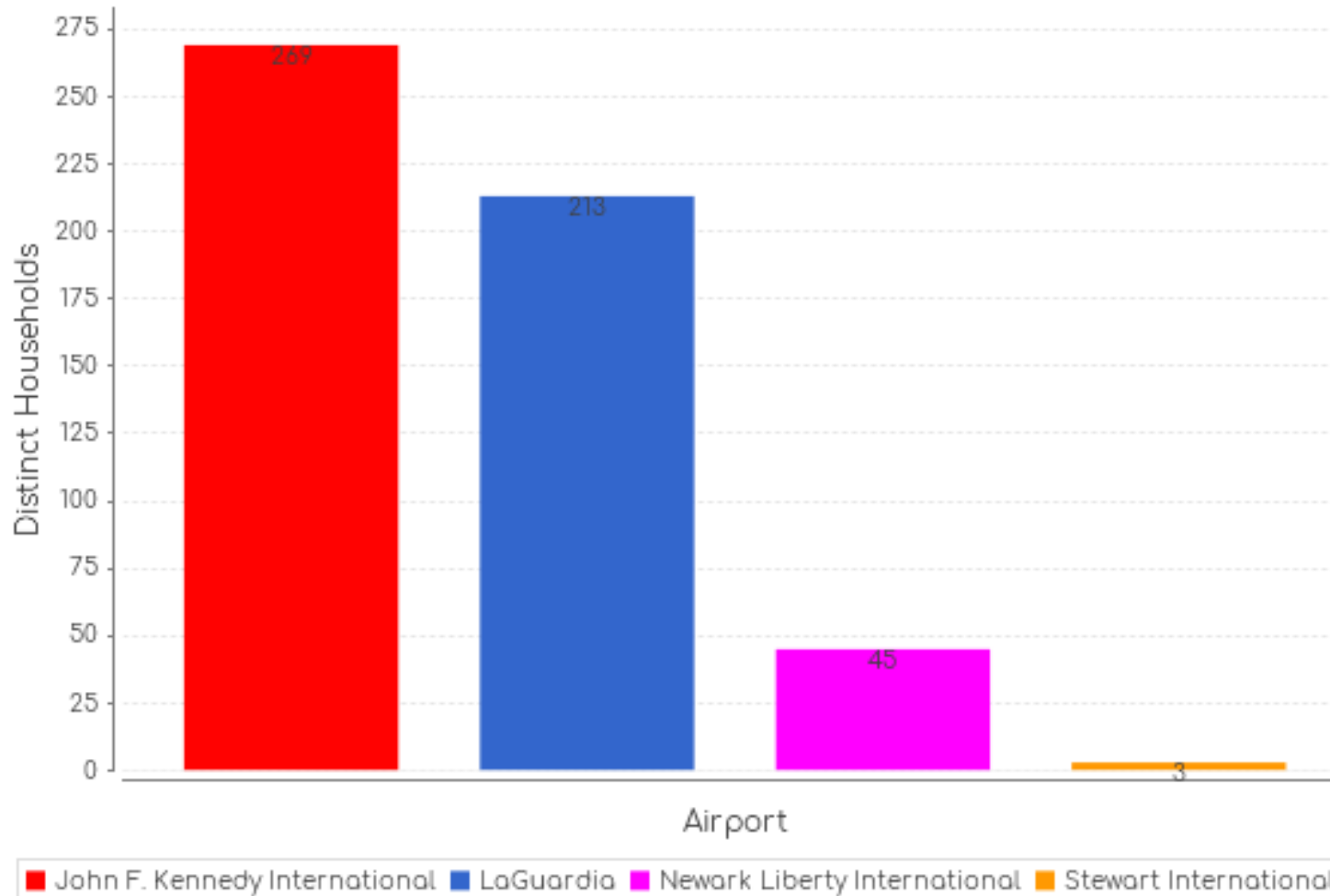
# Noise Complaints Received Via PlaneNoise System

