A. Air Quality Report

This Air Quality and Climate Appendix provides a more detailed discussion of the methodologies and modeling assumptions used to prepare the air quality and climate analyses construction emissions for the *Rehabilitation of Runway 13L-31R and Associated Taxiways Project* (Preferred Alternative) improvements at JFK.

Methodology and Modeling Assumptions

A. Air Quality Construction Emissions

Air pollutant emissions associated with construction activities are temporary and variable depending on project location, duration and level of activity. These emissions occur predominantly in the engine exhaust from (i) the operation of construction equipment and vehicles (e.g., scrapers, dozers, delivery trucks, etc.) at the site, and (ii) the transportation of construction workers to and from the site. In addition, fugitive dust emissions result from site preparation, land clearing, material handling, equipment movement on unpaved areas; and evaporative emissions from the application of asphalt paving.

Construction equipment typically utilized in airport projects comprise both of on-road vehicles (i.e., on-road-licensed) and non-road equipment (i.e., off-road). The former category of vehicles are used for the transport and delivery of supplies, material and equipment to and from the site, and also include construction worker vehicles. The latter categories of equipment are operated on-site for activities such as soil/material handling, site clearing and grubbing.

Off-road Construction Equipment

For the purposes of the Project's Proposed Action, construction-related emissions were estimated using projected construction activity levels, components of the Preferred Alternative, the types of equipment/fuel used, vehicle/equipment utilization rates, and the year in which construction would occur. Construction of the Preferred Alternative at JFK would occur in one phase from March 18th to November 1st, 2019. The hours of operation for each piece of equipment during the construction phase of approximately eight months were derived using square footage data for components of the Preferred Alternative and activity data from the Airport Construction Emissions Inventory Tool (ACEIT), which is a companion tool to the Transportation Research Board's (TRB's) Airport Cooperative Research Program (ACRP) Report 102 (*Guidance for Estimating Airport Construction Emissions*).

Table A-1 presents the off-road construction activities associated with the Preferred Alternative, the types of off-road construction equipment per activity, equipment activity levels (estimated in hours of operation), as well as the equipment average horsepower (HP) and load factors. For the purpose of preparing the construction emission estimates, it was assumed that all off-road construction equiment run on diesel fuel.

Table A-1: Off-road Construction Equipment Activity Levels and Data

Construction Activity	Off-Road Equipment/Vehicles	Activity Data (hours)	Average HP	Load Factor
Runway Rehabilitation				
Airfield Lighting	Air Compressor	234	100	0.43
	Dump Truck	234	600	0.59
	Loader	234	175	0.59
	Other General Equipment	234	175	0.43
	Pickup Truck	234	600	0.59
	Skid Steer Loader	234	75	0.21
	Tractors/Loader/Backhoe	234	100	0.21
	Trenchers	234	75	0.59
Asphalt Demolition	Dozer	1,752	175	0.59
	Excavator	1,752	175	0.59
	Pickup Truck	3,504	600	0.59
	Asphalt Paver	243	175	0.59
	Dump Truck	876	600	0.59
	Other General Equipment	486	175	0.43
	Pickup Truck	243	600	0.59
	Roller	243	100	0.59
	Skid Steer Loader	243	75	0.21
	Surfacing Equipment (Grooving)	311	25	0.59
Cold Milling	Cold Planer	389	175	0.59
	Dump Truck	389	600	0.59
	Pickup Truck	389	600	0.59
	Sweepers	389	175	0.43
	Water Truck	389	600	0.59
Concrete Placement	Air Compressor	648	100	0.43
	Concrete Saws	648	40	0.59
	Concrete Truck	2,701	600	0.59
	Other General Equipment	1,297	175	0.43
	Pickup Truck	1,945	600	0.59
	Rubber Tired Loader	648	175	0.59
	Slip Form Paver	648	175	0.59
	Surfacing Equipment (Grooving)	648	25	0.59
Dust Control	Water Truck	1,920	600	0.59
Excavation (Cut to Fill) (Assume 20% reconstruction)	Dozer	130	175	0.59
	Dump Truck (12 cy)	432	600	0.59
	Excavator	130	175	0.59
	Pickup Truck	130	600	0.59
	Roller	130	100	0.59
Excavation (Topsoil Striping)	Dozer	61	175	0.59

Construction Activity	Off-Road Equipment/Vehicles	Activity Data (hours)	Average HP	Load Factor
Grading	Dozer	41	175	0.59
	Grader	41	300	0.59
	Roller	41	100	0.59
Hydroseeding	Hydroseeder	4	600	0.59
	Off-Road Truck	4	600	0.59
Runway Lighting	Dump Truck	119	600	0.59
	Loader	119	175	0.59
	Other General Equipment	119	175	0.43
	Pickup Truck	119	600	0.59
	Skid Steer Loader	119	75	0.21
	Tractors/Loader/Backhoe	119	100	0.21
Markings	Flatbed Truck	4,005	600	0.59
	Other General Equipment	4,005	175	0.43
	Pickup Truck	4,005	600	0.59
Sealing Random Cracks	Crack Cleaner	25	40	0.59
	Crack Filler (Trailer Mounted)	25	100	0.43
	Flatbed Truck	25	600	0.59
	Other General Equipment	25	175	0.43
	Pickup Truck	25	600	0.59
Soil Erosion/Sediment Control	Other General Equipment	34	175	0.43
	Pickup Truck	68	600	0.59
	Pumps	34	11	0.43
	Tractors/Loader/Backhoe	34	100	0.21
Subbase Placement	Dozer	409	175	0.59
	Dump Truck (12 cy)	2,881	600	0.59
	Pickup Truck	409	600	0.59
	Roller	399	100	0.59
Topsoil Placement	Dozer	91	175	0.59
	Dump Truck	91	600	0.59
	Pickup Truck	91	600	0.59
Taxiway Improvements				
Asphalt Placement	Asphalt Paver	362	175	0.59
	Dump Truck	1,304	600	0.59
	Other General Equipment	724	175	0.43
	Pickup Truck	362	600	0.59
	Roller	362	100	0.59
	Skid Steer Loader	362	75	0.21
	Surfacing Equipment (Grooving)	463	25	0.59
Clearing and Grubbing	Chain Saw	792	11	0.7
	Chipper/Stump Grinder	792	100	0.43

Construction Activity	Off-Road Equipment/Vehicles	Activity Data (hours)	Average HP	Load Factor
	Pickup Truck	1,056	600	0.59
Concrete Placement	Air Compressor	965	100	0.43
	Concrete Saws	965	40	0.59
	Concrete Truck	4,023	600	0.59
	Other General Equipment	1,931	175	0.43
	Pickup Truck	2,896	600	0.59
	Rubber Tired Loader	965	175	0.59
	Slip Form Paver	965	175	0.59
	Surfacing Equipment (Grooving)	965	25	0.59
Drainage - 24 inch	Dozer	835	175	0.59
	Dump Truck	835	600	0.59
	Excavator	835	175	0.59
	Loader	835	175	0.59
	Other General Equipment	835	175	0.43
	Pickup Truck	835	600	0.59
	Roller	835	100	0.59
Drainage - 6 inch	Dump Truck	464	600	0.59
	Loader	464	175	0.59
	Other General Equipment	464	175	0.43
	Pickup Truck	464	600	0.59
	Tractors/Loader/Backhoe	464	100	0.21
Dust Control	Water Truck	1,920	600	0.59
Excavation (Borrow)	Dozer	1,609	175	0.59
	Dump Truck (12 cy)	1,609	600	0.59
	Pickup Truck	1,609	600	0.59
	Roller	743	100	0.59
Excavation (Cut to Fill)	Dozer	1,207	175	0.59
	Dump Truck (12 cy)	3,218	600	0.59
	Excavator	965	175	0.59
	Pickup Truck	965	600	0.59
	Roller	965	100	0.59
	Scraper	1,207	600	0.59
Excavation (Topsoil Striping)	Dozer	454	175	0.59
Fencing	Concrete Truck	290	600	0.59
	Dump Truck	1,160	600	0.59
	Other General Equipment	1,160	175	0.43
	Pickup Truck	1,160	600	0.59
	Skid Steer Loader	1,160	75	0.21
	Tractors/Loader/Backhoe	1,160	100	0.21
Grading	Dozer	319	175	0.59

Construction Activity	Off-Road Equipment/Vehicles	Activity Data (hours)	Average HP	Load Factor
	Grader	319	300	0.59
	Roller	319	100	0.59
Hydroseeding	Hydroseeder	287	600	0.59
	Off-Road Truck	287	600	0.59
Lighting	Dump Truck	349	600	0.59
	Loader	349	175	0.59
	Other General Equipment	349	175	0.43
	Pickup Truck	349	600	0.59
	Skid Steer Loader	349	75	0.21
	Tractors/Loader/Backhoe	349	100	0.21
Markings	Flatbed Truck	5,964	600	0.59
	Other General Equipment	5,964	175	0.43
	Pickup Truck	5,964	600	0.59
Soil Erosion/Sediment Control	Other General Equipment	264	175	0.43
	Pickup Truck	528	600	0.59
	Pumps	264	11	0.43
	Tractors/Loader/Backhoe	264	100	0.21
Subbase Placement	Dozer	610	175	0.59
	Dump Truck (12 cy)	4,291	600	0.59
	Pickup Truck	610	600	0.59
	Roller	594	100	0.59
Topsoil Placement	Dozer	708	175	0.59
	Dump Truck	708	600	0.59
	Pickup Truck	708	600	0.59

Notes: cy – cubic yard. All equipment assumed to run on diesel fuel.
Source: ACEIT, 2018.

On-Road Construction Vehicle Data

In addition to off-road construction equipment activity, **Table A-2** presents the total vehicle miles travelled (VMT) by both construction vehicles that are estimated to occur for the purpose of delivering/hauling materials and vehicles of construction workers commuting to and from the work site during the construction phase. Since a temporary concrete plant will be located in close proximaty of the construction site, it was assumed 75% of the concrete would be trucked from the temporary concrete plant to the work areas inside the airport and that the remaining 25% would be from local concrete plants outside the airport. In deriving the VMT detailed in **Table A-2**, the following was assumed:

- VMT by material delivery/haul trucks was based on the number of vehicles and an assumed 40 mile round trip travel distance per vehicle.
- VMT by construction workers/commuters was based on the assumed number of diesel/gasoline passenger cars/trucks and an assumed 30 mile round trip

travel distance per vehicle.

- VMT for the concrete trucks/mixers was based on the number of vehicles and an assumed 40 mile round trip travel distance for those trucking to concrete plants outside JFK airport, and a 4 mile round trip distance for those trucking to the temporary concrete plant inside JFK airport.[1, 2]

Table A-2: On-road Construction Vehicle Data and VMT

Construction Activity		MOVES On-Road ID	# of Vehicles	Roundtrip Distance	VMT
Runway Rehabilitation					
Material Delivery/ Hauling	Asphalt 18-Wheeler	Combination Short-haul Truck	2	40	13,760
	Cement Mixer	Single Unit Short-haul Truck	8	40	51,600
	Cement Mixer	Single Unit Short-haul Truck	22	4	15,480
	Dump Truck	Single Unit Short-haul Truck	29	40	199,520
	Dump Truck - Asphalt	Single Unit Short-haul Truck	3	40	20,640
	Dump Truck Subbase Material	Single Unit Short-haul Truck	18	40	123,840
Construction workers/ commuters	Passenger Car/Truck	Passenger Car/Truck	79	30	407,640
Taxiway Improvements					
Material Delivery/ Hauling	Asphalt 18-Wheeler	Combination Short-haul Truck	3	40	20,640
	Cement Mixer	Single Unit Short-haul Truck	11	40	75,680
	Cement Mixer	Single Unit Short-haul Truck	33	4	22,704
	Dump Truck - Asphalt	Single Unit Short-haul Truck	4	40	27,520
	Dump Truck Subbase Material	Single Unit Short-haul Truck	24	40	165,120
Construction workers/ commuters	Passenger Car/Truck	Passenger Car/Truck	73	30	376,680

[1] The 30 and 40 VMT for the on-road vehicles are derived from the Airport Construction Emissions Inventory Tool (ACEIT) for the duration of the construction phase of approximately 8 months. The VMT estimated by ACEIT is based on the square footage of the components of the Preferred Alternative.

[2] The 4-mile round trip distance is a conservative assumption based on the farthest distance of the concrete plant to the construction site.

Construction Activity	MOVES On-Road ID	# of Vehicles	Roundtrip Distance	VMT

Notes: veh. – vehicle. All combination and single unit short-haul trucks assumed to run on diesel fuel. Passenger cars/trucks assumes a composite of diesel/gasoline fuels.
Source: ACEIT, 2018.

Off-road Construction Equipment Emission Factors

The U.S. Environmental Protection Agency's (EPA) NONROAD2008 model was used to estimate off-road equipment emissions and is embedded within the latest version of the Motor Vehicle Emission Simulator (i.e., MOVES, version 2014a) model. **Table A-3** presents the off-road equipment included in the Proposed Action's emissions analysis along with the corresponding Source Classification Codes (SCCs) and category description that was used within MOVES.

Table A-3: Construction Equipment Data and Corresponding MOVES Descriptions

Equipment/Vehicles	SCC	MOVES Description
Air Compressor	2270006015	Air Compressors
Asphalt Paver	2270002003	Pavers
Chain Saw	2270002039	Concrete/Industrial Saws
Chipper/Stump Grinder	2270004066	Chippers/Stump Grinders (commercial)
Cold Planer	2270002081	Other Construction Equipment
Concrete Saws	2270002039	Concrete/Industrial Saws
Concrete Truck	2270003040	Other General Industrial Equipment
Crack Cleaner	2270002024	Surfacing Equipment
Crack Filler (Trailer Mounted)	2270002024	Surfacing Equipment
Dozer	2270002069	Crawler Tractor/Dozers
Dump Truck	2270003040	Other General Industrial Equipment
Dump Truck (12 cy)	2270003040	Other General Industrial Equipment
Excavator	2270002036	Excavators
Flatbed Truck	2270003040	Other General Industrial Equipment
Grader	2270002048	Graders
Hydroseeder	2270003040	Other General Industrial Equipment
Loader	2270002066	Tractors/Loaders/Backhoes
Off-Road Truck	2270002051	Off-highway Trucks
Other General Equipment	2270002081	Other Construction Equipment
Pickup Truck	2270003040	Other General Industrial Equipment
Pumps	2270006010	Pumps
Roller	2270002015	Rollers
Rubber Tired Loader	2270002060	Rubber Tire Loaders
Scraper	2270002018	Scrapers
Skid Steer Loader	2270002072	Skid Steer Loaders
Slip Form Paver	2270002033	Bore/Drill Rigs
Surfacing Equipment (Grooving)	2270002024	Surfacing Equipment
Sweepers	2270003030	Sweepers/Scrubbers

Equipment/Vehicles	SCC	MOVES Description
Tractors/Loader/Backhoe	2270002066	Tractors/Loaders/Backhoes
Trenchers	2270002030	Trenchers
Water Truck	2270003040	Other General Industrial Equipment
Note: SCC – Source Classification Codes. Source: ACEIT and EPA MOVES2014a, 2018.		

The emission factors (in grams/hp-hour) for each off-road equipment type was applied to the anticipated equipment activity levels (in hp-hours) of expected equipment use (from **Table A-1)**. **Table A-4** presents the off-road construction equipment emission factors for the Proposed Action's 2019 construction period modeling assumptions. The emission estimates were computed using the following formula:

> *Off-road Construction Equipment Emissions (tons/year)* = emission factor (grams/hp-hour) x size (hp) x activity level (hours per year) x load factor (percent) x (1 pound/453.6 grams) x (1 ton/2,000 pounds)

Table A-4: Off-road Construction Equipment Emission Factors (g/hp-hour)

Equipment/Vehicles	CO	NOx	SO_2	PM_{10}	$PM_{2.5}$	VOC	CO_2	CH_4	N_2O
Air Compressor	1.02	2.37	0.003	0.14	0.14	0.22	574	0.02	<0.01
Asphalt Paver	0.59	1.44	0.003	0.09	0.09	0.18	550	0.01	<0.01
Chain Saw	1.39	2.81	0.003	0.18	0.17	0.23	591	0.02	<0.01
Chipper/Stump Grinder	1.17	3.14	0.003	0.20	0.19	0.31	551	0.01	<0.01
Cold Planer	1.03	2.33	0.003	0.14	0.14	0.21	537	0.01	<0.01
Concrete Saws	1.39	2.81	0.003	0.18	0.17	0.23	591	0.02	<0.01
Concrete Truck	0.62	1.73	0.003	0.11	0.11	0.20	546	0.02	<0.01
Crack Cleaner	1.38	2.90	0.003	0.19	0.18	0.25	555	0.02	<0.01
Crack Filler (Trailer Mounted)	1.38	2.90	0.003	0.19	0.18	0.25	555	0.02	<0.01
Dozer	0.57	1.40	0.003	0.08	0.07	0.18	539	0.01	<0.01
Dump Truck	0.62	1.73	0.003	0.11	0.11	0.20	546	0.02	<0.01
Dump Truck (12 cy)	0.62	1.73	0.003	0.11	0.11	0.20	546	0.02	<0.01
Excavator	0.33	0.93	0.003	0.05	0.05	0.17	542	0.01	<0.01
Flatbed Truck	0.62	1.73	0.003	0.11	0.11	0.20	546	0.02	<0.01
Grader	0.32	0.90	0.003	0.05	0.05	0.17	537	0.01	<0.01
Hydroseeder	0.62	1.73	0.003	0.11	0.11	0.20	546	0.02	<0.01
Loader	3.10	3.30	0.004	0.48	0.46	0.62	664	0.03	<0.01
Off-Road Truck	0.45	1.75	0.003	0.05	0.05	0.19	536	0.02	<0.01
Other General Equipment	1.03	2.33	0.003	0.14	0.14	0.21	537	0.01	<0.01
Pickup Truck	0.62	1.73	0.003	0.11	0.11	0.20	546	0.02	<0.01
Pumps	1.67	3.70	0.003	0.28	0.27	0.39	568	0.02	<0.01
Roller	0.83	1.68	0.003	0.12	0.12	0.19	559	0.02	<0.01

Equipment/Vehicles	CO	NOx	SO_2	PM_{10}	$PM_{2.5}$	VOC	CO_2	CH_4	N_2O
Rubber Tired Loader	0.70	1.77	0.003	0.11	0.10	0.19	540	0.01	<0.01
Scraper	0.64	1.36	0.003	0.08	0.08	0.17	536	0.01	<0.01
Skid Steer Loader	4.28	4.38	0.004	0.63	0.61	0.86	693	0.03	<0.01
Slip Form Paver	1.05	3.47	0.003	0.18	0.18	0.30	540	0.01	<0.01
Surfacing Equipment (Grooving)	1.38	2.90	0.003	0.19	0.18	0.25	555	0.02	<0.01
Sweepers	0.42	1.30	0.003	0.06	0.06	0.17	553	0.01	<0.01
Tractors/Loader/Backhoe	3.10	3.30	0.004	0.48	0.46	0.62	664	0.03	<0.01
Trenchers	1.26	2.69	0.003	0.16	0.16	0.22	577	0.02	<0.01
Water Truck	0.62	1.73	0.003	0.11	0.11	0.20	546	0.02	<0.01
Source: EPA MOVES2014a, 2018.									

On-road Construction Vehicle Emission Factors

Emission factors (in grams/mile) for each on-road vehicle type were applied to the anticipated VMT of expected vehicle use. **Table A-5** presents the MOVES on-road vehicles emission factors for construction material delivery/haul trucks, and commuter vehicles during the Proposed Action's 2019 construction period. MOVES model input data were selected based on data obtained from the New York City Department of Environmental Conservation (NYCDEC). MOVES was developed based on specific information (e.g., vehicle/fuel mix, fuel specifications, inspection maintenance program, meteorology data, etc.) related to the Queens County area. The emission estimates for on-road construction vehicles were computed using the following formula:

On-Road Construction Vehicle Emissions (tons/year) = emission factor (grams/mile) x vehicle-miles-travelled (VMT/year) x (1 pound/453.6 grams) x (1 ton/2,000 pounds)

Table A-5: On-road Construction Vehicle Emission Factors (g/mile)

Equipment/Vehicles	CO	NOx	SO_2	PM_{10}	$PM_{2.5}$	VOC	CO_2	CH_4	N_2O
Combination Short-haul Truck	3.40	12.3	0.02	1.04	0.67	0.68	2,255	0.05	<0.01
Single Unit Short-haul Truck	2.24	6.59	0.01	0.61	0.38	0.72	1,408	0.05	<0.01
Passenger Car/Truck	4.05	0.30	0.01	0.08	0.02	0.15	454	0.01	<0.01
Source: EPA MOVES2014a, 2018.									

Fugitive Emissions Data and Emission Factors

In addition, fugitive dust emissions for fine particulate matter (PM) were calculated using emission factors within the EPA's *Compilation of Air Pollutant Emission Factors (AP-42)*[3], and evaporative emissions for volatile organic compounds (VOC) were developed using EPA guidance on asphalt paving[4], and included in the total construction emissions. A fugitive dust PM_{10} emission factor of 1.2 tons per acre disturbed per month during construction activity was used, assuming that fugitive dust is generated throughout the construction period such that 50% of the project area would be disturbed in any given month. Based on EPA's AP-42, $PM_{2.5}$ emissions were assumed to be 10% of PM_{10} emissions.

Erosion control measures and water programs are typically taken into account to minimize fugitive dust and particulate emissions at construction sites. For this analysis, a dust control efficiency of 75% due to daily watering and other measures (limiting vehicle speed, stockpile control) was assumed. An evaporative emision factor for VOC of 0.053 in tons per acre of asphalt material laid was also used in the analysis to account for the asphalt paving of the taxiway fillets.

B. Significance Determination

Table A-6 presents the Preferred Alternative's total emissions associated with the construction activities at JFK. These emissions are presented for the on-road vehicles, and the off-road equipment and fugitves (consisting of dust and evaporative emissions) during the 2019 construction period. As shown, the total emissions associated with construction activities are below the applicable General Conformity Rule *de minimis* thresholds of 100 tons per year for NO_x and $PM_{2.5}$; and 50 for VOCs. For completeness, emissions for CO, SO_2 and PM_{10} are also included.[5] Therefore, a Conformity Determination is not required and the Preferred Alternative at JFK is presumed to comply with the State Implementation Plan (SIP).

Table A-6: Total Construction-related Emissions Summary

Source	Short Tons					
	CO	NO_x	SO_2	PM_{10}	$PM_{2.5}$	VOC
On-road Vehicles	5.4	5.8	0.02	0.6	0.3	0.7
Off-road Equipment	21.2	56.3	0.10	3.6	3.5	6.5
Fugitives	--	--	--	10.0	1.0	3.2
Total:	**27**	**62**	**<1**	**14**	**5**	**10**

[3] U.S. EPA, Emissions Factors & AP-42, *Compilation of Air Pollutant Emission Factors*, http://www.epa.gov/ttn/chief/ap42/index.html#toc.

[4] U.S. EPA, *Emission Inventory Improvement Program*, Asphalt Paving, Chapter 17, Volume III, April 2001.

[5] JFK is located in Queens County, NY, which is designated by the USEPA as a (i) Moderate Nonattainment Area for the 2015 Eight-Hour Ozone (O_3) Standard and (ii) a Maintenance Area for the 2006 PM2.5 standard. It is significant then that the precursors of O_3 are NO_x and VOC, the two pollutants subject to the General Conformity Rule of the Clean Air Act. By comparison, the pollutant NO_2 does not apply to O_3 formation and it is treated as a "criteria" pollutant under the NAAQS. Therefore, NO_2 is viewed as an ambient (outdoor) air pollutant because of its potential effects on human health and the environment and not considered as a O_3-precursor.

C. Climate Impacts from Construction Emissions

The Council on Environmental Quality (CEQ) has indicated that climate should be considered in the NEPA analyses. In 2016, CEQ released final guidance for federal agencies on how to consider the impacts of their actions on global climate change in their NEPA reviews. A Notice of Availability for this guidance was published on August 5, 2016 (81 FR 51866). However, pursuant to Executive Order 13783, "Promoting Energy Independence and Economic Growth," of March 28, 2017, the guidance has been withdrawn for further consideration.

Greenhouse gases (GHG) are gases that trap heat in the earth's atmosphere. Airport construction projects with fuel or power sources are the primary sources of GHG emissions. For the purpose of assessing the effects of the Proposed Action, GHGs of off-road equipment and on-road vehicles were compiled from the conversion of metric tons of CO_2 equivalent (CO_2e) relevant to their Global Warming Potentials (GWPs)[6], using the following formula to assess GHG emissions (see **Table A-7**) for the Preferred Alternative.

GHG Construction Equipment/Vehicle Emissions (metric tons of CO_2e/year)
= [CO_2 emissions (tons/year) x CO_2 GWP (1) + CH_4 emissions (tons/year) x CH_4 GWP (28) + N_2O emissions (tons/year) x N_2O GWP (265)] x 0.907185 metric tons/1 ton

Table A-7: GHG Emissions Inventory

Source	Metric Tons of CO_2e			
	CO_2	CH_4	N_2O	Total
On-road Vehicles	1,422	1	<0.01	1,424
Off-road Equipment	15,804	12	<0.01	15,817
Total:	**17,227**	**14**	**<1**	**17,240**

[6] GWPs based on latest Intergovernmental Panel on Climate Change (IPCC), Fifth Assessment Report (AR5), November 2014.

