

AGENDA

- Welcome, Leadership Changes, 2023 Meeting Dates - Warren Schreiber
- Leadership Appeal – Lei Zhao
- Communication/Call to Action – Sey Schwartz
- LGA Committee/NYCAR Summary – Maria Becce
- Runway Utilization and Noise Complaints – Port Authority: Adeel Yousuf
- Aviation Technology Updates - Maria Becce
- LGA Air Train Update - Port Authority: Hersh Parekh
- Fly Quiet Program Updates – Port Authority/Clint Murrow-BridgeNet
- Xray approach at JFK and TNNIS usage – Port Authority: Ralph Tamburro
- LGA Part 150 Study/Noise Compatibility Program/Proposals Overview
- LGA Part 150 Noise Abatement Measures Review: (Proposals 1 through 4)
 - Discussion of first four of eight proposals
 1. Modify NTHNS and GLDMN Runway 13 RNAV SIDs to Direct Aircraft Away from Flushing, New York – FAA Approved as Voluntary
 2. Create New Runway 13 Departure Procedure with an immediate Left Turn over Compatible Land Uses – FAA Disapproved
 3. Implement Offset Approach to Runway 22 to Reduce Noise Exposure over Clason Point, Bronx – FAA Approved as Voluntary
 4. Reduce Runway 4 Departure Noise over Clason Point, Bronx – FAA Approved as Voluntary
- Public Comment
- Adjournment

REMINDER TO ALL LGA COMMITTEE/NYCAR MEMBERS

Recognizing the profound impact that the increase in airplane noise had on the quality of life for Queens residents, Governor Andrew Cuomo formed The New York Community Aviation Roundtable (NYCAR). It is comprised of two Airport Committees-- **JFK and LaGuardia** who meet separately to address concerns at each airport. The Roundtable is a working group comprised of stakeholders affected by area airport operations. The primary goal of NYCAR is to work collaboratively with the Port Authority airport management, Federal Aviation Administration (FAA), and other relevant agencies and government entities in an effort to protect the environmental health, safety and quality of life of the residents of local communities while ensuring the continued efficient and safe operation of the airport. NYCAR members include representatives from the surrounding communities--elected and appointed officials, community boards, relevant federal/state/city agencies, relevant airlines, etc.

NYCAR members bring all airport stakeholders together to focus on negatively impacted residential communities – it is an opportunity to interact directly with the Port Authority and FAA. The overall goal is to reduce the negative effects of airport operations over and in proximity to residential communities. NYCAR wants to improve the quality of life of people on the ground. Relief has been slow, but progress has been made. Please plan ahead to attend each NYCAR and Airport Committee meeting or designate a representative. **Your participation is VITAL – a quorum is required. The Committee needs your recommendations, ideas and support of actions taken by NYCAR and its Airport Committees.**

Options for Mass Transit Solutions to LGA

March 2023

Agenda

1. Study Overview
2. Summary of Transit Options & Evaluation Factors
3. Expert Panel Recommendation
4. Next Steps

Study Overview

- In late 2021, Governor Hochul asked the Port Authority, “to thoroughly examine alternative mass transit solutions for reducing car traffic and increasing connectivity to LaGuardia Airport”
- Port Authority committed to:
 - Undertake a thorough review of potential alternative mass transit options to LaGuardia Airport
 - Work in close consultation with independent experts and stakeholders
 - Complete its work as expeditiously as possible, consistent with the need for the review to be thorough and rigorous
 - Pause further action on the LaGuardia AirTrain to Mets-Willets Point project during the review
- Objective
 - Review a set of alternatives, including those identified by independent panel of experts and other stakeholders
 - With input from independent experts, the community, and other stakeholders, evaluate each option

Expert Panel & Consultants

PANEL MEMBERS:

- **Mike Brown**
Former Commissioner of Transport for London
Former Managing Director, Heathrow Airport
- **Janette Sadik-Khan**
Principal, Bloomberg Associates
Former Commissioner of the NYC Department of Transportation
- **Phillip A. Washington**
CEO of Denver International Airport
Former CEO of Los Angeles Metro

INDEPENDENT CONSULTANTS:

- Bechtel – Study Lead
- WSP – Engineering / Estimating
- Nelson\Nygaard – Bus Planning Technical Lead
- Foursquare ITP – Emerging Technology and Transportation Equity
- Ramboll – International Emerging Technology

Coordination with Partner Agencies

- MTA was a key partner in the study and has been consulted in the development of all subway and bus options as well as intermodal transfers
- In addition, the Study Team consulted with the following agencies and stakeholders:
 - Amtrak
 - Consolidated Edison
 - Federal Aviation Administration
 - NYC Department of Environmental Protection
 - NYC Economic Development Corporation
 - NYC Department of Transportation
 - NYC Department of Parks & Recreation
 - NYS Department of Transportation
 - NY Waterways

Public Engagement

- Questionnaire sent to 70+ key stakeholders including elected officials, community organizations, and other stakeholder groups (received 58 responses)
- 2 in-person public workshops in March 2022 (approx. 150 total attendees)
 - 1 session in Astoria and 1 session in East Elmhurst

	Mode	Positive Comments	Negative Comments
Summary of Comments Received	Subways	78	29
	Light Rail	65	55
	Buses	115	38
	Ferries	61 (12–15 as a supplemental option)	24
	Emerging Technology	6	12

- 10 independently-run focus group sessions
 - 5 in-person community group sessions (2 Spanish speaking, 1 Chinese-Mandarin speaking, 2 general)
 - 2 in-person sessions for Manhattan-based customers
 - 3 virtual sessions (2 for out-of-town customers, 1 Bengali speaking community group)

Transit Options Evaluated (14)

- **2 SUBWAY OPTIONS:**

1. W Branch along Grand Central Parkway
2. N/W Extension along 31st St and 19th Ave

- **5 FIXED GUIDEWAY OPTIONS:**

1. Woodside
2. Mets-Willets Point
3. Jamaica
4. Astoria
5. Jackson Heights

- **5 BUS OPTIONS:**

- Transit Improvements Along Existing Routes:**

1. Q70 Route
2. M60 Route

- New Dedicated Non-Stop Airport Shuttle Bus Service:**

3. Astoria Blvd Station Non-Stop Airport Shuttle Bus
4. Astoria-Ditmars Blvd Station Non-Stop Airport Shuttle Bus
5. Northern Blvd Station Non-Stop Airport Shuttle Bus

- **FERRY + SHUTTLE SERVICE**

- 1A. Bowery Bay
- 1B. Flushing Bay

- **EMERGING TECHNOLOGIES**

13 Evaluation Factors

CONSTRUCTION ASPECTS

1. Constructability
2. Infrastructure Impacts
3. Capital Cost
4. Projected Timeline to Become Operational

TRANSPORTATION ASPECTS

1. Increased Mass Transit Connectivity to LGA Airport
2. Throughput & Capacity
3. Ridership
4. Operating Cost

COMMUNITY & ENVIRONMENTAL ASPECTS

1. Greenhouse Gas Reduction
2. Local Community Impacts
3. Equity
4. Removal of Cars from Local Roadways

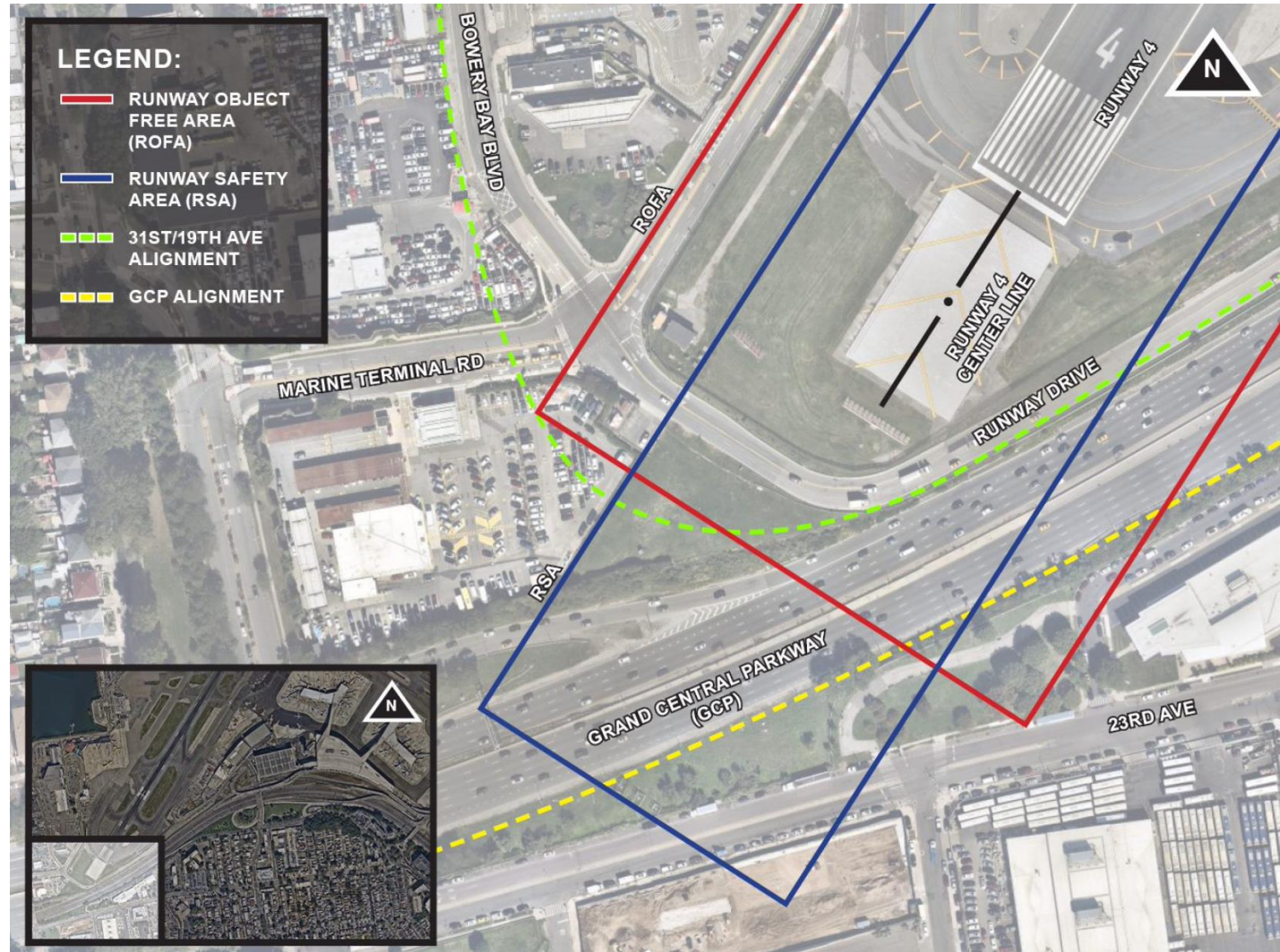
OTHER ASPECTS

1. Permanent / Operational Impacts

Challenges of Approach from West

Runway Object-Free Area (ROFA)