# Number of Households by Airport - May 2019

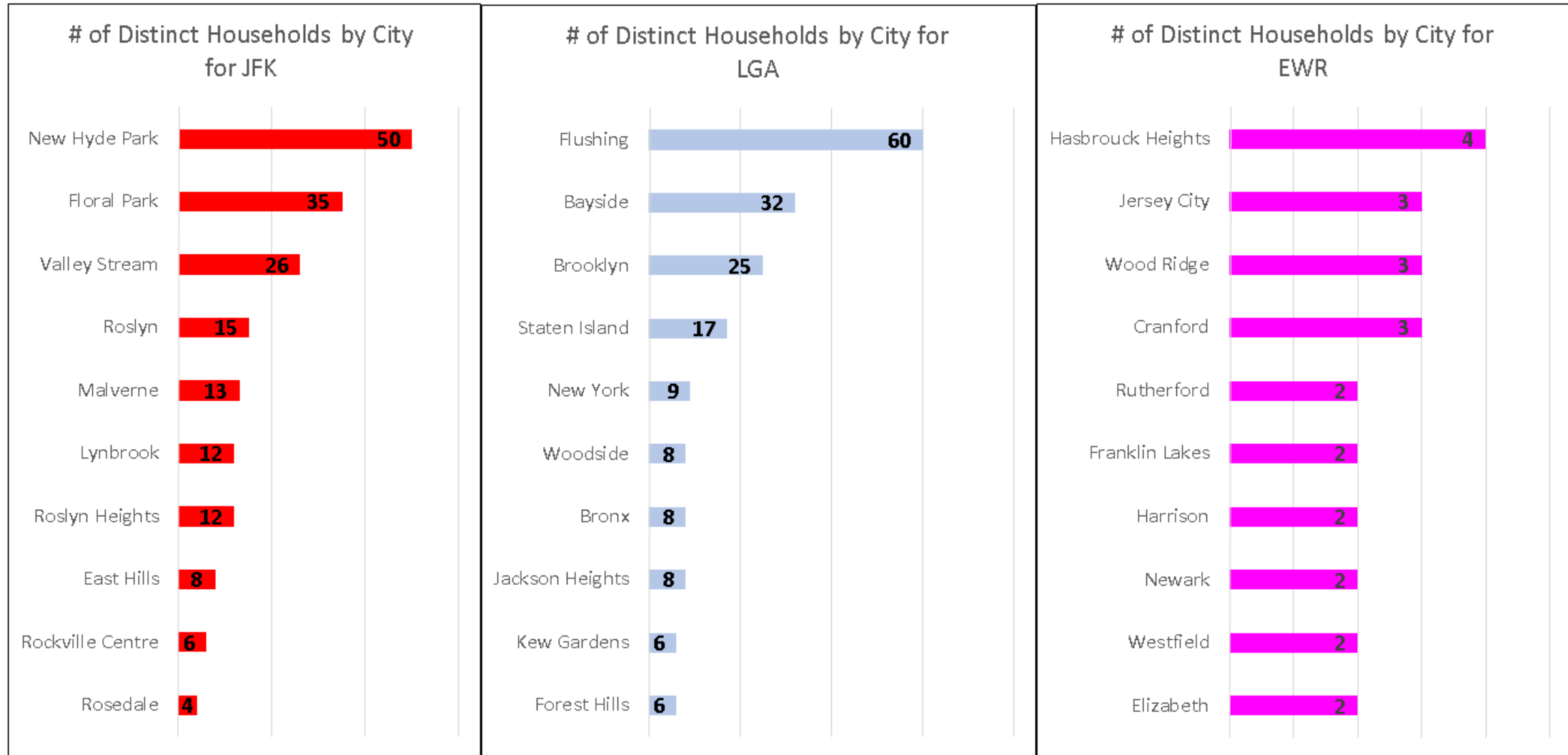
## MONTHLY - Total Households/Airport

Noise Event Date>='May 01 2019 00:00' and Noise Event Date<='May 31 2019 23:59'

Distinct Households: 530



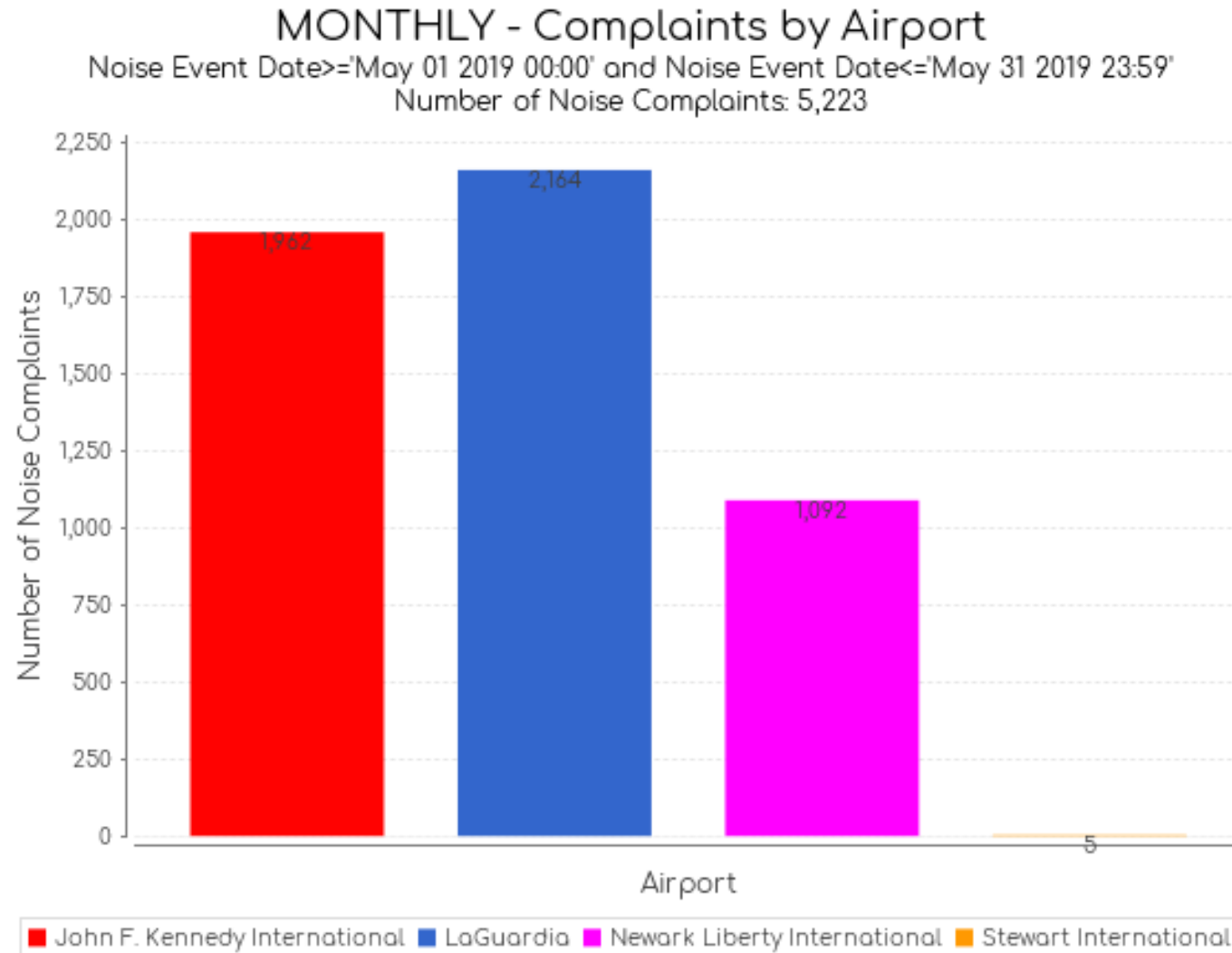
# Households Statistics, by City\* - May 2019



