



New York Community Aviation Roundtable

**JFKennedy Airport Committee
LaGuardia Airport Committee**

Meeting: Wednesday, October 22, 2025

7:00 – 9:00 PM
Online Zoom Meeting

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

AGENDA

- 1) Welcome: Bill Huisman, Facilitator** **7:00**
- 2) Roll Call: Barbara Brown and Maria Becce. Co-Chairpersons NYCAR**
- 3) Meeting Notes -**
 - Lei Zhao, Recording Secretary/LGA Committee
- 4) Announcements: JFK Airport Committee and LGA Airport Committee**
 - a. **Demonstration: WebTrak**
- 5) Port Authority (PANYNJ) –**
 - a. **Presentation: ENVIROSUITE Limited**
Environmental Intelligence Technology/Noise Monitoring
 - Presenter: Greg Bracci
 - b. **Presentations : HMMH Consultants**
 - *Preferential Runway Program
 - *JFK and LGA Questionnaires : Defining the Noise Problem(s)
Analysis and Next Steps
 - Presenters: Rhea Hanrahan/Gene Reindel/Jason Stoddard
- 6) Public Comment** **8:45**
- 7) Adjournment** **9:00**



NYCAR Questionnaire Responses and Next Steps

October 22, 2025



Agenda

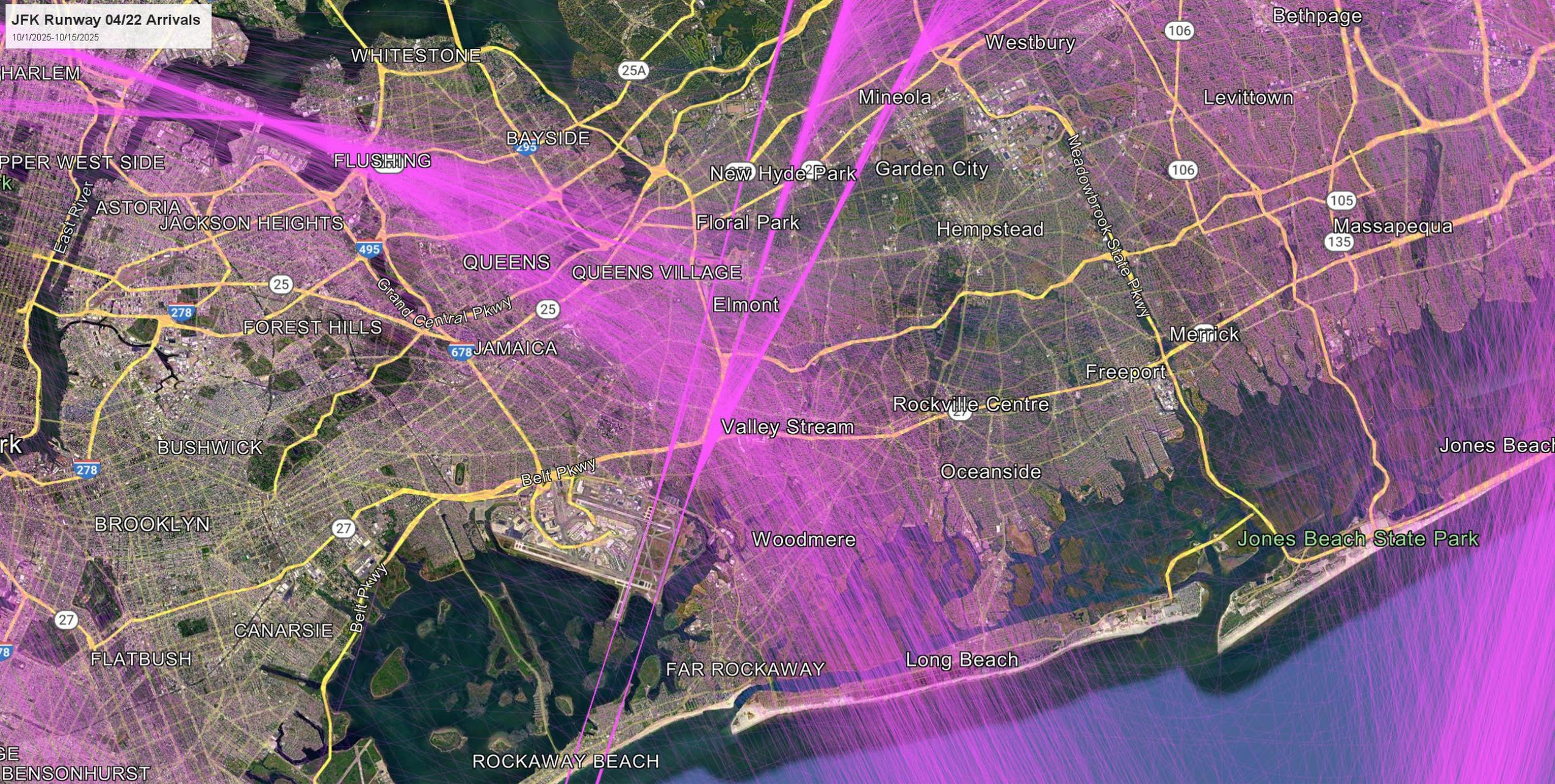
- Discuss Questionnaire Response
- Preferential Runway Use Program
- Next Steps