B. EDR Report

JFK Runway 13L-31R
JFK Runway 13L-31R
Jamaica, NY 11430

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November 17, 2017

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

JFK RUNWAY 13L-31R
JAMAICA, NY 11430

COORDINATES

Latitude (North):	40.6523300 - 40° 39' 8.38''
Longitude (West):	73.7787200 - 73° 46' 43.39''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	603253.3
UTM Y (Meters):	4500669.0
Elevation:	10 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5940539 JAMAICA, NY
Version Date:	2013

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20150522
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
JFK RUNWAY 13L-31R
JAMAICA, NY 11430

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	RUNWAY 13 LEFT	JFK AIRPORT	NY Spills		TP
A2	RUNWAY 13R - 31L	JFK AIRPORT - RUNWAY	NY Spills		TP
B3	BUILDING 58 @TWA GAT	JFK AIRPORT - BUILDI	NY LTANKS	Higher	2346, 0.444, South
B4	HYDRANT PIT @TWA GAT	JFK AIRPORT - HYDRAN	NY LTANKS	Higher	2346, 0.444, South
B5	WING TIP @TERMINAL 1	JFK AIRPORT - WING T	NY LTANKS, NY Spills	Higher	2402, 0.455, South
6	PAN AM JET CENTER	JFK INTL AIRPORT BLD	CORRACTS, RCRA NonGen / NLR, RI MANIFEST	Higher	3532, 0.669, WSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
RUNWAY 13 LEFT JFK AIRPORT JAMAICA, NY	NY Spills Spill Number/Closed Date: 2013-11-25 spillno: 1306219 Site ID: 486815	N/A
RUNWAY 13R - 31L JFK AIRPORT - RUNWAY JAMAICA, NY	NY Spills Spill Number/Closed Date: 1999-06-29 spillno: 9903627 Site ID: 90669	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG ..... RCRA - Large Quantity Generators
RCRA-SQG ..... RCRA - Small Quantity Generators
RCRA-CESQG ..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ..... Land Use Control Information System
US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls

Federal ERNS list

ERNS ..... Emergency Response Notification System

State- and tribal - equivalent CERCLIS

NY SHWS ..... Inactive Hazardous Waste Disposal Sites in New York State
NY VAPOR REOPENED ..... Vapor Intrusion Legacy Site List

State and tribal landfill and/or solid waste disposal site lists

NY SWF/LF ..... Facility Register

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land
NY HIST LTANKS ..... Listing of Leaking Storage Tanks

State and tribal registered storage tank lists

FEMA UST ..... Underground Storage Tank Listing
NY UST ..... Petroleum Bulk Storage (PBS) Database
NY CBS UST ..... Chemical Bulk Storage Database
NY MOSF UST ..... Major Oil Storage Facilities Database
NY CBS ..... Chemical Bulk Storage Site Listing
NY MOSF ..... Major Oil Storage Facility Site Listing
NY AST ..... Petroleum Bulk Storage
NY CBS AST ..... Chemical Bulk Storage Database
NY MOSF AST ..... Major Oil Storage Facilities Database
INDIAN UST ..... Underground Storage Tanks on Indian Land
NY TANKS ..... Storage Tank Faciliy Listing

State and tribal institutional control / engineering control registries

NY RES DECL ..... Restrictive Declarations Listing
NY ENG CONTROLS ..... Registry of Engineering Controls
NY INST CONTROL ..... Registry of Institutional Controls

State and tribal voluntary cleanup sites

NY VCP ..... Voluntary Cleanup Agreements
INDIAN VCP ..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

NY BROWNFIELDS ---------- Brownfields Site List
NY ERP ---------- Environmental Restoration Program Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---------- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

NY SWTIRE ---------- Registered Waste Tire Storage & Facility List
NY SWRCY ---------- Registered Recycling Facility List
INDIAN ODI ---------- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---------- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---------- Open Dump Inventory
IHS OPEN DUMPS ---------- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---------- Delisted National Clandestine Laboratory Register
NY DEL SHWS ---------- Delisted Registry Sites
US CDL ---------- National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

NY HIST UST ---------- Historical Petroleum Bulk Storage Database
NY HIST AST ---------- Historical Petroleum Bulk Storage Database

Local Land Records

NY LIENS ---------- Spill Liens Information
LIENS 2 ---------- CERCLA Lien Information

Records of Emergency Release Reports

HMIRS ---------- Hazardous Materials Information Reporting System
NY Hist Spills ---------- SPILLS Database
NY SPILLS 90 ---------- SPILLS 90 data from FirstSearch
NY SPILLS 80 ---------- SPILLS 80 data from FirstSearch

Other Ascertainable Records

FUDS ---------- Formerly Used Defense Sites
DOD ---------- Department of Defense Sites
SCRD DRYCLEANERS ---------- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---------- Financial Assurance Information
EPA WATCH LIST ---------- EPA WATCH LIST
2020 COR ACTION ---------- 2020 Corrective Action Program List
TSCA ---------- Toxic Substances Control Act
TRIS ---------- Toxic Chemical Release Inventory System

SSTS Section 7 Tracking Systems
ROD Records Of Decision
RMP Risk Management Plans
RAATS RCRA Administrative Action Tracking System
PRP Potentially Responsible Parties
PADS PCB Activity Database System
ICIS Integrated Compliance Information System
FTTS FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS Material Licensing Tracking System
COAL ASH DOE Steam-Electric Plant Operation Data
COAL ASH EPA Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER PCB Transformer Registration Database
RADINFO Radiation Information Database
HIST FTTS FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS Incident and Accident Data
CONSENT Superfund (CERCLA) Consent Decrees
INDIAN RESERV Indian Reservations
FUSRAP Formerly Utilized Sites Remedial Action Program
UMTRA Uranium Mill Tailings Sites
LEAD SMELTERS Lead Smelter Sites
US AIRS Aerometric Information Retrieval System Facility Subsystem
US MINES Mines Master Index File
ABANDONED MINES Abandoned Mines
FINDS Facility Index System/Facility Registry System
UXO Unexploded Ordnance Sites
DOCKET HWC Hazardous Waste Compliance Docket Listing
ECHO Enforcement & Compliance History Information
FUELS PROGRAM EPA Fuels Program Registered Listing
NY AIRS Air Emissions Data
NY COAL ASH Coal Ash Disposal Site Listing
NY DRYCLEANERS Registered Drycleaners
NY E DESIGNATION E DESIGNATION SITE LISTING
NY Financial Assurance Financial Assurance Information Listing
NY HSWDS Hazardous Substance Waste Disposal Site Inventory
NY MANIFEST Facility and Manifest Data
NY SPDES State Pollutant Discharge Elimination System
NY UIC Underground Injection Control Wells

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP EDR Proprietary Manufactured Gas Plants
EDR Hist Auto EDR Exclusive Historic Auto Stations
EDR Hist Cleaner EDR Exclusive Historic Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

NY RGA HWS Recovered Government Archive State Hazardous Waste Facilities List
NY RGA LF Recovered Government Archive Solid Waste Facilities List

EXECUTIVE SUMMARY

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 09/13/2017 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PAN AM JET CENTER	***JFK INTL AIRPORT BLD***	***WSW 1/2 - 1 (0.669 mi.)***	***6***	***33***

State and tribal leaking storage tank lists

NY LTANKS: Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills

A review of the NY LTANKS list, as provided by EDR, and dated 10/31/2017 has revealed that there are 3 NY LTANKS sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUILDING 58 @TWA GAT Spill Number/Closed Date: 1991-02-19 Site ID: 90285 Program Number: 9012031	JFK AIRPORT - BUILDI	S 1/4 - 1/2 (0.444 mi.)	B3	10
HYDRANT PIT @TWA GAT Spill Number/Closed Date: 1999-06-14 Site ID: 90648 Program Number: 9902313	JFK AIRPORT - HYDRAN	S 1/4 - 1/2 (0.444 mi.)	B4	11
WING TIP @TERMINAL 1 Spill Number/Closed Date: 2001-12-28 Spill Number/Closed Date: 2002-12-31 Spill Number/Closed Date: 2003-12-02	***JFK AIRPORT - WING T***	***S 1/4 - 1/2 (0.455 mi.)***	***B5***	***12***

EXECUTIVE SUMMARY

Site ID: 89937
Site ID: 90103
Site ID: 90128
Program Number: 0103121
Program Number: 0209901
Program Number: 0300979

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

Site Name	Database(s)
IDLEWILD CONSTRUCTION WASTE LANDFI	NY SHWS
JETBLUE AIRWAYS	SEMS, RCRA-SQG
JFK AIRPORT	NY LTANKS

OVERVIEW MAP - 5111424.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites

0 1/4 1/2 1 Miles

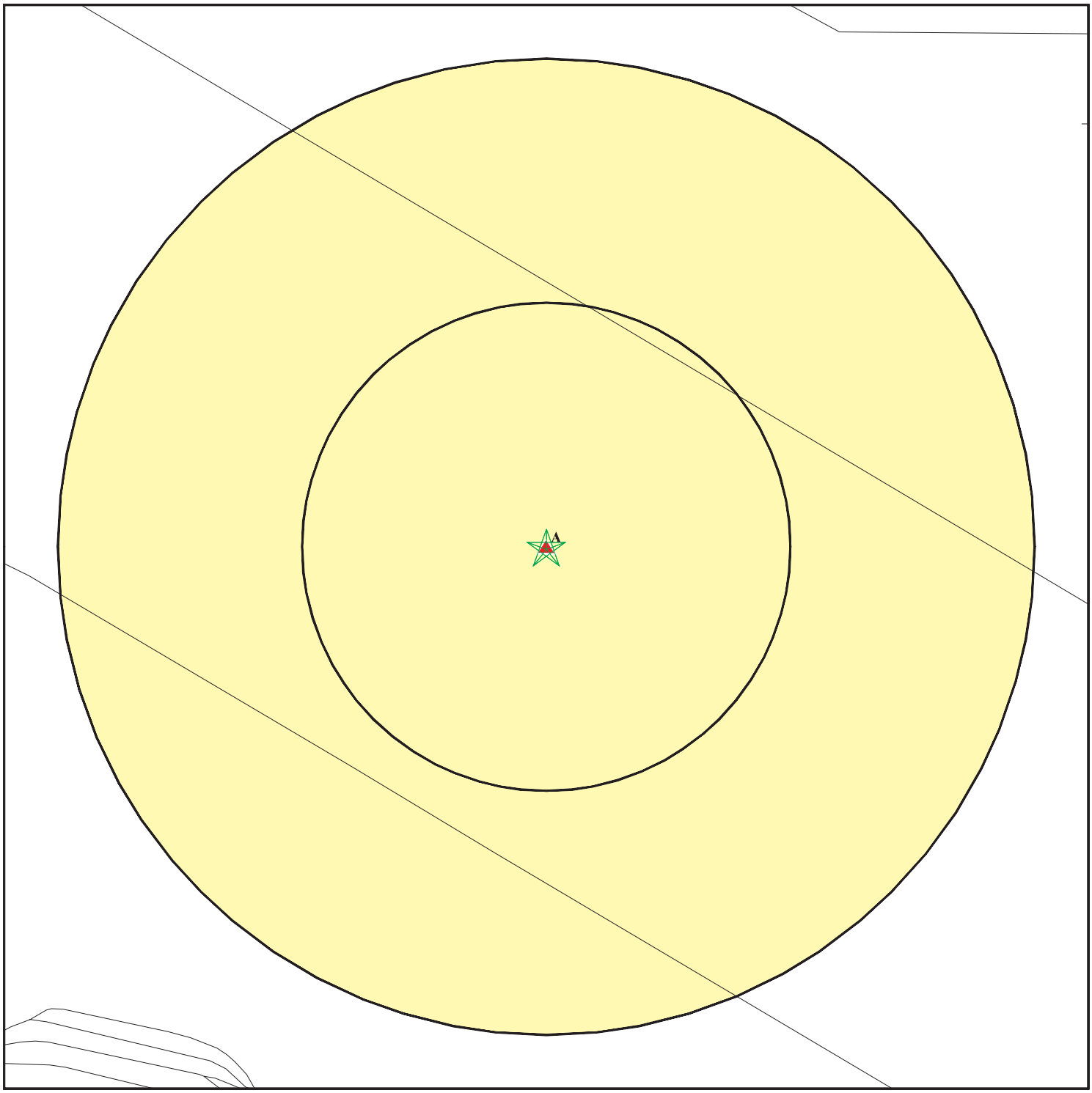
- Indian Reservations BIA
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Upgradient Area

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: JFK Runway 13L-31R	CLIENT: Vanasse Hangen Brustlin, Inc.
ADDRESS: JFK Runway 13L-31R Jamaica NY 11430	CONTACT: Heather Waldmann
LAT/LONG: 40.65233 / 73.77872	INQUIRY #: 5111424.2s DATE: November 17, 2017 4:16 pm

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DETAIL MAP - 5111424.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: JFK Runway 13L-31R	CLIENT: Vanasse Hangen Brustlin, Inc.
ADDRESS: JFK Runway 13L-31R Jamaica NY 11430	CONTACT: Heather Waldmann INQUIRY #: 5111424.2s
LAT/LONG: 40.65233 / 73.77872	DATE: November 17, 2017 4:18 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	1	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent CERCLIS								
NY SHWS	1.000		0	0	0	0	NR	0
NY VAPOR REOPENED	1.000		0	0	0	0	NR	0
State and tribal landfill and/or solid waste disposal site lists								
NY SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
INDIAN LUST	0.500		0	0	0	NR	NR	0
NY LTANKS	0.500		0	0	3	NR	NR	3
NY HIST LTANKS	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
NY UST	0.250		0	0	NR	NR	NR	0
NY CBS UST	0.250		0	0	NR	NR	NR	0
NY MOSF UST	0.500		0	0	0	NR	NR	0
NY CBS	0.250		0	0	NR	NR	NR	0
NY MOSF	0.500		0	0	0	NR	NR	0
NY AST	0.250		0	0	NR	NR	NR	0
NY CBS AST	0.250		0	0	NR	NR	NR	0
NY MOSF AST	0.500		0	0	0	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
NY TANKS	0.250		0	0	NR	NR	NR	0
State and tribal institutional control / engineering control registries								
NY RES DECL	0.125		0	NR	NR	NR	NR	0
NY ENG CONTROLS	0.500		0	0	0	NR	NR	0
NY INST CONTROL	0.500		0	0	0	NR	NR	0
State and tribal voluntary cleanup sites								
NY VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
NY BROWNFIELDS	0.500		0	0	0	NR	NR	0
NY ERP	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
NY SWTIRE	0.500		0	0	0	NR	NR	0
NY SWRCY	0.500		0	0	0	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
NY DEL SHWS	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
NY HIST UST	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NY HIST AST	TP		NR	NR	NR	NR	NR	0
Local Land Records								
NY LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
NY Spills	0.125	2	0	NR	NR	NR	NR	2
NY Hist Spills	0.125		0	NR	NR	NR	NR	0
NY SPILLS 90	0.125		0	NR	NR	NR	NR	0
NY SPILLS 80	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NY AIRS	TP		NR	NR	NR	NR	NR	0
NY COAL ASH	0.500		0	0	0	NR	NR	0
NY DRYCLEANERS	0.250		0	0	NR	NR	NR	0
NY E DESIGNATION	0.125		0	NR	NR	NR	NR	0
NY Financial Assurance	TP		NR	NR	NR	NR	NR	0
NY HSWDS	0.500		0	0	0	NR	NR	0
NY MANIFEST	0.250		0	0	NR	NR	NR	0
RI MANIFEST	0.250		0	0	NR	NR	NR	0
NY SPDES	TP		NR	NR	NR	NR	NR	0
NY UIC	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
NY RGA HWS	TP		NR	NR	NR	NR	NR	0
NY RGA LF	TP		NR	NR	NR	NR	NR	0
- Totals --		2	0	0	3	1	0	6

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **RUNWAY 13 LEFT** **NY Spills** **S113915992**
Target **JFK AIRPORT** **N/A**
Property **JAMAICA, NY**

Site 1 of 2 in cluster A

Actual:
10 ft.

SPILLS:

Facility ID:	1306219
Facility Type:	ER
Spill Number:	1306219
DER Facility ID:	319191
Site ID:	486815
DEC Region:	2
Spill Number/Closed Date:	2013-11-25
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2013-09-12
Investigator:	TJDEMEO
Referred To:	Not reported
Reported to Dept:	2013-09-12
CID:	Not reported
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2013-09-12
Spill Record Last Update:	2013-11-25
Spiller Name:	Not reported
Spiller Company:	CHINA AIRLINES
Spiller Address:	Not reported
Spiller Company:	999
Contact Name:	JAMES SOUTHARD
DEC Memo:	"11/25/13 TJD File review - Demeo contacted Allied Aviation @JFK (Rich Mele) requesting update and internal spill report. Possible duplicate report (Spill 1306219). Awaiting closure documents. 11/25/13 TJD T/C with James Southard from Port Authority - he responded to the reported event. As per Mr. Southard, the spill occurred (less than 5 gallons) on runway - most impacts were to concrete with a small volume of product entering a drain during dry weather conditions. Port Authority utilizing internal equipment and personnel responded and applied granular absorbents to the affected concrete and contained/recovered fuel. A vac truck was then brought to the affected drain and total fluids were recovered from underground drainage structure - which was then power washed following fluid extraction. As a precaution, Port Authority personnel deployed absorbent boom at Outfall #22 and monitored daily for approximately one week - no petroleum discharge was observed and the boom was then removed and disposed of. Based upon the above information and the volume of reported release - no further action is required. Spill closed."
Remarks:	"Caller advised aprx 5 gal of fuel spilled onto the runway and into a catch basin. Clean up is in process."

RUNWAY 13 LEFT (Continued) **S113915992**

All Materials:

Site ID:	486815
Operable Unit ID:	1236462
Operable Unit:	01
Material ID:	2235865
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	5.00
Units:	G
Recovered:	Not reported
Oxygenate:	Not reported

A2 Target Property **RUNWAY 13R - 31L**
JFK AIRPORT - RUNWAY 13R - 31L
JAMAICA, NY

NY Spills **S103938977**
N/A

Site 2 of 2 in cluster A

Actual: 10 ft.

SPILLS:

Facility ID:	9903627
Facility Type:	ER
Spill Number:	9903627
DER Facility ID:	297393
Site ID:	90669
DEC Region:	2
Spill Number/Closed Date:	1999-06-29
Spill Cause:	Human Error
Spill Class:	E5
SWIS:	4101
Spill Date:	1999-06-29
Investigator:	SMMARTIN
Referred To:	Not reported
Reported to Dept:	1999-06-29
CID:	198
Water Affected:	JAMAICA BAY
Spill Source:	Commercial/Industrial
Spill Notifier:	Affected Persons
Cleanup Ceased:	Not reported
Cleanup Meets Std:	False
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1999-06-29
Spill Record Last Update:	2005-08-09
Spiller Name:	Not reported
Spiller Company:	POSICILLO BROTHERS
Spiller Address:	UNKNOWN
Spiller Company:	001
Contact Name:	RICHARD MELE
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MARTINKAT "
Remarks:	"* * * TEST DRILL ONLY * * * DO NOT RESPOND! TEST DRILL ONLY. DRILL AT JFK INVOLVING OGDEN AND NRC. SCENERIO IS THAT POSCILLO BROTHERS

RUNWAY 13R - 31L (Continued) **S103938977**

WHERE DIGGING WITH A BACK HOE AND STRUCK FUEL LINE. * * * D R I L L O N L Y * * * *. "

All Materials:

Site ID:	90669
Operable Unit ID:	1082557
Operable Unit:	01
Material ID:	303539
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	35000.00
Units:	G
Recovered:	.00
Oxygenate:	Not reported

B3 **BUILDING 58 @TWA GATE 7** **NY LTANKS** **S103939293**
South **JFK AIRPORT - BUILDING 58 @TWA GATE 7** **N/A**
1/4-1/2 **JAMAICA, NY**
0.444 mi.
2346 ft. **Site 1 of 3 in cluster B**

Relative:
Higher

Actual:
11 ft.

LTANKS:

Facility ID:	9012031
Site ID:	90285
Spill Number/Closed Date:	1991-02-19
Spill Date:	1991-02-19
Spill Cause:	Tank Overfill
Spill Source:	Commercial Vehicle
Spill Class:	Not reported
Cleanup Ceased:	1991-02-19
SWIS:	4101
Investigator:	KSTANG
Referred To:	Not reported
Reported to Dept:	1991-02-19
CID:	Not reported
Water Affected:	Not reported
Spill Notifier:	Responsible Party
Last Inspection:	Not reported
Recommended Penalty:	False
Meets Standard:	True
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	1991-02-27
Spill Record Last Update:	2005-08-11
Spiller Name:	Not reported
Spiller Company:	TWA
Spiller Address:	BLDG #60-JFK AIRPORT
Spiller County:	001
Spiller Contact:	Not reported
Spiller Phone:	Not reported
Spiller Extention:	Not reported
DEC Region:	2
DER Facility ID:	297813
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was TANG 02/19/91: JAMES HAASH OF TWA CONFIRMED THAT THE SPILL WAS

BUILDING 58 @TWA GATE 7 (Continued) **S103939293**

CLEANED UP BY OGDEN ALLIED. "
Remarks: "AUTOMATIC SHUT OFF ON AIR CRAFT FAILED,FUEL LEAKED TO CONCRETE PAD, ODGEN ALLIED,SPEEDY DRY APPLIED,PICKED UP & DISPOSED,AIRPORT FIRE DEPARTMENT NOTIFIED."

All Materials:
Site ID: 90285
Operable Unit ID: 949051
Operable Unit: 01
Material ID: 428540
Material Code: 0011
Material Name: jet fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 30.00
Units: G
Recovered: .00
Oxygenate: Not reported

B4 **HYDRANT PIT @TWA GATE 37** **NY LTANKS** **S103941253**
South **JFK AIRPORT - HYDRANT PIT @TWA GATE 37** **N/A**
1/4-1/2 **JAMAICA, NY**
0.444 mi.
2346 ft. **Site 2 of 3 in cluster B**

Relative:
Higher

Actual:
11 ft.

LTANKS:
Facility ID: 9902313
Site ID: 90648
Spill Number/Closed Date: 1999-06-14
Spill Date: 1999-05-31
Spill Cause: Tank Overfill
Spill Source: Commercial/Industrial
Spill Class: C4
Cleanup Ceased: Not reported
SWIS: 4101
Investigator: SJMILLER
Referred To: Not reported
Reported to Dept: 1999-05-31
CID: 322
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: False
Meets Standard: True
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 1999-05-31
Spill Record Last Update: 2005-08-09
Spiller Name: GEORGE BUTTS
Spiller Company: OGDEN AVIATION
Spiller Address: B-90 JFK
Spiller County: 001
Spiller Contact: Not reported
Spiller Phone: Not reported
Spiller Extention: Not reported
DEC Region: 2
DER Facility ID: 297416

HYDRANT PIT @TWA GATE 37 (Continued) **S103941253**

DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER OFF HOURS SPILL REASSIGNED TO MILLER: CONFIRMED CLEANUP WITH CALLER, OGDEN."
Remarks: "hydrant overfill occurred at the fill station - spill being cleaned up "

All Materials:
Site ID: 90648
Operable Unit ID: 1081235
Operable Unit: 01
Material ID: 305820
Material Code: 0011
Material Name: jet fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 10.00
Units: G
Recovered: 10.00
Oxygenate: Not reported

B5 **WING TIP @TERMINAL 1** **NY LTANKS S103576284**
South **JFK AIRPORT - WING TIP @TERMINAL 1** **NY Spills N/A**
1/4-1/2 **JAMAICA, NY**
0.455 mi.
2402 ft. **Site 3 of 3 in cluster B**

Relative: Higher

Actual: 11 ft.

LTANKS:
Facility ID: 0103121
Site ID: 89937
Spill Number/Closed Date: 2001-12-28
Spill Date: 2001-06-20
Spill Cause: Tank Overfill
Spill Source: Commercial/Industrial
Spill Class: C3
Cleanup Ceased: Not reported
SWIS: 4101
Investigator: SJMILLER
Referred To: Not reported
Reported to Dept: 2001-06-21
CID: 195
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: False
Meets Standard: True
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 2001-06-21
Spill Record Last Update: 2005-08-12
Spiller Name: TONY YACUBIAN
Spiller Company: AFRAQUE AIRLINES
Spiller Address: TERMINAL 1 - JFK
Spiller County: 001
Spiller Contact: AUGUST F VETTORINO
Spiller Phone: (718) 751-1700
Spiller Extention: Not reported
DEC Region: 2

WING TIP @TERMINAL 1 (Continued) **S103576284**

DER Facility ID:	297428
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REPORT REASSIGNED TO MILLER. 6/21/01 @0845HRS, SPOKE TO C. LAUDAGE, OGDEN: DISCREPANCY IN SPILL AMOUNT, ACTUALLY 45-GAL AND RECOVERED/CLEANED UP."
Remarks:	"TRANSFERRING FUEL ON AIRCRAFT FROM ONE TANK TO ANOTHER - PILOT ERROR - AIRBUS 300-6. CLEAN UP IN PROGESS. PILOT ALSO CALLED TO REPORT SPILL - DJIBO SALIFOU."

All Materials:

Site ID:	89937
Operable Unit ID:	841820
Operable Unit:	01
Material ID:	535216
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	45.00
Units:	G
Recovered:	45.00
Oxygenate:	Not reported

Facility ID:	0209901
Site ID:	90103
Spill Number/Closed Date:	2002-12-31
Spill Date:	2002-12-30
Spill Cause:	Tank Overfill
Spill Source:	Tank Truck
Spill Class:	C4
Cleanup Ceased:	Not reported
SWIS:	4101
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2002-12-30
CID:	390
Water Affected:	Not reported
Spill Notifier:	Local Agency
Last Inspection:	Not reported
Recommended Penalty:	False
Meets Standard:	True
UST Involvement:	False
Remediation Phase:	0
Date Entered In Computer:	2002-12-30
Spill Record Last Update:	2005-08-11
Spiller Name:	MICHAEL
Spiller Company:	OGDEN AVIATION
Spiller Address:	JFK AIRPORT
Spiller County:	001
Spiller Contact:	SHAKILA HABIB
Spiller Phone:	(718) 751-1707
Spiller Extention:	Not reported
DEC Region:	2
DER Facility ID:	297428
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REASSIGNED TO MILLER: CONFIRMED CLEANUP BY OGDEN - RECEIVED JFK FUEL SPILL REPORT FOR INCIDENT."

WING TIP @TERMINAL 1 (Continued) **S103576284**

Remarks: "aircraft was overfilled - all material cleaned up"

All Materials:
Site ID: 90103
Operable Unit ID: 861144
Operable Unit: 01
Material ID: 513319
Material Code: 0011
Material Name: jet fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 50.00
Units: G
Recovered: 50.00
Oxygenate: Not reported

Facility ID: 0300979
Site ID: 90128
Spill Number/Closed Date: 2003-12-02
Spill Date: 2003-04-27
Spill Cause: Tank Overfill
Spill Source: Commercial/Industrial
Spill Class: C3
Cleanup Ceased: Not reported
SWIS: 4101
Investigator: SJMILLER
Referred To: Not reported
Reported to Dept: 2003-04-28
CID: 281
Water Affected: Not reported
Spill Notifier: Responsible Party
Last Inspection: Not reported
Recommended Penalty: False
Meets Standard: True
UST Involvement: False
Remediation Phase: 0
Date Entered In Computer: 2003-04-28
Spill Record Last Update: 2005-08-11
Spiller Name: JOE VONDURING
Spiller Company: DELTA AIRLINES
Spiller Address: SUITE4 TERMINAL 3
Spiller County: 001
Spiller Contact: MIKE MORGAN
Spiller Phone: (770) 313-0550
Spiller Extention: Not reported
DEC Region: 2
DER Facility ID: 297711
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER "
Remarks: "Tank overfill at above location. All material reported recovered."

All Materials:
Site ID: 90128
Operable Unit ID: 869072
Operable Unit: 01
Material ID: 509046
Material Code: 0011

WING TIP @TERMINAL 1 (Continued) **S103576284**

Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	20.00
Units:	G
Recovered:	20.00
Oxygenate:	Not reported

SPILLS:

Facility ID:	9902113
Facility Type:	ER
Spill Number:	9902113
DER Facility ID:	297428
Site ID:	90639
DEC Region:	2
Spill Number/Closed Date:	1999-06-14
Spill Cause:	Unknown
Spill Class:	C3
SWIS:	4101
Spill Date:	1999-05-24
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	1999-05-24
CID:	196
Water Affected:	Not reported
Spill Source:	Unknown
Spill Notifier:	Affected Persons
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1999-05-24
Spill Record Last Update:	2005-08-09
Spiller Name:	OPYMPIC AIR
Spiller Company:	OLYMPIC AIR LINES
Spiller Address:	Not reported
Spiller Company:	001
Contact Name:	RODNEY MILAM
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER 5/25/99 @1335HRS, RESPONDER MILLER SPOKE TO PORT AUTHORITY'S D. BRANCH: NO PRODUCT REACHED DRAINS; PA INSPECTED OUTFALLS AND NO PRODUCT OR SHEEN OBSERVED; OGDEN CLEANED UP SPILLAGE AS PER SOP."
Remarks:	"DURING A REFUEL OF OLYMPIC AIR ABOUT 100 GALS SPILLED OUT. UNKNOWN HOW MUCH WENT DOWN THE DRAIN. "

All Materials:

Site ID:	90639
Operable Unit ID:	1076892
Operable Unit:	01
Material ID:	305626
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum

WING TIP @TERMINAL 1 (Continued) **S103576284**

Quantity:	100.00
Units:	G
Recovered:	.00
Oxygenate:	Not reported
Facility ID:	9904252
Facility Type:	ER
Spill Number:	9904252
DER Facility ID:	297386
Site ID:	90678
DEC Region:	2
Spill Number/Closed Date:	1999-07-27
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	1999-07-10
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	1999-07-10
CID:	266
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1999-07-10
Spill Record Last Update:	2005-08-09
Spiller Name:	BOB SCHELLBERG
Spiller Company:	ROYAL AIR MAROC
Spiller Address:	JFK AIRPORT, TERMINAL 1
Spiller Company:	001
Contact Name:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS REASSIGNED TO MILLER. 7/12/99, CONFIRMED CLEAN UP WITH FUEL SUPPLIER, OGDEN. UNABLE TO CONTACT POT. SPILLER, ROYAL AIR MAROC. REACHED LUTHANSA AT PHONE NUMBER PROVIDED UNDER CALLER."
Remarks:	"TERMINAL 1, GATE 7. DEFECTIVE FUEL SYSTEM ON PLANE. FUEL SPILLED FROM WING TIP. SPILLED ONTO CONCRETE. CLEANED UP."

