New York Community Aviation Roundtable

JFKennedy Airport Committee
LaGuardia Airport Committee

Meeting: Wednesday, October 28, 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) **ANNOUNCEMENTS:** JFK Airport Committee and LGA Airport Committee

4) **FAA Presentation**: DRONE use at airports – Dave Krause, Influential Drones **7:25**

5) GUEST SPEAKER: **Congressman Tom Suozzi** **7:45**

6) **CONSULTANT UPDATE:** HMMH Consultants – Jason Stoddard **8:00**
   a. New York Airspace Recommendations Submitted to the FAA/NEXT STEPS

7) **PORT AUTHORITY UPDATES: Noise Office -** Adeel Yousuf, Jacob Attwood
   a. Enhanced monthly reports: runway usage, noise complaints, noise monitoring and additional updates
   b. Sound Insulation Program (SIP): information on components

8) **Public Comment** **8:45**

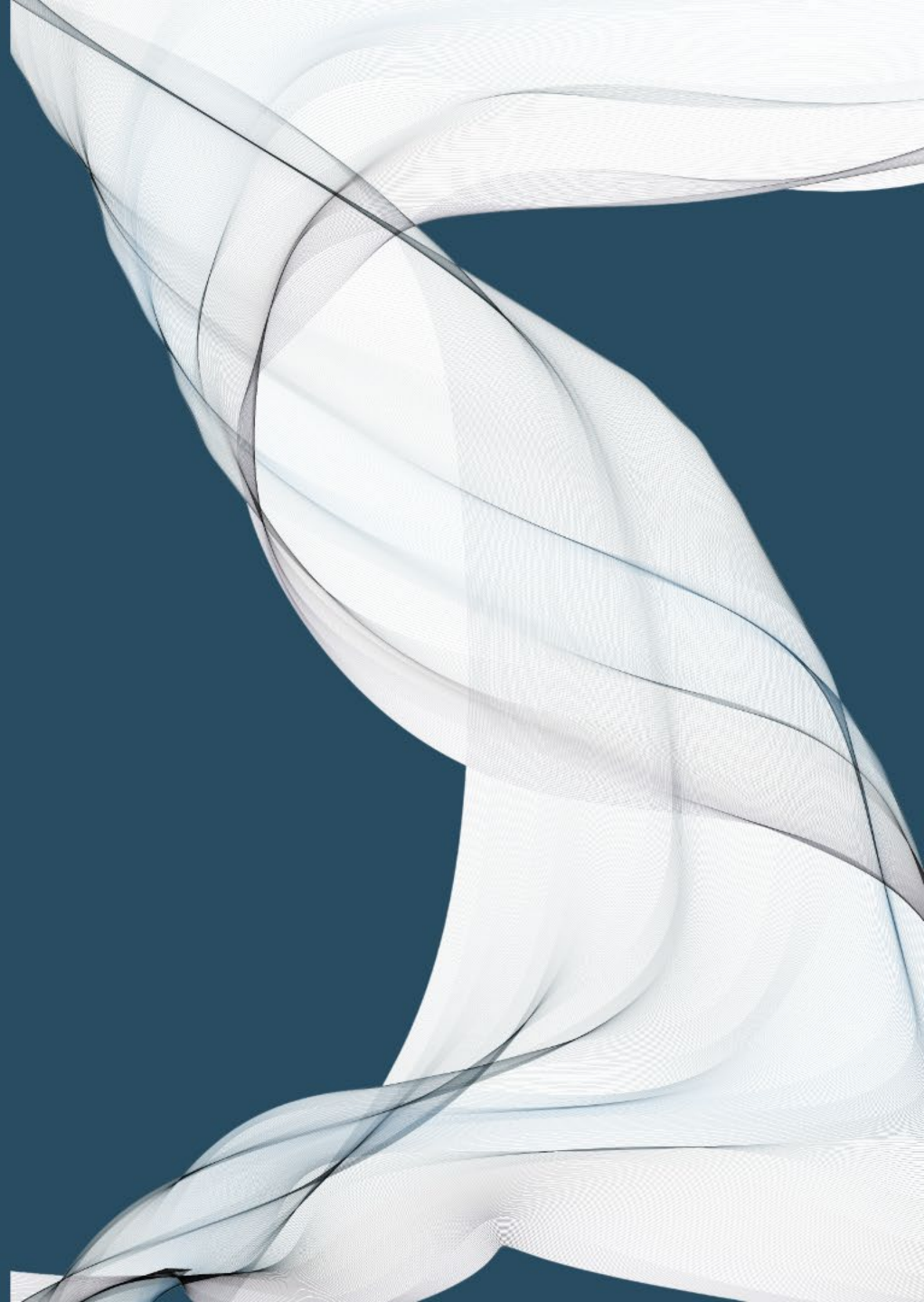
9) **Adjournment** **9:00**

NYCAR Quarterly Update

JFK & LGA Noise Abatement Procedure Concepts

Updated TARGETS files resubmitted to FAA for review on September 14, 2026.

Purpose of today's update: provide current status and next steps.



Procedure Concepts Submitted to FAA

Reminder of the JFK and LGA noise-abatement concepts currently under FAA review

JFK

- **RWY 4L / 22R Departure Dispersal** — Use varied departure headings / alternative flight paths to create greater dispersion from the departure ends.
- **Additional RWY 22R Departure Path** — Alternative routing south of Broad Channel with increased use of over-water routing where feasible.
- **RWY 22L Arrival Concept** — Explore greater use of the existing RNAV (GPS) X RWY 22L and alternative routing to keep arrivals higher over Long Island.