Questionnaire Responses

“What specific aircraft noise sources are of greatest concern?” JFK

- **Runway 04/22 Operations**
- **Cargo Aircraft Operating between 10 PM – 6 AM**
- **Low altitude commercial operations**





“What specific aircraft noise sources are of greatest concern?” LGA

- **TNNIS Departures**

- Most criticized; concentrated, repetitive overflights creating “noise corridor”

- **Runway 13 and 4/22 Departures**

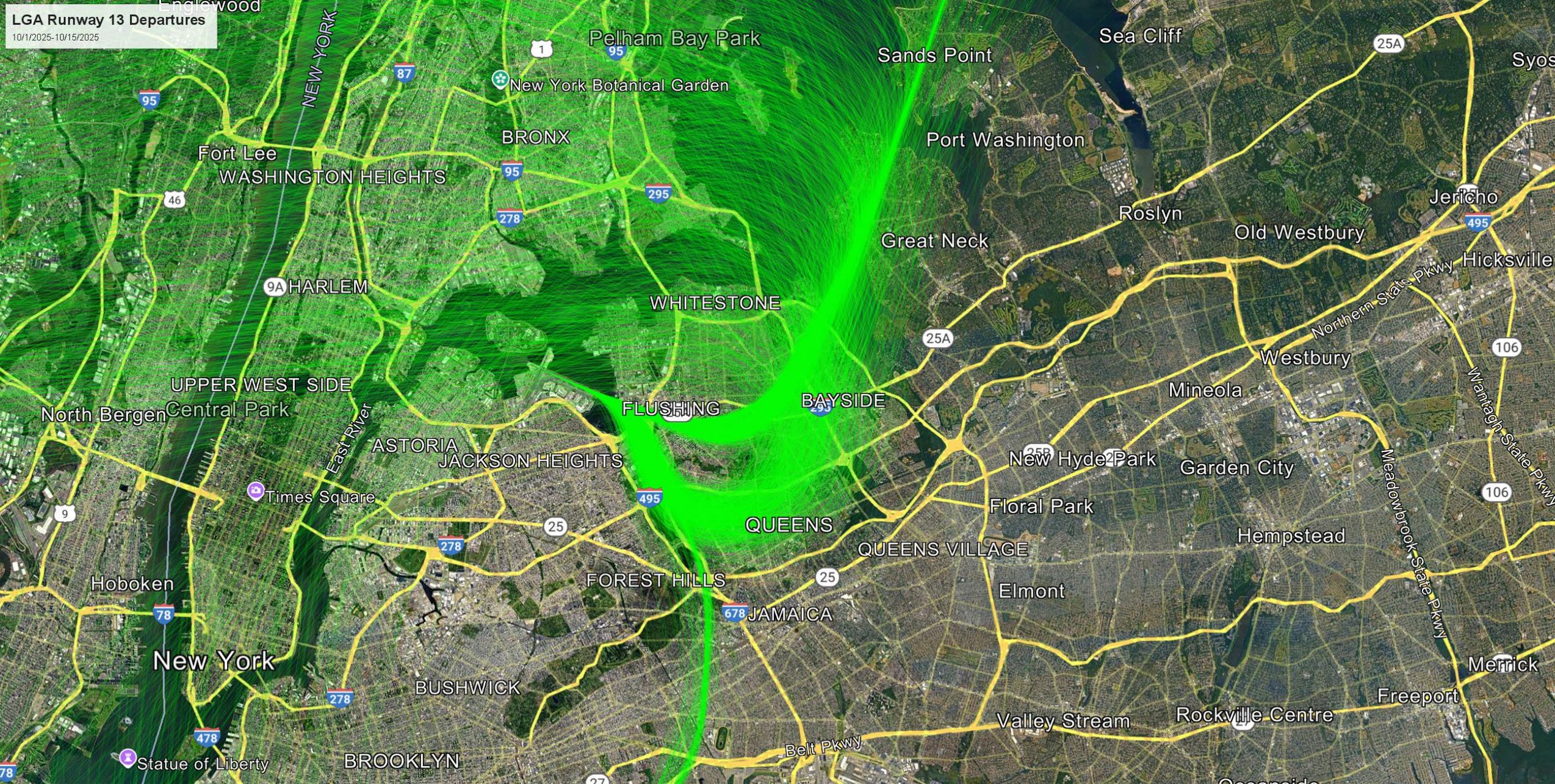
- Low altitude departures creating excessive noise over densely populated areas