All Materials:

Site ID:	90678
Operable Unit ID:	1078690
Operable Unit:	01
Material ID:	304141
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	G
Recovered:	10.00
Oxygenate:	Not reported

WING TIP @TERMINAL 1 (Continued) **S103576284**

Facility ID:	9812514
Facility Type:	ER
Spill Number:	9812514
DER Facility ID:	297428
Site ID:	90572
DEC Region:	2
Spill Number/Closed Date:	1999-01-21
Spill Cause:	Equipment Failure
Spill Class:	B3
SWIS:	4101
Spill Date:	1999-01-10
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	1999-01-10
CID:	365
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Affected Persons
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	1999-01-10
Spill Record Last Update:	2005-08-10
Spiller Name:	Not reported
Spiller Company:	OLYMPIC AIRLINES
Spiller Address:	Not reported
Spiller Company:	001
Contact Name:	Not reported
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER SPILL RESPONDER, MILLER, INSPECTED CLEANUP OF RUNWAY APRON NEAR GUARD POST A ON 1/12/99 @1029HRS. CONTRACTOR, MEG, HAD JUST COMPLETED REMOVAL OF CONTAMINATED SOIL TO SATISFACTION OF DEPARTMENT AND PORT AUTHORITY. CONTAMINATED SOIL WAS PLACED IN A ROLL-OFF CONTAINER TO BE TRANSPORTED OFF-SITE FOR DISPOSAL."
Remarks:	"aircraft tip failure - 200 gallons into soil - they will call back w/ update"

All Materials:

Site ID:	90572
Operable Unit ID:	1069782
Operable Unit:	01
Material ID:	312796
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	275.00
Units:	G
Recovered:	275.00
Oxygenate:	Not reported

Facility ID:	0108237
Facility Type:	ER
Spill Number:	0108237

WING TIP @TERMINAL 1 (Continued) **S103576284**

DER Facility ID:	297428
Site ID:	89989
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C3
SWIS:	4101
Spill Date:	2001-11-14
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-11-14
CID:	207
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-11-14
Spill Record Last Update:	2005-08-12
Spiller Name:	Not reported
Spiller Company:	AIR FRANCE
Spiller Address:	JFK AIRPORT, BUILDING 83
Spiller Company:	001
Contact Name:	CALLER
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER "
Remarks:	"cleanup complete"

All Materials:

Site ID:	89989
Operable Unit ID:	845467
Operable Unit:	01
Material ID:	529487
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	60.00
Units:	G
Recovered:	60.00
Oxygenate:	Not reported

Facility ID:	0304417
Facility Type:	ER
Spill Number:	0304417
DER Facility ID:	297711
Site ID:	90142
DEC Region:	2
Spill Number/Closed Date:	2003-10-14
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2003-07-27

WING TIP @TERMINAL 1 (Continued) **S103576284**

Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2003-07-27
CID:	418
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Affected Persons
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2003-07-27
Spill Record Last Update:	2005-08-11
Spiller Name:	N/A
Spiller Company:	SOUTH AFRICAN AIRWAYS
Spiller Address:	JFK
Spiller Company:	001
Contact Name:	ALLEN VANHOUTEN
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER OFF HOURS SPILL REPORT REASSIGNED TO MILLER: R. MIELE, ALLIED, VERIFIED CLEANUP AND FAXED JFK FUEL SPILL REPORT (000631) - FUEL DID NOT IMPACT STORM DRAINS."
Remarks:	"spill occured at the delta terminal. The spill has been cleaned up using speedy dry. "

All Materials:

Site ID:	90142
Operable Unit ID:	871215
Operable Unit:	01
Material ID:	505275
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	20.00
Units:	G
Recovered:	20.00
Oxygenate:	Not reported

Facility ID:	0109155
Facility Type:	ER
Spill Number:	0109155
DER Facility ID:	297711
Site ID:	89997
DEC Region:	2
Spill Number/Closed Date:	2001-12-17
Spill Cause:	Equipment Failure
Spill Class:	C3
SWIS:	4101
Spill Date:	2001-12-15
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-12-15
CID:	281
Water Affected:	Not reported

WING TIP @TERMINAL 1 (Continued) **S103576284**

Spill Source:	Commercial/Industrial
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-12-15
Spill Record Last Update:	2005-08-12
Spiller Name:	N/A
Spiller Company:	DELTA AIRLINES
Spiller Address:	JFK
Spiller Company:	001
Contact Name:	JOHN NUNLEY
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER 12/15/2001-Spill cleaned using speedy dry. Spill was on concrete and no sewers or drains were affected. Spill closed 12/17/2001."
Remarks:	"ABOVE MATERIAL SPILLED AT ABOVE LOCATION DUE TO FAULTY SENSOR. ALL MATERIAL REPORTED RECOVERED."

All Materials:

Site ID:	89997
Operable Unit ID:	847396
Operable Unit:	01
Material ID:	530364
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	G
Recovered:	10.00
Oxygenate:	Not reported

Facility ID:	0306334
Facility Type:	ER
Spill Number:	0306334
DER Facility ID:	297962
Site ID:	90150
DEC Region:	2
Spill Number/Closed Date:	2003-12-11
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2003-09-15
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2003-09-15
CID:	207
Water Affected:	Not reported
Spill Source:	Tank Truck
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported

WING TIP @TERMINAL 1 (Continued) **S103576284**

Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2003-09-15
Spill Record Last Update:	2005-08-11
Spiller Name:	ALLEN VANHOUTON
Spiller Company:	ALLIED AVIATION
Spiller Address:	JFK AIRPORT, BUILDING 90
Spiller Company:	001
Contact Name:	BRIAN XAVIER
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REASSIGNED TO MILLER: VERIFIED CLEANUP WITH ALLIED, CALLER/SPILLER."
Remarks:	"all cleaned up"

All Materials:

Site ID:	90150
Operable Unit ID:	874908
Operable Unit:	01
Material ID:	503567
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	25.00
Units:	G
Recovered:	25.00
Oxygenate:	Not reported

Facility ID:	0009141
Facility Type:	ER
Spill Number:	0009141
DER Facility ID:	297428
Site ID:	89860
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C3
SWIS:	4101
Spill Date:	2000-11-07
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2000-11-07
CID:	252
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2000-11-07
Spill Record Last Update:	2005-08-12
Spiller Name:	UNK
Spiller Company:	ALITALIA AIRLINE

WING TIP @TERMINAL 1 (Continued) **S103576284**

Spiller Address: JFK AIRPORT TERMINAL 1
Spiller Company: 001
Contact Name: BRIAN XAVIER
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER "
Remarks: "WHILE SERVICING AIRCRAFT MECHANIC PULLED A BREAKER WHICH CAUSED SPILL OF JET A FUEL ONTO TARMAC-SPILL CLEANED UP."

All Materials:
Site ID: 89860
Operable Unit ID: 831448
Operable Unit: 01
Material ID: 546641
Material Code: 0011
Material Name: jet fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 10.00
Units: G
Recovered: 10.00
Oxygenate: Not reported

Facility ID: 0203735
Facility Type: ER
Spill Number: 0203735
DER Facility ID: 297428
Site ID: 90053
DEC Region: 2
Spill Number/Closed Date: 2002-11-04
Spill Cause: Equipment Failure
Spill Class: C4
SWIS: 4101
Spill Date: 2002-07-09
Investigator: SJMILLER
Referred To: Not reported
Reported to Dept: 2002-07-09
CID: 396
Water Affected: Not reported
Spill Source: Commercial Vehicle
Spill Notifier: Other
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: 2002-07-09
Spill Record Last Update: 2005-08-12
Spiller Name: Not reported
Spiller Company: KOREAN AIRLINES
Spiller Address: JFK AIRPORT
Spiller Company: 001
Contact Name: RICHARD MELE
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER "
Remarks: "cracked manifold on plane...spill all cleaned up."

WING TIP @TERMINAL 1 (Continued) **S103576284**

All Materials:

Site ID:	90053
Operable Unit ID:	856605
Operable Unit:	01
Material ID:	521552
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	25.00
Units:	G
Recovered:	25.00
Oxygenate:	Not reported

Facility ID:	0002565
Facility Type:	ER
Spill Number:	0002565
DER Facility ID:	297962
Site ID:	89768
DEC Region:	2
Spill Number/Closed Date:	2001-12-27
Spill Cause:	Equipment Failure
Spill Class:	C3
SWIS:	4101
Spill Date:	2000-05-31
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2000-05-31
CID:	257
Water Affected:	Not reported
Spill Source:	Institutional, Educational, Gov., Other
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2000-05-31
Spill Record Last Update:	2005-08-12
Spiller Name:	JIM HAASE
Spiller Company:	TWA
Spiller Address:	JFK AIRPORT BLDG 5
Spiller Company:	001
Contact Name:	CALLER
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER RESPONDER MILLER VERIFIED CLEANUP WITH OGDEN AND PA."
Remarks:	"RIGHT MAIN SHUT OFF DID WORK SPILL WAS AT THE GATE AND CLEANED UP "

All Materials:

Site ID:	89768
Operable Unit ID:	824066
Operable Unit:	01
Material ID:	550920
Material Code:	0011
Material Name:	jet fuel

WING TIP @TERMINAL 1 (Continued) **S103576284**

Case No.:	Not reported
Material FA:	Petroleum
Quantity:	150.00
Units:	G
Recovered:	150.00
Oxygenate:	Not reported

Facility ID:	0102549
Facility Type:	ER
Spill Number:	0102549
DER Facility ID:	297428
Site ID:	89927
DEC Region:	2
Spill Number/Closed Date:	2002-10-18
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2001-06-06
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-06-06
CID:	282
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-06-06
Spill Record Last Update:	2005-08-12
Spiller Name:	N/A
Spiller Company:	VIRGIN AIRLINES
Spiller Address:	JFK AIRPORT
Spiller Company:	001
Contact Name:	RODNEY MILAM
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER OGDEN CALLED TO CONFIRM CLEANUP PER SOP."
Remarks:	"VIRGIN AIRLINES BOEING 747 WAS PARKED AT THE GATE WHEN A VALVE ON THE WING MALFUNCTIONED CAUSING FUEL TO SPILL ONTO THE GROUND. "

All Materials:

Site ID:	89927
Operable Unit ID:	839264
Operable Unit:	01
Material ID:	534666
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	15.00
Units:	G
Recovered:	15.00
Oxygenate:	Not reported

WING TIP @TERMINAL 1 (Continued) **S103576284**

Facility ID:	0103022
Facility Type:	ER
Spill Number:	0103022
DER Facility ID:	298122
Site ID:	89934
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2001-06-18
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-06-18
CID:	281
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-06-18
Spill Record Last Update:	2005-08-12
Spiller Name:	VITO MARTINO
Spiller Company:	AMERICAN AIRLINES
Spiller Address:	JFK AIRPORT
Spiller Company:	001
Contact Name:	VITO MARTINO
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REPORT REASSIGNED TO MILLER."
Remarks:	"VALVE FAILURE ON AIRCRAFT DURING FUELING AT ABOVE LOCATION. ALL MATERIAL REPORTED RECOVERED. REPAIRS MADE TO EQUIPMENT."

All Materials:

Site ID:	89934
Operable Unit ID:	839623
Operable Unit:	01
Material ID:	535122
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	G
Recovered:	10.00
Oxygenate:	Not reported

Facility ID:	0210797
Facility Type:	ER
Spill Number:	0210797
DER Facility ID:	297711
Site ID:	90108
DEC Region:	2
Spill Number/Closed Date:	2003-10-14

WING TIP @TERMINAL 1 (Continued) **S103576284**

Spill Cause:	Human Error
Spill Class:	C4
SWIS:	4101
Spill Date:	2003-01-28
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2003-01-28
CID:	281
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2003-01-28
Spill Record Last Update:	2005-08-11
Spiller Name:	RICHARD MELE
Spiller Company:	ALLIED NY SERVICES INC
Spiller Address:	B-90 JFK
Spiller Company:	001
Contact Name:	RICHARD MELE
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER 1/28/03 TJD Copy of spill report provided to PA/JFK monitor, MILLER. MILLER CONFIRMED CLEANUP BY OGDEN (R. MIELE); RECEIVED FAX OF JFK FUEL SPILL REPORT (000607) - HUMAN ERROR - NO IMPACT TO STORM DRAIN. "
Remarks:	"ABOVE MATERIAL SPILLED DURING FUELING AT ABOVE LOCATION. ALL MATERIAL IS REPORTED RECOVERED."

All Materials:

Site ID:	90108
Operable Unit ID:	861862
Operable Unit:	01
Material ID:	552536
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	40.00
Units:	G
Recovered:	40.00
Oxygenate:	Not reported

Facility ID:	0004238
Facility Type:	ER
Spill Number:	0004238
DER Facility ID:	297962
Site ID:	89803
DEC Region:	2
Spill Number/Closed Date:	2001-12-27
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2000-07-09

WING TIP @TERMINAL 1 (Continued) **S103576284**

Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2000-07-09
CID:	246
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2000-07-09
Spill Record Last Update:	2005-08-12
Spiller Name:	JIM HAASE
Spiller Company:	TWA
Spiller Address:	JFK AIRPORT BLDG 5
Spiller Company:	001
Contact Name:	CALLER
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER OFF HOURS SPILL REPORT REASSIGNED TO MILLER."
Remarks:	"faulty guage on aircraft caused overfill - 20 gal vented onto tarmac - material vacuumed and speedy dry used for residual"

All Materials:

Site ID:	89803
Operable Unit ID:	825455
Operable Unit:	01
Material ID:	548980
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	20.00
Units:	G
Recovered:	20.00
Oxygenate:	Not reported

Facility ID:	0104674
Facility Type:	ER
Spill Number:	0104674
DER Facility ID:	297943
Site ID:	89953
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2001-07-31
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-07-31
CID:	404
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Other

WING TIP @TERMINAL 1 (Continued) **S103576284**

Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-07-31
Spill Record Last Update:	2005-08-12
Spiller Name:	Not reported
Spiller Company:	OGDEN FUELING
Spiller Address:	Not reported
Spiller Company:	001
Contact Name:	MIKE MIGLINO
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REPORT REASSIGNED TO MILLER. 8/1/01, R. MIELE, OGDEN, CALLED TO CONFIRM CLEAN UP."
Remarks:	"coupling failed caused fuel to leak onto ground. no sewers or waterways affected. all fuel was cleaned up."

All Materials:

Site ID:	89953
Operable Unit ID:	841433
Operable Unit:	01
Material ID:	533155
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	8.00
Units:	G
Recovered:	8.00
Oxygenate:	Not reported

Facility ID:	0104838
Facility Type:	ER
Spill Number:	0104838
DER Facility ID:	297428
Site ID:	89956
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2001-08-04
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-08-04
CID:	312
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Affected Persons
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0

WING TIP @TERMINAL 1 (Continued) **S103576284**

Date Entered In Computer:	2001-08-04
Spill Record Last Update:	2005-08-12
Spiller Name:	Not reported
Spiller Company:	AIR AFRIQUE
Spiller Address:	TERMINAL 1
Spiller Company:	001
Contact Name:	CALLER
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER 8/6/02 @1110HRS, CONFIRMED CLEANUP WITH R. MIELE, OGDEN."
Remarks:	"UNK QTY OF FUEL SPILLED TO RAMP DURING FUEL TRANSFER FROM 1 TANK TO THE OTHER TANK - BEING CLEANED UP NOW"

All Materials:

Site ID:	89956
Operable Unit ID:	841585
Operable Unit:	01
Material ID:	533314
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	20.00
Units:	G
Recovered:	20.00
Oxygenate:	Not reported

Facility ID:	0105203
Facility Type:	ER
Spill Number:	0105203
DER Facility ID:	297711
Site ID:	89959
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2001-08-13
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-08-13
CID:	252
Water Affected:	Not reported
Spill Source:	Commercial/Industrial
Spill Notifier:	Responsible Party
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-08-13
Spill Record Last Update:	2005-08-12
Spiller Name:	BRAIN XAVIER
Spiller Company:	OGDEN AVIATION
Spiller Address:	BUILDING 90 JFK AIRPORT
Spiller Company:	001
Contact Name:	CALLER

WING TIP @TERMINAL 1 (Continued) **S103576284**

DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REPORT REASSIGNED TO MILLER: CONFIRMED CLEAN UP."
Remarks: "SPILL WAS CONTAINED AND CLEANED UP."

All Materials:
Site ID: 89959
Operable Unit ID: 842119
Operable Unit: 01
Material ID: 533681
Material Code: 0011
Material Name: jet fuel
Case No.: Not reported
Material FA: Petroleum
Quantity: 10.00
Units: G
Recovered: 10.00
Oxygenate: Not reported

Facility ID: 0300945
Facility Type: ER
Spill Number: 0300945
DER Facility ID: 297711
Site ID: 90127
DEC Region: 2
Spill Number/Closed Date: 2003-12-02
Spill Cause: Equipment Failure
Spill Class: C3
SWIS: 4101
Spill Date: 2003-04-27
Investigator: SJMILLER
Referred To: Not reported
Reported to Dept: 2003-04-27
CID: 207
Water Affected: Not reported
Spill Source: Commercial Vehicle
Spill Notifier: Affected Persons
Cleanup Ceased: Not reported
Cleanup Meets Std: True
Last Inspection: Not reported
Recommended Penalty: False
UST Trust: False
Remediation Phase: 0
Date Entered In Computer: 2003-04-27
Spill Record Last Update: 2005-08-11
Spiller Name: Not reported
Spiller Company: DELTA AIRLINES
Spiller Address: GATE 14 TERMINAL 3
Spiller Company: 001
Contact Name: KEVIN MACKEY
DEC Memo: "Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REPORT REASSIGNED TO MILLER: CLEANED UP PER ALLIED (OGDEN)."
Remarks: "ALL CLEANED UP "

All Materials:
Site ID: 90127

WING TIP @TERMINAL 1 (Continued) **S103576284**

Operable Unit ID:	867454
Operable Unit:	01
Material ID:	509016
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	25.00
Units:	G
Recovered:	25.00
Oxygenate:	Not reported

Facility ID:	0005783
Facility Type:	ER
Spill Number:	0005783
DER Facility ID:	297711
Site ID:	89825
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2000-08-11
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2000-08-14
CID:	323
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Affected Persons
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2000-08-14
Spill Record Last Update:	2005-08-12
Spiller Name:	Not reported
Spiller Company:	OGDEN FUEL
Spiller Address:	JFK AIRPORT
Spiller Company:	001
Contact Name:	JOE VON DURING
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER "
Remarks:	"DURING FUELING, VTO VALVE WAS NOT OPERATING. SPILL CLEANED UP."

All Materials:

Site ID:	89825
Operable Unit ID:	828604
Operable Unit:	01
Material ID:	546928
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	20.00

WING TIP @TERMINAL 1 (Continued) **S103576284**

Units:	G
Recovered:	20.00
Oxygenate:	Not reported
Facility ID:	0106061
Facility Type:	ER
Spill Number:	0106061
DER Facility ID:	297711
Site ID:	89975
DEC Region:	2
Spill Number/Closed Date:	2001-12-28
Spill Cause:	Equipment Failure
Spill Class:	C4
SWIS:	4101
Spill Date:	2001-09-06
Investigator:	SJMILLER
Referred To:	Not reported
Reported to Dept:	2001-09-06
CID:	282
Water Affected:	Not reported
Spill Source:	Commercial Vehicle
Spill Notifier:	Other
Cleanup Ceased:	Not reported
Cleanup Meets Std:	True
Last Inspection:	Not reported
Recommended Penalty:	False
UST Trust:	False
Remediation Phase:	0
Date Entered In Computer:	2001-09-06
Spill Record Last Update:	2005-08-12
Spiller Name:	N/A
Spiller Company:	DELTA AIRLINES
Spiller Address:	JFK
Spiller Company:	001
Contact Name:	KEVIN MACKEY
DEC Memo:	"Prior to Sept, 2004 data translation this spill Lead_DEC Field was MILLER AFTER HOURS SPILL REPORT REASSIGNED TO MILLER. SPOKE TO OGDEN AND CONFIRMED CLEAN UP."
Remarks:	"A BOEING 767 FROM DELTA AIRLINES WAS AT THE GATE.THE VTO MALFUNCTIONED CAUSING FUEL TO COME OUT OF THE WING TIP. SPILL WAS CLEANED UP."

All Materials:

Site ID:	89975
Operable Unit ID:	844469
Operable Unit:	01
Material ID:	530945
Material Code:	0011
Material Name:	jet fuel
Case No.:	Not reported
Material FA:	Petroleum
Quantity:	10.00
Units:	G
Recovered:	10.00
Oxygenate:	Not reported

6
WSW
1/2-1
0.669 mi.
3532 ft.

PAN AM JET CENTER
JFK INTL AIRPORT BLDG 208
JAMAICA, NY 11430

CORRACTS
RCRA NonGen / NLR
RI MANIFEST

1000101654
NYD072756513

Relative:
Higher

Actual:
12 ft.

CORRACTS:

EPA ID:	NYD072756513
EPA Region:	02
Area Name:	SITEWIDE
Actual Date:	19940419
Action:	CA075LO - CA Prioritization, Facility or area was assigned a low corrective action priority
NAICS Code(s):	48111 Scheduled Air Transportation
Original schedule date:	Not reported
Schedule end date:	Not reported

EPA ID:	NYD072756513
EPA Region:	02
Area Name:	SITEWIDE
Actual Date:	19920922
Action:	CA050 - RFA Completed
NAICS Code(s):	48111 Scheduled Air Transportation
Original schedule date:	Not reported
Schedule end date:	Not reported

RCRA NonGen / NLR:

Date form received by agency:	01/01/2007
Facility name:	PAN AM JET CENTER
Facility address:	JFK INTL AIRPORT BLDG 208 JAMAICA, NY 11430
EPA ID:	NYD072756513
Mailing address:	JFK INTL AIRPORT BLDG 309 HGR 14 JAMAICA, NY 11430
Contact:	Not reported
Contact address:	JFK INTL AIRPORT BLDG 309 JAMAICA, NY 11430
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	02
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	THE PORT AUTHORITY OF NY & NJ
Owner/operator address:	1 WORLD TRADE CENTER NEW YORK, NY 10048
Owner/operator country:	US
Owner/operator telephone:	212-466-7000
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported

PAN AM JET CENTER (Continued) **1000101654**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: PAN AMERICAN WORLD AIRWAYS INC.
Owner/operator address: 200 PARK AVENUE
OPERCITY, NY 99999
Owner/operator country: US
Owner/operator telephone: 212-880-1234
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 01/01/2006
Site name: PAN AM JET CENTER
Classification: Not a generator, verified

Date form received by agency: 07/08/1999
Site name: PAN AM JET CENTER
Classification: Not a generator, verified

Date form received by agency: 06/28/1994
Site name: PAN AMERICAN WORLD AIRWAYS INC DIP
Classification: Large Quantity Generator

Date form received by agency: 03/01/1990
Site name: PAN AMERICAN WORLD AIRWAYS
Classification: Large Quantity Generator

Date form received by agency: 11/19/1980
Site name: PAN AM JET CENTER
Classification: Not a generator, verified

PAN AM JET CENTER (Continued) **1000101654**

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F008
. Waste name: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

. Waste code: P030
. Waste name: CYANIDES (SOLUBLE CYANIDE SALTS), NOT OTHERWISE SPECIFIED

. Waste code: P098
. Waste name: POTASSIUM CYANIDE (OR) POTASSIUM CYANIDE K(CN)

. Waste code: P099
. Waste name: ARGENTATE (1-), BIS(CYANO-C)-, POTASSIUM (OR) POTASSIUM SILVER CYANIDE

. Waste code: P104
. Waste name: SILVER CYANIDE (OR) SILVER CYANIDE AG(CN)

. Waste code: P106
. Waste name: SODIUM CYANIDE (OR) SODIUM CYANIDE NA(CN)

Date form received by agency: 08/18/1980
Site name: PAN AM JET CENTER
Classification: Large Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F001
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLORETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F002
. Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2, TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL

PAN AM JET CENTER (Continued) **1000101654**

ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F007
. Waste name: SPENT CYANIDE PLATING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS.

. Waste code: F008
. Waste name: PLATING BATH RESIDUES FROM THE BOTTOM OF PLATING BATHS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

. Waste code: F009
. Waste name: SPENT STRIPPING AND CLEANING BATH SOLUTIONS FROM ELECTROPLATING OPERATIONS IN WHICH CYANIDES ARE USED IN THE PROCESS.

. Waste code: F017
. Waste name: Not Defined

. Waste code: F018
. Waste name: Not Defined

. Waste code: P030
. Waste name: CYANIDES (SOLUBLE CYANIDE SALTS), NOT OTHERWISE SPECIFIED

. Waste code: P038
. Waste name: ARSINE, DIETHYL- (OR) DIETHYLARSINE

. Waste code: P098
. Waste name: POTASSIUM CYANIDE (OR) POTASSIUM CYANIDE K(CN)

. Waste code: P099
. Waste name: ARGENTATE (1-), BIS(CYANO-C)-, POTASSIUM (OR) POTASSIUM SILVER CYANIDE

. Waste code: P104
. Waste name: SILVER CYANIDE (OR) SILVER CYANIDE AG(CN)

. Waste code: P106
. Waste name: SODIUM CYANIDE (OR) SODIUM CYANIDE NA(CN)

. Waste code: U002
. Waste name: 2-PROPANONE (I) (OR) ACETONE (I)

. Waste code: U159
. Waste name: 2-BUTANONE (I,T) (OR) METHYL ETHYL KETONE (MEK) (I,T)

. Waste code: U161
. Waste name: 4-METHYL-2-PENTANONE (I) (OR) METHYL ISOBUTYL KETONE (I) (OR) PENTANOL, 4-METHYL-

. Waste code: U226
. Waste name: ETHANE, 1,1,1-TRICHLORO- (OR) METHYL CHLOROFORM

PAN AM JET CENTER (Continued) **1000101654**

. Waste code: U239
. Waste name: BENZENE, DIMETHYL- (I,T) (OR) XYLENE (I)

Corrective Action Summary:
Event date: 09/22/1992
Event: RFA COMPLETED

Event date: 04/19/1994
Event: CA PRIORITIZATION-LOW CA PRIORITY

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 04/30/1993
Date achieved compliance: 10/26/1993
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 08/04/1993
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 1200
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 04/30/1993
Date achieved compliance: 10/26/1993
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 10/26/1993
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 09/10/1990
Date achieved compliance: 08/14/1991
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 11/07/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 43000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 09/10/1990

PAN AM JET CENTER (Continued) **1000101654**

Date achieved compliance: 08/14/1991
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 05/21/1991
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 30000
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 09/11/1989
Date achieved compliance: 08/14/1991
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 09/06/1989
Date achieved compliance: 08/14/1991
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 05/14/1990
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 500
Paid penalty amount: 500

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 06/30/1989
Date achieved compliance: 08/14/1991
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/30/1989
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Closure/Post-Closure
Date violation determined: 02/17/1988
Date achieved compliance: 04/08/1988

PAN AM JET CENTER (Continued) **1000101654**

Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/17/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 10/14/1987
Date achieved compliance: 05/18/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/10/1988
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 05/20/1985
Date achieved compliance: 05/18/1988
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 11/28/1985
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 04/29/1985
Date achieved compliance: 05/18/1988
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/28/1985
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 03/30/1984
Date achieved compliance: 05/20/1985
Violation lead agency: State

PAN AM JET CENTER (Continued) **1000101654**

Enforcement action: WRITTEN INFORMAL
Enforcement action date: 08/10/1984
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 01/12/1983
Date achieved compliance: 02/22/1984
Violation lead agency: EPA
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 01/09/1984
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: 5000
Paid penalty amount: 5000

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 01/12/1983
Date achieved compliance: 02/22/1984
Violation lead agency: EPA
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 01/09/1984
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: Not reported
Final penalty amount: 5000
Paid penalty amount: 5000

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 01/12/1983
Date achieved compliance: 02/22/1984
Violation lead agency: EPA
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 05/19/1983
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: 17500
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 01/12/1983
Date achieved compliance: 02/22/1984
Violation lead agency: EPA
Enforcement action: INITIAL 3008(A) COMPLIANCE

PAN AM JET CENTER (Continued) **1000101654**

Enforcement action date: 05/19/1983
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: EPA
Proposed penalty amount: 17500
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:

Evaluation date: 04/30/1993
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - Records/Reporting
Date achieved compliance: 10/26/1993
Evaluation lead agency: State

Evaluation date: 05/05/1992
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 06/27/1990
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 08/14/1991
Evaluation lead agency: State

Evaluation date: 09/11/1989
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - Manifest
Date achieved compliance: 08/14/1991
Evaluation lead agency: State

Evaluation date: 09/06/1989
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - Manifest
Date achieved compliance: 08/14/1991
Evaluation lead agency: State

Evaluation date: 03/31/1989
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 08/14/1991
Evaluation lead agency: State

Evaluation date: 04/29/1988
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/17/1988
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: TSD - Closure/Post-Closure
Date achieved compliance: 04/08/1988
Evaluation lead agency: State

PAN AM JET CENTER (Continued) **1000101654**

Evaluation date: 10/14/1987
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 05/18/1988
Evaluation lead agency: State

Evaluation date: 05/20/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 05/18/1988
Evaluation lead agency: State

Evaluation date: 04/29/1985
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 05/18/1988
Evaluation lead agency: State

Evaluation date: 03/30/1984
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 05/20/1985
Evaluation lead agency: State

Evaluation date: 01/12/1983
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Financial Requirements
Date achieved compliance: 02/22/1984
Evaluation lead agency: EPA

Evaluation date: 01/12/1983
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 02/22/1984
Evaluation lead agency: EPA

RI MANIFEST:
EPA Id: NYD072756513
Manifest Document Number: RIS0000597
GEN Cert Date: 12/23/1993
TSDF Id: RID040098352
TSDF Name: NORTHLAND ENVIRONMENTAL INC
TSDF Date: Not reported
Transporter 2 Id: Not reported
Transporter 2 Name: Not reported
Transporter Receipt Date: Not reported
Number Of Containers: 0
Container Type: Not reported
Waste Code1: F002
Waste Code2: Not reported
Waste Code3: Not reported
Fee Exempt Code: Not reported
Comment: Not reported

Details:
EPA ID: NYD072756513
Manifest Docket Number: RIS0000408
Waste Description: METAL HYDROX

PAN AM JET CENTER (Continued) **1000101654**

Quantity:	4900
WT/Vol Units:	G
Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	Not reported
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported

EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000408
Waste Description:	METAL HYDROX
Quantity:	4900
WT/Vol Units:	G
Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	Not reported
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported

EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000598
Waste Description:	OIL
Quantity:	2650
WT/Vol Units:	G
Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/30/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported

EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000598
Waste Description:	OIL
Quantity:	2650
WT/Vol Units:	G
Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/30/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported

EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000584
Waste Description:	HW LIQ
Quantity:	385

PAN AM JET CENTER (Continued) **1000101654**

WT/Vol Units:	G
Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/23/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported
EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000597
Waste Description:	PCE
Quantity:	55
WT/Vol Units:	G
Item Number:	2
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/23/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported
EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000546
Waste Description:	METAL HYDROX
Quantity:	1800
WT/Vol Units:	G
Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/23/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported
EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000584
Waste Description:	SLUDGE ACID
Quantity:	385
WT/Vol Units:	G
Item Number:	2
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/23/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported
EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000596
Waste Description:	MEK
Quantity:	55
WT/Vol Units:	G

PAN AM JET CENTER (Continued) **1000101654**

Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/23/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported
EPA ID:	NYD072756513
Manifest Docket Number:	RIS0000597
Waste Description:	ALCOHOL
Quantity:	55
WT/Vol Units:	G
Item Number:	1
Transporter Name:	BECHEM TRANSPORT INC
Transporter EPA ID:	CTD982191942
GEN Cert Date:	12/23/1993
Transporter Receipt Date:	Not reported
Transporter 2 Receipt Date:	Not reported
TSDF Receipt Date:	Not reported
Transporter 2 ID:	Not reported

Click this hyperlink while viewing on your computer to access
64 additional RI MANIFEST: record(s) in the EDR Site Report.