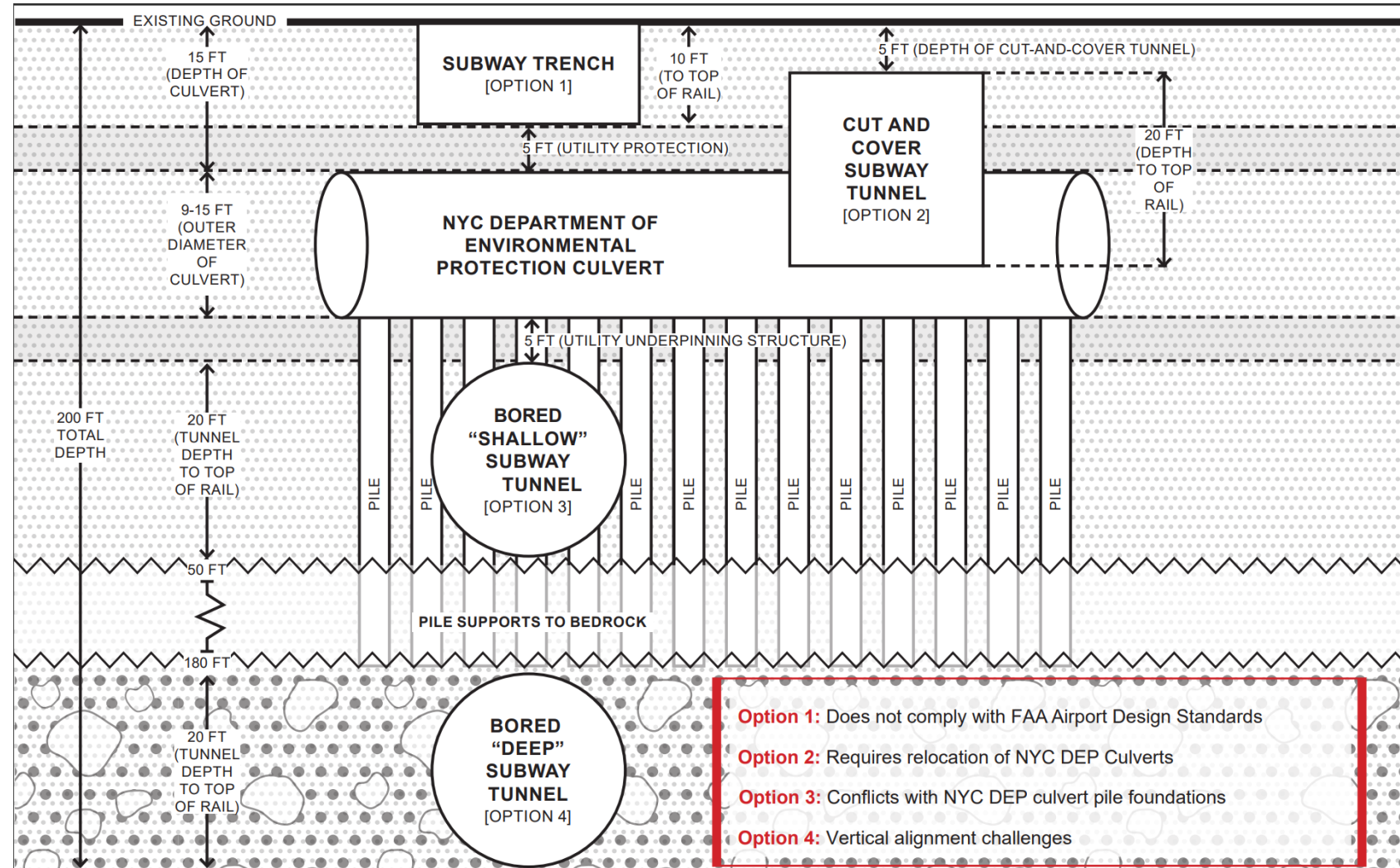
Runway Safety Area (RSA)



Challenges of Approach from West

Major underground utilities

Cost of tunneling could add \$1B - \$3B to project cost



Expert Panel Recommendation

One-seat subway ride Subway option from the West.

BUT! Severe constructability challenges for options approaching from the West.

Implement Bus Access expansion and improvements – expected to benefit 4-5 Million Customers

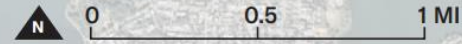
Substantial Improvements to MTA Q70 LaGuardia Link bus service connecting to Jackson Heights and Woodside:

- Transit signal priority on Roosevelt Ave and Broadway to minimize travel time;
- A mile-long exclusive bus lane built on the shoulder of the northbound Brooklyn-Queens Expressway between Northern Blvd and Astoria Blvd, subject to federal, state and local approvals, to increase service reliability between Jackson Heights and LaGuardia Airport;
- Frequency improvements, as needed, in response to increased demand;
- A new, specially-designated bus pick-up and drop-off area near Terminal C with direct, exclusive road access to avoid congestion on the airport frontage;
- Wayfinding and lighting improvements at Jackson Heights-Roosevelt Av / 74 St (7, E, F, M, R) and 61 St-Woodside Stations (7, LIRR);
- Further enhanced branding and signage to promote the improved service.

New, Non-stop Shuttle Service between Airport and Last Stop on the N/W Subway line at Astoria-Ditmars Blvd station:

- Serving all three terminals at LaGuardia;
- Exclusive use of fully electric buses to eliminate noise and emissions;
- Dedicated bus lanes on 31st St and 19th Ave with transit signal priority, to minimize travel time;
- Improved facilities at Astoria-Ditmars Blvd Station providing ADA accessibility;
- End of the N/W line station will assure ease of use by airport travelers.

Astoria-Ditmars Blvd. Station



New Non-Stop Airport Shuttle Bus

Astoria-Ditmars Blvd Station Non-Stop Shuttle Bus Service

- On neighborhood streets between Astoria-Ditmars Blvd subway station and the airport
- Exclusive use of electric buses
- Dedicated bus lanes on 31st St and 19th Ave
- Construction of a new surface bus-only roadway through private commercial property to connect 31st St to 19th Ave.

Route Length: approximately 3 miles, including on-airport portion



LEGEND: — EXISTING - - - - - POTENTIAL ROUTE ○ EXISTING STATION ● ASSUMED STATION



Next Steps

- Planning Authorization to PANYNJ Board (Q2/3 2023)
- Ongoing Community Engagement

Thank You!



NYCAR LGA Committee

3/29/2023

**PORT
AUTHORITY
NY NJ**

AIR LAND RAIL SEA



Data request

Were there opportunities to use JFK GPS X vs ILS 22L – TNNIS vs Whitestone Climb

Could the JFK RNAV/GPS X be used to provide relief to the LGA TNNIS climb?

JFK RNAV/GPS X approach disperses noise from the communities under the ILS 22L/R and may allow LGA to switch off the TNNIS climb

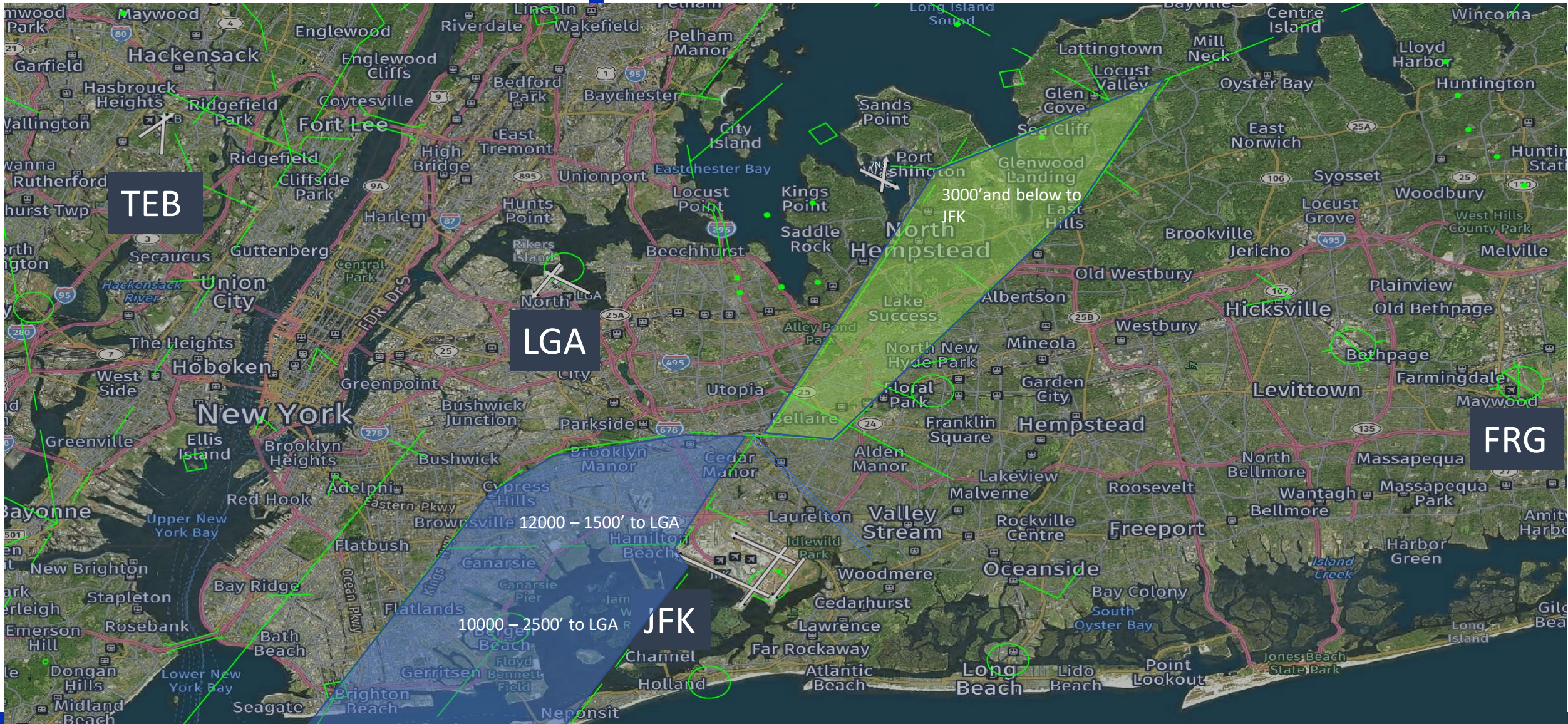
This will include a view of the airspace with general details as to why an approach or departure procedure is used over another.

There are many factors that go into these decisions such as delays, arrival or departure volume, winds aloft, visibility. It is not possible to have access to all the factors that go into these decisions.