- **RWY 31R Arrival Concept** — Investigate an alternative arrival path, including potential GBAS use, to shift portions of the path away from Long Beach.

LGA

- **NTHNS Departure Amendment** — Modify the routing after KIWIE along the Van Wyck Expressway corridor; the refined concept turns south before reaching JFK.
- **Whitestone RNAV Departure** — Develop the existing Whitestone Climb into an independent RNAV departure.
- **RWY 31 Arrival Concept** — Develop a new RNAV arrival path that maximizes over-water flight time; the refined path was adjusted for deconfliction.
- **TNNIS Early Turn** — Develop an earlier left turn on the TNNIS departure to support a more direct climb and reduce overflight where feasible.

Current Status: FAA Review Pending

Updated TARGETS files submitted September 14, 2026

1

Spring/Summer 2026

Initial FAA coordination and first TARGETS package submitted

2

Summer 2026

Concepts refined following NYCAR feedback and criteria review

3

Sept. 14, 2026

Updated files resubmitted to FAA

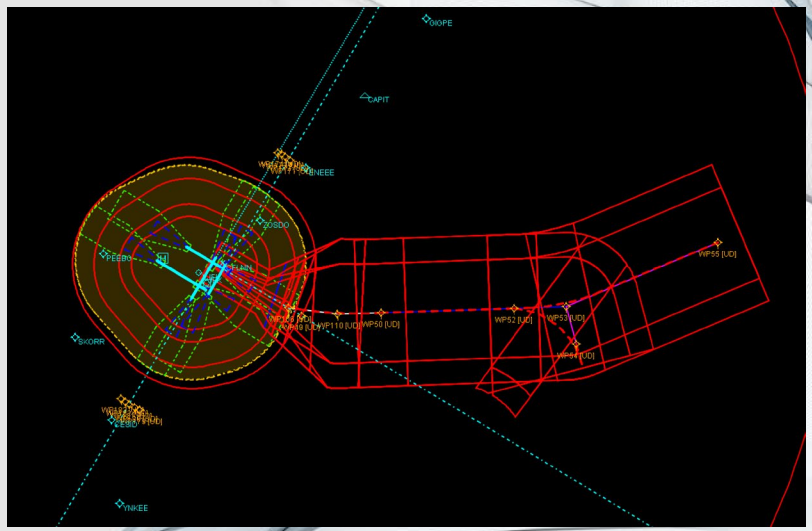
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Current

Awaiting FAA technical feedback

What changed since the prior NYCAR briefing

- JFK: revised the design approach for the RWY 22R and 4L dispersal headings and made minor criteria refinements.
- LGA: revised the RWY 31 arrival for deconfliction, adjusted NTHNS to turn south before reaching JFK, and made minor criteria refinements.
- The concepts remain preliminary and are not FAA-approved or scheduled for implementation.