Count: 3 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
JAMAICA	S110045445	JFK AIRPORT	JFK BLD 254		NY LTANKS
JAMAICA	1012186280	JETBLUE AIRWAYS	JFK INTL AIRPORT TERM #5	11430	SEMS, RCRA-SQG
NEW YORK CITY	S106780918	IDLEWILD CONSTRUCTION WASTE LANDFI	ROCKAWAY BOULEVARD	11430	NY SHWS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 05/30/2017
Date Data Arrived at EDR: 06/08/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 99

Source: EPA
Telephone: N/A
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 05/30/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 98

Source: EPA
Telephone: N/A
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 05/30/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 98

Source: EPA
Telephone: N/A
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 10/06/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/11/2017
Date Data Arrived at EDR: 07/21/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 77

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/11/2017
Date Data Arrived at EDR: 07/28/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 70

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/13/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 10

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/13/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 10

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 10

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 09/13/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 10

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 10

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/22/2017
Date Data Arrived at EDR: 06/13/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 94

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/08/2017
Next Scheduled EDR Contact: 02/26/2018
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/10/2017
Date Data Arrived at EDR: 08/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/30/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/10/2017
Date Data Arrived at EDR: 08/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/30/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/18/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 22

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

SHWS: Inactive Hazardous Waste Disposal Sites in New York State

Referred to as the State Superfund Program, the Inactive Hazardous Waste Disposal Site Remedial Program is the cleanup program for inactive hazardous waste sites and now includes hazardous substance sites

Date of Government Version: 08/15/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 10/24/2017
Number of Days to Update: 68

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Annually

VAPOR REOPENED: Vapor Intrustion Legacy Site List

New York is currently re-evaluating previous assumptions and decisions regarding the potential for soil vapor intrusion exposures at sites. As a result, all past, current, and future contaminated sites will be evaluated to determine whether these sites have the potential for exposures related to soil vapor intrusion.

Date of Government Version: 05/01/2017
Date Data Arrived at EDR: 05/18/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 127

Source: Department of Environmenal Conservation
Telephone: 518-402-9814
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Varies

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: Facility Register

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/25/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-457-2051
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/26/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 78

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/07/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 11/07/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/13/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 78
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/01/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 78
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/14/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 71
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/24/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 71
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2016
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 98
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/14/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 71
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

LTANKS: Spills Information Database

Leaking Storage Tank Incident Reports. These records contain an inventory of reported leaking storage tank incidents reported from 4/1/86 through the most recent update. They can be either leaking underground storage tanks or leaking aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills.

Date of Government Version: 10/31/2017
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 11/02/2017
Number of Days to Update: 2

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/31/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Varies

HIST LTANKS: Listing of Leaking Storage Tanks

A listing of leaking underground and aboveground storage tanks. The causes of the incidents are tank test failures, tank failures or tank overfills. In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY LTANKS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 10/13/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Varies

UST: Petroleum Bulk Storage (PBS) Database

Facilities that have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons.

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: No Update Planned

CBS UST: Chemical Bulk Storage Database

Facilities that store regulated hazardous substances in underground tanks of any size

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 10/24/2005
Next Scheduled EDR Contact: 01/23/2006
Data Release Frequency: No Update Planned

MOSF UST: Major Oil Storage Facilities Database

Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

CBS: Chemical Bulk Storage Site Listing

These facilities store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

MOSF: Major Oil Storage Facility Site Listing

These facilities may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

AST: Petroleum Bulk Storage

Registered Aboveground Storage Tanks.

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: No Update Planned

CBS AST: Chemical Bulk Storage Database

Facilities that store regulated hazardous substances in aboveground tanks with capacities of 185 gallons or greater, and/or in underground tanks of any size.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

MOSF AST: Major Oil Storage Facilities Database

Facilities that may be onshore facilities or vessels, with petroleum storage capacities of 400,000 gallons or greater.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 02/20/2002
Date Made Active in Reports: 03/22/2002
Number of Days to Update: 30

Source: NYSDEC
Telephone: 518-402-9549
Last EDR Contact: 07/25/2005
Next Scheduled EDR Contact: 10/24/2005
Data Release Frequency: No Update Planned

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/25/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 78

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/02/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 71

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/01/2016
Date Data Arrived at EDR: 01/26/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 99

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Semi-Annually

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/01/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 78

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/13/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 78

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/26/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 71

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2016
Date Data Arrived at EDR: 01/27/2017
Date Made Active in Reports: 05/05/2017
Number of Days to Update: 98

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/14/2017
Date Data Arrived at EDR: 07/27/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 71

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

TANKS: Storage Tank Faciliy Listing

This database contains records of facilities that are or have been regulated under Bulk Storage Program. Tank information for these facilities may not be releasable by the state agency.

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-9543
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

State and tribal institutional control / engineering control registries

RES DECL: Restrictive Declarations Listing

A restrictive declaration is a covenant running with the land which binds the present and future owners of the property. As a condition of certain special permits, the City Planning Commission may require an applicant to sign and record a restrictive declaration that places specified conditions on the future use and development of the property. Certain restrictive declarations are indicated by a D on zoning maps.

Date of Government Version: 11/18/2010
Date Data Arrived at EDR: 06/30/2014
Date Made Active in Reports: 07/21/2014
Number of Days to Update: 21

Source: NYC Department of City Planning
Telephone: 212-720-3401
Last EDR Contact: 09/22/2017
Next Scheduled EDR Contact: 01/01/2018
Data Release Frequency: Varies

ENV RES DECL: Environmental Restrictive Declarations

The Environmental Restrictive Declarations (ERD) listed were recorded in connection with a zoning action against the noted Tax Blocks and Tax Lots, or portion thereof, and are available in the property records on file at the Office of the City Register for Bronx, Kings, New York and Queens counties or at the Richmond County Clerk's office. They contain environmental requirements with respect to hazardous materials, air quality and/or noise in accordance with Section 11-15 of this Resolution.

Date of Government Version: 06/27/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 1

Source: New York City Department of City Planning
Telephone: 212-720-3300
Last EDR Contact: 09/19/2017
Next Scheduled EDR Contact: 01/01/2018
Data Release Frequency: Varies

ENG CONTROLS: Registry of Engineering Controls

Environmental Remediation sites that have engineering controls in place.

Date of Government Version: 08/15/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 10/24/2017
Number of Days to Update: 68

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Quarterly

INST CONTROL: Registry of Institutional Controls

Environmental Remediation sites that have institutional controls in place.

Date of Government Version: 08/15/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 10/24/2017
Number of Days to Update: 68

Source: Department of Environmental Conservation
Telephone: 518-402-9553
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

VCP NYC: Voluntary Cleanup Program Listing NYC

New York City voluntary cleanup program sites.

Date of Government Version: 10/04/2017
Date Data Arrived at EDR: 10/06/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 38

Source: New York City Office of Environmental Protection
Telephone: 212-788-8841
Last EDR Contact: 09/18/2017
Next Scheduled EDR Contact: 01/01/2018
Data Release Frequency: Varies

VCP: Voluntary Cleanup Agreements

New York established its Voluntary Cleanup Program (VCP) to address the environmental, legal and financial barriers that often hinder the redevelopment and reuse of contaminated properties. The Voluntary Cleanup Program was developed to enhance private sector cleanup of brownfields by enabling parties to remediate sites using private rather than public funds and to reduce the development pressures on "greenfield" sites.

Date of Government Version: 08/15/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 10/24/2017
Number of Days to Update: 68

Source: Department of Environmental Conservation
Telephone: 518-402-9711
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Semi-Annually

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/25/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Brownfields Site List

A Brownfield is any real property where redevelopment or re-use may be complicated by the presence or potential presence of a hazardous waste, petroleum, pollutant, or contaminant.

Date of Government Version: 08/15/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 10/24/2017
Number of Days to Update: 68

Source: Department of Environmental Conservation
Telephone: 518-402-9764
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Semi-Annually

ERP: Environmental Restoration Program Listing

In an effort to spur the cleanup and redevelopment of brownfields, New Yorkers approved a $200 million Environmental Restoration or Brownfields Fund as part of the $1.75 billion Clean Water/Clean Air Bond Act of 1996 (1996 Bond Act). Enhancements to the program were enacted on October 7, 2003. Under the Environmental Restoration Program, the State provides grants to municipalities to reimburse up to 90 percent of on-site eligible costs and 100% of off-site eligible costs for site investigation and remediation activities. Once remediated, the property may then be reused for commercial, industrial, residential or public use.

Date of Government Version: 08/15/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 10/24/2017
Number of Days to Update: 68

Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/19/2017
Date Data Arrived at EDR: 06/20/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/20/2017
Next Scheduled EDR Contact: 01/01/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: Registered Recycling Facility List

A listing of recycling facilities.

Date of Government Version: 09/25/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 48

Source: Department of Environmental Conservation
Telephone: 518-402-8705
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

SWTIRE: Registered Waste Tire Storage & Facility List

A listing of facilities registered to accept waste tires.

Date of Government Version: 06/14/2017
Date Data Arrived at EDR: 06/16/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 98

Source: Department of Environmental Conservation
Telephone: 518-402-8694
Last EDR Contact: 09/15/2017
Next Scheduled EDR Contact: 12/25/2017
Data Release Frequency: Annually

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137
Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/20/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39
Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176
Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 07/13/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 30
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/30/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: No Update Planned

DEL SHWS: Delisted Registry Sites
A database listing of sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites.

Date of Government Version: 08/15/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 36
Source: Department of Environmental Conservation
Telephone: 518-402-9622
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Annually

US CDL: Clandestine Drug Labs
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 07/13/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 30
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/30/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

HIST UST: Historical Petroleum Bulk Storage Database
These facilities have petroleum storage capacities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. It is no longer updated due to the sensitive nature of the information involved. See UST for more current data.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48
Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2006
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: Varies

HIST AST: Historical Petroleum Bulk Storage Database
These facilities have petroleum storage capabilities in excess of 1,100 gallons and less than 400,000 gallons. This database contains detailed information per site. No longer updated due to the sensitive nature of the information involved. See AST for more current data.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 06/02/2006
Date Made Active in Reports: 07/20/2006
Number of Days to Update: 48
Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/23/2006
Next Scheduled EDR Contact: 01/22/2007
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Spill Liens Information
Lien information from the Oil Spill Fund.

Date of Government Version: 11/06/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 6
Source: Office of the State Comptroller
Telephone: 518-474-9034
Last EDR Contact: 11/06/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/11/2017
Date Data Arrived at EDR: 07/26/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 79
Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/21/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 22
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

SPILLS: Spills Information Database
Data collected on spills reported to NYSDEC as required by one or more of the following: Article 12 of the Navigation Law, 6 NYCRR Section 613.8 (from PBS regs), or 6 NYCRR Section 595.2 (from CBS regs). It includes spills active as of April 1, 1986, as well as spills occurring since this date.

Date of Government Version: 10/31/2017
Date Data Arrived at EDR: 10/31/2017
Date Made Active in Reports: 11/02/2017
Number of Days to Update: 2

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 10/31/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Varies

HIST SPILLS: SPILLS Database

This database contains records of chemical and petroleum spill incidents. Under State law, petroleum and hazardous chemical spills that can impact the waters of the state must be reported by the spiller (and, in some cases, by anyone who has knowledge of the spills). In 2002, the Department of Environmental Conservation stopped providing updates to its original Spills Information Database. This database includes fields that are no longer available from the NYDEC as of January 1, 2002. Current information may be found in the NY SPILLS database. Department of Environmental Conservation.

Date of Government Version: 01/01/2002
Date Data Arrived at EDR: 07/08/2005
Date Made Active in Reports: 07/14/2005
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-9549
Last EDR Contact: 07/07/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 12/14/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/12/2013
Number of Days to Update: 40

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SPILLS 80: SPILLS80 data from FirstSearch

Spills 80 includes those spill and release records available from FirstSearch databases prior to 1990. Typically, they may include chemical, oil and/or hazardous substance spills recorded before 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 80.

Date of Government Version: 11/02/2010
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 03/07/2013
Number of Days to Update: 63

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/13/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/06/2017
Number of Days to Update: 10

Source: Environmental Protection Agency
Telephone: (212) 637-3660
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/25/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/13/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/11/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 11/27/2017
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 05/10/2017
Date Data Arrived at EDR: 05/17/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 121

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/06/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/09/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/22/2017
Next Scheduled EDR Contact: 01/01/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 133

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/23/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/27/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 09/27/2017
Date Data Arrived at EDR: 10/12/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 8

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 02/01/2017
Date Data Arrived at EDR: 02/09/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 57

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 126

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/13/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 10/11/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 11/20/2017
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 10/03/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 09/08/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 10/26/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/02/2017
Date Data Arrived at EDR: 10/05/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 8

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 10/05/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/31/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2017
Date Data Arrived at EDR: 08/03/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 78

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 09/25/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/11/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/02/2017
Next Scheduled EDR Contact: 02/19/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 10/10/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/30/2017
Date Data Arrived at EDR: 06/09/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 98

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 11/03/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 07/31/2017
Date Data Arrived at EDR: 08/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 44

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/30/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 09/01/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 09/01/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/25/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 24

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/25/2017
Next Scheduled EDR Contact: 12/25/2017
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/23/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 9

Source: EPA
Telephone: (212) 637-3000
Last EDR Contact: 09/06/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2016
Date Data Arrived at EDR: 06/02/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 133

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 02/13/2017
Date Data Arrived at EDR: 02/15/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 261

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 12/11/2017
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/02/2017
Date Data Arrived at EDR: 09/06/2017
Date Made Active in Reports: 10/20/2017
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 09/06/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/17/2017
Date Data Arrived at EDR: 08/17/2017
Date Made Active in Reports: 09/15/2017
Number of Days to Update: 29

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/17/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

AIRS: Air Emissions Data

Point source emissions inventory data.

Date of Government Version: 11/06/2017
Date Data Arrived at EDR: 11/07/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 6

Source: Department of Environmental Conservation
Telephone: 518-402-8452
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: Annually

COAL ASH: Coal Ash Disposal Site Listing
A listing of coal ash disposal site locations.

Date of Government Version: 09/25/2017
Date Data Arrived at EDR: 09/26/2017
Date Made Active in Reports: 10/12/2017
Number of Days to Update: 16

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

DRYCLEANERS: Registered Drycleaners
A listing of all registered drycleaning facilities.

Date of Government Version: 10/27/2016
Date Data Arrived at EDR: 01/10/2017
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 31

Source: Department of Environmental Conservation
Telephone: 518-402-8403
Last EDR Contact: 09/08/2017
Next Scheduled EDR Contact: 12/25/2017
Data Release Frequency: Varies

E DESIGNATION: E DESIGNATION SITE LISTING
The (E (Environmental)) designation would ensure that sampling and remediation take place on the subject properties, and would avoid any significant impacts related to hazardous materials at these locations. The (E) designations would require that the fee owner of the sites conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designations also include a mandatory construction-related health and safety plan which must be approved by NYCDEP.

Date of Government Version: 08/22/2017
Date Data Arrived at EDR: 09/21/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 1

Source: New York City Department of City Planning
Telephone: 718-595-6658
Last EDR Contact: 09/18/2017
Next Scheduled EDR Contact: 01/01/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial assurance information.

Date of Government Version: 09/07/2017
Date Data Arrived at EDR: 10/02/2017
Date Made Active in Reports: 10/12/2017
Number of Days to Update: 10

Source: Department of Environmental Conservation
Telephone: 518-402-8660
Last EDR Contact: 09/21/2017
Next Scheduled EDR Contact: 01/15/2018
Data Release Frequency: Quarterly

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for hazardous waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 04/12/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 184

Source: Department of Environmental Conservation
Telephone: 518-402-8712
Last EDR Contact: 09/08/2017
Next Scheduled EDR Contact: 12/25/2017
Data Release Frequency: Varies

HSWDS: Hazardous Substance Waste Disposal Site Inventory
The list includes any known or suspected hazardous substance waste disposal sites. Also included are sites delisted from the Registry of Inactive Hazardous Waste Disposal Sites and non-Registry sites that U.S. EPA Preliminary Assessment (PA) reports or Site Investigation (SI) reports were prepared. Hazardous Substance Waste Disposal Sites are eligible to be Superfund sites now that the New York State Superfund has been refinanced and changed. This means that the study inventory has served its purpose and will no longer be maintained as a separate entity. The last version of the study inventory is frozen in time. The sites on the study will not automatically be made Superfund sites, rather each site will be further evaluated for listing on the Registry. So overtime they will be added to the registry or not.

Date of Government Version: 01/01/2003
Date Data Arrived at EDR: 10/20/2006
Date Made Active in Reports: 11/30/2006
Number of Days to Update: 41

Source: Department of Environmental Conservation
Telephone: 518-402-9564
Last EDR Contact: 05/26/2009
Next Scheduled EDR Contact: 08/24/2009
Data Release Frequency: No Update Planned

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 10/01/2017
Date Data Arrived at EDR: 11/01/2017
Date Made Active in Reports: 11/13/2017
Number of Days to Update: 12

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 11/01/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Quarterly

SPDES: State Pollutant Discharge Elimination System

New York State has a state program which has been approved by the United States Environmental Protection Agency for the control of wastewater and stormwater discharges in accordance with the Clean Water Act. Under New York State law the program is known as the State Pollutant Discharge Elimination System (SPDES) and is broader in scope than that required by the Clean Water Act in that it controls point source discharges to groundwaters as well as surface waters.

Date of Government Version: 07/24/2017
Date Data Arrived at EDR: 08/08/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 66

Source: Department of Environmental Conservation
Telephone: 518-402-8233
Last EDR Contact: 10/23/2017
Next Scheduled EDR Contact: 02/05/2018
Data Release Frequency: No Update Planned

UIC: Underground Injection Control Wells

A listing of enhanced oil recovery underground injection wells.

Date of Government Version: 09/05/2017
Date Data Arrived at EDR: 09/08/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 35

Source: Department of Environmental Conservation
Telephone: 518-402-8056
Last EDR Contact: 09/08/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Quarterly

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Conservation in New York.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: Department of Environmental Conservation
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Conservation in New York.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/10/2014
Number of Days to Update: 193

Source: Department of Environmental Conservation
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

CORTLAND COUNTY:

Cortland County Storage Tank Listing

A listing of aboveground storage tank sites located in Cortland County.

Date of Government Version: 06/26/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 35

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Quarterly

Cortland County Storage Tank Listing
A listing of underground storage tank sites located in Cortland County.

Date of Government Version: 06/26/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 35

Source: Cortland County Health Department
Telephone: 607-753-5035
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Quarterly

NASSAU COUNTY:

Registered Tank Database
A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 02/15/2017
Number of Days to Update: 35

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 11/10/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of aboveground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 03/29/2011
Number of Days to Update: 34

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 10/26/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

Registered Tank Database in Nassau County
A listing of facilities in Nassau County with storage tanks.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 02/15/2017
Number of Days to Update: 35

Source: Nassau County Department of Health
Telephone: 516-227-9691
Last EDR Contact: 11/10/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

Registered Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 02/15/2017
Number of Days to Update: 35

Source: Nassau County Health Department
Telephone: 516-571-3314
Last EDR Contact: 11/10/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of underground storage tank sites located in Nassau County.

Date of Government Version: 02/15/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 03/29/2011
Number of Days to Update: 34

Source: Nassau County Office of the Fire Marshal
Telephone: 516-572-1000
Last EDR Contact: 10/26/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

ROCKLAND COUNTY:

Petroleum Bulk Storage Database
A listing of aboveground storage tank sites located in Rockland County.

Date of Government Version: 02/02/2017
Date Data Arrived at EDR: 03/17/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 189
Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 08/31/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Quarterly

Petroleum Bulk Storage Database
A listing of underground storage tank sites located in Rockland County.

Date of Government Version: 02/02/2017
Date Data Arrived at EDR: 03/17/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 189
Source: Rockland County Health Department
Telephone: 914-364-2605
Last EDR Contact: 08/31/2017
Next Scheduled EDR Contact: 12/18/2017
Data Release Frequency: Quarterly

SUFFOLK COUNTY:

Storage Tank Database
A listing of aboveground storage tank sites located in Suffolk County.

Date of Government Version: 03/03/2015
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/23/2015
Number of Days to Update: 13
Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: No Update Planned

Storage Tank Database
A listing of underground storage tank sites located in Suffolk County.

Date of Government Version: 03/03/2015
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/23/2015
Number of Days to Update: 13
Source: Suffolk County Department of Health Services
Telephone: 631-854-2521
Last EDR Contact: 10/30/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: No Update Planned

WESTCHESTER COUNTY:

Listing of Storage Tanks
A listing of aboveground storage tank sites located in Westchester County.

Date of Government Version: 07/03/2017
Date Data Arrived at EDR: 08/15/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 38
Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 10/26/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

Listing of Storage Tanks
A listing of underground storage tank sites located in Westchester County.

Date of Government Version: 07/03/2017
Date Data Arrived at EDR: 08/15/2017
Date Made Active in Reports: 09/22/2017
Number of Days to Update: 38
Source: Westchester County Department of Health
Telephone: 914-813-5161
Last EDR Contact: 10/26/2017
Next Scheduled EDR Contact: 02/12/2018
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/28/2017
Date Data Arrived at EDR: 08/18/2017
Date Made Active in Reports: 11/14/2017
Number of Days to Update: 88

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/14/2017
Next Scheduled EDR Contact: 02/26/2018
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/11/2017
Date Made Active in Reports: 07/27/2017
Number of Days to Update: 107

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/05/2017
Next Scheduled EDR Contact: 01/22/2018
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/16/2017
Next Scheduled EDR Contact: 03/05/2018
Data Release Frequency: Annually

VT MANIFEST: Hazardous Waste Manifest Data
Hazardous waste manifest information.