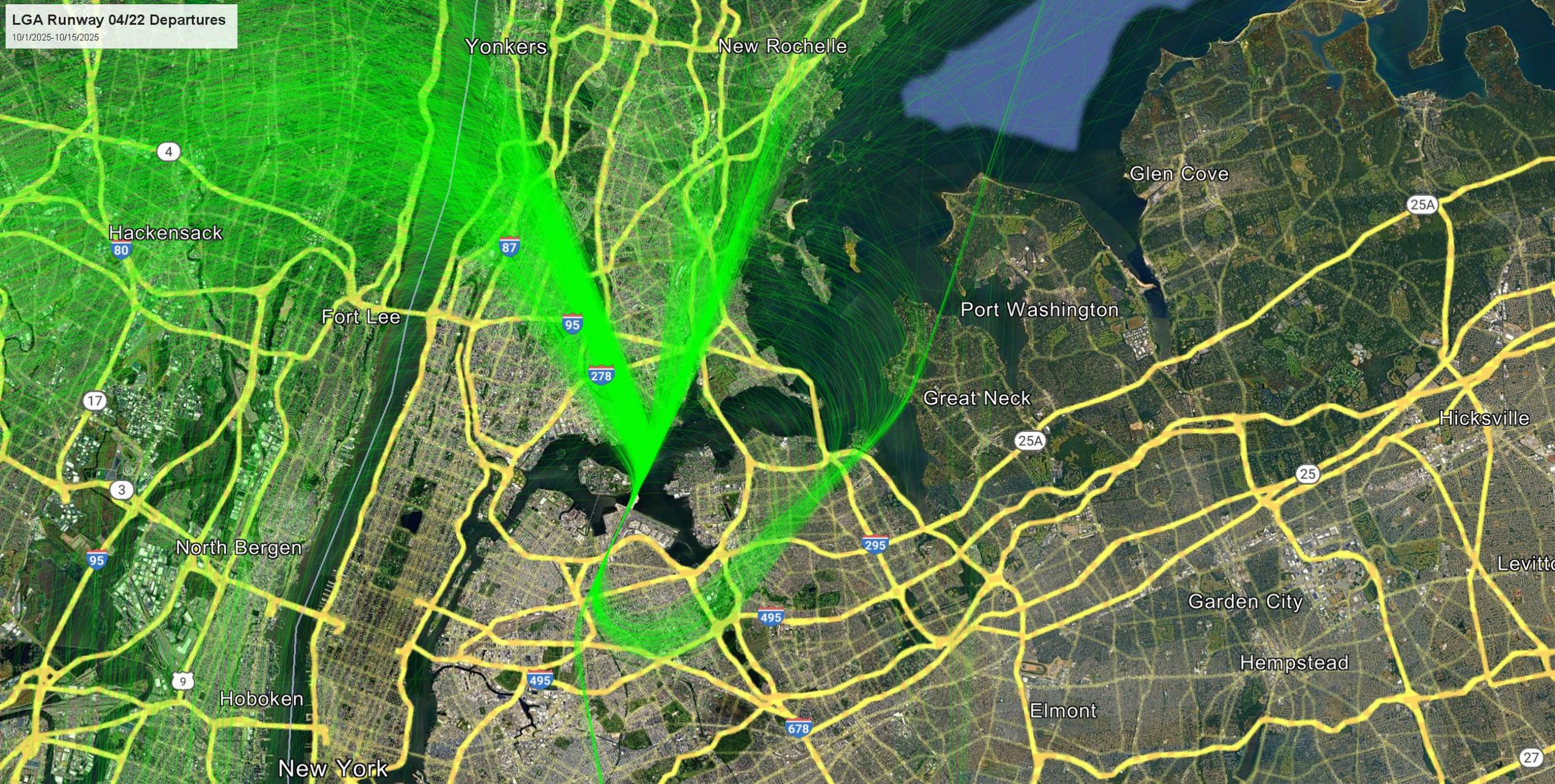
- **Runway 22 Arrivals**

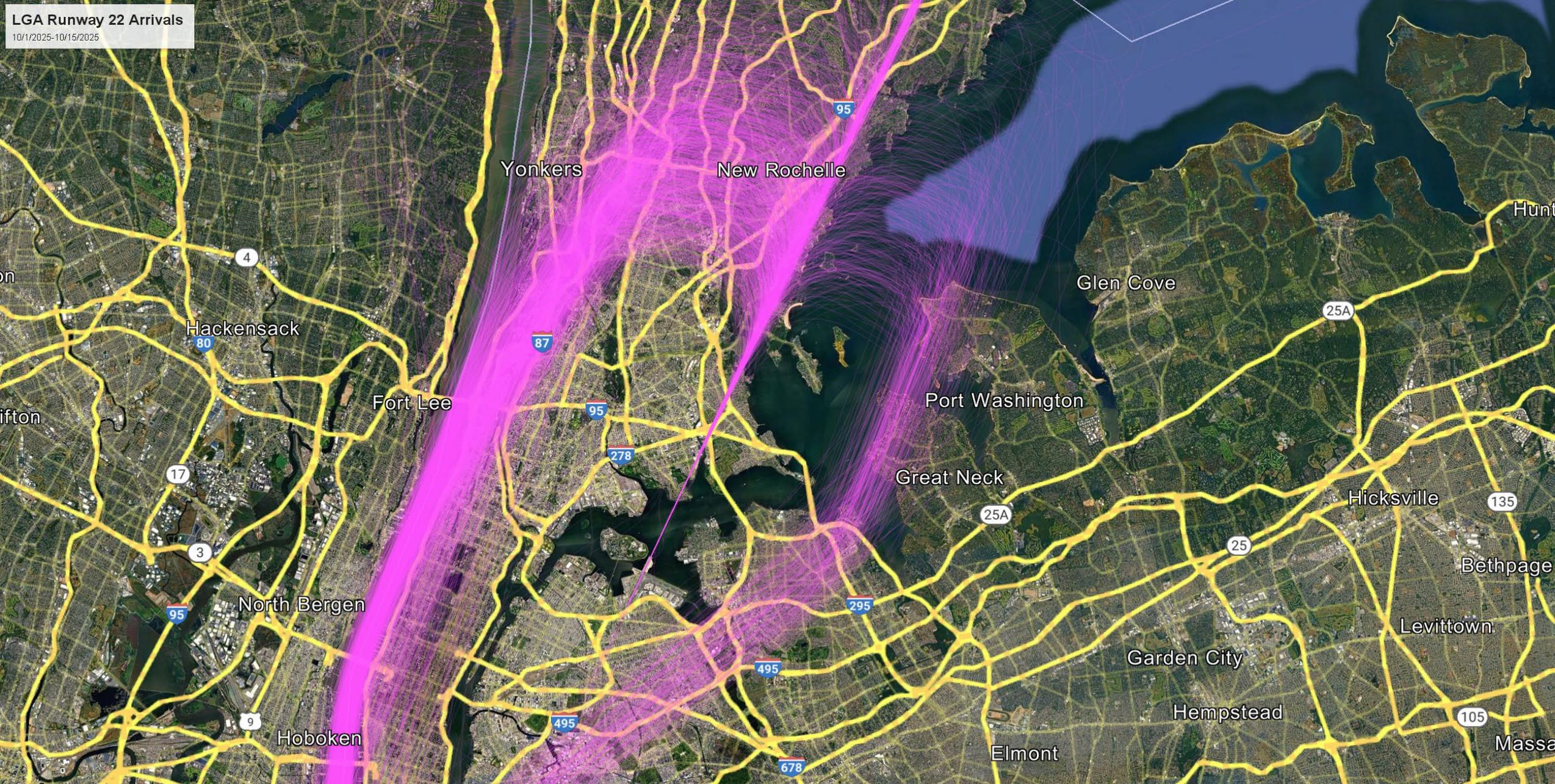
- Repetitive approach noise

- **Helicopter Operations**

- Particularly in summer months







“What specific areas or neighborhoods around the airport are most affected by aircraft noise?” JFK

- **Listed Communities**

- Brookville, Rosedale, Laurelton, Springfield Gardens, Far Rockaway Arvern, New Hyde Park, Lynbrook, Bay Terrace, Floral Park, Elmont & Valley Stream

- **All Neighborhoods under Departure and Arrival Paths**

- Under departure and arrival corridors

- **Communities in the immediate vicinity of JFK**

- **Nassau County**

- Up to 15 miles from airport

“What specific areas or neighborhoods around the airport are most affected by aircraft noise?” LGA

- **Heavily impacted areas**

- Jackson Heights, Flushing/Murray Hill, Auburndale, Bayside, Bronxville, Windsor Terrace, Westchester

“Is the aircraft noise problem worse at particular times of the day and/or time of year?” JFK

- **Nighttime**
 - 10:00 PM to 06:00 AM
- **Inclement Weather (Spring & Fall)**

“Is the aircraft noise problem worse at particular times of the day and/or time of year?” LGA

- **Early Morning (Especially Weekends)**
- **Summer Months**

“What additional information would help us accurately define the aircraft noise problem(s)?” JFK