\* Top 10 Cities



# Number of Complaints by Airport – May 2019

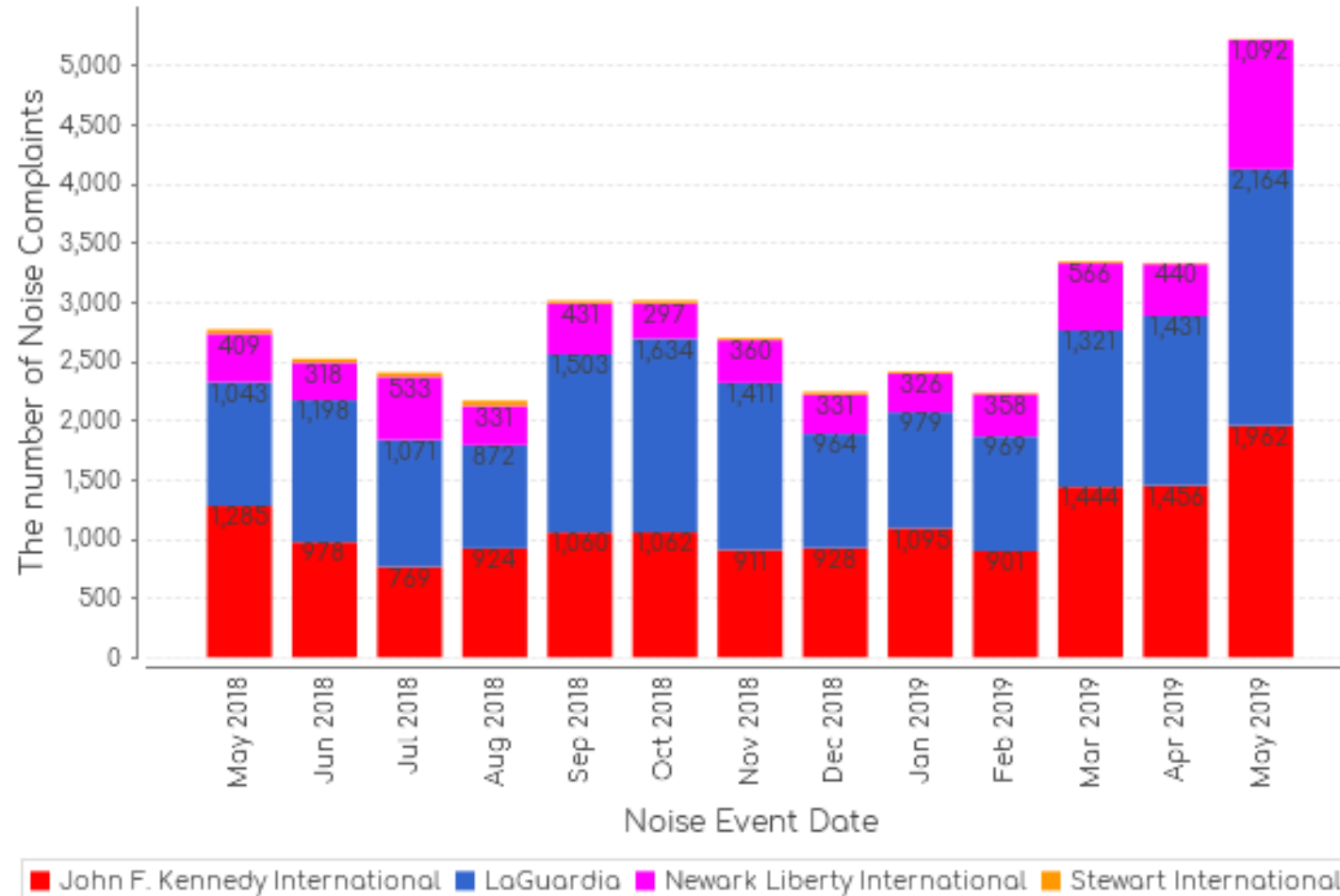


*Note: Of the 5,223 complaints, 2,562 (49%) were submitted by 10 Households*

# 13-Month Overview: Number of Complaints by Airport

## MONTHLY - Complaints - By Airport

Noise Event Date>='May 01 2018 00:00' and Noise Event Date<='May 31 2019 23:59'  
 The number of Noise Complaints: 37,430