Next Steps

FAA feedback will guide whether concepts advance, are revised, or are removed from consideration

1 FAA review

FAA reviews the updated TARGETS files for technical, safety, and operational feasibility.

2 Assess feedback

PANYNJ/HMMH evaluate FAA feedback and determine whether each concept should advance, be revised, or be removed.

3 Noise modeling

Noise modeling evaluates potential benefits for concepts that remain viable after FAA review.

Requested from FAA: Early identification of any critical technical, safety, airspace, or operational issues that would preclude continued development.

NYCAR update rhythm

PANYNJ/HMMH will update NYCAR when meaningful FAA feedback is received.

Bottom line

Progress continues, but FAA review remains the next gate before advancement.

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NYCAR Briefing – New Enhanced Monthly Reports

October 28, 2026

AIR LAND RAIL SEA

Report Goals & Changes

- Main objectives of the monthly reports
  - Accuracy and transparency on data
  - Information on airport operations, noise complaints, and the noise monitors
  - Enable engagement with communities and other stakeholders (FAA and airlines)
  - Serve a key piece in PA's noise management and communication strategy

- What Changed:
  - New informational text to educate on airport operations, airspace, runways, weather/winds
  - Data summaries, statistical analysis, and key insights
  - New and improved graphs and charts for clearer and easier reading/interpretation of data

- What Did Not Changed:
  - Data & data source is the same
  - Many of the old tables and data points remain, with helpful additions

Runway Utilization Report

Air Traffic Management

The Federal Aviation Administration (Air Traffic Control) is responsible for the safe movement of aircraft both in the air and on the ground. Runway assignments, headings, altitudes, and other operational instructions are issued exclusively by FAA air traffic controllers. Safety is the FAA's highest priority. The FAA's noise-related responsibilities include regulating aircraft noise certification standards, approving operational restrictions, reviewing noise abatement procedures, establishing pilot and flight regulations, and noise compatibility studies.

Runway selection

The FAA determines runway and procedure selection based on criteria to ensure the highest level of safety. These criteria, in order of decreasing priority, are:

1. Runway Availability
2. Prevailing wind and weather patterns
3. Operational efficiency
4. Community noise concerns

Nighttime Operations

- Nighttime Operations are defined as operations taking place between 10 PM and 6:59 AM EST.
- The majority of nighttime operations are cargo and international flights.
- TEB's Flight Quiet program defines nighttime operations taking place between 11 PM and 6:00 AM EST.
- LaGuardia Airport typically has very limited scheduled operations after 10:00 PM, although delays may result in flights originally scheduled for daytime hours arriving or departing during nighttime periods.