Approach selection is one of the areas being discussed in the Fly Quiet Program (FQP)

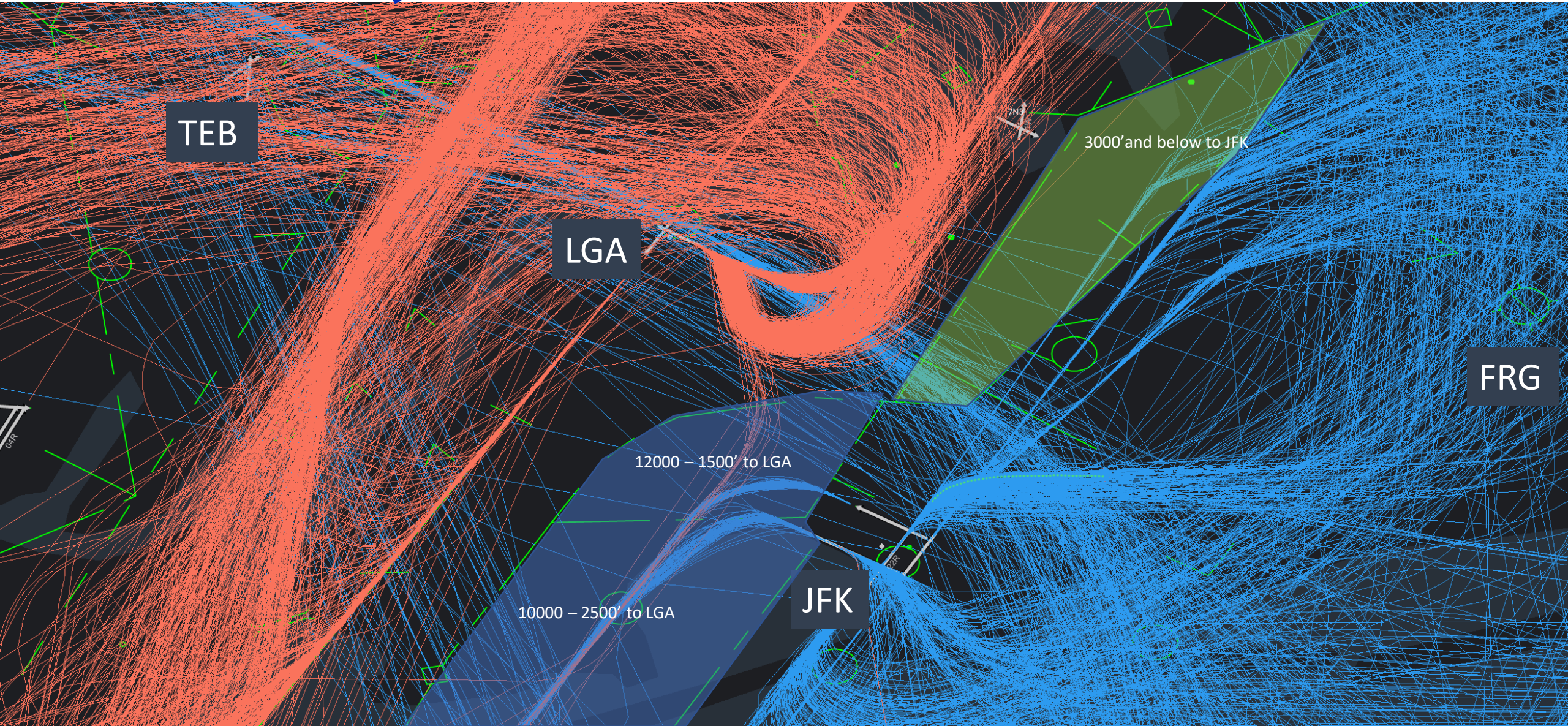
SAFETY is the number one consideration of any air traffic operation.

LGA/JFK airspace discussion



"A World Class Operator of World Class Airports"

March 1, 2023



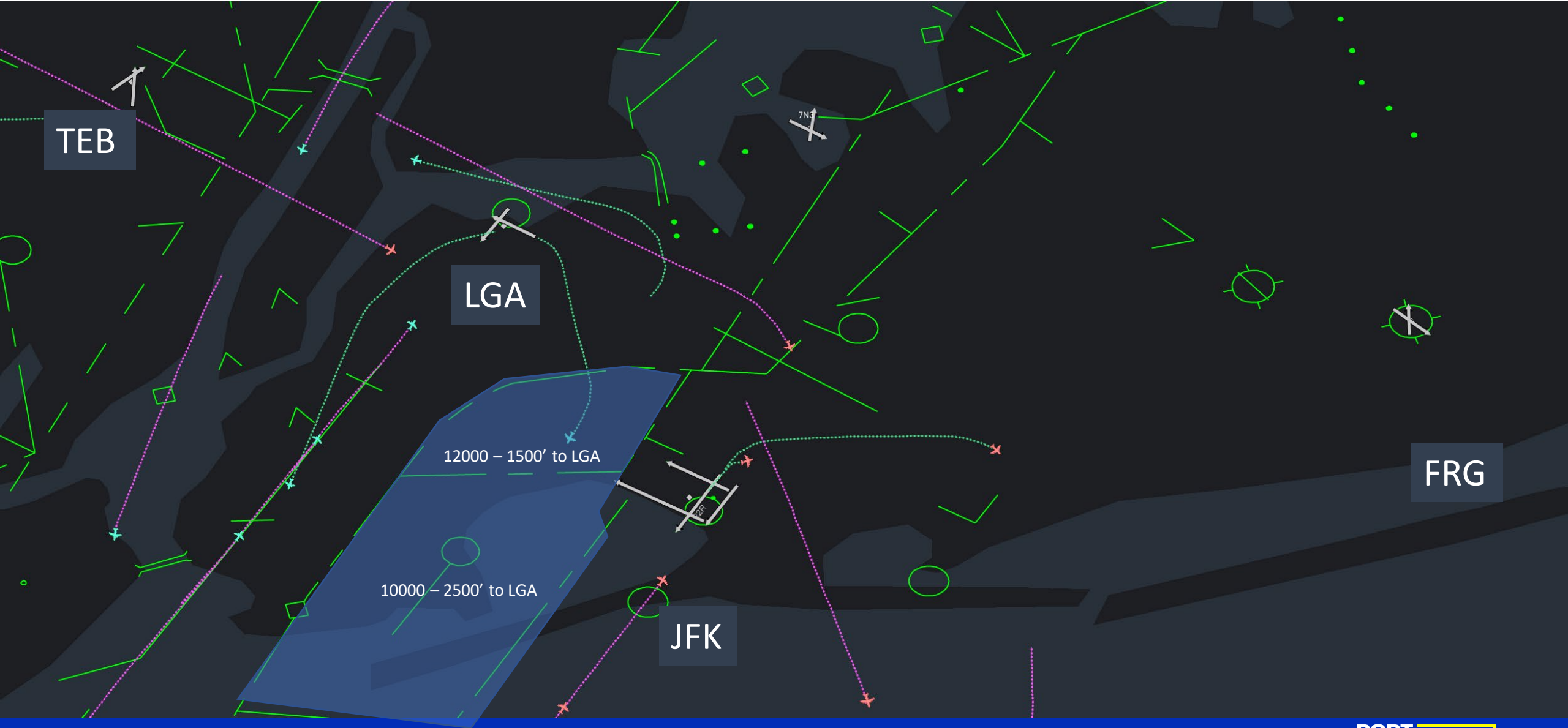
"A World Class Operator of World Class Airports"

March 1, 2023



A world Class Operator of world Class Airports

March 1, 2023



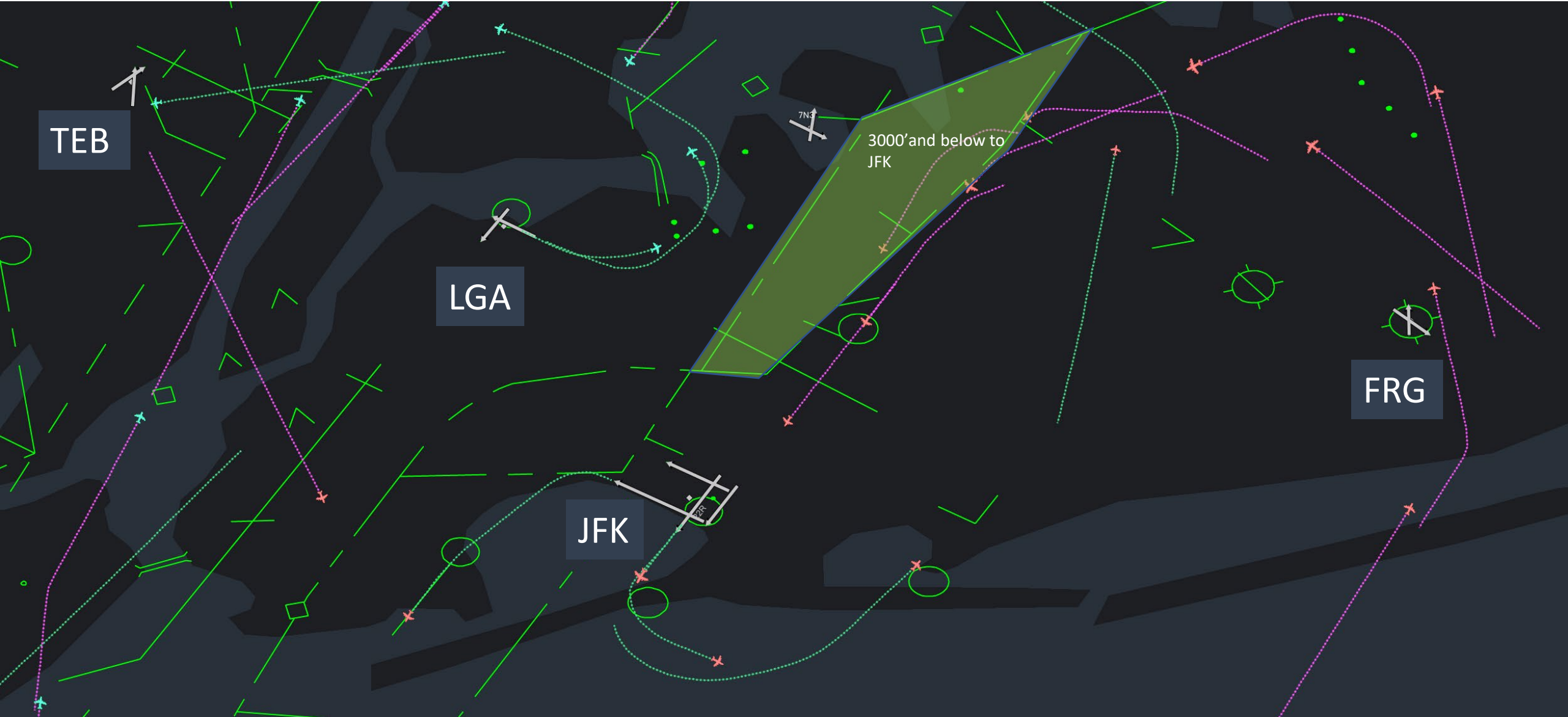
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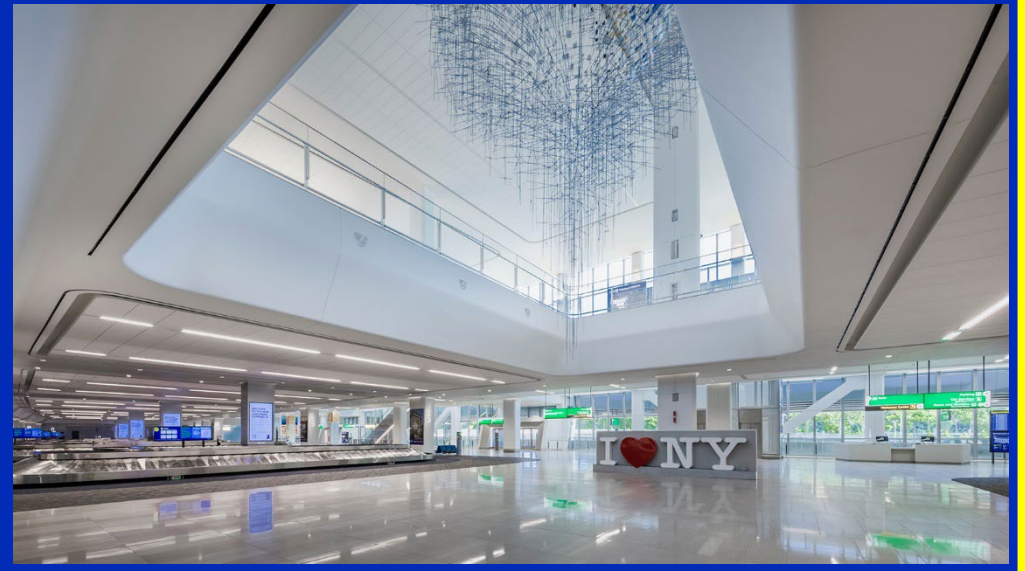
Questions