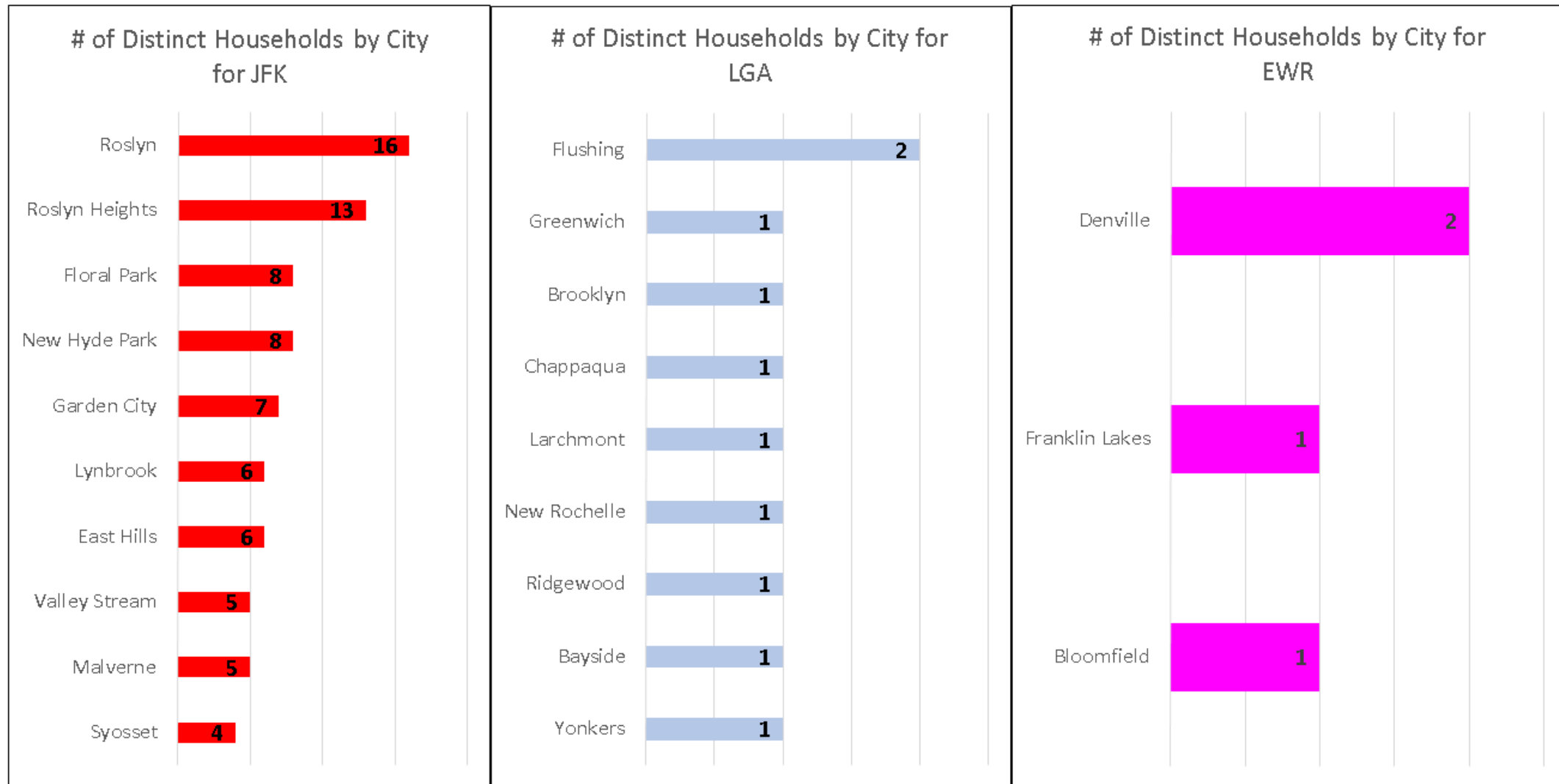


## ***Noise Complaints Received Via Third-Party App(s)***

*Notes:*

- 1. Third-party app(s) complaints are those that are sent by an external system into the Port Authority's PlaneNoise system, i.e. complaints that come in through a paid service/app and are not filed by the user filling-in the web form.*
- 2. Complaints from Third-party app(s) are kept and stored in the same database as complaints received through Port Authority PlaneNoise system.*
- 3. While in the same database, data is compiled and reported a) for each individual noise complaint source, and, b) as a combination of all complaint sources.*

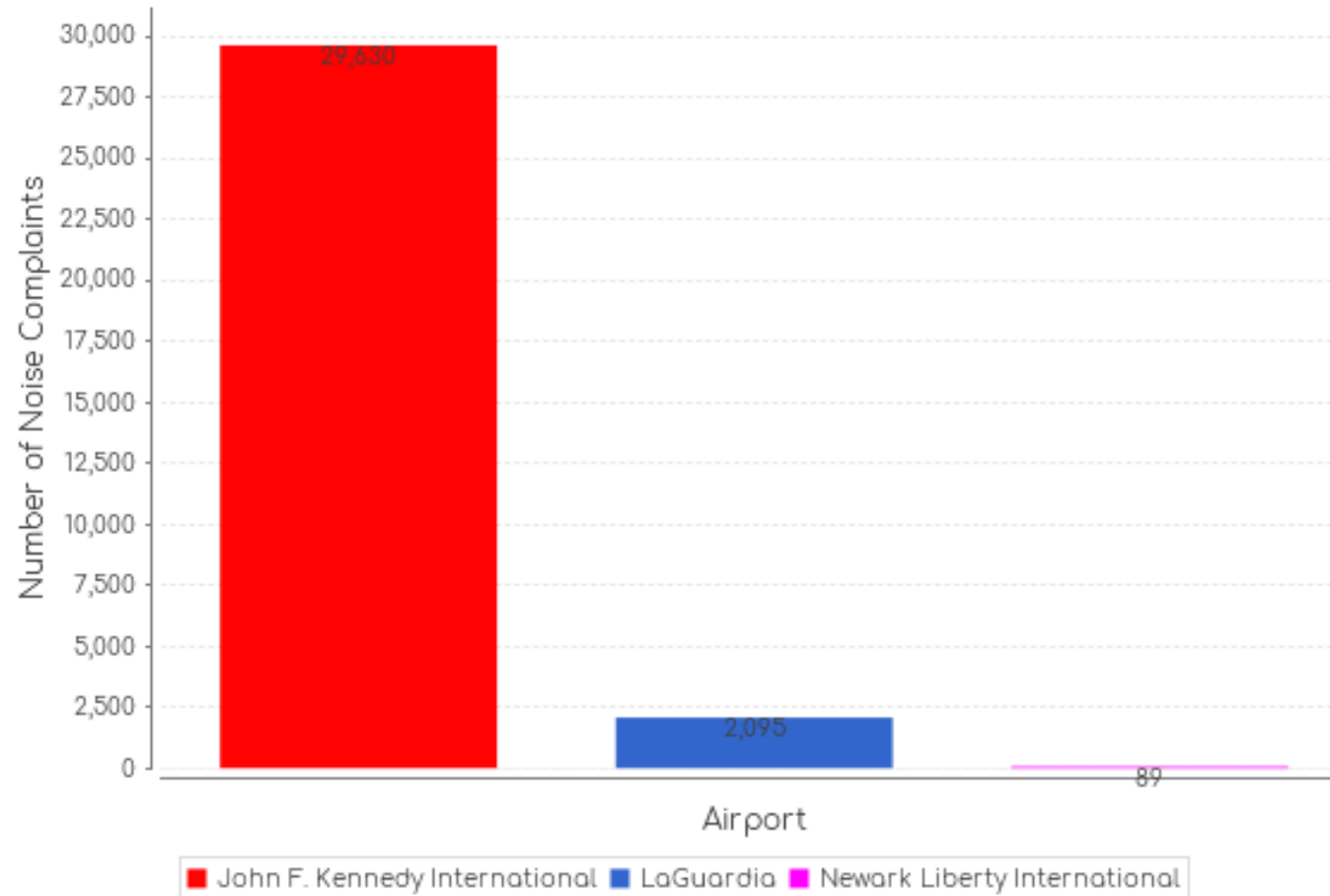
# Third-Party App Households Locations, by City\* –May 2019