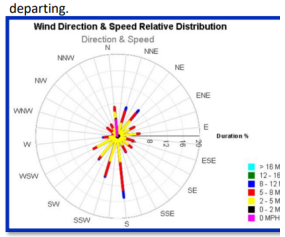
Runways at Each Airport

JFK	4
LGA	2
EWR	3
TEB	2
SWF	2

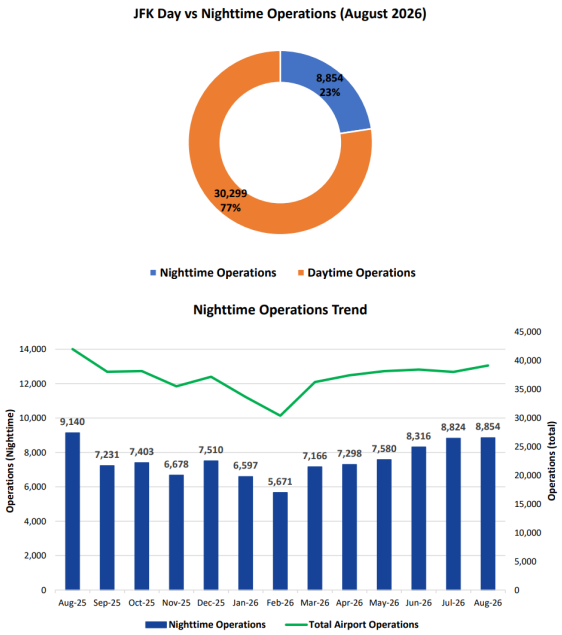
Runways are named based on their magnetic heading. For example, at LaGuardia Airport, Runway 04/22 is aligned approximately 040° in one direction and 220° in the opposite direction. If an airport has parallel runways, they are designated Left (L), Center (C), or Right (R), e.g., 22L/22C/22R.

Windrose

A wind rose is a diagram used to give a graphic view of how wind speed and direction vary. Runway and flight procedure selection is determined by the FAA based on wind speed a direction. Flying into the wind allows for the greatest margin of safety when landing or departing.



JFK Runway Utilization – Day vs Nighttime Operations



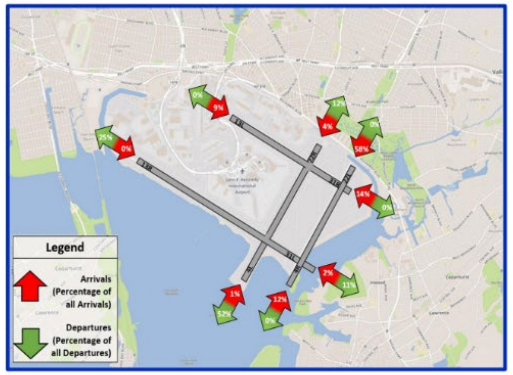
Enhancements to the Runway Use Report, as of February 2026

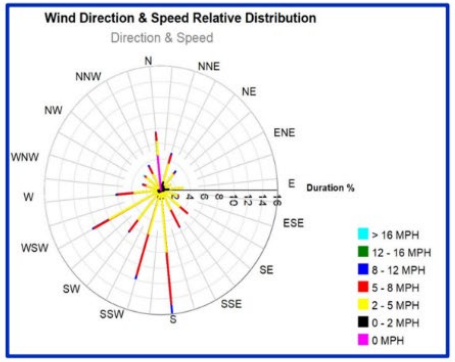
- Added operational background information for first-time/new readers
- Added key insights & operational change analysis
- Added nighttime operation information
- Improved report layout
- Point to key changes in runway usage from current to previous month
- Nighttime runway usage

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Runway Utilization Report

JFK Runway Utilization – Directional Map and Wind Rose Map





Key Insights

- Most Used Arrival Runway This Month: Runway 22L (58% of all arrivals)
- Most Used Departure Runway This Month: Runway 22R (52% of all departures)
- Dominant Winds for August 2026 were from Southerly Directions - 48%

Wind Directions:
Dominant winds are defined for the four general directions with the highest combined frequency of hourly wind observations as follows:
Northerly: N, NW, NE, NNE, NNW
Westerly: W, WSW, WNW, NW, SW
Southerly: S, SW, SE, SSE, SSW
Easterly: E, ENE, ESE, NE, SE