Date of Government Version: 08/29/2017
Date Data Arrived at EDR: 09/08/2017
Date Made Active in Reports: 11/10/2017
Number of Days to Update: 63

Source: Department of Environmental Conservation
Telephone: 802-241-3443
Last EDR Contact: 10/16/2017
Next Scheduled EDR Contact: 01/29/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 04/13/2017
Date Made Active in Reports: 07/14/2017
Number of Days to Update: 92

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/11/2017
Next Scheduled EDR Contact: 12/25/2017
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Day Care Providers
Source: Department of Health
Telephone: 212-676-2444

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

JFK RUNWAY 13L-31R
JFK RUNWAY 13L-31R
JAMAICA, NY 11430

TARGET PROPERTY COORDINATES

Latitude (North):	40.65233 - 40° 39' 8.39''
Longitude (West):	73.77872 - 73° 46' 43.39''
Universal Tranverse Mercator:	Zone 18
UTM X (Meters):	603253.3
UTM Y (Meters):	4500669.0
Elevation:	10 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5940539 JAMAICA, NY
Version Date:	2013

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

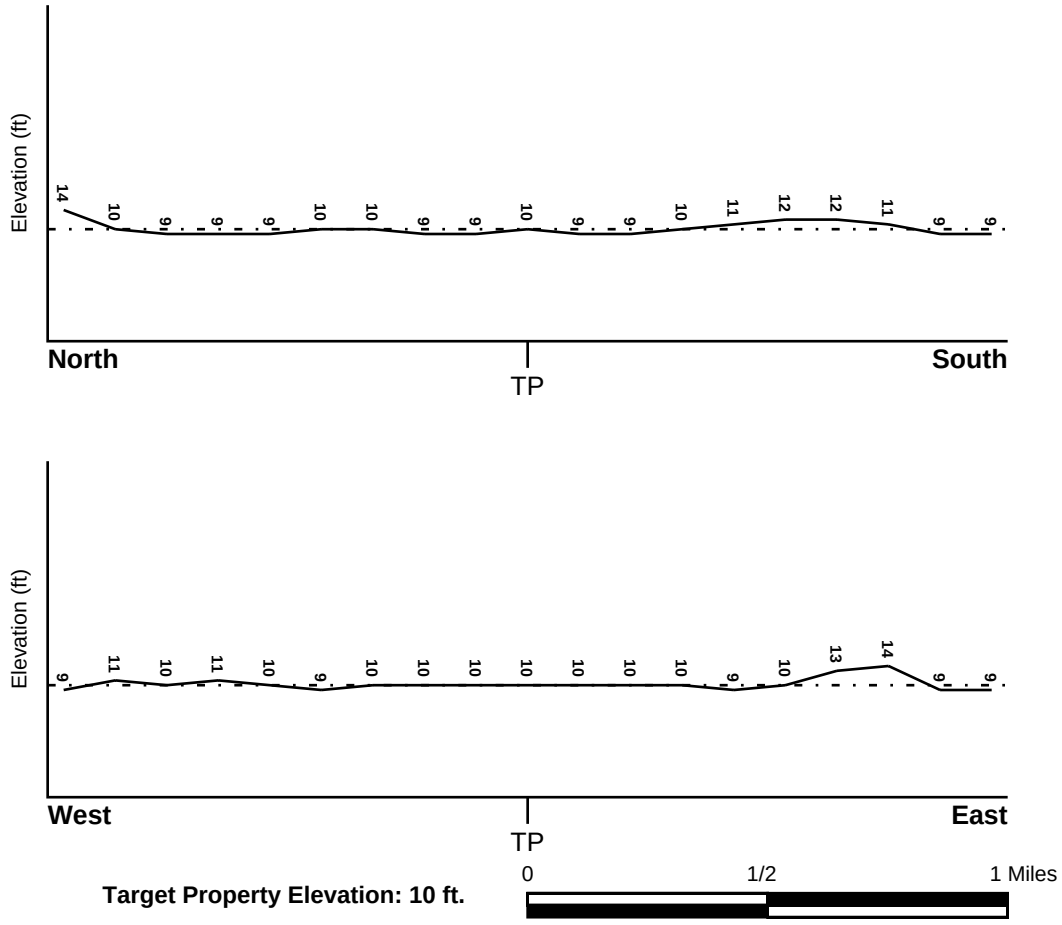
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General North

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
36059C0194G	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
3604970241F	FEMA FIRM Flood data
3604970242F	FEMA FIRM Flood data
3604970243F	FEMA FIRM Flood data
3604970244F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
JAMAICA	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Pleistocene
Code:	Qp *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: silt loam
loamy sand
sandy loam
fine sandy loam

Surficial Soil Types: silt loam
loamy sand
sandy loam
fine sandy loam

Shallow Soil Types: sandy loam

Deeper Soil Types: unweathered bedrock
very gravelly - loamy sand
stratified
sandy loam

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000826494	1/4 - 1/2 Mile South
2	USGS40000826495	1/2 - 1 Mile South
3	USGS40000826982	1/2 - 1 Mile West
A4	USGS40000827516	1/2 - 1 Mile NW
A5	USGS40000827517	1/2 - 1 Mile NW

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 5111424.2s



- County Boundary
- Major Roads
- Contour Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

0 1/4 1/2 1 Miles

- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

N

SITE NAME:	JFK Runway 13L-31R	CLIENT:	Vanasse Hangen Brustlin, Inc.
ADDRESS:	JFK Runway 13L-31R Jamaica NY 11430	CONTACT:	Heather Waldmann
LAT/LONG:	40.65233 / 73.77872	INQUIRY #:	5111424.2s
		DATE:	November 17, 2017 4:19 pm

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Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
South | **FED USGS** | **USGS40000826494**
1/4 - 1/2 Mile
Higher

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-403837073463801		
Monloc name:	Q 3111. 1		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02030202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	40.6473261
Longitude:	-73.7795776	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	14.0
Vert measure units:	feet	Vertacc measure val:	0.1
Vert accmeasure units:	feet		
Vertcollection method:	Level or other surveying method		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Northern Atlantic Coastal Plain aquifer system		
Formation type:	Jameco Aquifer		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	500
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

2
South | **FED USGS** | **USGS40000826495**
1/2 - 1 Mile
Higher

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-403837073463802		
Monloc name:	Q 3116. 1		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02030202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	40.6437151
Longitude:	-73.7767997	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	14.0
Vert measure units:	feet	Vertacc measure val:	0.1
Vert accmeasure units:	feet		
Vertcollection method:	Level or other surveying method		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Northern Atlantic Coastal Plain aquifer system		
Formation type:	Glacial Aquifer, Upper		

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

3
West
1/2 - 1 Mile
Higher

FED USGS **USGS40000826982**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-403909073473901		
Monloc name:	Q 676. 1		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	02030202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	40.6526038
Longitude:	-73.7937446	Sourcemap scale:	24000
Horiz Acc measure:	1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	Not Reported
Vert measure units:	Not Reported	Vertacc measure val:	Not Reported
Vert accmeasure units:	Not Reported		
Vertcollection method:	Not Reported		
Vert coord refsys:	Not Reported	Countrycode:	US
Aquifername:	Not Reported		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	Not Reported
Welldepth units:	Not Reported	Wellholedepth:	203
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

A4
NW
1/2 - 1 Mile
Higher

FED USGS **USGS40000827516**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-403939073472801		
Monloc name:	Q 3112. 1		
Monloc type:	Well		
Monloc desc:	LAT/LONG UPDATES FROM SIM 3066		
Huc code:	02030202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	40.66075
Longitude:	-73.7904722	Sourcemap scale:	24000
Horiz Acc measure:	.1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from Digital Map		
Horiz coord refsys:	NAD83	Vert measure val:	11.3
Vert measure units:	feet	Vertacc measure val:	0.1
Vert accmeasure units:	feet		
Vertcollection method:	Level or other surveying method		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Northern Atlantic Coastal Plain aquifer system		
Formation type:	Jameco Aquifer		

Aquifer type:	Not Reported		
Construction date:	197810	Welldepth:	305
Welldepth units:	ft	Wellholedepth:	429
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 127

Date	Feet below Surface	Feet to Sealevel
2005-02-23		6.03
Note: Water level was affected by tide stage.		
2004-12-17		5.86
Note: Water level was affected by tide stage.		
2004-11-29		5.94
Note: Water level was affected by tide stage.		
2004-10-29		5.75
Note: Water level was affected by tide stage.		
2004-09-29		5.58
Note: Water level was affected by tide stage.		
2004-09-01		5.19
Note: Water level was affected by tide stage.		
2004-08-03		5.30
Note: Water level was affected by tide stage.		
2004-06-22		5.06
Note: Water level was affected by tide stage.		
2004-05-24		5.28
Note: Water level was affected by tide stage.		
2004-05-05		5.32
Note: Water level was affected by tide stage.		
2004-03-25		4.99
Note: Water level was affected by tide stage.		
2004-02-26		5.10
2004-01-23		4.90
Note: Water level was affected by tide stage.		
2003-12-24		5.48
Note: Water level was affected by tide stage.		
2003-11-26		5.52
Note: Water level was affected by tide stage.		
2003-10-16		5.42
Note: Water level was affected by tide stage.		
2003-09-29		5.52
Note: Water level was affected by tide stage.		
2003-08-28		5.02
Note: Water level was affected by tide stage.		
2003-07-17		5.14
Note: Water level was affected by tide stage.		
2003-06-30		5.40
Note: Water level was affected by tide stage.		
2003-05-29		5.01
Note: Water level was affected by tide stage.		
2003-04-30		4.83
Note: Water level was affected by tide stage.		
2003-03-25		5.05
Note: Water level was affected by tide stage.		
2003-01-31		5.09
Note: Water level was affected by tide stage.		
2002-11-25		4.96
Note: Water level was affected by tide stage.		
2002-10-22		5.18
Note: Water level was affected by tide stage.		

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
2002-09-24		4.48
Note: Water level was affected by tide stage.		
2002-08-26		4.06
Note: Water level was affected by tide stage.		
2002-07-24		3.76
Note: Water level was affected by tide stage.		
2002-06-27		4.16
Note: Water level was affected by tide stage.		
2002-05-28		4.36
Note: Water level was affected by tide stage.		
2002-03-19		4.66
Note: Water level was affected by tide stage.		
2002-01-30		4.84
Note: Water level was affected by tide stage.		
2001-11-15		4.61
Note: Water level was affected by tide stage.		
2001-10-31		4.62
Note: Water level was affected by tide stage.		
2001-08-21		4.47
2001-07-25		4.27
Note: Water level was affected by tide stage.		
2001-07-05		4.40
2001-03-28		4.65
Note: Water level was affected by tide stage.		
2001-02-26		4.78
Note: Water level was affected by tide stage.		
2000-12-19		4.50
Note: Water level was affected by tide stage.		
2000-11-29		4.62
Note: Water level was affected by tide stage.		
2000-10-25		4.63
Note: Water level was affected by tide stage.		
2000-09-19		4.59
Note: Water level was affected by tide stage.		
2000-08-29		4.30
Note: Water level was affected by tide stage.		
2000-07-19		4.55
Note: Water level was affected by tide stage.		
2000-06-22		4.65
Note: Water level was affected by tide stage.		
2000-05-24		5.07
Note: Water level was affected by tide stage.		
2000-04-28		5.40
Note: Water level was affected by tide stage.		
2000-03-22		5.17
Note: Water level was affected by tide stage.		
2000-02-22		4.44
Note: Water level was affected by tide stage.		
1999-12-21		4.86
Note: Water level was affected by tide stage.		
1999-10-28		4.62
Note: Water level was affected by tide stage.		
1999-09-28		4.00
Note: Water level was affected by tide stage.		
1999-08-17		3.50
Note: Water level was affected by tide stage.		

Date	Feet below Surface	Feet to Sealevel
2001-04-24		4.67

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1999-07-30		2.23
Note: Water level was affected by tide stage.		
1999-06-16		3.69
Note: Water level was affected by tide stage.		
1999-05-18		3.28
Note: Water level was affected by tide stage.		
1999-04-19		3.16
Note: Water level was affected by tide stage.		
1999-03-22		3.59
Note: Water level was affected by tide stage.		
1999-02-22		3.43
Note: Water level was affected by tide stage.		
1999-01-20		4.70
Note: Water level was affected by tide stage.		
1998-12-22		4.46
Note: Water level was affected by tide stage.		
1998-11-24		2.56
Note: Water level was affected by tide stage.		
1998-10-20		2.72
Note: Water level was affected by tide stage.		
1998-09-24		2.86
Note: Water level was affected by tide stage.		
1998-08-25		2.74
Note: Water level was affected by tide stage.		
1998-07-30		2.81
Note: Water level was affected by tide stage.		
1998-06-11		3.04
Note: Water level was affected by tide stage.		
1998-04-29		3.25
Note: Water level was affected by tide stage.		
1998-03-31		3.39
Note: Water level was affected by tide stage.		
1998-01-29		3.77
Note: Water level was affected by tide stage.		
1997-12-17		4.95
Note: Water level was affected by tide stage.		
1997-12-02		2.95
Note: Water level was affected by tide stage.		
1997-11-06		3.17
Note: Water level was affected by tide stage.		
1997-08-11		3.76
Note: Water level was affected by tide stage.		
1997-07-22		2.94
Note: Water level was affected by tide stage.		
1997-06-24		4.64
1997-06-06		5.53
Note: Water level was affected by tide stage.		
1997-03-12		5.50
Note: Water level was affected by tide stage.		
1997-02-28		5.30
Note: Water level was affected by tide stage.		
1997-01-24		5.26
1996-09-19		5.68
Note: Water level was affected by tide stage.		
1996-07-02		4.80
Note: Water level was affected by tide stage.		

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1996-03-22		5.70
Note: Water level was affected by tide stage.		
1995-09-28		4.19
Note: Water level was affected by tide stage.		
1995-03-17		5.28
Note: Water level was affected by tide stage.		
1994-06-30		4.22
Note: Water level was affected by tide stage.		
1994-03-29		5.17
Note: Water level was affected by tide stage.		
1993-11-18		3.06
Note: Water level was affected by tide stage.		
1993-08-24		3.26
Note: Water level was affected by tide stage.		
1993-06-22		2.57
Note: Water level was affected by tide stage.		
1993-05-25		4.47
Note: Water level was affected by tide stage.		
1993-03-25		5.25
Note: Water level was affected by tide stage.		
1993-01-28		5.00
Note: Water level was affected by tide stage.		
1992-12-29		4.90
Note: Water level was affected by tide stage.		
1992-11-18		4.64
Note: Water level was affected by tide stage.		
1992-10-27		4.84
Note: Water level was affected by tide stage.		
1992-09-17		4.42
Note: Water level was affected by tide stage.		
1992-06-16		4.40
Note: Water level was affected by tide stage.		
1992-03-18		3.96
Note: Water level was affected by tide stage.		
1991-03-22		5.48
Note: Water level was affected by tide stage.		
1990-03-30		4.69
Note: Water level was affected by tide stage.		
1989-03-02		4.13
Note: Water level was affected by tide stage.		
1988-06-14		4.28
1988-03-31		4.15
1987-09-03		2.04
1987-03-05		4.50
1987-01-06		4.56
1986-09-02		3.13
1986-06-05		3.00
1985-12-03		2.06
1985-10-10		1.54
1984-12-17		1.75
1984-10-11		0.83
1984-06-26		0.47
1984-04-30		1.55
1984-01-06		0.97
1983-09-26		-1.78
1983-06-28		-0.05
1983-03-21		1.03
Note: Water level was affected by tide stage.		
1982-12-20		1.00
Note: Water level was affected by tide stage.		
1982-10-04		0.60
Note: Water level was affected by tide stage.		
1982-06-29		1.07
Note: Water level was affected by tide stage.		

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1982-03-29		-0.26			
Note: Water level was affected by tide stage.					
1981-12-20		-0.12			
Note: Water level was affected by tide stage.					

A5
NW
1/2 - 1 Mile
Higher

FED USGS **USGS40000827517**

Org. Identifier:	USGS-NY		
Formal name:	USGS New York Water Science Center		
Monloc Identifier:	USGS-403939073472802		
Monloc name:	Q 3117. 1		
Monloc type:	Well		
Monloc desc:	LAT/LONG UPDATES FROM SIM 3066		
Huc code:	02030202	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	40.6607778
Longitude:	-73.7904722	Sourcemap scale:	24000
Horiz Acc measure:	.1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from Digital Map		
Horiz coord refsys:	NAD83	Vert measure val:	12
Vert measure units:	feet	Vertacc measure val:	0.1
Vert accmeasure units:	feet		
Vertcollection method:	Level or other surveying method		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	Northern Atlantic Coastal Plain aquifer system		
Formation type:	Glacial Aquifer, Upper		
Aquifer type:	Not Reported		
Construction date:	197810	Welldepth:	23
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 443

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
2005-02-01		4.62	2005-01-30		4.77
2005-01-25		4.88	2005-01-20		4.98
2005-01-15		4.73	2005-01-10		4.77
2005-01-05		4.64	2005-01-05		4.66
2005-01-04		4.67	2004-12-30		4.65
2004-12-25		4.77	2004-12-20		4.93
2004-12-15		4.88	2004-12-10		4.96
2004-12-05		4.69	2004-11-30		4.66
2004-11-29		4.61	2004-11-28		4.75
2004-11-25		4.86	2004-11-20		4.74
2004-11-15		4.76	2004-11-10		4.65
2004-11-05		4.90	2004-11-03		4.80
2004-10-30		4.97	2004-10-25		4.98
2004-10-20		5.03	2004-10-15		5.23
2004-10-10		5.30	2004-10-05		5.36
2004-10-01		5.45	2004-09-30		5.46
2004-09-25		4.94	2004-09-20		4.98

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
2004-09-15		5.09
2004-09-05		4.85
2004-08-30		4.99
2004-08-20		5.14
2004-08-10		4.82
2004-08-04		4.94
2004-07-30		4.86
2004-07-20		4.57
2004-07-10		4.45
2004-06-30		4.44
2004-06-28		4.48
2004-06-20		4.50
2004-06-10		4.59
2004-06-03		4.58
2004-05-25		4.64
2004-05-15		4.70
2004-05-05		4.73
2004-04-28		4.62
2004-04-20		4.61
2004-04-10		4.16
2004-03-30		4.03
2004-03-25		3.95
2004-03-20		4.01
2004-03-10		3.97
2004-02-26		4.20
2004-02-20		4.39
2004-02-10		4.42
2004-02-05		4.06
2004-01-30		4.20
2004-01-20		4.22
2004-01-10		4.28
2003-12-30		4.46
2003-12-29		4.45
2003-12-20		4.37
2003-12-10		3.99
2003-12-02		3.90
2003-11-25		3.94
2003-11-15		3.69
2003-11-05		3.61
2003-10-25		3.28
2003-10-20		3.36
2003-10-10		3.23
2003-09-30		3.02
2003-09-28		3.05
2003-09-20		2.79
2003-09-10		2.85
2003-08-30		3.55
2003-08-25		3.68
2003-08-20		3.67
2003-08-10		3.68
2003-07-31		3.48
2003-07-25		3.32
2003-07-15		2.87
2003-07-05		1.82
2003-06-25		-0.21

Date	Feet below Surface	Feet to Sealevel
2004-09-10		5.12
2004-09-01		4.95
2004-08-25		4.99
2004-08-15		5.08
2004-08-05		4.92
2004-08-03		4.95
2004-07-25		4.53
2004-07-15		4.66
2004-07-05		4.51
2004-06-29		4.46
2004-06-25		4.44
2004-06-15		4.51
2004-06-05		4.59
2004-05-30		4.63
2004-05-20		4.64
2004-05-10		4.68
2004-04-30		4.67
2004-04-25		4.55
2004-04-15		4.49
2004-04-05		4.23
2004-03-25		3.95
2004-03-24		3.96
2004-03-15		3.97
2004-03-05		4.11
2004-02-25		4.27
2004-02-15		4.31
2004-02-05		4.06
2004-02-04		4.10
2004-01-25		4.09
2004-01-15		4.36
2004-01-05		4.43
2003-12-30		4.46
2003-12-25		4.46
2003-12-15		4.21
2003-12-05		3.94
2003-11-30		3.96
2003-11-20		3.87
2003-11-10		3.69
2003-10-30		3.44
2003-10-22		3.48
2003-10-15		3.43
2003-10-05		3.22
2003-09-29		2.94
2003-09-25		2.90
2003-09-15		2.98
2003-09-05		3.14
2003-08-25		3.68
2003-08-24		3.67
2003-08-15		3.69
2003-08-05		3.61
2003-07-30		3.45
2003-07-20		3.16
2003-07-10		2.44
2003-06-30		0.88
2003-06-25		-0.21

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
2003-06-24		-0.28
2003-06-15		-0.55
2003-06-05		-0.91
2003-05-28		-0.94
2003-05-20		-1.01
2003-05-10		-0.89
2003-04-30		-0.86
2003-04-28		-0.80
2003-04-20		-0.56
2003-04-10		-0.07
2003-03-30		0.14
2003-03-20		0.38
2003-03-15		0.54
2003-03-05		0.92
2003-03-03		0.94
2003-02-20		1.33
2003-02-10		2.20
2003-01-31		3.93
2003-01-25		4.06
2003-01-15		4.45
2003-01-09		4.77
2002-12-30		4.41
2002-12-20		4.45
2002-12-10		4.22
2002-12-03		4.24
2002-11-25		4.41
2002-11-15		4.16
2002-11-05		4.15
2002-10-30		4.22
2002-10-20		4.24
2002-10-10		3.64
2002-10-02		3.77
2002-09-25		3.61
2002-09-15		3.76
2002-09-05		3.86
2002-08-28		2.97
2002-08-20		3.04
2002-08-10		3.01
2002-07-30		3.10
2002-07-29		3.13
2002-07-20		3.14
2002-07-10		3.18
2002-06-30		3.22
2002-06-25		3.28
2002-06-15		3.42
2002-06-05		3.29
2002-05-25		3.31
2002-05-20		3.34
2002-05-10		3.24
2002-04-30		3.19
2002-04-20		3.03
2002-04-10		2.91
2002-03-30		2.83
2002-03-25		2.63
2002-03-15		2.47
2003-06-20		-0.45
2003-06-10		-0.68
2003-05-30		-0.96
2003-05-25		-0.97
2003-05-15		-0.97
2003-05-05		-0.84
2003-04-29		-0.82
2003-04-25		-0.73
2003-04-15		-0.37
2003-04-05		0.14
2003-03-25		0.21
2003-03-18		0.44
2003-03-10		0.70
2003-03-04		0.90
2003-02-25		1.11
2003-02-15		1.56
2003-02-05		3.07
2003-01-30		3.90
2003-01-20		4.43
2003-01-10		4.68
2003-01-05		4.76
2002-12-25		4.52
2002-12-15		4.39
2002-12-05		4.32
2002-11-30		4.54
2002-11-20		4.37
2002-11-10		4.18
2002-11-05		4.13
2002-10-25		4.15
2002-10-15		4.18
2002-10-05		3.77
2002-09-30		3.73
2002-09-20		3.73
2002-09-10		3.92
2002-08-30		3.27
2002-08-25		3.07
2002-08-15		2.97
2002-08-05		3.08
2002-07-30		3.11
2002-07-25		3.08
2002-07-15		3.20
2002-07-05		3.20
2002-06-27		3.32
2002-06-20		3.26
2002-06-10		3.36
2002-05-30		3.36
2002-05-22		3.32
2002-05-15		3.26
2002-05-05		3.20
2002-04-25		3.07
2002-04-15		3.00
2002-04-05		2.89
2002-03-28		2.78
2002-03-20		2.55
2002-03-10		2.48

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
2002-03-05		2.45
2002-02-20		2.56
2002-02-19		2.48
2002-02-10		2.59
2002-01-30		2.56
2002-01-20		2.55
2002-01-10		2.61
2001-12-30		2.64
2001-12-20		2.78
2001-12-10		2.74
2001-11-30		2.91
2001-11-25		2.90
2001-11-15		3.04
2001-11-05		3.13
2001-10-25		3.35
2001-10-15		3.36
2001-10-10		3.30
2001-09-30		3.35
2001-09-20		3.33
2001-09-10		3.32
2001-08-30		3.42
2001-08-20		3.54
2001-08-10		3.6
2001-07-30		3.69
2001-07-25		3.73
2001-07-15		3.77
2001-07-05		3.73
2001-06-30		3.85
2001-06-20		3.91
2001-06-15		3.79
2001-06-05		3.89
2001-05-25		3.9
2001-05-17		3.94
2001-05-10		4.1
2001-04-30		4.23
2001-04-20		4.33
2001-04-10		4.44
2001-03-30		4.32
2001-03-20		3.71
2001-03-10		3.63
2001-03-08		3.56
2001-02-25		3.6
2001-02-15		3.7
2001-02-05		3.68
2001-01-25		3.49
2001-01-15		3.11
2001-01-05		3.19
2000-12-25		3.21
2000-12-15		3.04
2000-12-05		3.19
2000-11-25		3.08
2000-11-20		3.2
2000-11-10		3.32
2000-10-30		3.28
2000-10-25		3.33

Date	Feet below Surface	Feet to Sealevel
2002-02-25		2.47
2002-02-20		2.53
2002-02-15		2.55
2002-02-05		2.56
2002-01-25		2.55
2002-01-15		2.60
2002-01-05		2.58
2001-12-25		2.69
2001-12-15		2.73
2001-12-05		2.79
2001-11-27		2.88
2001-11-20		3.01
2001-11-10		3.10
2001-10-30		3.16
2001-10-20		3.34
2001-10-11		3.30
2001-10-05		3.40
2001-09-25		3.43
2001-09-15		3.33
2001-09-05		3.35
2001-08-25		3.45
2001-08-15		3.56
2001-08-05		3.59
2001-07-27		3.70
2001-07-20		3.72
2001-07-10		3.92
2001-07-05		3.89
2001-06-25		3.86
2001-06-20		3.91
2001-06-10		3.84
2001-05-30		3.88
2001-05-20		3.89
2001-05-15		4.01
2001-05-05		4.13
2001-04-25		4.27
2001-04-15		4.51
2001-04-05		4.48
2001-03-25		4.11
2001-03-15		3.74
2001-03-08		3.57
2001-03-05		3.67
2001-02-20		3.63
2001-02-10		3.7
2001-01-30		3.63
2001-01-20		3.29
2001-01-10		3.07
2000-12-30		3.32
2000-12-20		3.25
2000-12-10		3.05
2000-11-30		3.2
2000-11-21		3.18
2000-11-15		3.28
2000-11-05		3.22
2000-10-25		3.34

Note: Water level was affected by tide stage.

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
2000-10-23		3.31
2000-10-15		3.48
2000-10-05		3.63
2000-05-24		3.53
Note: Water level was affected by tide stage.		
2000-04-28		3.37
Note: Water level was affected by tide stage.		
2000-03-22		2.71
Note: Water level was affected by tide stage.		
2000-03-09		2.47
1999-12-21		2.33
Note: Water level was affected by tide stage.		
1999-10-28		2.45
Note: Water level was affected by tide stage.		
1999-09-28		2.41
Note: Water level was affected by tide stage.		
1999-08-17		2.25
Note: Water level was affected by tide stage.		
1999-07-30		2.30
Note: Water level was affected by tide stage.		
1999-06-16		2.37
Note: Water level was affected by tide stage.		
1999-05-18		2.75
Note: Water level was affected by tide stage.		
1999-04-19		2.80
Note: Water level was affected by tide stage.		
1999-03-22		2.53
Note: Water level was affected by tide stage.		
1999-02-22		2.11
Note: Water level was affected by tide stage.		
1999-01-20		1.64
Note: Water level was affected by tide stage.		
1998-12-22		1.49
Note: Water level was affected by tide stage.		
1998-11-24		1.81
Note: Water level was affected by tide stage.		
1998-10-20		2.56
Note: Water level was affected by tide stage.		
1998-09-24		3.39
Note: Water level was affected by tide stage.		
1998-08-25		3.34
Note: Water level was affected by tide stage.		
1998-07-30		3.56
Note: Water level was affected by tide stage.		
1998-06-11		4.14
Note: Water level was affected by tide stage.		
1998-04-29		4.36
Note: Water level was affected by tide stage.		
1998-03-31		4.75
Note: Water level was affected by tide stage.		
1998-01-29		4.73
Note: Water level was affected by tide stage.		
1997-12-17		4.22
Note: Water level was affected by tide stage.		
1997-12-02		4.65
Note: Water level was affected by tide stage.		

Date	Feet below Surface	Feet to Sealevel
2000-10-20		3.39
2000-10-10		3.58
2000-06-20		3.74
1999-12-22		2.32

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel
1997-11-06		4.58
Note: Water level was affected by tide stage.		
1997-08-11		5.22
Note: Water level was affected by tide stage.		
1997-07-22		4.86
Note: Water level was affected by tide stage.		
1997-06-24		5.10
1997-06-06		5.28
Note: Water level was affected by tide stage.		
1997-03-12		5.05
Note: Water level was affected by tide stage.		
1997-02-28		5.05
Note: Water level was affected by tide stage.		
1997-01-24		4.87
1996-09-19		5.22
Note: Water level was affected by tide stage.		
1996-07-02		5.19
Note: Water level was affected by tide stage.		
1996-03-22		5.28
Note: Water level was affected by tide stage.		
1995-09-28		5.00
Note: Water level was affected by tide stage.		
1995-03-17		4.71
Note: Water level was affected by tide stage.		
1994-06-30		4.18
Note: Water level was affected by tide stage.		
1994-03-29		4.84
Note: Water level was affected by tide stage.		
1993-11-18		4.33
Note: Water level was affected by tide stage.		
1993-08-24		4.42
Note: Water level was affected by tide stage.		
1993-06-22		4.31
Note: Water level was affected by tide stage.		
1993-05-25		4.87
1993-03-25		5.40
Note: Water level was affected by tide stage.		
1993-01-28		4.66
Note: Water level was affected by tide stage.		
1992-12-29		4.89
Note: Water level was affected by tide stage.		
1992-11-18		4.21
Note: Water level was affected by tide stage.		
1992-10-27		4.19
Note: Water level was affected by tide stage.		
1992-09-17		4.59
Note: Water level was affected by tide stage.		
1992-06-16		4.42
Note: Water level was affected by tide stage.		
1992-03-18		3.90
Note: Water level was affected by tide stage.		
1991-03-22		4.66
Note: Water level was affected by tide stage.		
1990-03-30		3.58
Note: Water level was affected by tide stage.		

Date	Feet below Surface	Feet to Sealevel

Ground-water levels, continued.

Date	Feet below Surface	Feet to Sealevel	Date	Feet below Surface	Feet to Sealevel
1989-03-02		3.80			
Note: Water level was affected by tide stage.					
1988-06-14		4.14	1986-04-03		4.00
1985-10-10		2.67	1984-12-17		0.85
1984-10-11		4.40	1984-06-26		5.52
1984-04-30		5.85	1984-01-06		5.34
1983-09-26		4.27	1983-06-28		4.99
1983-03-23		3.08	1982-12-20		0.57
1982-10-04		3.70	1982-06-29		4.74
1982-03-29		3.13	1981-12-30		3.40

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

Federal EPA Radon Zone for QUEENS County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for QUEENS COUNTY, NY

Number of sites tested: 81

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area	0.620 pCi/L	97%	0%	3%
Basement	0.970 pCi/L	93%	6%	1%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Freshwater Wetlands
Source: Department of Environmental Conservation
Telephone: 518-402-8961

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

New York Public Water Wells
Source: New York Department of Health
Telephone: 518-458-6731

OTHER STATE DATABASE INFORMATION

Oil and Gas Well Database
Department of Environmental Conservation
Telephone: 518-402-8072
These files contain records, in the database, of wells that have been drilled.

RADON

State Database: NY Radon
Source: Department of Health
Telephone: 518-402-7556
Radon Test Results

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United State Geological Survey

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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C. Noise Technical Report

memorandum

date	June 15, 2018
to	VHB
cc	
from	Chris Sequeira
subject	Appendix C – John F. Kennedy International Airport Reconstruction of Runway 13L-31R and Associated Taxiways EA – Noise Contour Development

1.0 Introduction

The Port Authority of New York and New Jersey is proposing to complete the Rehabilitation of Runway 13L-31R and Associated Taxiways project (Project) at John F. Kennedy International Airport (JFK). The Proposed Project involves three key components. The first component is to replace Runway 13L-31R asphalt pavement with concrete and rehabilitate associated taxiways, and improve/widen taxiway fillets along select taxiways. The second component is to realign Taxiways U, V and the corresponding intersection of Taxiways U/V/A/B to remove Airbus A380 aircraft operational restrictions for Runway 31R. Lastly, the Project includes a new High-Speed-Exit (HSE) taxiway between Taxiways V and W.