\* Top 10 Cities

# Third-Party App Complaints, by Airport – May 2019

MONTHLY - Complaints by Airport (via 3rd Party App)  
 Noise Event Date>='May 01 2019 00:00' and Noise Event Date<='May 31 2019 23:59'  
 Number of Noise Complaints: 31,814



*Note: Of the 31,814 complaints, 21,803 (69%) were submitted by 10 Households*

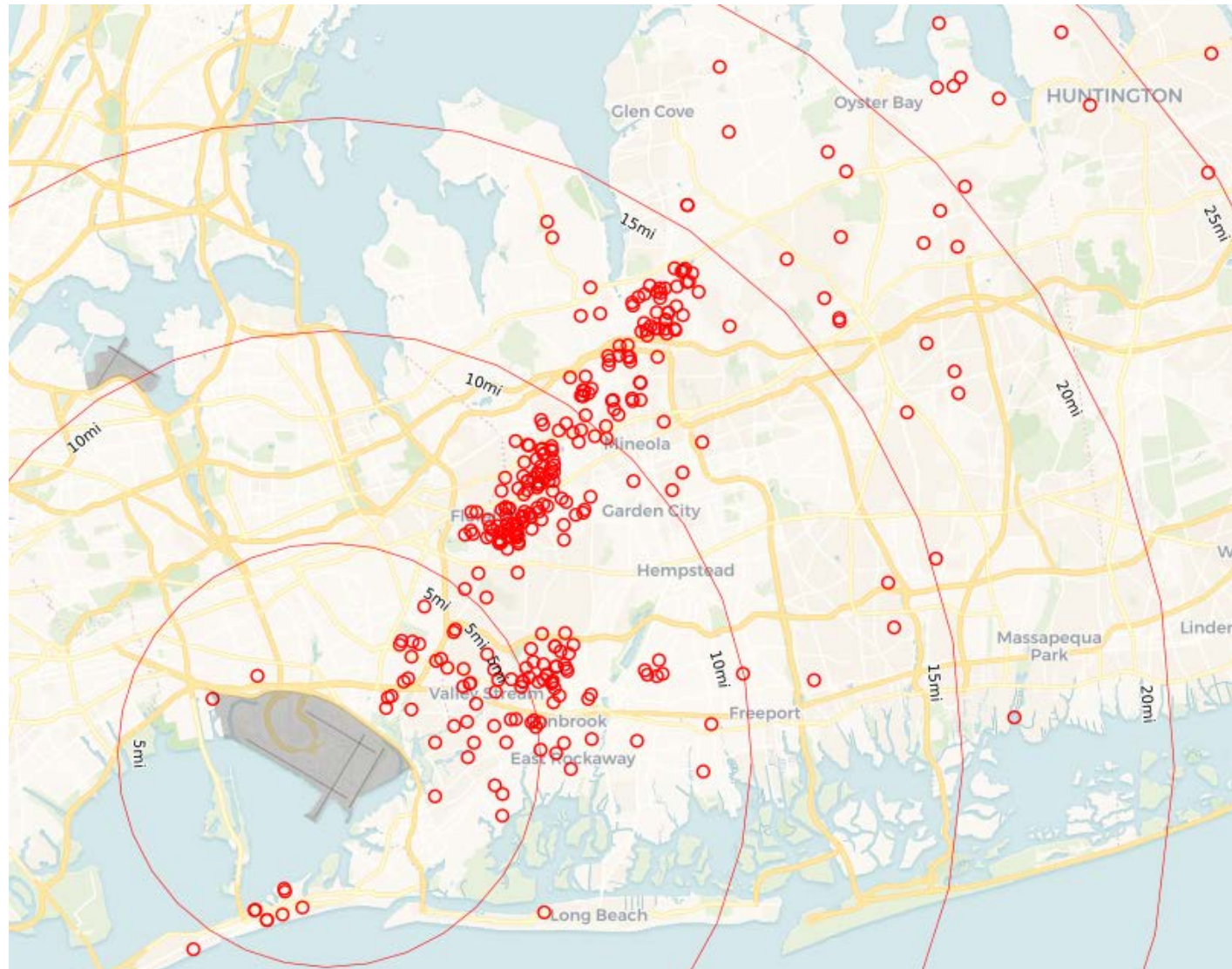
## Total No. of Complaints and Households – All Airports