“A World Class Operator of World Class Airports”

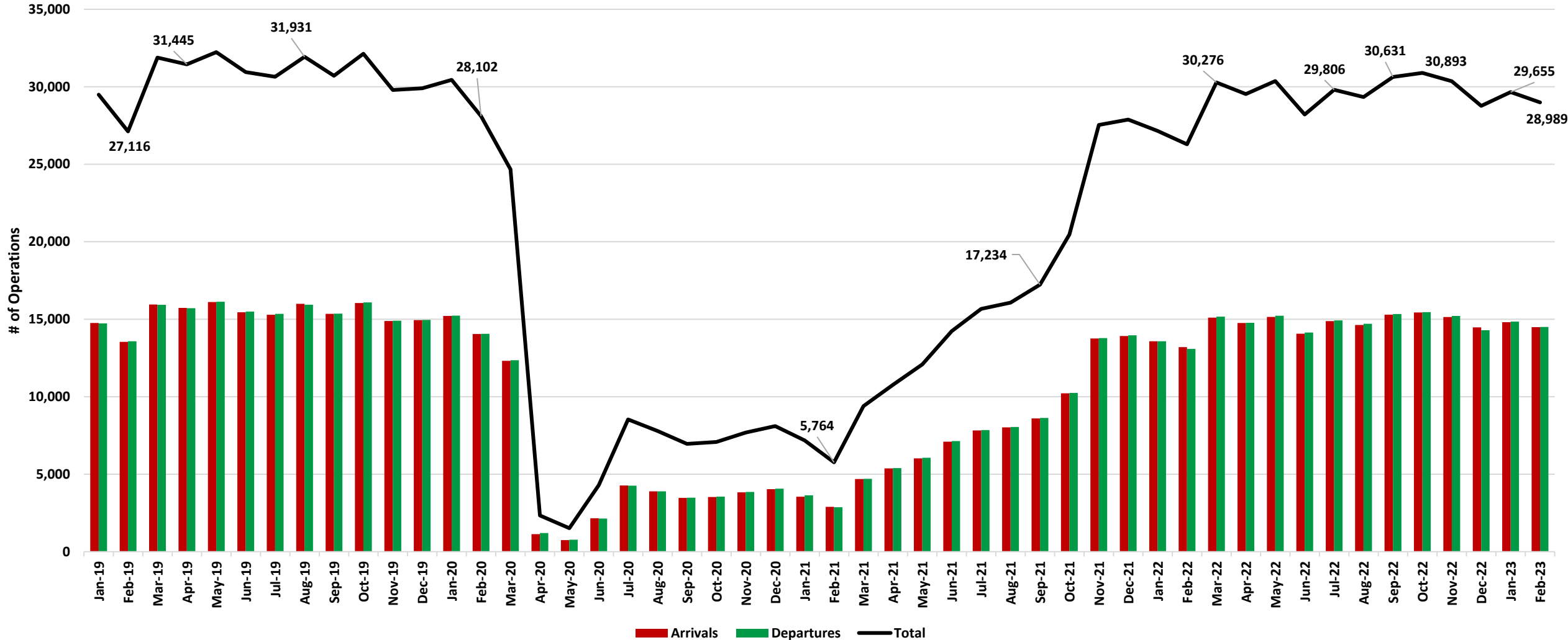
LaGuardia Airport (LGA) Operations and Noise Complaints

March 29, 2023



LGA 2019 to 2023 Operations Overview

All Arrivals and Departures: Jan 2019 to Jun 2022



Factors in Runway Selection

Runway Selection is determined by FAA based on the following criteria (in order of decreasing priority):

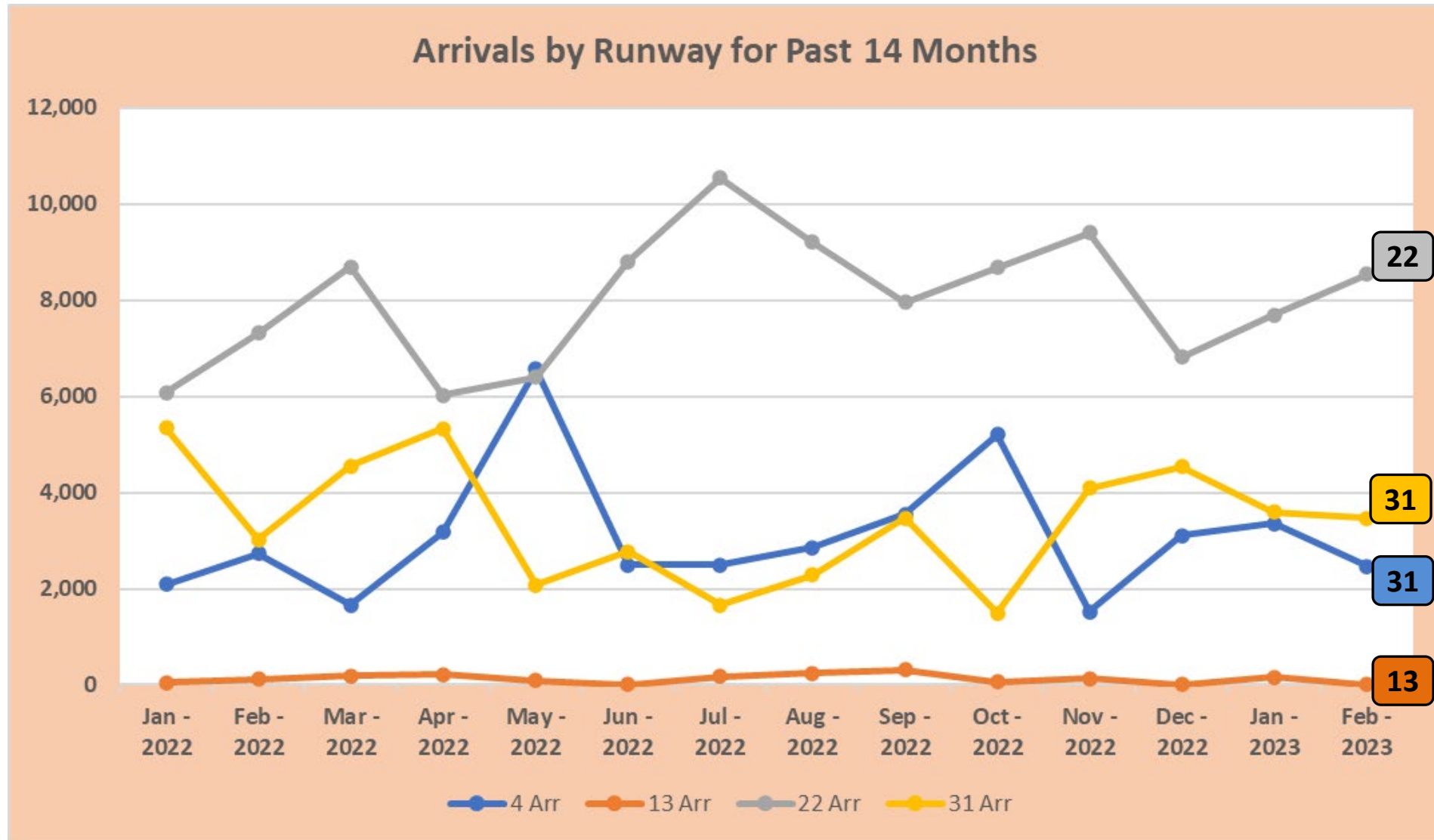
- Runway availability
- Prevailing wind and weather patterns
- Operational efficiency
- Community noise concerns

Flying into the wind provides the greatest margin of safety when landing or departing at any airport