This memorandum provides an analysis and overview of the noise modeling data preparation and approach, as well as the resulting Day-Night Average Sound Level (DNL) contours and noise sensitive site DNL values, for the below mentioned modeling scenarios. These four modeling scenarios were analyzed as part of the Project's National Environmental Policy Act's (NEPA) Environmental Assessment (EA):

- No Action Scenario
- Alternative A (Asphalt Runway) Construction Period Scenario
- Preferred Alternative (Concrete Runway) Construction Period Scenario
- Proposed Action Scenario

The first modeling scenario is the no-build existing conditions at JFK without implementation of the Proposed Project, which is hereafter referred to as the "No Action Scenario." The second and third scenarios concern potential noise impacts of the (1) asphalt runway alternative, which would require Runway 13L-31R to be closed for construction during the Fall of 2018, Spring of 2019, Fall of 2019, and Spring of 2020; and a (2) concrete runway alternative, which would require Runway 13L-31R to be closed during the Spring, Summer, and Fall of 2019. Operations at JFK would be affected by the closure periods, causing changes in the noise environment.

Note that the Alternative A (Asphalt Runway) scenario models the construction-related closures of Runway 13L-31R in 2019, which is the year of greatest construction activity.

Lastly, the modeling scenario of Airbus A380 aircraft landing on Runway 31R, after Project completion, is hereafter referred to as the "Proposed Action Scenario". After Project completion, Airbus A380 aircraft would be able to land on Runway 31R due to the lifting of operational restrictions for Airbus A380 aircraft on Taxiways U, V and corresponding intersection of Taxiways U/V/A/B. This may result in a shift in some Airbus A380 aircraft arrivals from Runway 31L to Runway 31R.

2.0 Methodology

2.1 Introduction

The Federal Aviation Administration's (FAA's) Aviation Environmental Design Tool version 2d (AEDT 2d) was used to develop DNL 65, 70, and 75 contours as well as noise sensitive site DNL values for all modeling scenarios. Contours and noise sensitive site DNL values were developed and disclosed in accordance with FAA Order 1050.1F ("Environmental Impacts: Policies and Procedures"), FAA Order 5050.4B ("National Environmental Policy Act [NEPA] Implementing Instructions for Airport Actions"), the 1050.1F Desk Reference, and the 5050.4B Desk Reference. The following AEDT execution approach was taken for all modeling scenarios:

- The AEDT default data sets (including aircraft and airport data) met the modeling requirements and were therefore used in the aircraft noise modeling. No aircraft substitutions were necessary and no user-defined flight profiles were needed.

- AEDT's default atmospheric absorption model (SAE ARP 5534[1]) was used, as specified in the 1050.1F Desk Reference, Appendix C.

- AEDT's default airport weather for JFK was used, as specified in the 1050.1F Desk Reference, Appendix C.

- A fixed noise grid of 0.05 nautical miles in density was used.

The No Action Scenario was based on forecast calendar year 2016 aircraft operations as provided in the **2017 JFK Final Noise Exposure Map (NEM) Report** produced for the JFK 14 CFR Part 150 Study.[2] Aircraft were specified in AEDT 2d using average annual day (AAD) operation counts and standard AEDT 2d airframe/engine code combinations. Helicopters were not modeled in the AEDT due to low operation counts (less than 0.6 percent of total operations). The two Construction Period Scenarios and the Proposed Action Scenario all used the same total operational count and the same aircraft fleet as the No Action Scenario. There was no forecasting of JFK aircraft operations to the years 2019 or later for any modeling scenario.

Calendar year 2014 data from the Port Authority of New York and New Jersey (Port Authority) Airport Noise and Operations Management System (ANOMS) provided information for the noise analysis effort including the date,

[1] SAE International. "Application of Pure-Tone Atmospheric Absorption Losses to One-Third Octave-Band Data." Aerospace Recommended Practice 5534. August 10, 2013.

[2] The Port Authority of New York and New Jersey. "John F. Kennedy International Airport – 14 CFR Part 150 – Final Noise Exposure Map Report." April, 2017.

time of day, operation type (departure or arrival), flight track, runway used, flight and/or tail number, aircraft type, airline, and destination/origin for almost every operation occurring at JFK, as presented in the **2017 JFK Final NEM Report**. Calendar year 2014 was used for the NEM Report because there were no prolonged runway closures at JFK during 2014. The number of annual aircraft operations modeled for this Project's EA noise exposure scenarios was obtained from year 2016 forecast data provided in the **2017 JFK Final NEM Report**. The forecast projected 451,492 annual aircraft operations at JFK in 2016.

The information described in this Methodology Section 2.0 of this memorandum was compiled and incorporated into the AEDT model. The following Sections 2.2 through 2.6 explains the assumptions and methodology used to develop the DNL contours and noise sensitive site DNL values for the No Action Scenario, both Construction Period Scenarios, and the Proposed Action Scenario. The AEDT calculates aircraft noise exposure using a defined network of grid points at ground level around an airport. It computes the noise exposure generated by each aircraft operation, by aircraft type and engine thrust level along each flight track. AEDT also models how aircraft noise exposure is influenced by atmospheric acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels resulting from each aircraft operation are then summed at each grid point. The cumulative noise exposure levels at all grid points are then used to develop noise exposure contours for selected values (e.g., DNL 65, 70, and 75 dB). Using the results of the grid point analysis, DNL contours of equal exposure can then be plotted. AEDT was also used to calculate individual DNL values at the locations of specific noise sensitive sites presented in this memorandum.

2.2 Aircraft Fleet Mix

The calendar year 2016 forecast data was used to determine equivalent AEDT aircraft (as combinations of AEDT airframes and engine codes) for the purposes of noise modeling. In determining the AEDT equivalent aircraft for the EA's noise modeling, research was done by aircraft type to determine the specific airline fleet mixes and engine types. An example of this would be the Boeing 757 (B-757). Through specific airline fleet mix analysis, it was determined that American Airlines operates B-757 aircraft with Rolls-Royce engines, while Delta Airlines operates B-757 aircraft with Pratt & Whitney engines. Although both airlines utilize the same model of aircraft, each of these aircraft have distinct noise and performance profiles and are identified separately in AEDT based on their engine type. It is from this specific airline fleet mix analysis that an overall AEDT fleet mix was developed, as shown in **Appendix C-1, Operations Information** of this memorandum.

2.3 Stage Lengths

Once the specific airline fleet mix analysis was completed, departure destination information provided by the JFK ANOMS was analyzed to determine departure stage lengths. An aircraft's stage length (or trip length) refers to the distance an aircraft flies from its origin airport (JFK) to its intended destination. The stage length is important in noise modeling since the longer the distance an aircraft will fly to its destination, the greater its fuel load and overall weight and, as a result, the lower its climb rate will be when flying the departure profile. Stage lengths for aircraft departing JFK used in the AEDT include the following stages:

Stage Length 1:	0 to 500 miles
Stage Length 2:	500 to 1,000 miles
Stage Length 3:	1,001 to 1,500 miles
Stage Length 4:	1,501 to 2,500 miles
Stage Length 5:	2,501 to 3,500 miles

Stage Length 6: 3,501 to 4,500 miles
Stage Length 7: 4,501 to 5,500 miles
Stage Length 8: 5,501 to 6,500 miles
Stage Length 9: 6,500+ miles

The stage length information used to develop the JFK No Action Scenario noise contours is included in **Appendix C-1**.

2.4 Time of Day

Another important component in developing the DNL contours is determining the day-night use percentages for each AEDT aircraft. This data is important because the DNL metric is a 24-hour, time-weighted energy average. The time-weighting refers to the fact that noise events occurring during certain sensitive time periods receive an additional weight. For the DNL metric, noise events occurring between the hours of 10:00:00 P.M. and 6:59:59 A.M. receive an additional weight of 10 dB. This weight attempts to account for the higher sensitivity to noise in the nighttime and the expected decrease in background noise levels at night in comparison with background noise levels during the day. Because noise is measured on a logarithmic scale, a 10-dB weighting means each nighttime noise event is equivalent to 10 daytime events.

The ANOMS data provided by JFK included time of day information, which was useful in determining the day-night percentages. Overall, JFK has a day/night percentage of approximately 82 percent day and 18 percent night. **Table C-1** shows the overall daytime and nighttime distribution for arrivals and departures. These percentages remained consistent across all modeling scenarios. No operations were moved from daytime to nighttime or vice versa in the modeling scenarios. In addition, no arrivals were replaced with departures or vice versa. Day/night departure and arrival operations percentages by AEDT aircraft type are included in **Appendix C-1**.

TABLE C-1

DAY-NIGHT DEPARTURE AND ARRIVAL PERCENTAGES AT JFK

	Day Departures	Night Departures	Day Arrivals	Night Arrivals	Total
Total	187,958	37,775	179,842	45,916	451,492
Percentage	42%	8%	40%	10%	100%

SOURCE: Port Authority, 2014.
Note: Summation of the operation numbers does not equal the total due to rounding.

2.6 Scenario-Specific Methodology

Noise modeling requires information about runway use as well as information about aircraft flight tracks and their use. Runway use is important because if a certain runway is used predominantly for departures while another runway is used for arrivals, the noise contours will differ to reflect the type of activity. Flight track locations and flight track use percentages also influence noise exposure around an airport. Each modeling scenario featured unique runway use and flight track use percentages; the two Construction Period Scenarios also featured a specific flight track addition for modeling. Scenario-specific methodology is described in Sections 2.6.1 through 2.6.4.

2.6.1 No Action Scenario

The JFK ANOMS data provided runway use information for each operation for the No Action Scenario noise analysis. **Table C-2** shows the No Action Scenario runway use percentages by day/night departures and arrivals.

TABLE C-2

NO ACTION SCENARIO RUNWAY USE PERCENTAGES

Runway	Day Departures	Night Departures	Day Arrivals	Night Arrivals
4L	17.47%	16.82%	3.74%	2.64%
4R	0.04%	0.07%	17.37%	16.20%
13L	0.18%	0.82%	14.12%	11.61%
13R	15.83%	13.83%	0.35%	0.46%
22L	0.04%	0.03%	29.79%	22.78%
22R	24.57%	25.59%	4.30%	2.22%
31L	41.82%	42.43%	8.42%	10.20%
31R	0.05%	0.41%	21.91%	33.88%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**

SOURCE: Port Authority, 2014.
Note: Summation of the individual percentages may not equal 100% due to rounding.

From **Table C-2**, it can be determined that JFK most commonly operates Runways 22R and 31L for departures and Runways 22L and 31R for arrivals. Detailed runway use percentages by aircraft type can be found in **Appendix C-1**. The flight track use percentages used in the modeling effort are on a runway basis and are provided in **Appendix C-1**, while graphics showing the flight track locations can be found in the **2017 JFK Final Noise Exposure Map (NEM) Report**.

2.6.2 Alternative A (Asphalt Runway) Construction Period Scenario

The Alternative A (Asphalt Runway) Construction Period Scenario represents what JFK's operational condition would be during the calendar year of 2019 if Runway 13L-31R were rehabilitated with asphalt pavement. The Runway would be closed for construction during the Fall of 2018, Spring of 2019, Fall of 2019, and Spring of 2020, but the year 2019 is the year of greatest construction activity. To model the noise exposure associated with construction on the Runway during specific time periods of year 2019, the following operational activity was represented in the noise model:

- January 1 through February 28: JFK operations are anticipated to be the same as in the No Action scenario.
- March 1 through May 31: Runway 13L-31R is expected to be closed.
- June 1 through September 2: Runway 13L-31R is expected to be open, but construction activities on Taxiways U, the intersection of U/V/A/B, and the new HSE taxiway would impact the operation of the Runway.
- September 3 through November 14: Runway 13L-31R is expected to be closed with a continuation of the previous JFK operations during the March 1 through May 31 closure period.

- November 15 through December 31: Runway 31R is expected to be available for Airbus A380 arrivals.

The FAA's Air Traffic Organization (ATO) is expected to provide a temporary Runway 13R arrival procedure during the Project's construction. The purpose of the temporary procedure is to mitigate reductions in JFK's operational capacity when certain marginal weather conditions (such as low cloud ceilings and/or low visibility) occur during the construction period. FAA has indicated that the temporary Runway 13R arrival procedure would only be used during the construction period and would be terminated after completion of the Proposed Project. For the purposes of noise modeling, a Terminal Area Route Generation and Traffic Simulation (TARGETS) software data file was provided by the FAA's ATO. Based on this information, a Runway 13R AEDT arrival flight track was developed. This flight track is presented in **Figure C-1, Proposed 13R Temporary Approach Track**.

The operational assumptions for calendar year 2019 are shown comprehensively in **Table C-3**, and the FAA's concurrence with the assumptions can be found in **Appendix C-2, FAA Concurrence with Modeling Approach and Scenarios**. No operational changes are expected at JFK in calendar year 2019, in comparison with the No Action Scenario, other than those shown in **Table C-3**. The resulting runway use for the Alternative A (Asphalt Runway) Construction Period Scenario is provided in **Table C-4**. Detailed flight track use and runway use percentages can be found in **Appendix C-1.**

TABLE C-3

ALTERNATIVE A (ASPHALT RUNWAY) CONSTRUCTION PERIOD SCENARIO OPERATIONAL ASSUMPTIONS

Time Period (Midnight to Midnight)	Operation Type	Runway End	Operation
Jan 1 – Feb 28	Arrivals and Departures	All runway ends	Calendar year 2016 operational data from the JFK 14 CFR Part 150 Study will be used, with all aircraft converted to the appropriate AEDT 2d types.
Mar 1 – May 31	Arrivals	13L	432 arrivals would be "assigned" (i.e., moved for modeling purposes) to the FAA-proposed Runway 13R approach from Runway 13L, with 90% of the approaches occurring during daytime (7:00 A.M. to 9:59:59 P.M.) and 10% of the approaches occurring at night (10:00 P.M. to 6:59:59 A.M.). These arrivals represent the assumed usage of the new temporary flight procedure. The assignment of traffic to 13R from 13L would be made irrespective of whether the 13L operation appears to be flying the ILS or appears to be flying the VOR approach (as seen in radar data). The remainder of Runway 13L arrivals during construction would be re-assigned to Runway 4L (25%), Runway 4R (25%), Runway 22L (25%), and Runway 22R (25%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R, 22L, 22R	Will not be moved to other runways.
		31L	Assume only 10% of arrivals will remain on Runway 31L. All other arrivals would be re-assigned to Runway 4L (25%), Runway 4R (25%), Runway 22L (25%), and Runway 22R (25%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		31R	All arrivals would be re-assigned to Runway 31L (8%), Runway 4L (23%), Runway 4R (23%), Runway 22L (23%), and Runway 22R (23%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L, 4R	Will not be moved to other runways.
	Departures	13L, 13R	All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		22L, 22R	Will not be moved to other runways.
		31L	7:00 A.M. to 10:00 A.M.: No change. 4:00 P.M. to 10:00 P.M.: No change. All other hours: * All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. * Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		31R	All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L, 4R	Will not be moved to other runways.
Jun 1 – Sep 2	Arrivals	13L, 13R, 22L, 22R, 31L	Will not be moved to other runways.
		31R	Assume only 2% of arrivals will occur on 31R (these arrivals would have to exit north of the runway) All other arrivals would be re-assigned to Runway 31L (8%), Runway 4L (23%), Runway 4R (23%), Runway 22L (23%), and Runway 22R (23%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L, 4R	Will not be moved to other runways.
	Departures	13L	All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R, 22L, 22R, 31L	Will not be moved to other runways.
		31R	All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L, 4R	Will not be moved to other runways.
Sep 3 – Nov 14	Arrivals and Departures	All runway ends	See Mar 1 - May 31
Nov 15 – Dec 31	Arrivals	13L, 13R, 22L, 22R, 31L, 31R, 4L, 4R	Will not be moved to other runways.
	Departures	13L, 13R, 22L, 22R	Will not be moved to other runways.

TABLE C-3

ALTERNATIVE A (ASPHALT RUNWAY) CONSTRUCTION PERIOD SCENARIO OPERATIONAL ASSUMPTIONS

Time Period (Midnight to Midnight)	Operation Type	Runway End	Operation
		31L	7:00 A.M. – 10:00 A.M.: all A380 arrivals moved to Runway 31R 10:00 A.M. – 5:00 P.M: assume 50-50 split A380 arrivals Runway 31L and 31R 5:00 P.M. – 10:00 P.M.: all A380 arrivals moved to Runway 31R 10:00 P.M. to 7:00 A.M.: assume 50-50 split A380 arrivals Runway 31L and 31R No operations of any other aircraft type will be moved.
		31R, 4L, 4R	Will not be moved to other runways.

SOURCE: Port Authority, 2018.

TABLE C-4

ALTERNATIVE A (ASPHALT RUNWAY) CONSTRUCTION PERIOD SCENARIO RUNWAY USE PERCENTAGES

Runway	Day Departures	Night Departures	Day Arrivals	Night Arrivals
4L	23.64%	29.98%	9.71%	10.46%
4R	0.04%	0.07%	23.34%	24.02%
13L	0.05%	0.24%	7.74%	6.36%
13R	8.68%	7.58%	0.44%	0.50%
22L	0.04%	0.03%	35.75%	30.61%
22R	30.73%	38.75%	10.27%	10.04%
31L	36.81%	23.24%	6.18%	7.96%
31R	0.01%	0.12%	6.57%	10.03%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**

SOURCE: Port Authority, 2014; Port Authority, 2018; Environmental Science Associates, 2018.
Note: Summation of the individual percentages may not equal 100% due to rounding.

2.6.3 Preferred Alternative (Concrete Runway) Construction Period Scenario

The Preferred Alternative (Concrete Runway) Construction Period Scenario represents what JFK's operational condition would be during the calendar year of 2019 if Runway 13L-31R is replaced with concrete. The Runway would be closed for construction during the Spring, Summer, and Fall of 2019. To model the noise environment associated with construction on the Runway during specific time periods of year 2019, the following operational activity was represented in the noise model:

- January 1 through March 17: JFK operations are anticipated to be the same as in the No Action scenario.
- March 18 through November 1: Runway 13L-31R is closed.
- November 2 through December 31: Runway 31R is expected to be available for Airbus A380 arrivals.

As described in Section 2.6.2, FAA's Air Traffic Organization is expected to provide a temporary Runway 13R arrival procedure during the Project's construction. The purpose of the temporary procedure is to mitigate reductions in JFK's operational capacity when certain marginal weather conditions (such as low cloud ceilings and/or low visibility) occur during the construction period. Based on FAA information, a Runway 13R AEDT arrival flight track was developed. This flight track is presented in **Figure C-1, Proposed 13R Temporary Approach Track**.

The operational assumptions for calendar year 2019 are shown comprehensively in **Table C-5**, and the FAA's concurrence with the assumptions can be found in **Appendix C-2, FAA Concurrence with Modeling Approach and Scenarios**. No operational changes are expected at JFK in calendar year 2019, in comparison with the No Action Scenario, other than those shown in **Table C-5**. The resulting runway use for the Alternative B (Concrete

Runway) Construction Period Scenario is provided in **Table 6**. Detailed flight track use and runway use percentages can be found in **Appendix C-1**.

TABLE C-5

PREFERRED ALTERNATIVE (CONCRETE RUNWAY) CONSTRUCTION PERIOD SCENARIO OPERATIONAL ASSUMPTIONS

Time Period (Midnight to Midnight)	Operation Type	Runway End	Operation
Jan 1 – Mar 17	Arrivals and Departures	All runway ends	Calendar year 2016 operational data from the JFK 14 CFR Part 150 Study will be used, with all aircraft converted to the appropriate AEDT 2d types.
Mar 18 – Nov 1	Arrivals	13L	864 arrivals would be "assigned" (i.e., moved for modeling purposes) from Runway 13L to the FAA-proposed Runway 13R approach, with 90% of the approaches occurring during daytime (7:00 A.M. to 9:59:59 P.M.) and 10% of the approaches occurring at night (10:00 P.M. to 6:59:59 A.M.). These arrivals represent the assumed usage of the new temporary flight procedure. The assignment of traffic to 13R from 13L would be made irrespective of whether the 13L operation appears to be flying the ILS or appears to be flying the VOR approach (as seen in radar data). The remainder of Runway 13L arrivals during construction would be re-assigned to Runway 4L (15%), Runway 4R (35%), Runway 22L (35%), and Runway 22R (15%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R, 22L, 22R	Will not be moved to other runways.
		31L	Arrivals would be assigned to Runway 4L (10%), Runway 4R (35%), Runway 22L (35%), and Runway 22R (10%), with 10% of arrivals remaining on Runway 31L. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the assignment.
		31R	All arrivals would be re-assigned to Runway 31L (8%), Runway 4L (13%), Runway 4R (33%), Runway 22L (33%), and Runway 22R (13%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L, 4R	Will not be moved to other runways.
	Departures	13L	All departures would be assigned 30% to Runway 4L and 70% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R	All departures would be assigned 30% to Runway 4L, 50% to Runway 22R, and 20% to Runway 31L. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		22L, 22R	Will not be moved to other runways.
		31L	7:00 A.M. to 10:00 A.M.: No change. 4:00 P.M. to 10:00 P.M.: No change. All other hours: * All departures would be assigned 30% to Runway 4L and 70% to Runway 22R. * Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		31R	All departures would be assigned 30% to Runway 4L and 70% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L, 4R	Will not be moved to other runways.
Nov 2 – Dec 31	Arrivals	13L, 13R, 22L, 22R, 31L, 31R, 4L, 4R	Will not be moved to other runways.
	Departures	13L, 13R, 22L, 22R	Will not be moved to other runways.
		31L	7:00 A.M. – 10:00 A.M.: all A380 arrivals moved to Runway 31R 10:00 A.M. – 5:00 P.M: assume 50-50 split A380 arrivals Runway 31L and 31R 5:00 P.M. – 10:00 P.M.: all A380 arrivals moved to Runway 31R 10:00 P.M. to 7:00 A.M.: assume 50-50 split A380 arrivals Runway 31L and 31R No operations of any other aircraft type will be moved.
		31R, 4L, 4R	Will not be moved to other runways.

SOURCE: Port Authority, 2018.

TABLE C-6

PREFERRED ALTERNATIVE (CONCRETE RUNWAY) CONSTRUCTION PERIOD SCENARIO RUNWAY USE PERCENTAGES

Runway	Day Departures	Night Departures	Day Arrivals	Night Arrivals
4L	23.01%	22.21%	7.35%	7.11%
4R	0.04%	0.07%	26.77%	27.95%
13L	0.07%	0.31%	5.26%	4.33%
13R	5.90%	5.15%	0.62%	0.58%
22L	0.04%	0.03%	39.17%	34.55%
22R	35.51%	36.43%	7.91%	6.69%
31L	35.41%	35.65%	4.70%	6.15%
31R	0.02%	0.15%	8.22%	12.64%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**

SOURCE: Port Authority, 2014; Port Authority, 2018; Environmental Science Associates, 2018.
Note: Summation of the individual percentages may not equal 100% due to rounding.

2.6.4 Proposed Action Scenario

The Proposed Action Scenario represents the post-construction period operational condition for modeling purposes, where a portion of Airbus A380 aircraft arrivals currently using Runway 31L are expected to land on Runway 31R instead. **Table C-7** describes the details of the change in Airbus A380 aircraft runway use, based on different times of day. This information was reviewed and confirmed by the FAA as being representative of the expected operations after the implementation of the Proposed Project. No operational changes are expected at JFK due to implementation of the Proposed Project, in comparison with the No Action Scenario, beyond the changes shown in **Table C-7** for A380 aircraft. The resulting runway use for the Proposed Action Scenario is provided in **Table C-8**. Detailed flight track use and runway use percentages can be found in Appendix C-1, and the FAA's concurrence with the information can be found in Appendix C-2.

TABLE C-7

PROPOSED ACTION SCENARIO RUNWAY 31L AND 31R A380 ARRIVAL USE PERCENTAGES

Local Time	Runway 31L Arrival Percentage	Runway 31R Arrival Percentage
7:00 A.M. – 10:00 A.M.	0%	100%
10:00 A.M. – 5:00 P.M.	50%	50%
5:00 P.M. – 10:00 P.M.	0%	100%
10:00 P.M. – 7:00 A.M.	50%	50%

SOURCE: Port Authority, 2018.
Note: Summation of the individual percentages may not equal 100% due to rounding.

TABLE C-8

PROPOSED ACTION SCENARIO RUNWAY USE PERCENTAGES

Runway	Day Departures	Night Departures	Day Arrivals	Night Arrivals
4L	17.47%	16.82%	3.74%	2.64%
4R	0.04%	0.07%	17.37%	16.20%
13L	0.18%	0.82%	14.12%	11.61%
13R	15.83%	13.83%	0.35%	0.46%
22L	0.04%	0.03%	29.79%	22.78%
22R	24.57%	25.59%	4.30%	2.22%
31L	41.82%	42.43%	8.04%	10.20%
31R	0.05%	0.41%	22.29%	33.88%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**

SOURCE: Port Authority, 2014; Port Authority, 2018; Environmental Science Associates, 2018.
Note: Summation of the individual percentages may not equal 100% due to rounding.

3.0 Noise Modeling Results

3.1 DNL Contours

The No Action Scenario contours for DNL 65, 70, and 75 dB are shown in **Figure C-2, No Action Scenario DNL Contours**. These contours represent the noise exposure to areas surrounding JFK on an average annual day for the no-build condition. The overall shape of the DNL contours reflects the orientation of the runways at JFK. The area of the contours in acres is shown in **Table C-9**. Each contour area is inclusive of the subsequent contour areas. Therefore, the cumulative footprint of all three contours is approximately 8,476.2 acres.

TABLE C-9

NO ACTION SCENARIO DNL CONTOUR AREAS

DNL	Contour Area (Acres)
65 and greater	8,476.2
70 and greater	3,414.6
75 and greater	1,558.8

SOURCE: AEDT 2d; Environmental Science Associates, 2018.

The Alternative A (Asphalt Runway) Construction Period Scenario, Alternative B (Concrete Runway) Construction Period Scenario, and Proposed Action Scenario contours for DNL 65, 70, and 75 dB are shown in **Figures C-3 through C-5**, respectively. These contours represent the aircraft noise exposure to areas surrounding JFK on an average annual day. The overall shape of the DNL contours reflects the orientation of the runways at JFK and the operational configurations in use. The areas of the contours in acres is shown in **Table C-10**. Each contour area is inclusive of the subsequent contour areas. Therefore, the cumulative footprint of the DNL 65, 70, and 75 contours is approximately 8,389.4 acres for the Alternative A (Asphalt Runway) Construction Period Scenario, 8,392.0 acres for the Alternative B (Concrete Runway) Construction Period Scenario, and 8,477.6 acres for the Proposed Action Scenario.

TABLE C-10

CONSTRUCTION PERIOD ALTERNATIVES AND PROPOSED ACTION SCENARIO
DNL CONTOUR AREAS

DNL	Contour Area (Acres)		
	Alternative A (Asphalt Runway) Construction Period	Preferred Alternative (Concrete Runway) Construction Period	Proposed Action Scenario
65 and greater	8,389.4	8,392.0	8,477.6
70 and greater	3,466.1	3,474.1	3415.4
75 and greater	1,497.0	1,485.3	1,559.2

SOURCE: AEDT 2d; Environmental Science Associates, 2018.

Figure C-6, No Action Scenario, Alternative A (Asphalt Runway) Construction Period, and Preferred Alternative (Concrete Runway) Construction Period DNL Contours shows the DNL 65, 70, and 75 contours for the No Action and the Construction Period scenario on the same figure. **Figures C-7 through C-10** show close-up views of these contours overlaid upon residential areas to the northwest of JFK, the southwest of JFK, the southeast of JFK, and the northeast of JFK (respectively). **Figure C-11, No Action Scenario and Proposed Action Scenario DNL Contours** shows the DNL 65, 70, and 75 contours for the No Action and the Proposed Action scenarios on the same figure, while **Figures C-12 through C-15** show close-up views of these contours overlaid upon the same residential areas depicted in **Figures C-7 through C-10**.