Month	PA PlaneNoise (Complaints/ <b>Households</b> )	3rd Party App (Complaints/ <b>Households</b> )
May 2018	2,769/ <b>375</b>	11,864/ <b>25</b>
June 2018	2,526/ <b>537</b>	9,641/ <b>30</b>
July 2018	2,409/ <b>455</b>	9,654/ <b>73</b>
August 2018	2,170/ <b>374</b>	13,869/ <b>84</b>
September 2018	3,018/ <b>403</b>	16,254/ <b>90</b>
October 2018	3,020/ <b>405</b>	15,484/ <b>88</b>
November 2018	2,700/ <b>216</b>	12,916/ <b>73</b>
December 2018	2,250/ <b>223</b>	10,358/ <b>71</b>
January 2019	2,416/ <b>165</b>	13,689/ <b>71</b>
February 2019	2,250/ <b>174</b>	13,501/ <b>74</b>
March 2019	3,348/ <b>299</b>	14,602/ <b>78</b>
April 2019	3,335/ <b>485</b>	22,903/ <b>98</b>
May 2019	5,223/ <b>530</b>	31,814/ <b>115</b>

## Total No. of Complaints – JFK, LGA, and EWR

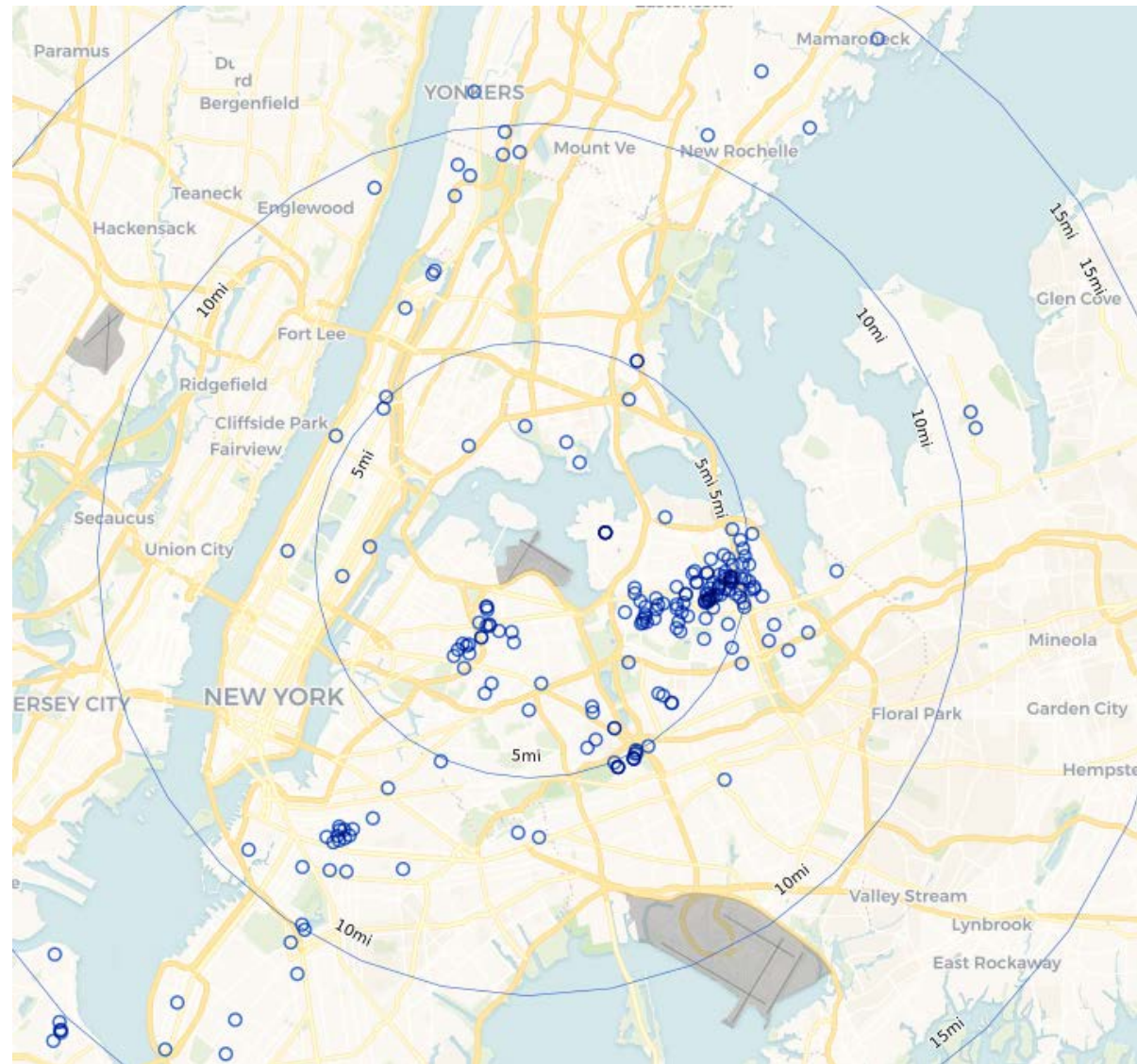
Month	JFK Complaints			LGA Complaints			EWR Complaints		
	PA PlaneNoise	3rd Party App	Total	PA PlaneNoise	3rd Party App	Total	PA PlaneNoise	3rd Party App	Total
May 2018	1,281	11,835	13,166	1,042	29	1,071	No 3 <sup>rd</sup> Party App Data Available		
June 2018	978	9,550	10,528	1,198	91	1,289			
July 2018	769	9,473	10,242	1,071	162	1,233	533	19	552
Aug 2018	927	12,656	13,583	866	529	1,395	331	684	1,015
Sep 2018	1,060	14,853	15,913	1,503	2,535	2,092	431	369	800
Oct 2018	1,062	13,726	14,788	1,634	1,541	3,175	297	217	514
Nov 2018	911	11,876	12,787	1,411	906	2,317	360	134	494
Dec 2018	928	9,726	10,654	964	609	1,573	333	23	356
Jan 2019	1,095	12,209	13,304	979	1,411	2,390	326	69	395
Feb 2019	909	12,608	13,517	969	796	1,765	359	97	456
Mar 2019	1,442	13,943	15,385	1,324	625	1,949	566	34	600
Apr 2019	1,456	21,885	23,341	1,431	912	2,343	440	106	546
May 2019	1,962	29,630	31,592	2,164	2,095	4,259	1,092	89	1,181