JFK Runway Utilization – Monthly Comparison

Month	Total Operations	4L Arr	4L Dep	4R Arr	4R Dep	13L Arr	13L Dep	13R Arr	13R Dep	22L Arr	22L Dep	22R Arr	22R Dep	31L Arr	31L Dep	31R Arr	31R Dep	Unk Arr	Unk Dep
Aug - 2025	42,014	426	4,542	4,251	0	5,641	17	13	7,220	7,970	0	487	6,117	366	3,120	1,827	5	3	9
Sep - 2025	38,066	697	6,449	6,360	0	4,323	13	16	5,581	6,008	1	337	4,562	257	2,456	969	7	12	18
Oct - 2025	38,184	624	5,867	5,417	1	1,314	6	18	1,677	4,070	1	310	3,705	1,148	7,813	6,160	32	5	16
Nov - 2025	35,529	98	908	917	0	555	3	1	663	5,433	0	485	5,182	1,682	11,002	8,561	23	4	12
Dec - 2025	37,199	283	2,381	2,487	4	173	0	1	205	6,421	0	613	5,675	1,422	10,325	7,157	38	8	6
Jan - 2026	33,669	200	1,975	2,178	8	90	0	0	100	6,193	0	476	5,819	1,072	8,914	6,615	27	0	2
Feb - 2026	30,396	504	4,934	5,001	9	272	0	0	313	4,372	1	282	3,785	801	6,162	3,932	10	10	8
Mar - 2026	36,267	414	3,862	4,027	0	2,282	3	4	2,839	7,218	0	581	6,466	523	4,983	3,048	11	1	5
Apr - 2026	37,458	355	3,802	3,375	0	2,697	2	5	3,321	7,187	0	560	6,757	726	4,830	3,796	21	11	13
May - 2026	38,177	199	2,141	1,870	2	890	0	12	1,125	8,412	1	778	8,927	1,170	6,842	5,723	46	13	26
Jun - 2026	38,442	121	1,201	1,071	0	2,520	1	12	3,200	8,476	0	643	7,813	866	6,989	5,473	21	18	17
Jul - 2026	38,041	300	3,085	2,942	0	2,409	5	8	2,966	9,365	0	531	8,501	442	4,462	2,994	7	14	10
Aug - 2026	39,153	183	2,390	2,284	3	1,776	6	4	2,166	11,373	0	804	10,125	480	4,883	2,646	7	6	17

Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

Monthly Comparison

Yearly Operational Changes - August 2026 vs August 2025
2,861 (-7%) Decrease in total operations

Most significant changes in runway usage

Arrivals: Decrease of 3,865 arrivals on Runway 13L (-69% Decrease)

Departures: Decrease of 5,054 departures on Runway 13R (-70% Decrease)

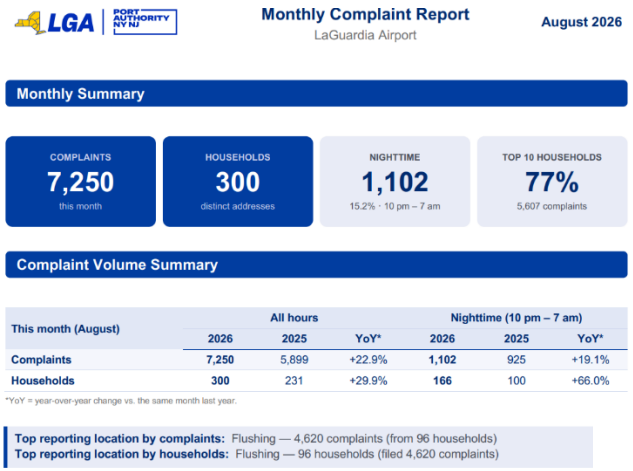
Monthly Operational Changes - August 2026 vs July 2026
1,112 (3%) Increase in total operations

Most significant changes in runway usage

Arrivals: Increase of 2,008 arrivals on Runway 22L (21% Increase)

Departures: Increase of 1,624 departures on Runway 22R (19% Increase)

Noise Complaint Report



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Monthly Complaint Report
LaGuardia Airport

August 2026

Monthly Summary

COMPLAINTS	HOUSEHOLDS	NIGHTTIME	TOP 10 HOUSEHOLDS
7,250	300	1,102	77%
this month	distinct addresses	15.2% · 10 pm – 7 am	5,607 complaints