3.2 Land Uses, Population, and Noise Sensitive Sites

JFK is bounded by Jamaica Bay and major roads and highways, including the Belt Parkway (State Road 878), Nassau Expressway, South Conduit Avenue, and Rockaway Boulevard. Communities in the immediate vicinity of JFK include Howard Beach and South Ozone Park to the northwest; South Jamaica, Rochdale, Laurelton, Springfield Gardens, Rosedale, and Valley Stream to the northeast; Woodmere, Cedarhurst, Inwood, and Lawrence to the southeast; and Bayswater, Edgemere, Rockaway Beach, and Arverne to the south. With the exception of sections of shoreline and islands in Jamaica Bay dedicated to open space, wildlife sanctuary, and recreation, land in the area is densely developed and urbanized. The predominant land use in the vicinity of JFK is residential. Commercial development is found along major road corridors. Areas northwest of JFK have concentrations of industrial land use (e.g., East New York). These consolidated land uses are depicted in **Figures C-2 through C-15.**

The total area, population, and housing by land use category encompassed by the No Action Scenario DNL 65, 70, and 75 dB contours are shown in **Table C-11.** The population, housing, and noise sensitive sites encompassed by the No Action Scenario DNL contours can be found in **Table C-12**. The same types of statistics for the Alternative A (Asphalt Runway) Construction Period Scenario can be found in **Tables C-13 and C-14**, while the statistics for the Preferred Alternative (Concrete Runway) Construction Period Scenario can be found in **Tables-15 and -C-16**. Finally, the statistics for the Proposed Action Scenario can be found in **Tables C-17 and C-18**. As noted in the footnotes for **Tables C-12, C-14, C-16, and C-18**, a detailed list of noise sensitive sites is shown in **Table C-19.**

TABLE C-11

LAND USES, HOUSEHOLDS, AND POPULATION WITHIN THE DNL 65 AND HIGHER CONTOURS
NO ACTION SCENARIO

Land Use Category	Land Uses Exposed to DNL 65 and Higher (Acres)				Households	Population
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Single and Two-Family Residential	593.0	35.4		628.5	9,038	27,222
Multi-Family Residential	42.1	0.5		42.7	1,262	2,865
Mixed Residential and Commercial	4.7	0.5		5.3	73	206
Commercial and Office	104.2	5.6		109.8	-	-
Industrial and Manufacturing	60.9	20.4		81.4	-	-
Transportation, Right of Way, Parking and Utilities	571.0	54.1	25.8	650.9	-	-
Public Facilities and Institutions	66.3	0.2		66.5	-	-
Open Space, Cemeteries, and Outdoor Recreation	980.8	217.2	33.1	1,231.1	-	-
Vacant	53.4	18.4	7.2	78.9	-	-
Airport Property	988.4	925.5	1,407.0	3,320.9	-	-
Water (Off Airport Property)	1,596.8	577.9	85.7	2,260.4	-	-
Total	**5,061.6**	**1,855.8**	**1,558.8**	**8,476.2**	**10,373**	**30,293**

NOTE: Summation of the individual acreages may not equal the total due to rounding.
SOURCE: Environmental Science Associates, 2018.

TABLE C-12

NOISE SENSITIVE SITES EXPOSED TO DNL 65 AND HIGHER CONTOURS
NO ACTION SCENARIO

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care and Assisted Living	Library
DNL 65-70	5,061.6	9,755	28,511	17	12	6	2	9	1
DNL 70-75	1,855.8	618	1,782	0	0	0	0	0	0
DNL 75+	1,558.8	0	0	0	0	0	0	0	0
Total	**8,476.2**	10,373	30,293	**17**	**12**	**6**	**2**	**9**	**1**

NOTE: The household and population estimates provided above were developed using census block-level demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

[1] Eight of the twelve schools were included in the Port Authority's School Soundproofing Program, and are compatible with noise exposure of DNL 65 and higher.

[2] Five schools and places of worship are historic sites, but not included here to avoid double counting; see Table 19 for the full list.
SOURCE: Environmental Science Associates, 2018.

TABLE C-13

LAND USES, HOUSEHOLDS, AND POPULATION WITHIN THE DNL 65 AND HIGHER CONTOURS ALTERNATIVE A (ASPHALT RUNWAY) CONSTRUCTION PERIOD

Land Use Category	Land Uses Exposed to DNL 65 and Higher (Acres)				Households	Population
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Single and Two-Family Residential	660.8	48.8	-	709.6	11,913	35,560
Multi-Family Residential	97.7	0.8	-	98.5	1,466	3,348
Mixed Residential and Commercial	5.3	2.9	-	8.2	134	338
Commercial and Office	48.8	26.1	-	74.8	-	-
Industrial and Manufacturing	63.1	4.3	-	67.5	-	-
Transportation, Right of Way, Parking and Utilities	663.4	487.3	35.1	1185.8	-	-
Public Facilities and Institutions	41.8	444.6	-	486.4	-	-
Open Space, Cemeteries, and Outdoor Recreation	689.9	1.0	63.3	754.2	-	-
Vacant	86.8	880.4	10.8	977.9	-	-
Airport Property	905.2	69.6	1268.5	2243.3	-	-
Water (Off Airport Property)	1660.6	3.2	119.3	1783.1	-	-
Total	**4923.3**	**1969.1**	**1497.0**	**8389.4**	**13,513**	**39,246**

NOTE: Summation of the individual acreages may not equal the total due to rounding.
SOURCE: Environmental Science Associates, 2018.

TABLE C-14

NOISE SENSITIVE SITES EXPOSED TO DNL 65 AND HIGHER ALTERNATIVE A (ASPHALT RUNWAY) CONSTRUCTION PERIOD

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care and Assisted Living[3]	Library
DNL 65-70	4,923.3	12,473	36,036	23	8	7	1	13	1
DNL 70-75	1,969.1	1,040	3,210	0	0	0	0	0	0
DNL 75+	1,497.0	0	0	0	0	0	0	0	0
Total	**8,389.4**	**13,513**	**39,246**	**23**	**8**	**7**	**1**	**13**	**1**

NOTE: The household and population estimates provided above were developed using census block-level demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

[1] Five of the eight schools were included in the Port Authority's School Soundproofing Program, and are compatible with noise exposure of DNL 65 and higher. One school is also a place of worship, but not included here to avoid double counting; see Table 19 for the full list.

[2] One school and one place of worship are historic sites, but not included here to avoid double counting; see Table 19 for the full list.

[3] One school and one place of worship are also day care and assisted living facilities, but not included here to avoid double counting; see Table 19 for the full list.

SOURCE: Environmental Science Associates, 2018.

TABLE C-15

LAND USES, HOUSEHOLDS, AND POPULATION WITHIN THE DNL 65 AND HIGHER CONTOURS PREFERRED ALTERNATIVE (CONCRETE RUNWAY) CONSTRUCTION PERIOD SCENARIO

Land Use Category	Land Uses Exposed to DNL 65 and Higher (Acres)				Households	Population
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Single and Two-Family Residential	660.4	47.6	-	708.1	11,748	35,230
Multi-Family Residential	98.7	0.8	-	99.5	1,521	3,447
Mixed Residential and Commercial	5.7	0.8	-	6.5	137	351
Commercial and Office	53.1	3.3	-	56.4	-	-
Industrial and Manufacturing	64.4	25.9	-	90.4	-	-
Transportation, Right of Way, Parking and Utilities	654.0	76.0	38.0	768.0	-	-
Public Facilities and Institutions	58.7	3.4	-	62.2	-	-
Open Space, Cemeteries, and Outdoor Recreation	634.6	490.0	71.4	1,196.0	-	-
Vacant	90.5	16.6	12.3	119.4	-	-
Airport Property	867.7	871.9	1,234.9	2,974.5	-	-
Water (Off Airport Property)	1,730.0	452.5	128.7	2,311.1	-	-
Total	**4,917.9**	**1,988.8**	**1,485.3**	**8,392.0**	**13,406**	**39,028**

NOTE: Summation of the individual acreages may not equal the total due to rounding.
SOURCE: Environmental Science Associates, 2018.

TABLE C-16

NOISE SENSITIVE SITES EXPOSED TO DNL 65 AND HIGHER PREFERRED ALTERNATIVE (CONCRETE RUNWAY) CONSTRUCTION PERIOD

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care and Assisted Living[3]	Library
DNL 65-70	4,917.9	12,382	35,820	24	8	7	1	17	2
DNL 70-75	1,988.8	1,024	3,208	0	0	0	0	0	0
DNL 75+	1,485.3	0	0	0	0	0	0	0	0
Total	**8,392.0**	**13,406**	**39,028**	**24**	**8**	**7**	**1**	**17**	**2**

NOTE: The household and population estimates provided above were developed using census block-level demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

[1] Five of the eight schools were included in the Port Authority's School Soundproofing Program, and are compatible with noise exposure of DNL 65 and higher.

[2] One school and one place of worship are historic sites, but not included here to avoid double counting; see Table 19 for the full list.

[3] One school and one place of worship are also day care and assisted living facilities, but not included here to avoid double counting; see Table 19 for the full list.

SOURCE: Environmental Science Associates, 2018.

TABLE C-17

LAND USES, HOUSEHOLDS, AND POPULATION WITHIN THE DNL 65 AND HIGHER CONTOURS
PROPOSED ACTION SCENARIO

Land Use Category	Land Uses Exposed to DNL 65 and Higher (Acres)				Households	Population
	DNL 65-70	DNL 70-75	DNL 75+	Total		
Single and Two-Family Residential	593.7	35.5		629.2	9,035	27,216
Multi-Family Residential	42.2	0.5		42.7	1,259	2,857
Mixed Residential and Commercial	4.7	0.5		5.3	73	206
Commercial and Office	105.3	5.7		110.9	-	-
Industrial and Manufacturing	61.0	20.5		81.5	-	-
Transportation, Right of Way, Parking and Utilities	570.9	54.2	25.8	650.9	-	-
Public Facilities and Institutions	65.7	0.2		66.0	-	-
Open Space, Cemeteries, and Outdoor Recreation	979.7	217.2	33.1	1,230.1	-	-
Vacant	53.4	18.4	7.2	78.9	-	-
Airport Property	988.5	925.5	1,407.4	3,321.4	-	-
Water (Off Airport Property)	1,597.1	578.0	85.7	2,260.8	-	-
Total	**5,062.2**	**1,856.2**	**1,559.2**	**8,477.6**	**10,367**	**30,279**

NOTE: Summation of the individual acreages may not equal the total due to rounding.
SOURCE: Environmental Science Associates, 2018.

TABLE C-18

NOISE SENSITIVE SITES EXPOSED TO DNL 65 AND HIGHER
PROPOSED ACTION SCENARIO

Noise Level	Total Area (Acres)	Households	Population	Places of Worship	Schools[1]	Hospitals and Residential Healthcare	Historic Resources[2]	Day Care and Assisted Living	Library
DNL 65-70	5,062.2	9,749	28,497	17	12	6	2	9	1
DNL 70-75	1,856.2	618	1,782	0	0	0	0	0	0
DNL 75+	1,559.2	0	0	0	0	0	0	0	0
Total	**8,477.6**	**10,367**	**30,279**	**17**	**12**	**6**	**2**	**9**	**1**

NOTE: The household and population estimates provided above were developed using census block-level demographic data from the 2010 Decennial Census and New York City housing data. This approach provided an average number of persons per household for each individual census block, which accounted for changes in land use, housing types, and residential density within the different areas in the DNL 65 and higher contours.

[1] Eight of the twelve schools were included in the Port Authority's School Soundproofing Program, and are compatible with noise exposure of DNL 65 and higher.

[2] Five schools and places of worship are historic sites, but not included here to avoid double counting; see Table 19 for the full list.
SOURCE: Environmental Science Associates, 2018.

TABLE C-19

NOISE SENSITIVE SITES EXPOSED TO AIRCRAFT NOISE LEVELS OF DNL 65 AND HIGHER
NO ACTION, CONSTRUCTION PERIOD, AND PROPOSED ACTION SCENARIOS

Name	Address	Facility Type	No Action Scenario DNL Value[2]	Alternative A (Asphalt) Construction Period DNL Value[2]	Preferred Alternative (Concrete) Construction Period DNL Value[2]	Proposed Action Scenario DNL Value[2]	Difference Between Alternative A Construction Period and No Action Scenario DNL Values[3]	Difference Between Alternative B Construction Period and No Action Scenario DNL Values[3]	Difference Between Proposed Action and No Action Scenarios DNL Values[3]
Rosedale Library	144-20 243rd St	Library	66.8	68.3	68.5	66.8	1.5	1.7	0.0
Mona Prep Day Care Center, Inc.	241-15 N Conduit Ave	Day Care / School	67.9	69.3	69.6	67.9	1.4	1.7	0.0
DCAIB Center Ltd.	140-17 243rd St	Day Care – Assisted Living	65.7	67.3	67.4	65.7	1.6	1.7	0.0
Divine Anointing Touch Ministries	243-35 Merrick Blvd	Place of Worship	65.6	66.9	67.3	65.6	1.3	1.7	0.0
Our Kids Place Country Day	137-25 Brookville Blvd	Day Care – Assisted Living	68.6	69.9	70.3	68.6	1.3	1.7	0.0
Samaritan Village	315 Beach 65th St	Day Care – Assisted Living	65.4	67.8	67.4	65.4	2.4	2.0	0.0
Skyway Family Center	132-10 S Conduit Ave	Day Care – Assisted Living	66.5	-	-	66.5	-	-	0.0
Brookville Neighborhood Senior Center	133-33 Brookville Blvd	Day Care – Assisted Living	67.3	68.6	68.9	67.3	1.3	1.6	0.0
Day Care Center	16 Dewitt St	Day Care – Assisted Living	65.2	66.5	66.9	65.2	1.3	1.7	0.0
Gan Chamesh Educational Center	748 Central Ave	Day Care – Assisted Living	65.5	-	-	65.6	-	-	0.1
Gan Ami Inc.	508 Peninsula Blvd	Day Care – Assisted Living	69.2	-	65.2	69.2	-	-4.0	0.0
Little Flowers Early Childhood Development Center, Inc.	234-10 Merrick Blvd	Day Care – Assisted Living	-	66.3	66.6	-	-	-	-
Sylvester-Brown, Daisha	53 Dewitt St	Day Care – Assisted Living	65.0	66.3	66.7	65.0	1.3	1.7	0.0
The Center for Family Support, Inc.	143-73 230 St	Health Care – Residential	-	66.9	66.6	-	-	-	-
Resort Nursing Home	430 Beach 68 St	Health Care – Residential	66.1	67.6	68.2	66.1	1.5	2.1	0.0
Horizon Care Center	64-11 Beach Channel Dr	Health Care – Residential	65.1	66.5	67.2	65.1	1.4	2.1	0.0
South Island Rehabilitation	657 Central Ave	Health Care – Residential	67.0	-	-	67.0	-		0.0
Life's WORC, Inc.	147-24 Edgewood St	Health Care – Residential	67.3	68.7	69.0	67.3	1.4	1.7	0.0
QSAC, Inc.	230-48 146th Ave	Health Care – Residential	66.5	68.4	68.3	66.5	1.9	1.8	0.0
PSCH, Inc.	230-31 148th Ave	Health Care – Residential	66.9	68.8	68.7	66.9	1.9	1.8	0.0
PS/MS 42 R. Vernam[1]	488 Beach 66th St	School / Historic Site	66.4	67.8	68.5	66.4	1.4	2.1	0.0
PS 124 Osmond A Church	129-15 150th Ave	School	66.2	-	-	66.2	-	-	0.0
PS 38 Rosedale[1]	135-21 241st St	School	67.9	69.2	69.6	67.9	1.3	1.7	0.0
PS 181 Brookfield[1]	148-15 230th St	School	67.1	69.1	69.0	67.1	2.0	1.9	0.0
Saint Clare Catholic Academy[1]	137-25 Brookville Blvd	School / Day Care – Assisted Living	68.6	69.9	70.3	68.6	1.3	1.7	0.0
Rosedale Child Development Center	133-55 242nd St	School	67.3	68.5	68.9	67.3	1.2	1.6	0.0
St. Joachim School[1]	614 Central Ave	School /	65.7	-	-	65.7	-	-	0.0

TABLE C-19

NOISE SENSITIVE SITES EXPOSED TO AIRCRAFT NOISE LEVELS OF DNL 65 AND HIGHER
NO ACTION, CONSTRUCTION PERIOD, AND PROPOSED ACTION SCENARIOS

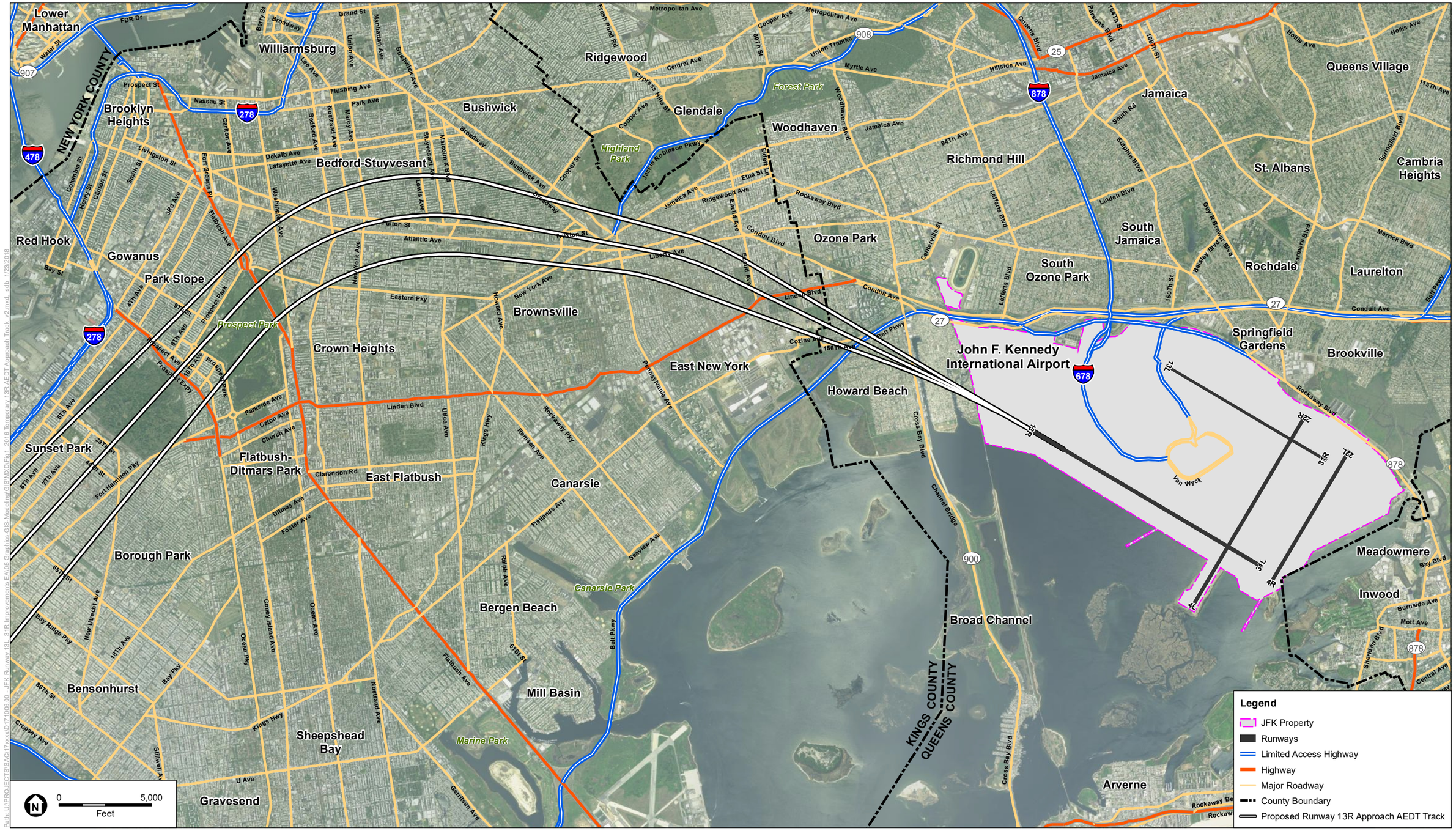
Name	Address	Facility Type	No Action Scenario DNL Value[2]	Alternative A (Asphalt) Construction Period DNL Value[2]	Preferred Alternative (Concrete) Construction Period DNL Value[2]	Proposed Action Scenario DNL Value[2]	Difference Between Alternative A Construction Period and No Action Scenario DNL Values[3]	Difference Between Alternative B Construction Period and No Action Scenario DNL Values[3]	Difference Between Proposed Action and No Action Scenarios DNL Values[3]
		Historic Site							
Kulanu Academy	620 Central Ave	School	66.6	-	-	66.6	-	-	0.0
Hebrew Academy of Five Towns & Rockaway[1]	635 Central Ave	School	67.6	-	-	67.7	-	-	0.1
Lawrence Public School #2[1]	1 Donahue Ave	School	65.2	-	-	65.1	-	-	-0.1
Lawrence High School[1]	2 Reilly Rd	School	68.1	-	-	68.1	-	-	0.0
Temple Beth El Religious School	46 Locust Ave	School / Historic Site	66.1	-	-	66.1	-	-	0.0
St. Peter's Episcopal Church	137-44 244th St	Place of Worship	65.3	66.8	67.0	65.3	1.5	1.7	0.0
Parkway Baptist Church	138-23 Brookville Blvd	Place of Worship	68.9	70.2	70.6	68.9	1.3	1.7	0.0
St. Peter's Lutheran Church	224-04 & 228-13 147th Ave	Place of Worship	67.3	70.4	69.7	67.3	3.1	2.4	0.0
Throop Memorial Presbyterian	140-15 Memphis Ave	Place of Worship	65.7	67.3	67.4	65.7	1.6	1.7	0.0
Macedonia Baptist Church	330 Beach 67th St	Place of Worship	66.0	67.4	68.0	66.0	1.4	2.0	0.0
Community Life Ministries	514 Beach 69th St	Place of Worship	65.1	66.6	67.2	65.1	1.5	2.1	0.0
Battalion Pentecostal Assembly	450 Beach 67th St	Place of Worship / Day Care	66.2	67.7	68.4	66.2	1.5	2.2	0.0
Mount Carmel Baptist Church	348 Beach 71st St	Place of Worship	65.3	67.8	67.4	65.3	2.5	2.1	0.0
Springfield Assembly	230-41 Edgewood Ave	Place of Worship	65.0	67.0	66.9	65.0	2.0	1.9	0.0
Kingdom Hall of Jehova's Witnesses	6-16 Beach 68 St	Place of Worship	65.0	66.5	67.2	65.0	1.5	2.2	0.0
Community Church of God in Christ, Inc.	3-51 Beach 74 St	Place of Worship	-	66.2	66.8	-	-		-
St. John Baptist Church	74-05 Rockaway Beach Blvd	Place of Worship	65.2	66.6	67.3	65.2	1.4	2.1	0.0
St Joachim Roman Catholic Church and Rectory	614 Central Ave	Place of Worship / Historic Site	65.7	-	-	65.7	-	-	0.0
Congregation Bais Medrash	504 W Broadway	Place of Worship	65.2	-	-	65.2	-	-	0.0
Ohr Moshe Torah	703 W Broadway	Place of Worship	67.3	-	-	67.3	-	-	0.0
Temple Beth El	46 Locust Ave	Place of Worship / Historic Site	66.1	-	-	66.1	-	-	0.0
Albemarle Ave., Cedarhurst Park Survey District	Incorporated Village of Cedarhurst	Survey District	65.1	-	-	65.1	-	-	0.0
124 McGlynn Pl	124 McGlynn Pl	Historic Site	66.4	-	-	66.5	-	-	0.1
Trans World Airlines Flight Center	John F. Kennedy International Airport	Historic Site	67.1	68.2	68.2	67.1	1.1	1.1	0.0
ATLED, Inc.	82-10 Rockaway Beach Blvd	Day Care – Assisted Living	-	65.4	66.4	-	-	-	-
Wilson, Theresa	659 Cromer Rd W	Day Care – Assisted Living	-	66.1	65.8	-	-	-	-
VIP IV Day Care Center Corp.	90-01 Rockaway Beach Blvd	Day Care – Assisted Living	-	65.7	65.6	-	-	-	-
Hammels – Arverne Day Care	216 Beach 87 St	Day Care – Assisted Living	-	65.8	66.1	-	-	-	-

TABLE C-19

NOISE SENSITIVE SITES EXPOSED TO AIRCRAFT NOISE LEVELS OF DNL 65 AND HIGHER
NO ACTION, CONSTRUCTION PERIOD, AND PROPOSED ACTION SCENARIOS

Name	Address	Facility Type	No Action Scenario DNL Value[2]	Alternative A (Asphalt) Construction Period DNL Value[2]	Preferred Alternative (Concrete) Construction Period DNL Value[2]	Proposed Action Scenario DNL Value[2]	Difference Between Alternative A Construction Period and No Action Scenario DNL Values[3]	Difference Between Alternative B Construction Period and No Action Scenario DNL Values[3]	Difference Between Proposed Action and No Action Scenarios DNL Values[3]
Bernard M. Fineson, DDSO	225-04 S Conduit Ave	Day Care – Assisted Living	-	66.1	66.7	-	-	-	-
SUS Beach 85th St CR/SRO	318 Beach 85 St	Health Care – Residential	-	66.0	66.4	-	-	-	-
PS 183 – Dr. Richard R. Green[1]	2-45 Beach 79 St	School	-	66.5	66.4	-	-	-	-
Saint Rose Catholic Academy and Catholic Church[1]	154 Beach 84 St	School / Place of Worship	-	66.2	66.0	-	-	-	-
PS 270 – The Gordon Parks School	233-15 Merrick Blvd	School	-	65.6	65.2	-	-	-	-
New Hope Lutheran Church and After School	60 Oliver Ave	Place of Worship / Day Care – Assisted Living	-	66.1	66.5	-	-	-	-
St. Johns Methodist Church	2105 Stuart Ave	Place of Worship	-	66.4	66.1	-	-	-	-
Parish Resources Center	919 Elmont Rd	Place of Worship	-	67.5	66.2	-	-	-	-
St. Gregorious Orthodox Church	987 Elmont Rd	Place of Worship	-	65.9	66.5	-	-	-	-
Evangel Baptist Church	225-17 North Conduit Ave	Place of Worship	-	65.7	66.1	-	-	-	-
All Apostolic Temple	247-11 Francis Lewis Blvd	Place of Worship	-	65.1	65.1	-	-	-	-
Bethel Ame Church	2-15 Beach 77 St	Place of Worship	-	67.0	66.5	-	-	-	-
New Hope Baptist Church	219 Ceach 86 St	Place of Worship	-	65.1	66.2	-	-	-	-
Temple of Israel – Haven Ministries	188 Beach 84th St	Place of Worship / Historic Site	-	65.9	66.2	-	-	-	-
Saratoga Family Inn Day Care	175-15 Rockaway Beach Blvd	Day Care – Assisted Living Facility	-	66.5	67.0	-	-	-	-
Day Care Center	55 Freeman Ave	Day Care – Assisted Living Facility	-	-	65.4	-	-	-	-
Friendship Nursery & Child Care, Inc.	2060 Freeman Ave	Day Care – Assisted Living Facility	-	-	65.4	-	-	-	-
2C2W LLC	12 Jefferson Ave	Day Care – Assisted Living Facility	-	-	65.2	-	-	-	-
Elmont Library Alden Manor	799 Elmont Rd	Library	-	-	65.3	-	-	-	-
Bible Baptist Church	779 Elmont Rd	Place of Worship	-	-	65.3	-	-	-	-

[1] This school was included in the School Soundproofing Program, and is compatible with DNL 65+.
[2] Dashes are given for noise sensitive sites not exposed to values of DNL 65 or higher.
[3] Dashes are given where noise sensitive sites are not exposed to values of DNL 65 or higher in one or both of the scenarios being compared.
SOURCE: Environmental Science Associates, 2018.