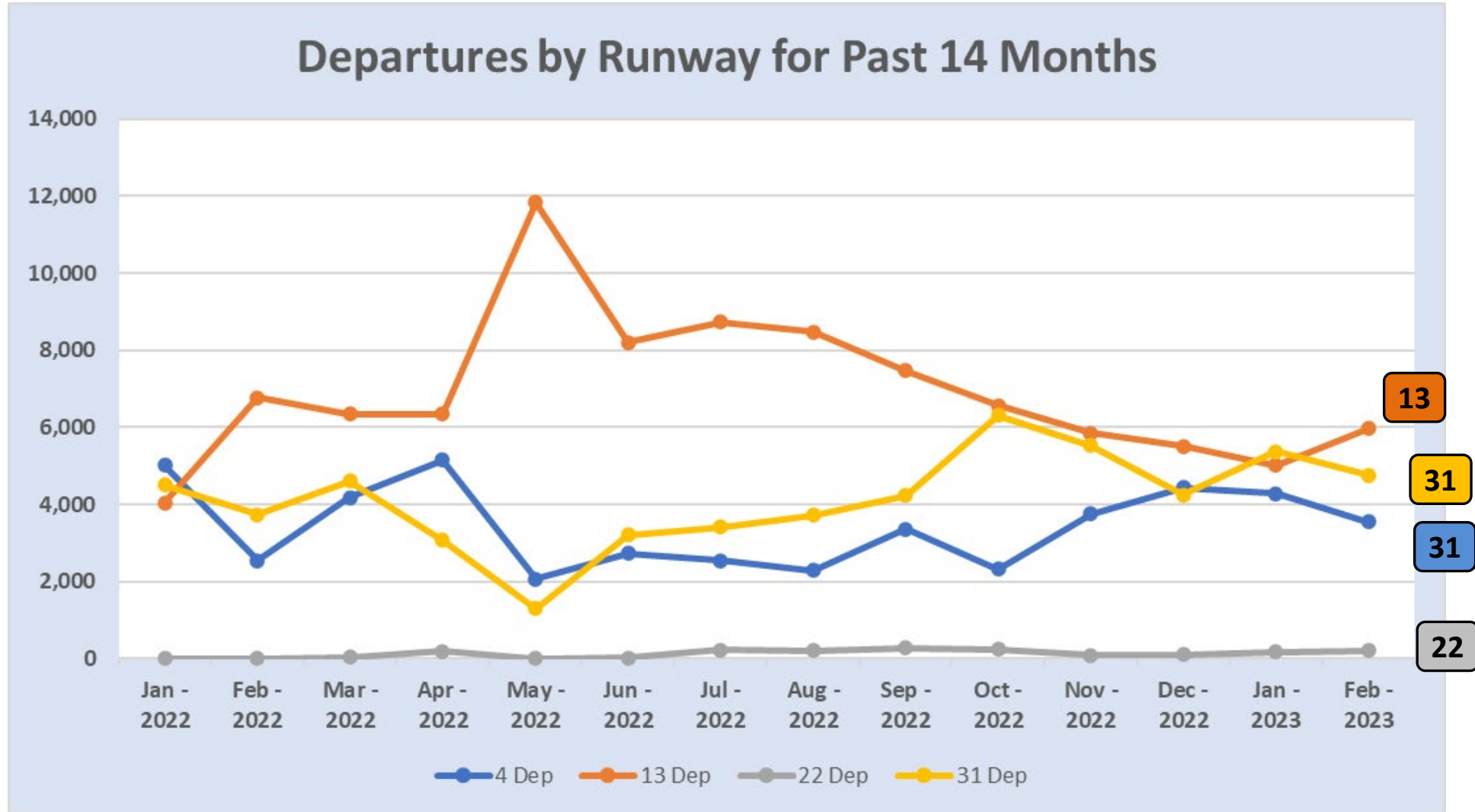
Operations By Runway for Past 14 Months

Month	Total Operations	4 Arr	4 Dep	13 Arr	13 Dep	22 Arr	22 Dep	31 Arr	31 Dep	Unk Arr	Unk Dep
Jan - 2022	27,152	2,094	5,022	52	4,041	6,079	5	5,344	4,497	6	12
Feb - 2022	26,286	2,734	2,550	115	6,773	7,325	10	3,018	3,736	9	16
Mar - 2022	30,276	1,656	4,176	192	6,339	8,691	46	4,554	4,601	13	8
Apr - 2022	29,527	3,182	5,143	214	6,349	6,022	191	5,336	3,076	5	9
May - 2022	30,371	6,563	2,064	90	11,839	6,404	6	2,082	1,305	8	10
Jun - 2022	28,208	2,490	2,723	0	8,194	8,800	13	2,771	3,205	6	6
Jul - 2022	29,806	2,497	2,547	168	8,724	10,540	226	1,659	3,419	15	11
Aug - 2022	29,336	2,850	2,290	243	8,474	9,213	205	2,285	3,712	38	26
Sep - 2022	30,631	3,556	3,355	308	7,467	7,952	269	3,474	4,239	5	6
Oct - 2022	30,893	5,199	2,316	65	6,572	8,677	239	1,494	6,318	4	9
Nov - 2022	30,357	1,522	3,747	125	5,844	9,402	93	4,087	5,525	6	6
Dec - 2022	28,763	3,105	4,432	3	5,501	6,813	102	4,544	4,247	10	6
Jan - 2023	29,655	3,361	4,275	154	5,017	7,690	167	3,595	5,375	8	13
Feb - 2023	28,989	2,472	3,548	0	5,968	8,548	212	3,464	4,763	2	12

Arrivals by Runway for Past 14 Months

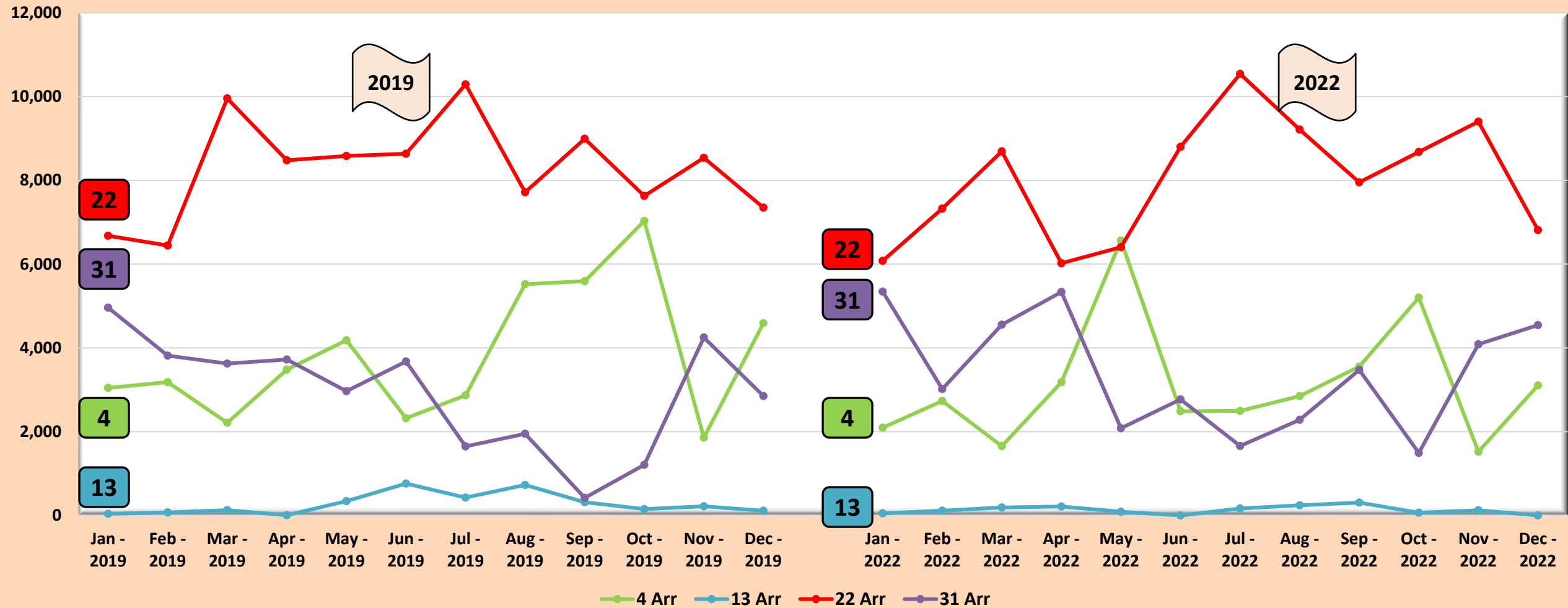


Departures by Runway for Past 14 Months



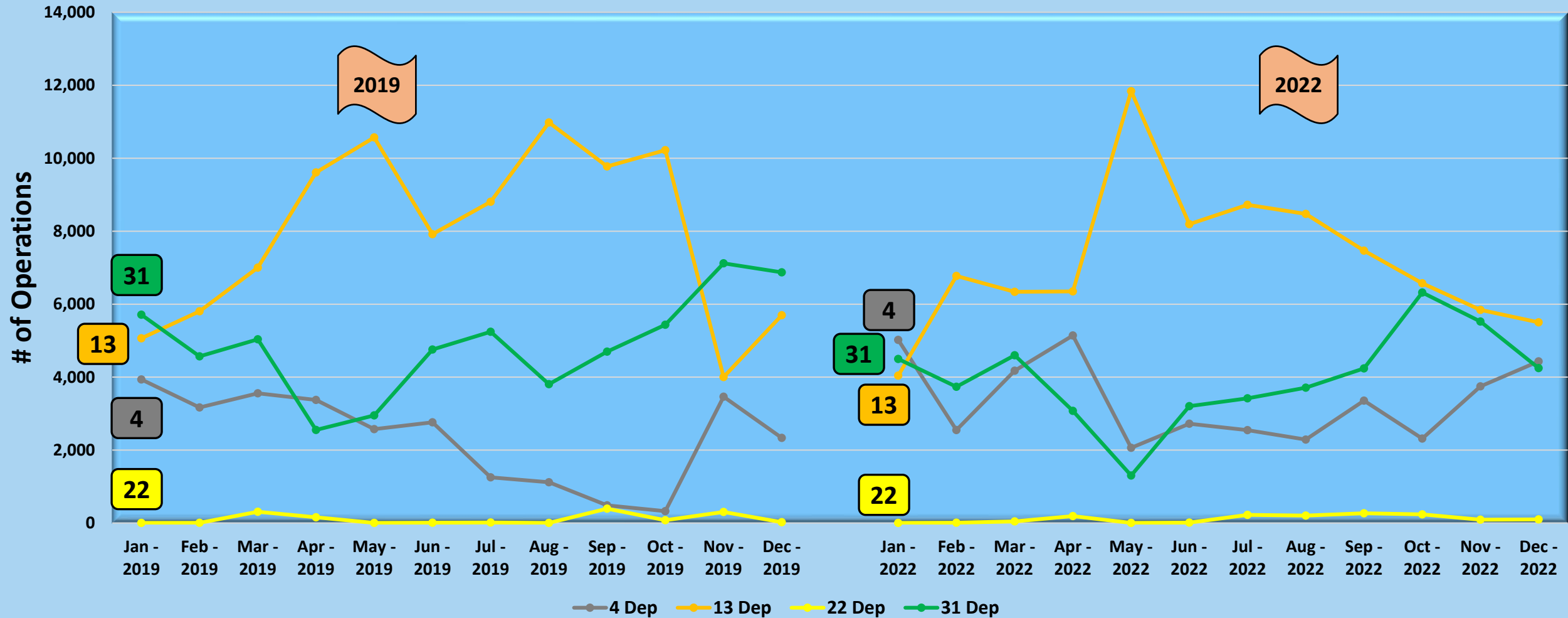
Arrivals Comparison – 2019 vs. 2022

2019 vs 2022 Arrivals Operations: LaGuardia Airport Runway Usage, January through December

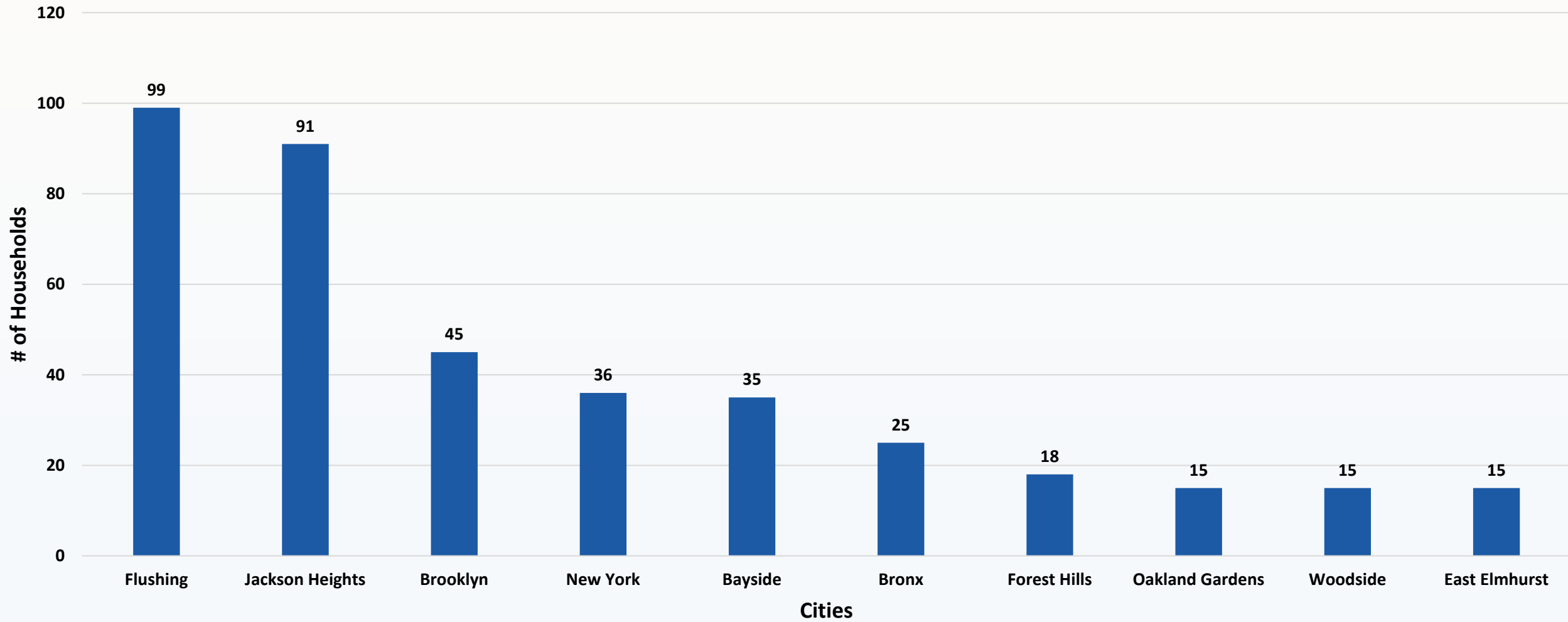


Departure Comparison – 2019 vs. 2022

2019 vs 2022 Departures Operations: LaGuardia Airport Runway Usage, January through December