# May 2019 JFK Households Location Map (PA PlaneNoise & Third-Party App)

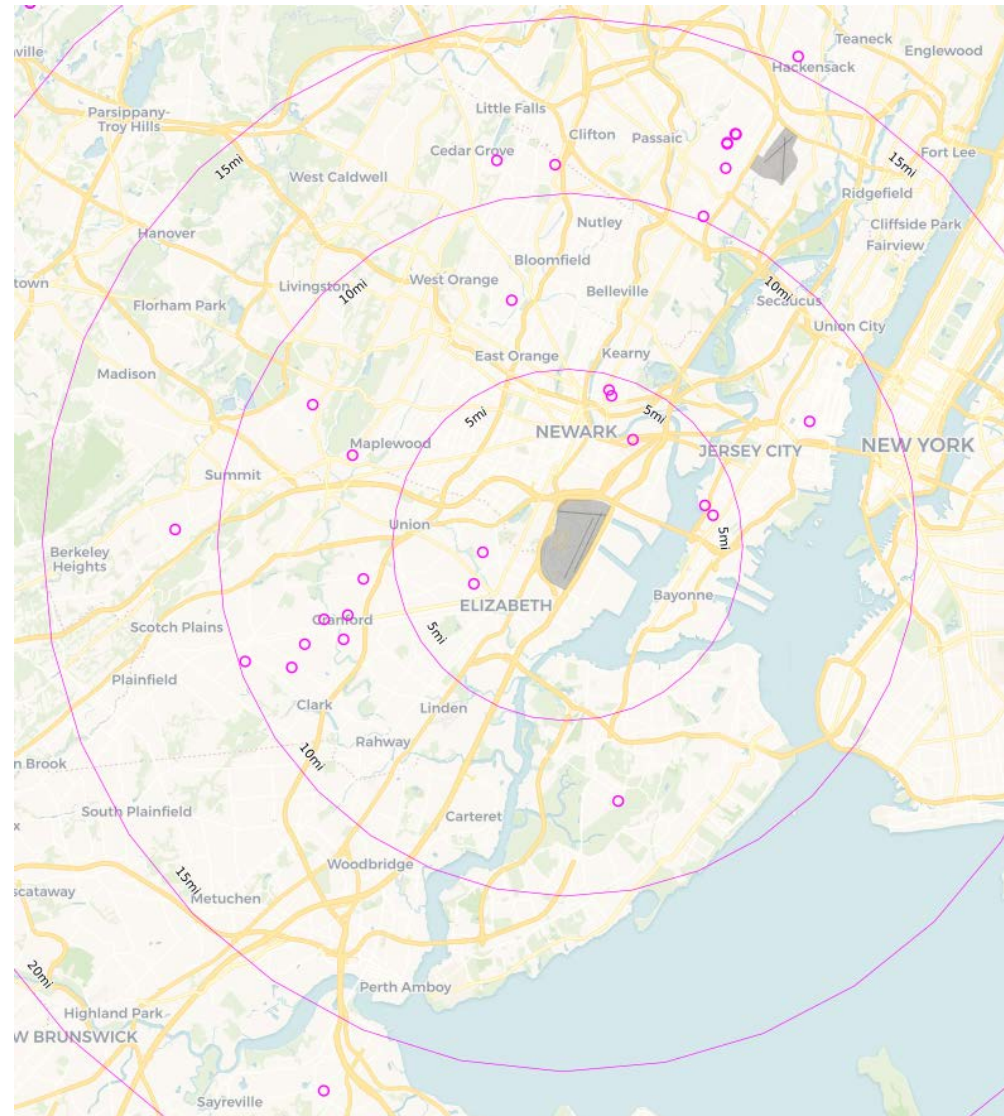




# May 2019 LGA Households Location Map (PA PlaneNoise & Third-Party App)



# May 2019 EWR Households Location Map (PA PlaneNoise & Third-Party App)



## Useful Links

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**Noise office:** <https://aircraftnoise.panynj.gov>

**Webtrak:** <https://webtrak.emsbk.com/panynj4>

**Contact:** [noiseoffice@panynj.gov](mailto:noiseoffice@panynj.gov)

**File complaints:**

**Hotline:** 1-800-225-1071

**Webpage:** <https://www.planenoise.com/panynj/daPRAbr9/qs114wbt.php>

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**Thank you.**

# FAA Reauthorization Act of 2018

→ Signed into law by President Trump on Oct. 5, 2018

## Title I – Authorizations

### Subtitle D – Airport Noise and Environmental Streamlining

#### Sec. 173

##### Alternative airplane noise metric evaluation deadline

- No later than 1 year after date of enactment of this act the FAA shall complete the ongoing evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard.

#### Sec. 175

##### Addressing community noise concerns

- When proposing a new area navigation departure procedure, or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas, the Administrator of the Federal Aviation Administration shall consider the feasibility of dispersal headings or other lateral track variations to address community noise concerns.