Complaint Volume Summary

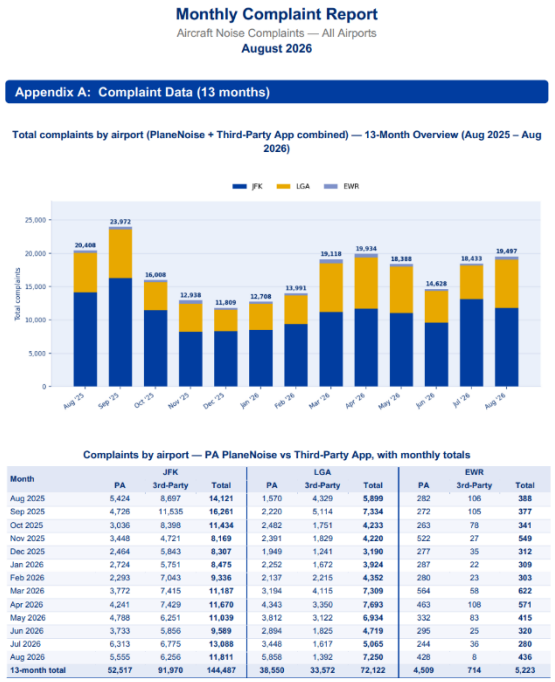
This month (August)	All hours			Nighttime (10 pm – 7 am)		
	2026	2025	YoY*	2026	2025	YoY*
Complaints	7,250	5,899	+22.9%	1,102	925	+19.1%
Households	300	231	+29.9%	166	100	+66.0%

*YoY = year-over-year change vs. the same month last year.

Top reporting location by complaints: Flushing — 4,620 complaints (from 96 households)
Top reporting location by households: Flushing — 96 households (filed 4,620 complaints)

Monthly Highlights

- LaGuardia Airport's August aircraft noise complaints totaled 7,250 from 300 distinct households (all complaint sources combined).
- 19% of complaints were submitted through third-party apps.
- The top 10 reporting households generated 5,607 complaints, representing 77% of the monthly total.
- The single most active household filed 3,763 complaints (52% of the total).
- 1,102 complaints (15.2%) were filed during nighttime hours (10 pm – 7 am).
- Reported noise events peaked during the 10 am hour.
- Complaints were geographically concentrated in: Flushing (4,620), Bayside (986), Kings Point (405), Fresh Meadows (199). See Page 8 for a complete Top-10 breakdown by location and reporting households.



Monthly Complaint Report
Aircraft Noise Complaints — All Airports
August 2026

Appendix A: Complaint Data (13 months)

Total complaints by airport (PlaneNoise + Third-Party App combined) — 13-Month Overview (Aug 2025 – Aug 2026)

Complaints by airport — PA PlaneNoise vs Third-Party App, with monthly totals

Month	JFK			LGA			EWR		
	PA	3rd-Party	Total	PA	3rd-Party	Total	PA	3rd-Party	Total
Aug 2025	5,424	8,697	14,121	1,570	4,329	5,899	282	106	388
Sep 2025	4,728	11,535	16,261	2,220	5,114	7,334	272	105	377
Oct 2025	3,036	8,398	11,434	2,482	1,751	4,233	263	78	341
Nov 2025	3,448	4,721	8,169	2,391	1,829	4,220	522	27	549
Dec 2025	2,464	5,843	8,307	1,949	1,241	3,190	277	35	312
Jan 2026	2,724	5,751	8,475	2,252	1,672	3,924	287	22	309
Feb 2026	2,293	7,043	9,336	2,137	2,215	4,352	280	23	303
Mar 2026	3,772	7,415	11,187	3,194	4,115	7,309	564	58	622
Apr 2026	4,241	7,429	11,670	4,343	3,350	7,693	463	108	571
May 2026	4,788	6,251	11,039	3,812	3,122	6,934	332	83	415
Jun 2026	3,733	5,856	9,589	2,894	1,825	4,719	295	25	320
Jul 2026	6,313	6,775	13,088	3,448	1,617	5,065	244	36	280
Aug 2026	5,555	6,256	11,811	5,858	1,392	7,250	428	8	436
13-month total	52,517	91,970	144,487	38,550	33,572	72,122	4,509	714	5,223

Enhancements to Noise Complaint Report, as of June 2026

- Easy to read format with key information in front and center
- Added monthly highlights for easy and clear understanding of monthly changes and important details for the month
- Improved graphs and charts for better display and easy interpretation of data
- Added in a chart to display the complaint filing method