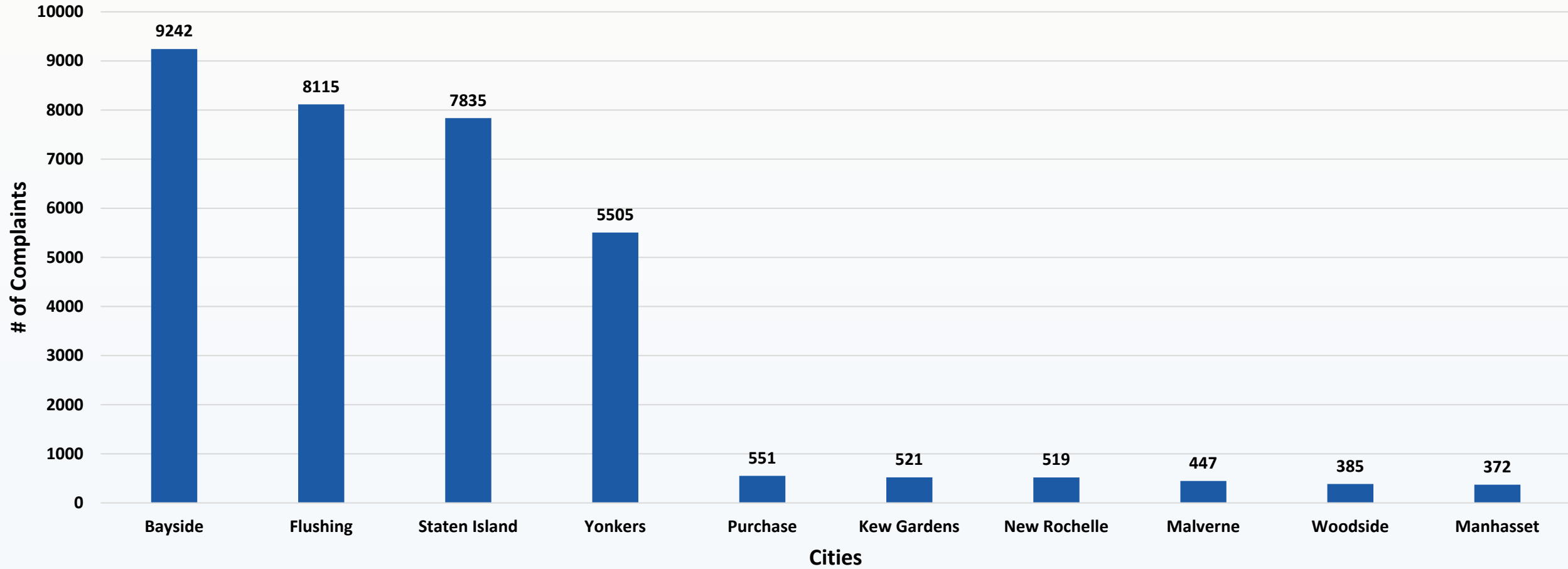
Geographical Distribution of Noise Complaints – Number of Households (July to December 2022)



Data Sources: Phone, Webform, and 3rd Party App

Geographical Distribution of Noise Complaints – Number of Complaints (July to December 2022)

Top 10 Cities by Complaints: Jul to Dec 2022



Geographical Distribution of Noise Complaints by Households (July to December 2022)

- Showing all complaints collected via Port Authority Webform, Hotline, and 3rd party app
- Total of 451 household locations



Helpful Links

- PA Aircraft Noise webpage <https://aircraftnoise.panynj.gov/>
- Webtrak <https://webtrak.emsbk.com/panynj4>
- Submit a noise complaint <https://aircraftnoise.panynj.gov/submit-a-noise-complaint/>
- Monthly Reports <https://aircraftnoise.panynj.gov/reports/>
- Noise information and FAQs <https://aircraftnoise.panynj.gov/faqs/>

Thank You

Questions?

LGA NCP Record of Approval (ROA)

March 29, 2023

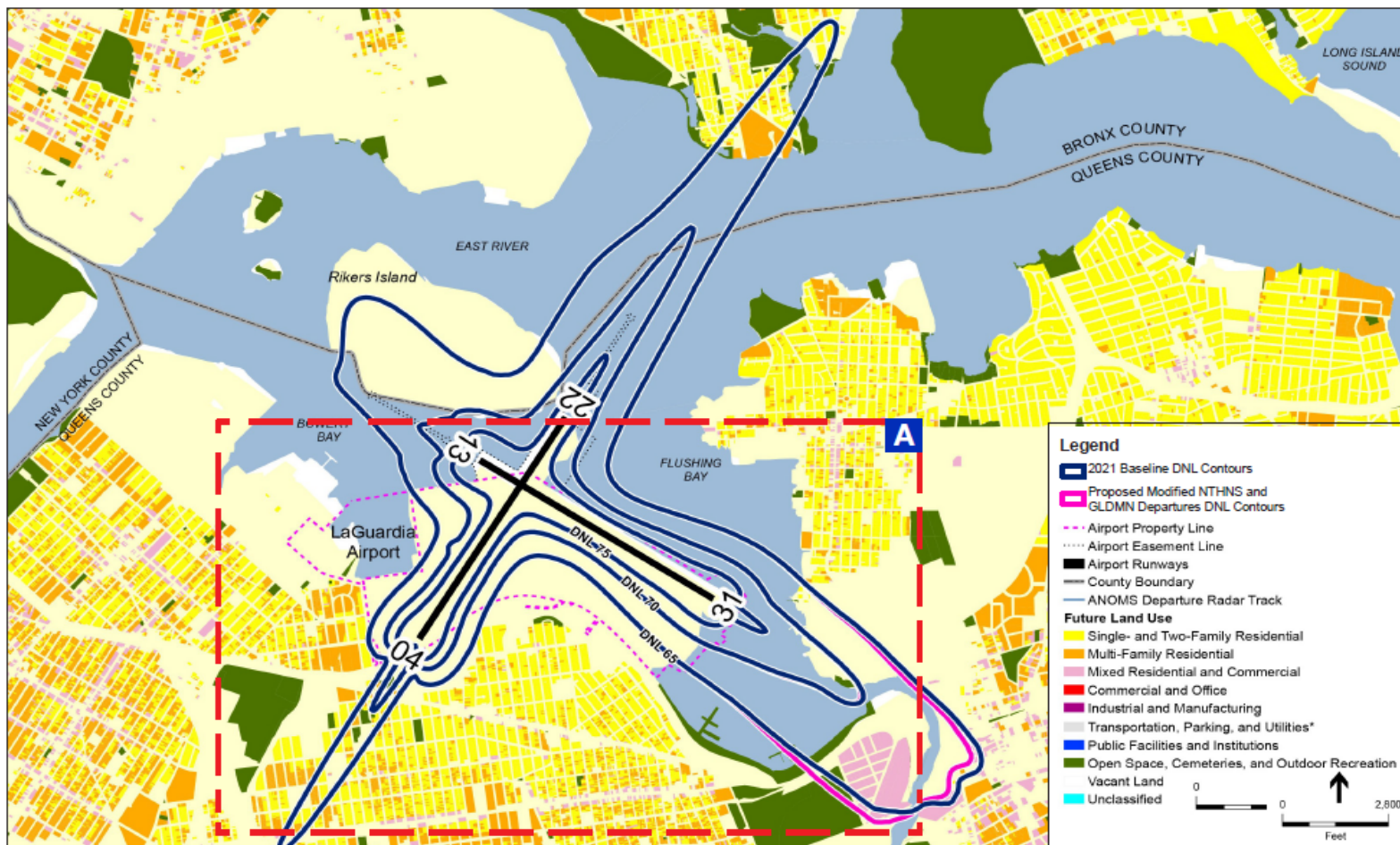
Noise Compatibility Program (NCP) Timeline

- Final NCP was submitted to FAA June 15, 2022
- NCP received FAA's Record of Approval on December 15th, 2022
(http://www.panynjpart150.com/LGA_NCP.asp)
- Federal Register Notice was published on December 21st, 2022
(<https://www.federalregister.gov/documents/2022/12/21/2022-27702/approval-of-laguardia-airport-lga-noise-compatibility-program>)