#### Sec. 176

##### Community involvement if FAA NextGen projects located in metroplexes

- Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall complete a review of the Federal Aviation Administration's community involvement practices for Next Generation Air Transportation System (NextGen) projects located in metroplexes identified by the Administration. The review shall include, at a minimum, a determination of how and when to engage airports and communities in performance-based navigation proposals.
- Report - Not later than 60 days after completion of the review, the Administrator shall submit to the appropriate committees of Congress a report on—
  - ✓ how the Administration will improve community involvement practices for NextGen projects located in metroplexes;
  - ✓ how and when the Administration will engage airports and communities in performance-based navigation proposals; and
  - ✓ lessons learned from NextGen projects and pilot programs and how those lessons learned are being integrated into community involvement practices for future NextGen projects located in metroplexes

# FAA Reauthorization Act of 2018

## Sec. 177

### Lead emissions

- Study - The Secretary of Transportation shall enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine under which the National Research Council will study aviation gasoline.
- The study shall include an assessment of—
  - ✓ existing non-lead fuel alternatives to the aviation gasoline used by piston-powered general aviation aircraft;
  - ✓ ambient lead concentrations at and around airports where piston-powered general aviation aircraft are used; and
  - ✓ mitigation measures to reduce ambient lead concentrations, including increasing the size of run-up areas, relocating run-up areas, imposing restrictions on aircraft using aviation gasoline, and increasing the use of motor gasoline in piston-powered general aviation aircraft.
- Report – not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the appropriate committees of Congress the study developed by the National Research Council pursuant to this section.

## Sec. 178

### Terminal sequencing and spacing

- Not later than 60 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall provide a briefing to the appropriate committees of Congress on the status of Terminal Sequencing and Spacing (TSAS) implementation across all completed NextGen metroplexes with specific information provided by airline regarding the adoption and equipping of aircraft and the training of pilots in its use.

## Sec. 179

### Airport noise mitigation and safety study

- Not later than 1 year after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a study to review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports.
- Considerations - In conducting the study the Administrator shall determine—
  - ✓ whether a decrease in jet aircraft approach or takeoff speeds results in significant aircraft noise reductions;
  - ✓ whether the jet aircraft approach or takeoff speed reduction necessary to achieve significant noise reductions
  - ✓ if it jeopardizes aviation safety
  - ✓ decreases the efficiency of the National Airspace System, including lowering airport capacity, increasing travel times, or increasing fuel burn;

# FAA Reauthorization Act of 2018

- ✓ the advisability of using jet aircraft approach or takeoff speeds as a noise mitigation technique; and
- ✓ if the Administrator determines that using jet aircraft approach or takeoff speeds as a noise mitigation technique is advisable, whether any of the metropolitan areas specifically identified in section 189(b)(2) would benefit from such a noise mitigation technique without a significant impact to aviation safety or the efficiency of the National Airspace System.
- Report - Not later than 2 years after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the results of the study initiated.

## Sec. 180

### Regional ombudsmen

- Not later than 1 year after the date of enactment of this Act, with respect to each region of the Federal Aviation Administration, the Regional Administrator for that region shall designate an individual to be the Regional Ombudsman for the region.
- Requirements:
  - ✓ serve as a regional liaison with the public, including community groups, on issues regarding aircraft noise, pollution, and safety;
  - ✓ make recommendations to the Administrator for the region to address concerns raised by the public and improve the consideration of public comments in decision-making processes; and
  - ✓ be consulted on proposed changes in aircraft operations affecting the region, including arrival and departure routes, in order to minimize environmental impacts, including noise.

## Sec. 182

### Mandatory use of the New York North Shore Helicopter Route

- Review
  - ✓ Not later than 30 days after the date of enactment of this Act, the Administrator shall initiate a review of the regulations described in subsection (a)(1) that assesses the—
  - ✓ noise impacts of the regulations for communities, including communities in locations where aircraft are transitioning to or from a destination or point of landing;
  - ✓ enforcement of applicable flight standards, including requirements for helicopters operating on the relevant route to remain at or above 2,500 feet mean sea level; and
  - ✓ availability of alternative or supplemental routes to reduce the noise impacts of the regulations, including the institution of an all water route over the Atlantic Ocean.

# FAA Reauthorization Act of 2018

## Sec. 186

### Stage 3 aircraft study

- Study - No later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall initiate a review of the potential benefits, costs and other impacts that would result from a phase-out of covered stage 3 aircraft.
- Report – Not later than 18 months after the date of enactment of this Act, Comptroller General shall submit to the appropriate committees of Congress a report on the results of the review.

## Sec. 187

### Aircraft noise exposure

- The Administrator of the FAA shall conclude the Administrator’s ongoing review of the relationship between aircraft noise exposure and its effects on communities around the airports.
- No later than 2 years after the date of enactment of this Act, the Administrator shall submit to Congress a report containing the results of the review.

## Sec. 188

### Study regarding day-night average sound levels

- The Administrator of the FAA shall evaluate alternative metrics to the current average day-night level standard, such as the use of actual noise sampling and other methods to address community airplane noise concerns.
- Report – Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the results of the study.

## Sec 189

### Study on potential health and economic impacts of overflight noise

- Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall enter into an agreement with an eligible institution of higher education to conduct a study on the health impacts of noise from aircraft flights on residents exposed to a range of noise levels from such flights.
  - ✓ The study shall include an examination of the incremental health impacts attributable to noise exposure that result from aircraft flights, including sleep disturbance and elevated blood pressure.
  - ✓ Be focused on residents in the metropolitan areas of: Boston, Chicago, the District of Columbia, New York, the Northern California Metroplex, Phoenix, the Southern California Metroplex, Seattle



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- ✓ consider, in particular, the incremental health impacts on residents living partly or wholly underneath flight paths most frequently used by aircraft flying at an altitude lower than 10,000 feet, including during takeoff or landing;
- ✓ include an assessment of the relationship between a perceived increase in aircraft noise, including as a result of a change in flight paths that increases the visibility of aircraft from a certain location, and an actual increase in aircraft noise, particularly in areas with high or variable levels of non-aircraft-related ambient noise;
- ✓ consider the economic harm or benefits to businesses located partly or wholly underneath flight paths most frequently used by aircraft flying at an altitude lower than 10,000 feet, including during takeoff or landing.
- Institution agrees to submit to the Administrator, not later than 3 years after entering into an agreement the results of the study, including any source materials used.
- Not later than 90 days after the Administrator receives the results of the study, the administrator shall submit to the appropriate committees of Congress the study and a summary of the results.