- **Cargo Flights and Nighttime Operations**
- **Concentration of Departure Routes**
- **Flight paths along 227th, and 225th Streets south to 147th Ave.**

“What additional information would help us accurately define the aircraft noise problem(s)?” LGA

- **Request Greater use of RNAV (GPS) X approaches**
- **Request Flight Dispersion**
- **TNNIS Departure Climb Reevaluation**

“Please rank the areas of concern (e.g. noise source, location, time of day/year, other factors) in order of importance” JFK

- **Aircraft Noise from Cargo and Large Commercial Jets**
- **Flight Frequency**

“Please rank the areas of concern (e.g. noise source, location, time of day/year, other factors) in order of importance” LGA

- **Aircraft Noise**
- **Times of Day (early morning & weekends)**
- **Low Altitude Flights**

Preferential Runway Use Programs

- **Purpose**

- To minimize community noise exposure by favoring runway configurations and flight paths that route aircraft operations over water, industrial zones, or less populated areas, whenever operationally and meteorologically feasible, while maintaining safety, capacity, and efficiency.

- **Currently implemented at both JFK and LGA**

- **Late-Night Runway use at JFK**

- **South Flow Operations: Arrivals to utilize Runways 13R and 13L
Departures to utilize Runway 13R and 22R**
- **North Flow Operations: Arrivals to utilize Runways 4L and 4R
Departures to utilize Runway 13R**

- **Late-Night Runway use at LGA**

- **South Flow Operations: Arrivals to utilize Runway 22
Departures to utilize Runway 31**
- **North Flow Operations: Arrivals to utilize Runway 13
Departures to utilize Runway 4**

Other Considerations and additional Requests

- **Instrument Landing System (ILS) Approaches cannot be modified in a way that would affect flight path**
- **Noise cannot “shift” from one area to another in an effort to reduce noise over certain communities**
- **Runway use is largely predicated on wind and weather**
- **Curfews (quiet hours) are prohibited from use at public airports and must be implemented voluntarily**

Next Steps

- **Confirm Key Goals**

- Reduce low altitude overflights of residential areas
- Investigate helicopter operations and potential solutions
- Raise departure and arrival profiles where operationally feasible

- **Identify candidate areas for procedural review**

- **Input Requested**

- Which runways or flight corridors generate the most frequent noise complaints?
- Are there specific towns or neighborhoods where relief should be prioritized?
- Should focus be on departures, arrivals, or helicopter routes?
- Is there support testing new offset or over-water procedures (if feasible)?



THANK YOU