Record of Approval (ROA) Summary

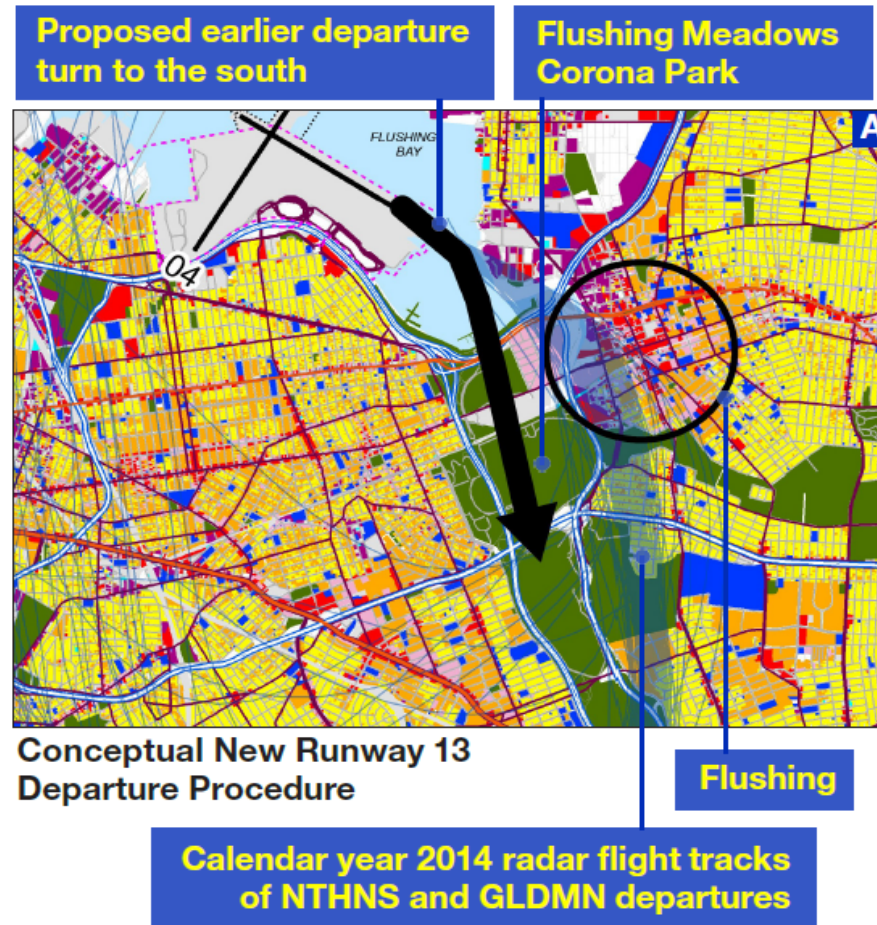
- 20 measures were approved (5 noise abatement, 3 land use, 12 programmatic)
- Noise abatement measures in LGA NCP:
 - NA 1: Modify NTHNS and GLDMN Runway 13 RNAV SIDs to Direct Aircraft Away from Flushing, New York – **Approved as voluntary (already Implemented)**
 - NA 2: Create New Runway 13 Departure Procedure with an Immediate Left Turn over Compatible Land Uses - **Disapproved**
 - NA 3: Implement Offset Approach to Runway 22 to Reduce Noise Exposure Over Clason Point – **Approved as voluntary (already Implemented)**
 - NA 4: Reduce Runway 4 Departure Noise Over Clason Point – **Approved as voluntary**
 - NA 5: Reduce Runway 13 Departures at Night – **Approved as voluntary**
 - NA 6: Implement Noise Abatement Departure Profiles on a Voluntary Basis for Runways 4 and 13 - **Disapproved**
 - NA 7: Implement Nighttime Optimized Profile Descent Procedures - **Disapproved**
 - NA 8: Continue Existing Mandatory Departure Noise Limit – **Existing**

Noise Abatement Measure 1 – Modify NTHNS and GLDMN Runway 13 RNAV SIDS to Direct Aircraft Away from Flushing, New York



2021 Baseline NEM and New Runway 13 Departure Procedure DNL 65, 70, and 75 Contours

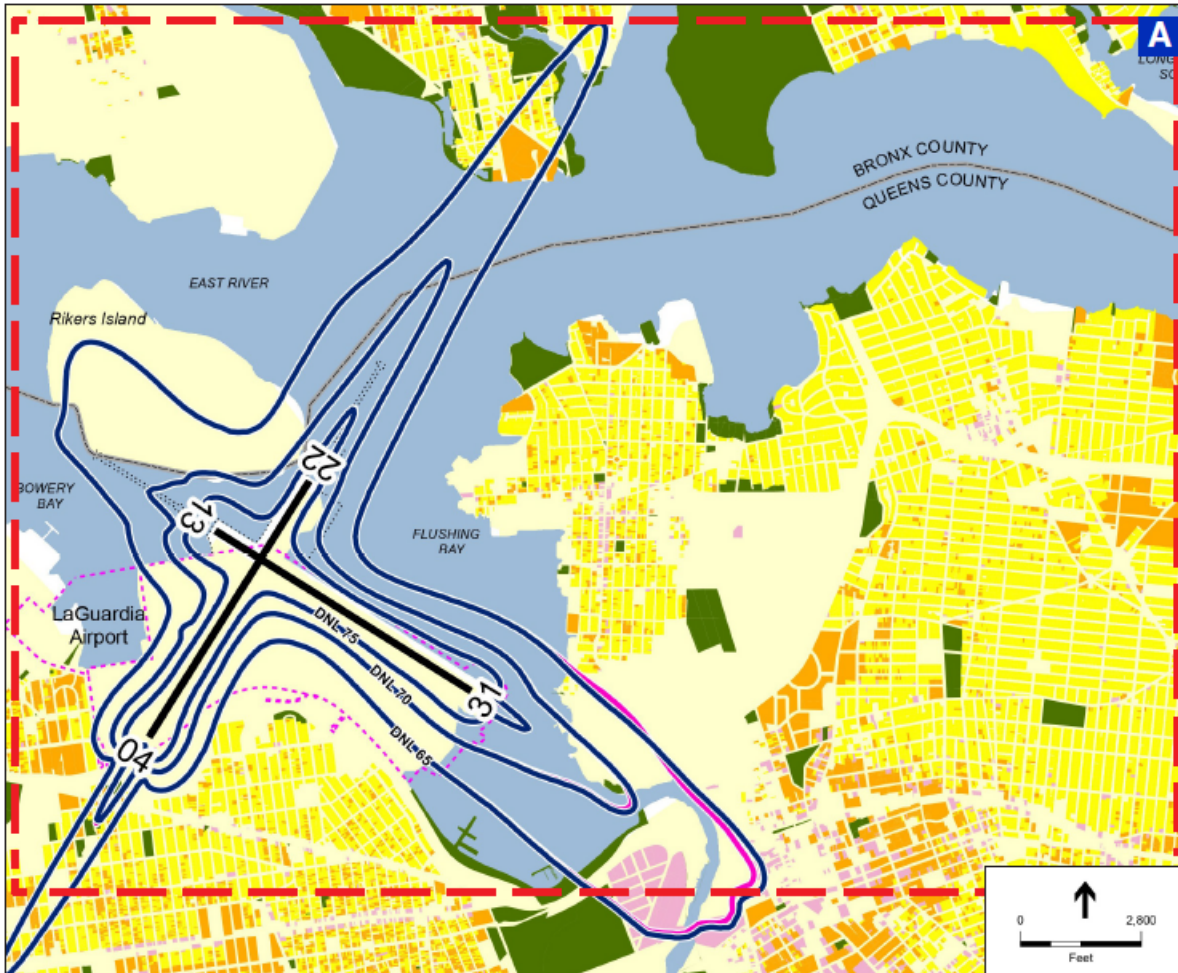
Estimated reduction of 750 people and 266 dwelling units from the DNL 65 contour



RNAV = Area Navigation; SID = Standard Instrument Departure

*This measure is already in place (Published May 21, 2020)

Noise Abatement Measure 2 – Create New Runway 13 Departure Procedure with an Immediate Left Turn over Compatible Land Uses

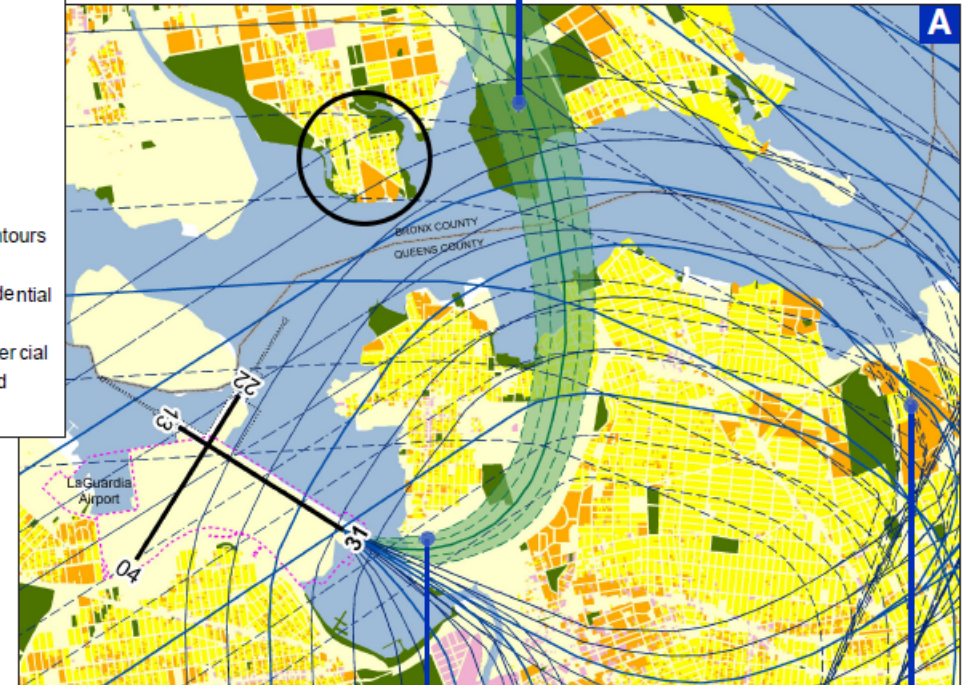


2021 Baseline NEM and New Runway 13 Departure Procedure DNL 65, 70, and 75 Contours

Estimated reduction of up to 309 people and 114 dwelling units from the DNL 65 contour

- Legend**
- Departure Backbone Track
 - - - Departure Sub-Track
 - - - Airport Property Line
 - Airport Easement Line
 - County Boundary
 - Airport Runways
 - 2021 Baseline DNL Contours
 - Proposed New Runway 13
 - Departure Procedure with an Immediate Left Turn DNL Contours
- Future Land Use**
- Single- and Two-Family Residential
 - Multi-Family Residential
 - Mixed Residential and Commercial
 - Open Space, Cemeteries, and Outdoor Recreation