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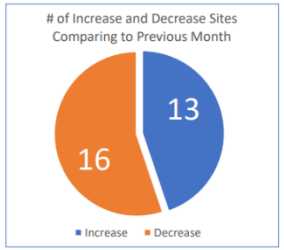
Noise Monitoring Report

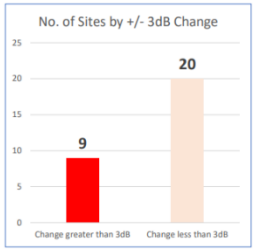
Report Summary

- Noise measurements are continuously collected at sites using calibrated sound level meters installed in communities around airports
- As of May 2026, there are a total of 17 permanent and 17 portable noise monitor sites in operation
- Noise readings are recorded 24/7 and processed to generate Day-Night Average Sound Level (DNL)

Monthly Statistics

⚙ ✕: 3 unit malfunctioned
- ARV64 (JFK)
- JJ31RP (JFK)





Note: A change of 3 dB is generally considered a perceptible change in noise for people with typical conditions.

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JFK Monthly Summary

Malfunctioned Sites
- ARV64: Noise readings were missing due to microphone issue (***In Progress***)
- JOLDBRK: Noise readings were missing due to microphone issue (***Resolved***)

Sites with ± 3dB Changes or More
- J31RP: DNL decreased by 5.7 dB (9% decrease) primarily due to the decrease of JFK Runway 13L arrivals from 2,409 previous month to 1,776 operations (26% decrease)

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Enhancements to Noise Monitoring Report, as of April 2026

- New report summary section
- New graphs and charts for better display and easy interpretation of data
- Added detail on noise monitor malfunctions and outages
- Added information on sites with ±3dB change and reason for change

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Questions & Feedback

- These reports have incorporated some of the feedback we have received from the stakeholders in the past
- These documents are living documents we plan to continually improve based on feedback received
- Comments or Feedback can be submitted to PA Noise Office mail (noiseoffice@panynj.gov)

Helpful Links

View new and historical reports on our website

(https://aircraftnoise.panynj.gov/reports/)

Other useful 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/
- Noise information and FAQs https://aircraftnoise.panynj.gov/faqs/
- Fly Quiet Program https://aircraftnoise.panynj.gov/fly-quiet-program/

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Sound Insulation Program (SIP)

October 28, 2026

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Sound Insulation

***Information from JFK Part 150 Study public meetings**

Objective: Provide a compatible indoor living environment through installation of acoustical treatments (e.g., acoustical doors and windows) by reducing average interior noise levels to DNL 45 and provide at least a 5 dB improvement to the structures' noise

Examples of sound insulation treatments

- Acoustical windows
- Acoustical doors
- Central air conditioning*
- Ventilation upgrade*
- Ceiling/closet/wall modifications*
- Attic insulation*

* Depending on existing conditions

How Noise Enters a Home



SOURCE: ESA, 2019.

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Eligibility

- ✓ Must be located in the current 65 DNL noise contour
- ✓ Interior noise level must test above a 45 dB noise level[1]
- ✓ Consistent with FAA guidance for date of construction
- ✓ An avigation easement (or right of overflight in the airspace above a particular property) is required
- ✓ May not be eligible: Unpermitted spaces, illegal occupancy, code and life safety issues, high ambient noise levels, FEMA, HAZMAT etc.

Noise contour GIS file (kmz file) can be downloaded from noise office website and viewed in Google Earth app or website

- https://www.panynj.gov/content/dam/port-authority/aircraft-noise/JFK-NEM-GIS-Files.zip
- https://www.panynj.gov/content/dam/port-authority/aircraft-noise/LGA-NEM-GIS-Files.zip



See Section 3.2 of the JFK NCP for more information.

[1]FAA defines average interior noise level as "The median value of the interior DNL noise levels of all habitable rooms within the property tested" (FAA Advisory Circular 150/5000-9B)