Aircraft altitudes range from 2,000 to 4,000 feet



Conceptual New Runway 13 Departure Procedure

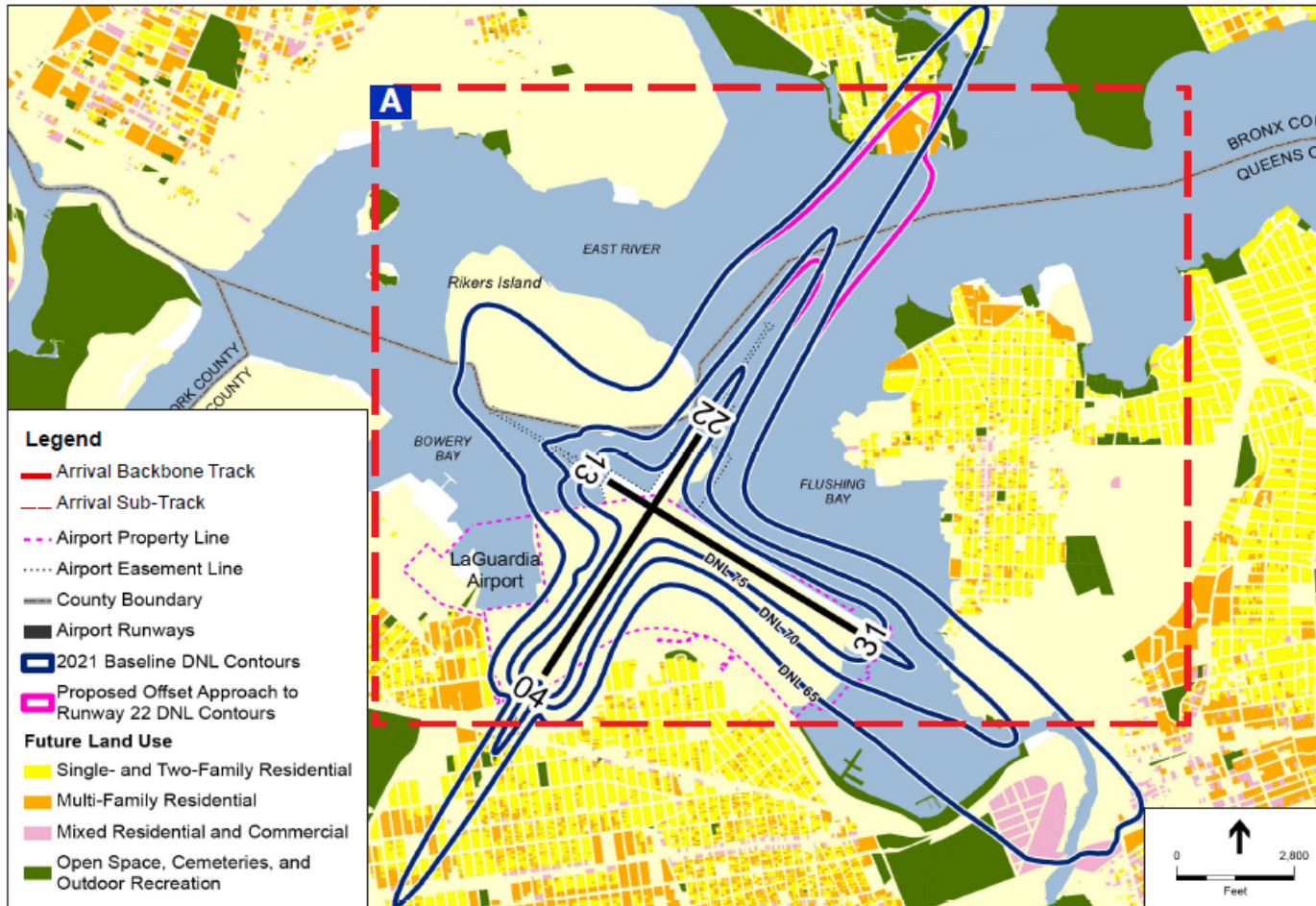
Proposed early departure turn to the north

Calendar year 2014 Runway 13 departure flight tracks

Noise Abatement Measure 2 – Create New Runway 13 Departure Procedure with an Immediate Left Turn over Compatible Land Uses - Continued

- Measure was disapproved by the FAA
- FAA had determined:
 - The proposed procedure would cause operational conflicts for other aircraft on arrival to LGA Runway 22, creating potentially unsafe operating environments and loss of required separation.
 - As helicopters and float planes transit overhead LGA airport, separation with early turning RWY 13 departures cannot be guaranteed with the overhead flow of these aircraft.
 - In the event that a Runway 22 arrival needed to be pulled off the final approach course (for separation or pilot request), ATC would have limited options to turn the aircraft safely away from the proceeding aircraft and/or an early turning RWY 13 departure.
- Due to the complexity of the airspace around LGA airport and its proximity to JFK, LGA, and TEB. Implementation of this measure would not meet necessary approval criteria established by 14 CFR Part 150.35(b)(3)(ii) and (iii)

Noise Abatement Measure 3 – Implement Offset Approach to Runway 22 to Reduce Noise Exposure over Clason Point



2021 Baseline NEM and Offset Approach to Runway 22 DNL 65, 70, and 75 Contours

Estimated reduction of up to 1580 people and 544 dwelling units from the DNL 65 contour

Offset RNAV approach track of 239° magnetic heading until intercept with extended centerline of Runway 22

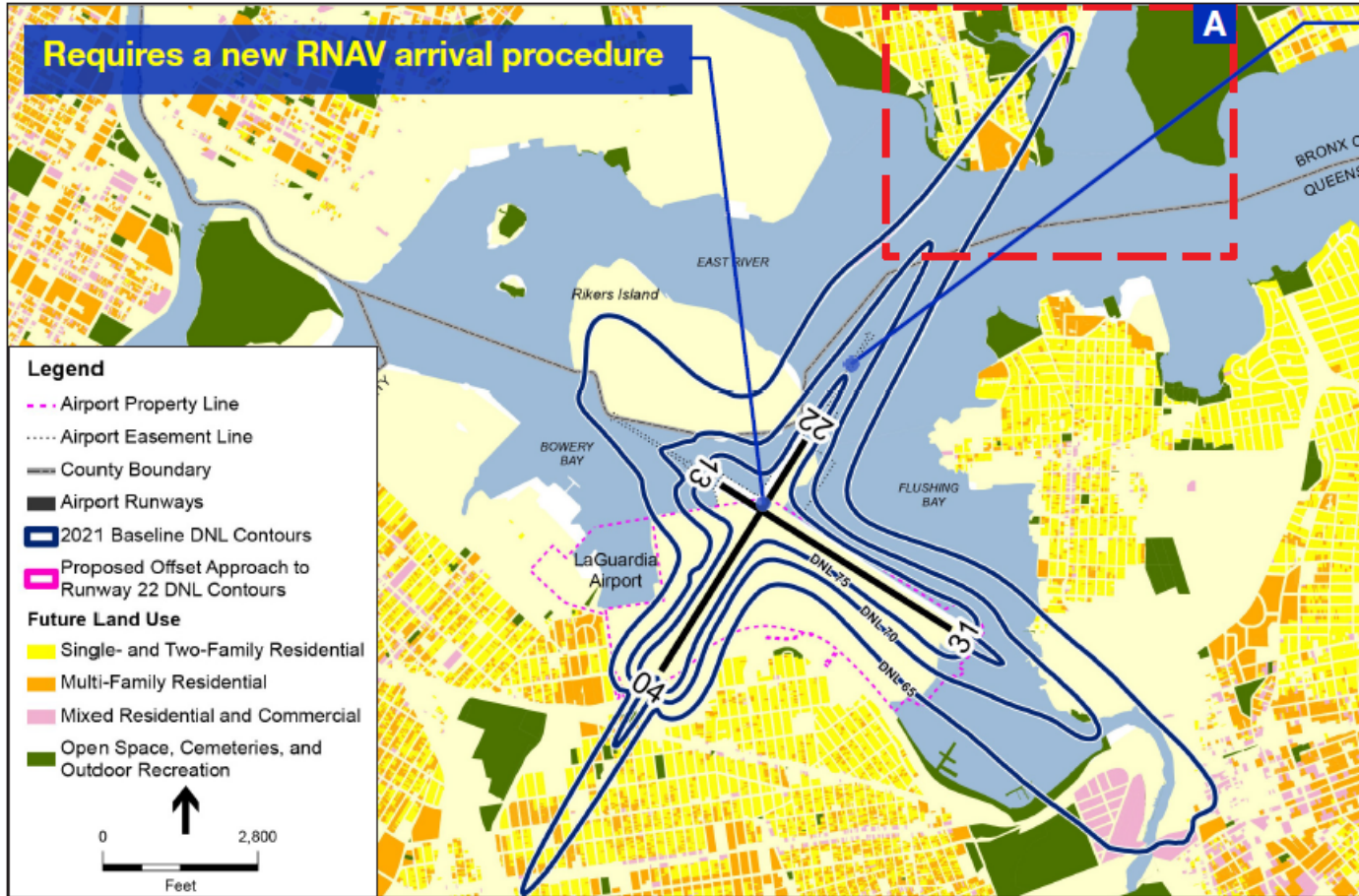


Proposed Offset Approach to Runway 22

Extended centerline of Runway 22 magnetic heading 224°

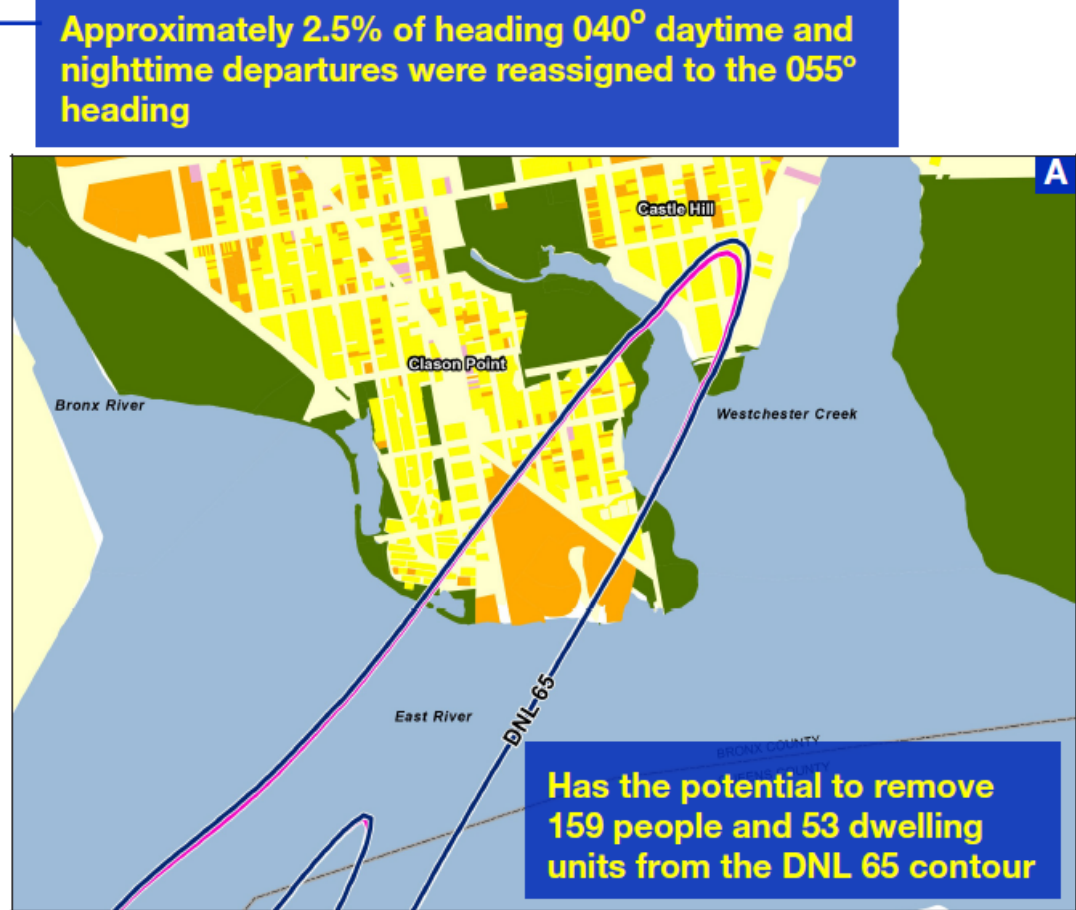
*This measure is already in place (published October 7, 2021)

Noise Abatement Measure 4 – Reduce Runway 4 Departure Noise over Clason Point



2021 Baseline NEM and Modified Runway 4 Departure Heading DNL 65, 70, and 75 Contours

Estimated reduction of up to 159 people and 53 dwelling units from the DNL 65 contour



2021 Baseline NEM and Modified Runway 4 Departure Heading DNL 65, 70, and 75 Contours over Clason Point

Noise Abatement Measure 4 – Reduce Runway 4 Departure Noise over Clason Point