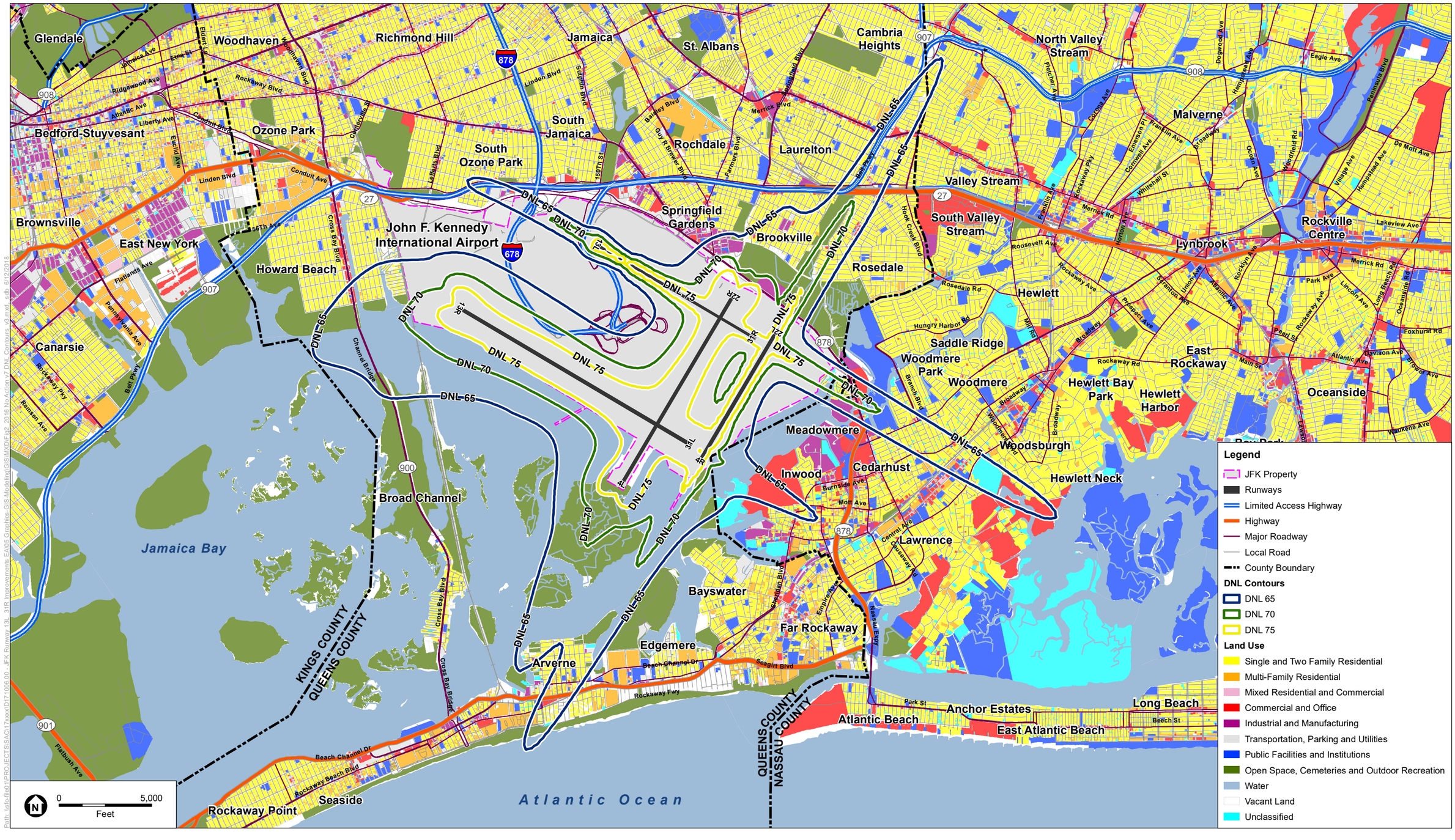


SOURCE: AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-1
Proposed Runway 13R Temporary Approach Track
John F. Kennedy International Airport

Path: U:\PROJECTS\SAC\17xxx\D171006.00 - JFK Runway 13L 31R Improvements EA\05 Graphics-GIS-Modeling\GIS\MXD\Fig1_2016 Temporary 13R AEDT Approach Track_v2.mxd, sdb 1/29/2018



SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-2
No Action Scenario DNL Contours
John F. Kennedy International Airport



SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

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Figure C-3
Alternative A (Asphalt Runway) Construction Period DNL Contours
John F. Kennedy International Airport

ESA

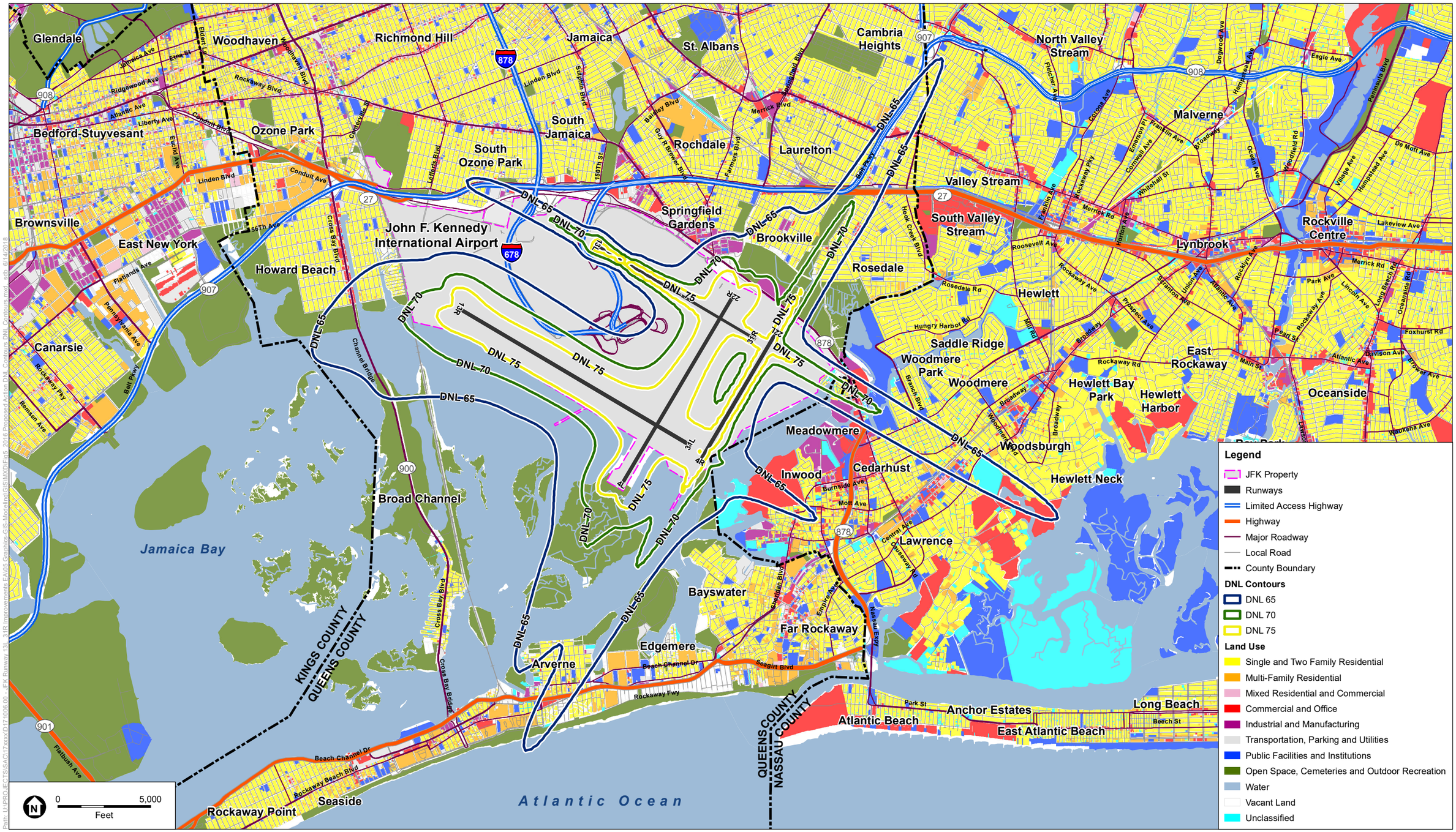


Path: U:\PROJECTS\SAC\17xxxx\D171006.00 - JFK Runway 13L 31R Improvements EA\05 Graphics-GIS-Modeling\GIS\MXD\Fig4 2016 Alternative B (Concrete) Construction Period Scenario DNL Contours.mxd, sdb, 6/14/2018

SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015;
Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015;
AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-4
Preferred Alternative (Concrete Runway) Construction Period DNL Contours
John F. Kennedy International Airport



Path: U:\PROJECTS\SAC\17xxxx\D171006.00 - JFK Runway 13L 31R Improvements EA\05 Graphics-GIS-Modeling\GIS\MXD\Fig5 2016 Proposed Action DNL Contours DNL Contours.mxd sdb 6/14/2018

SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015;
Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015;
AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-5
Proposed Action Scenario DNL Contours
John F. Kennedy International Airport

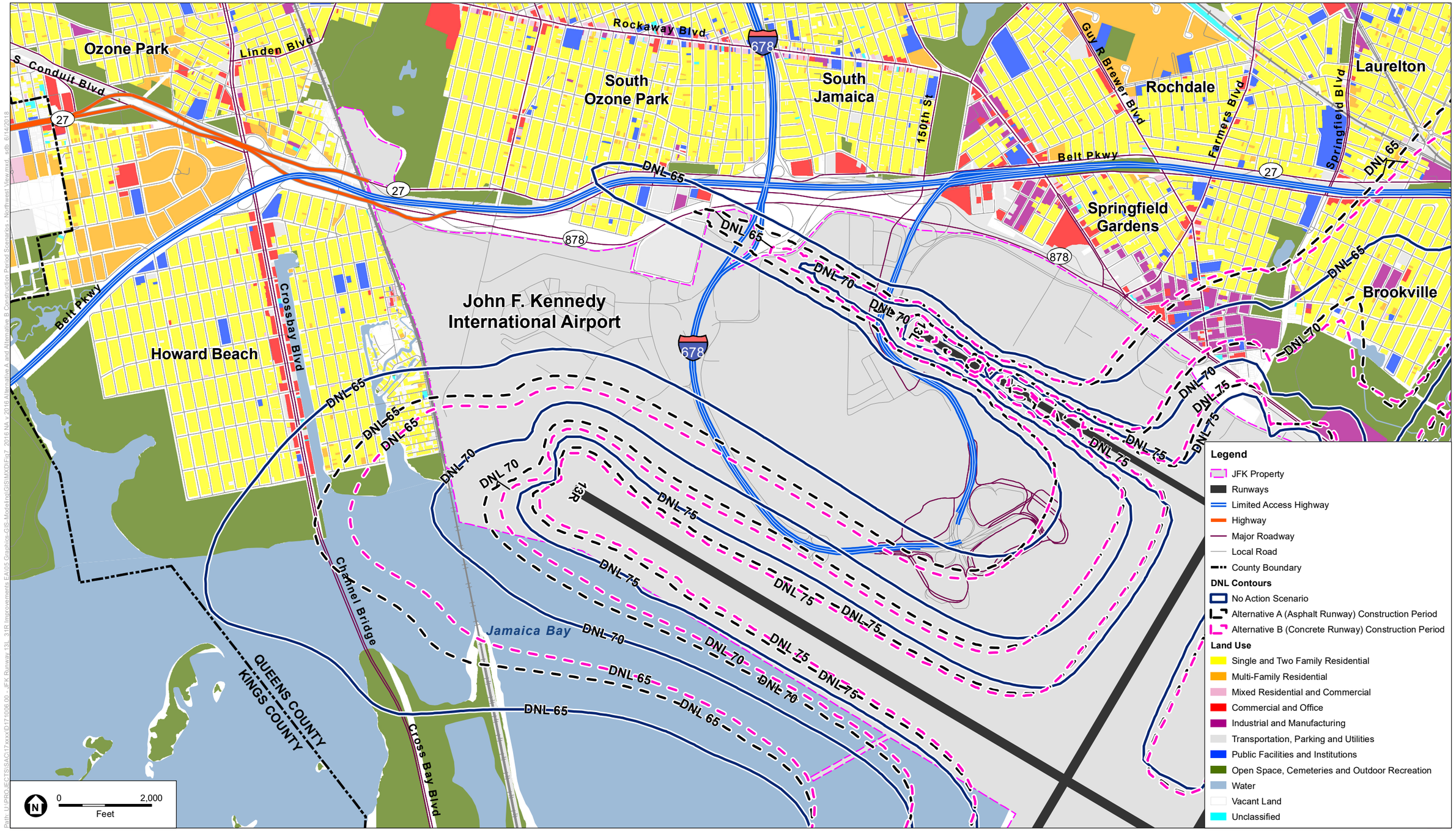


SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015;
Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015;
AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-6

No Action Scenario, Alternative A (Asphalt Runway) Construction Period, and Preferred Alternative (Concrete Runway) Construction Period DNL Contours John F. Kennedy International Airport



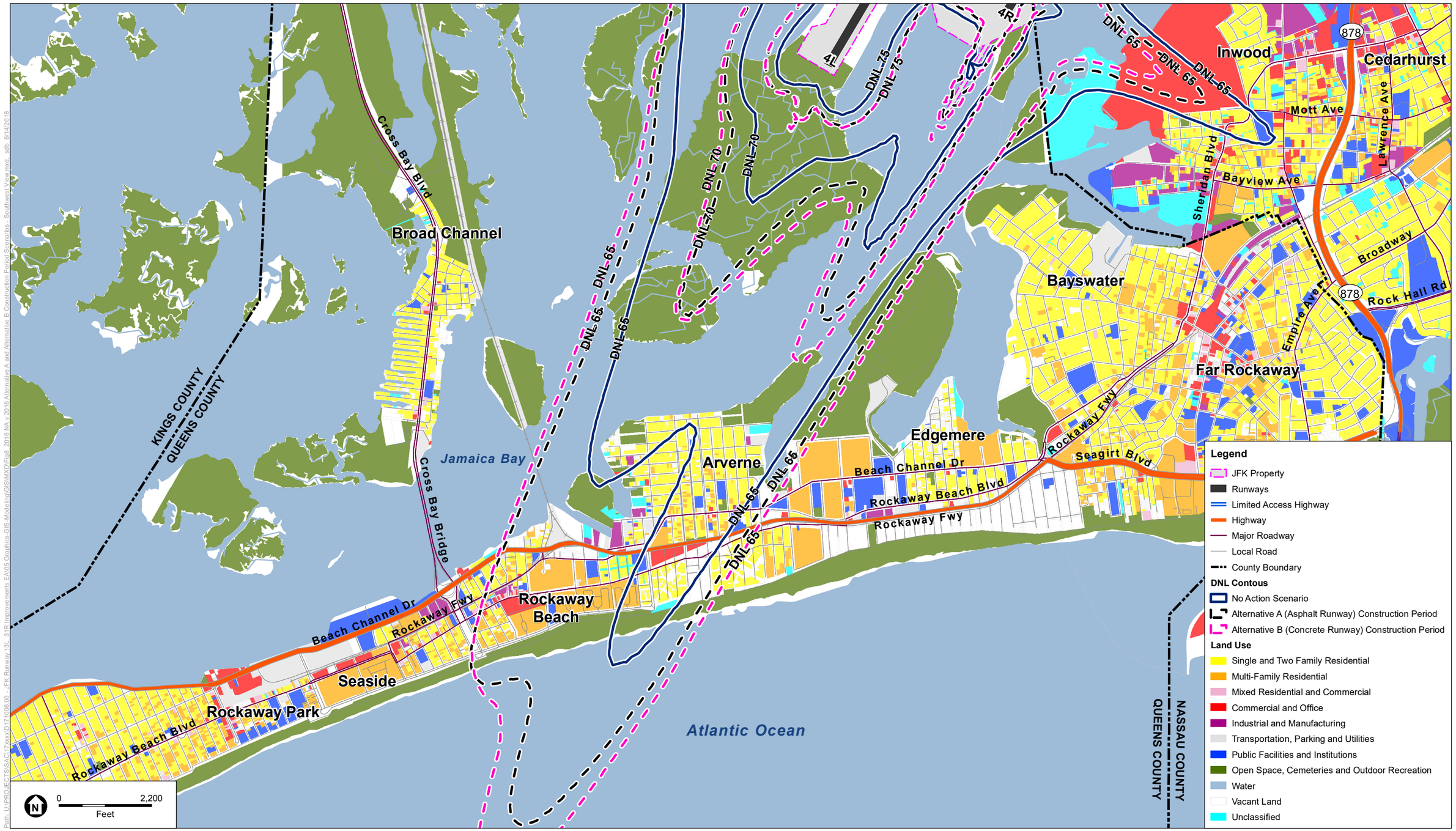
SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015;
Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015;
AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-7

No Action Scenario, Alternative A (Asphalt Runway) Construction Period, and Preferred Alternative (Concrete Runway) Construction Period DNL Contours - Northwest View John F. Kennedy International Airport

ESA



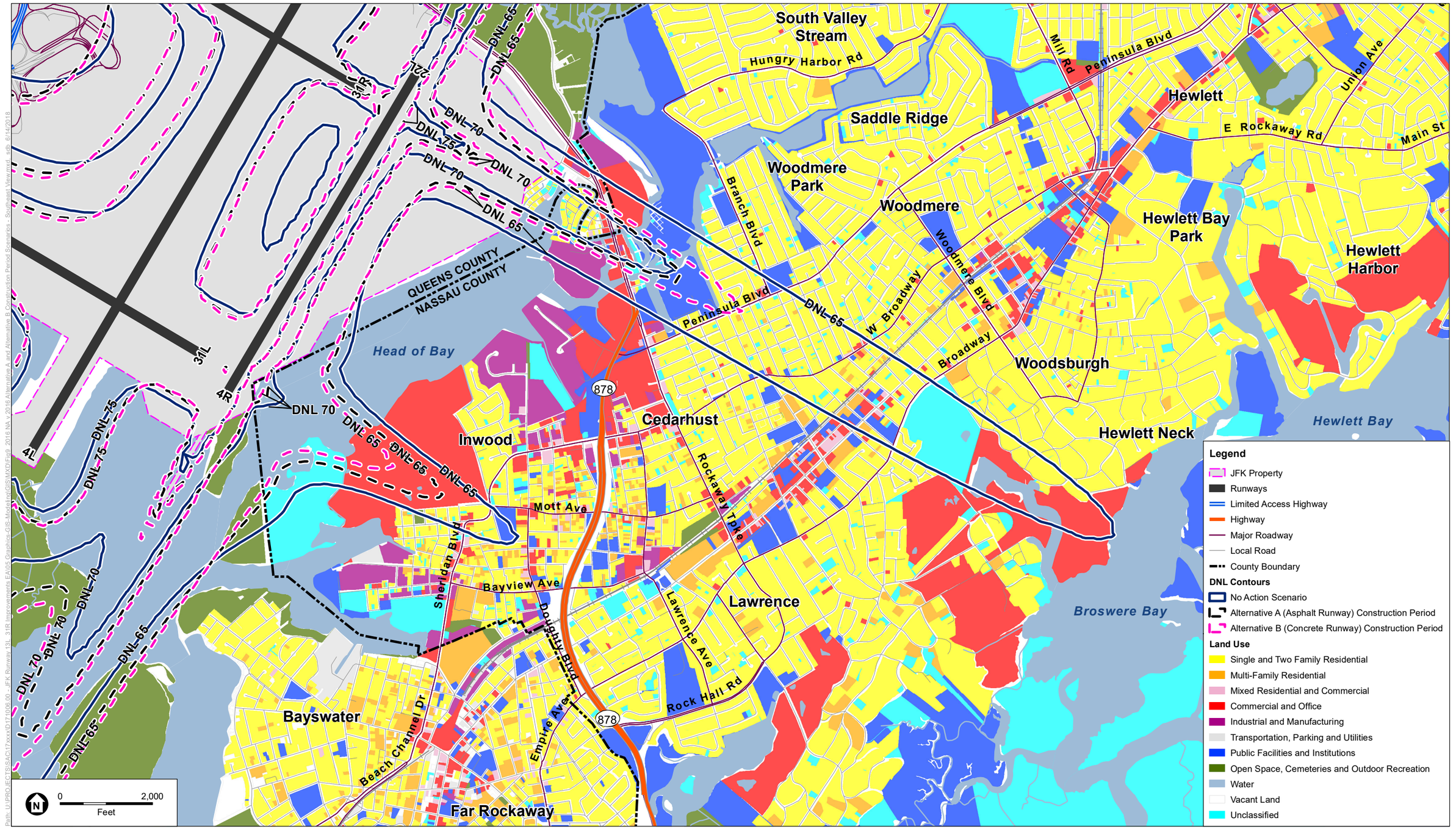
SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-8

No Action Scenario, Alternative A (Asphalt Runway) Construction Period, and Alternative B (Concrete Runway) Construction Period DNL Contours - Southwest View
John F. Kennedy International Airport

ESA



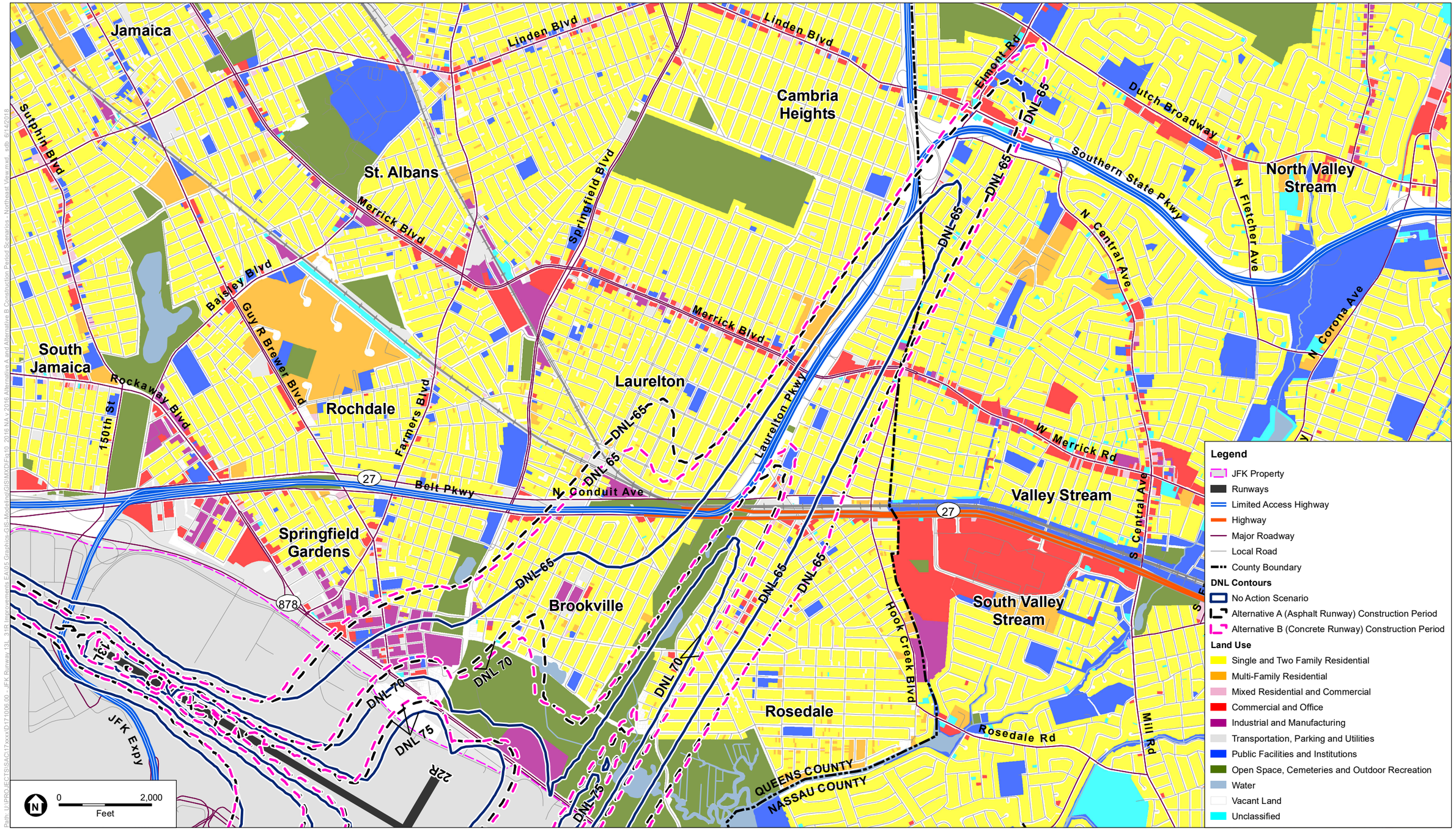
SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-9

No Action Scenario, Alternative A (Asphalt Runway) Construction Period, and Alternative B (Concrete Runway) Construction Period DNL Contours - Southeast View
John F. Kennedy International Airport

ESA



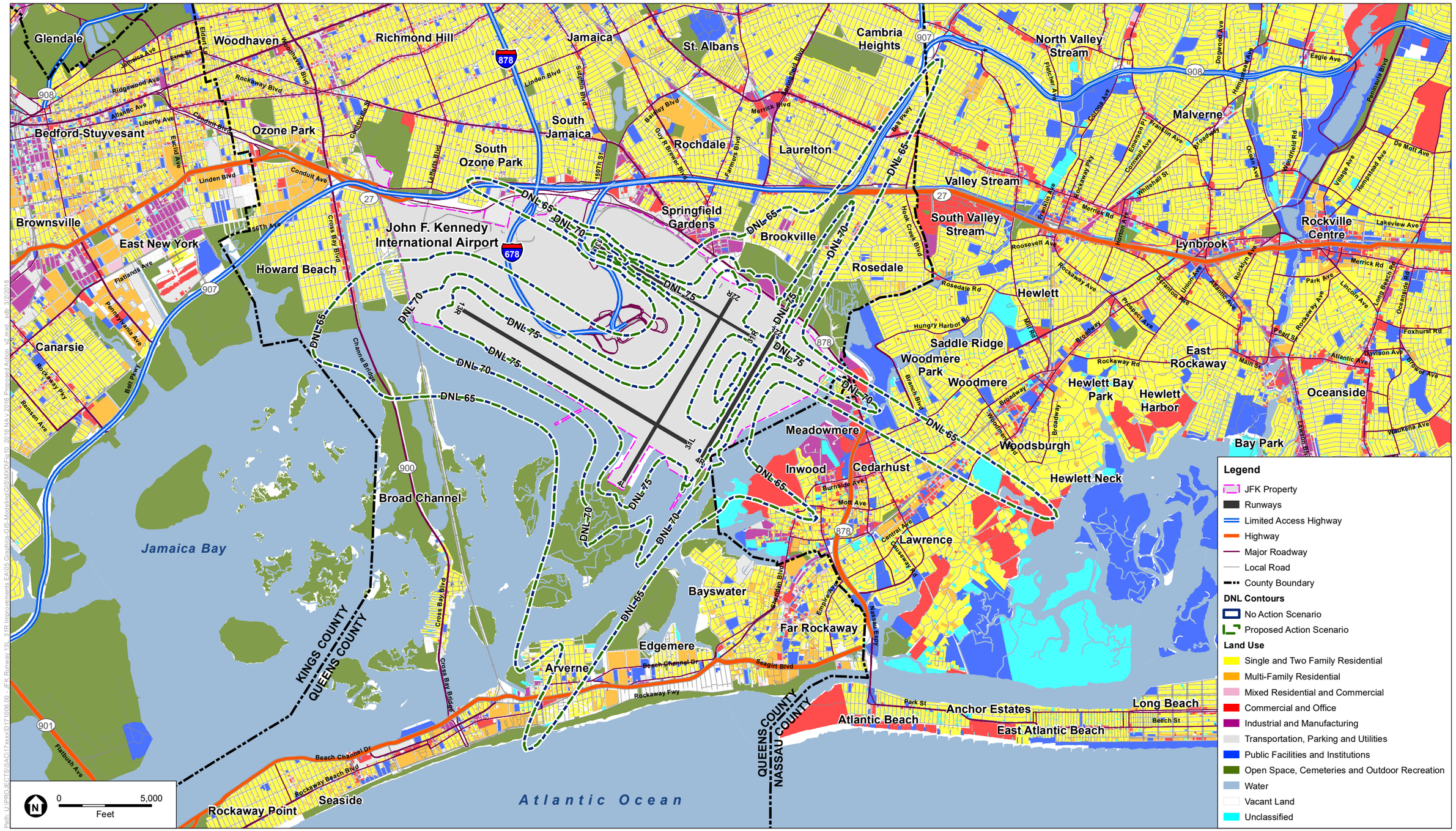
SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-10

No Action Scenario, Alternative A (Asphalt Runway) Construction Period, and Alternative B (Concrete Runway) Construction Period DNL Contours - Northeast View
John F. Kennedy International Airport

Path: U:\PROJECTS\SAC\171xxx\D171006.00 - JFK Runway 13L 31R Improvements EA\05 Graphics-GIS-Modeling\GIS\MXD\Fig10 2016 NA v 2016 Alternative A and Alternative B Construction Period Scenarios - Northeast View.mxd sdb 6/14/2018

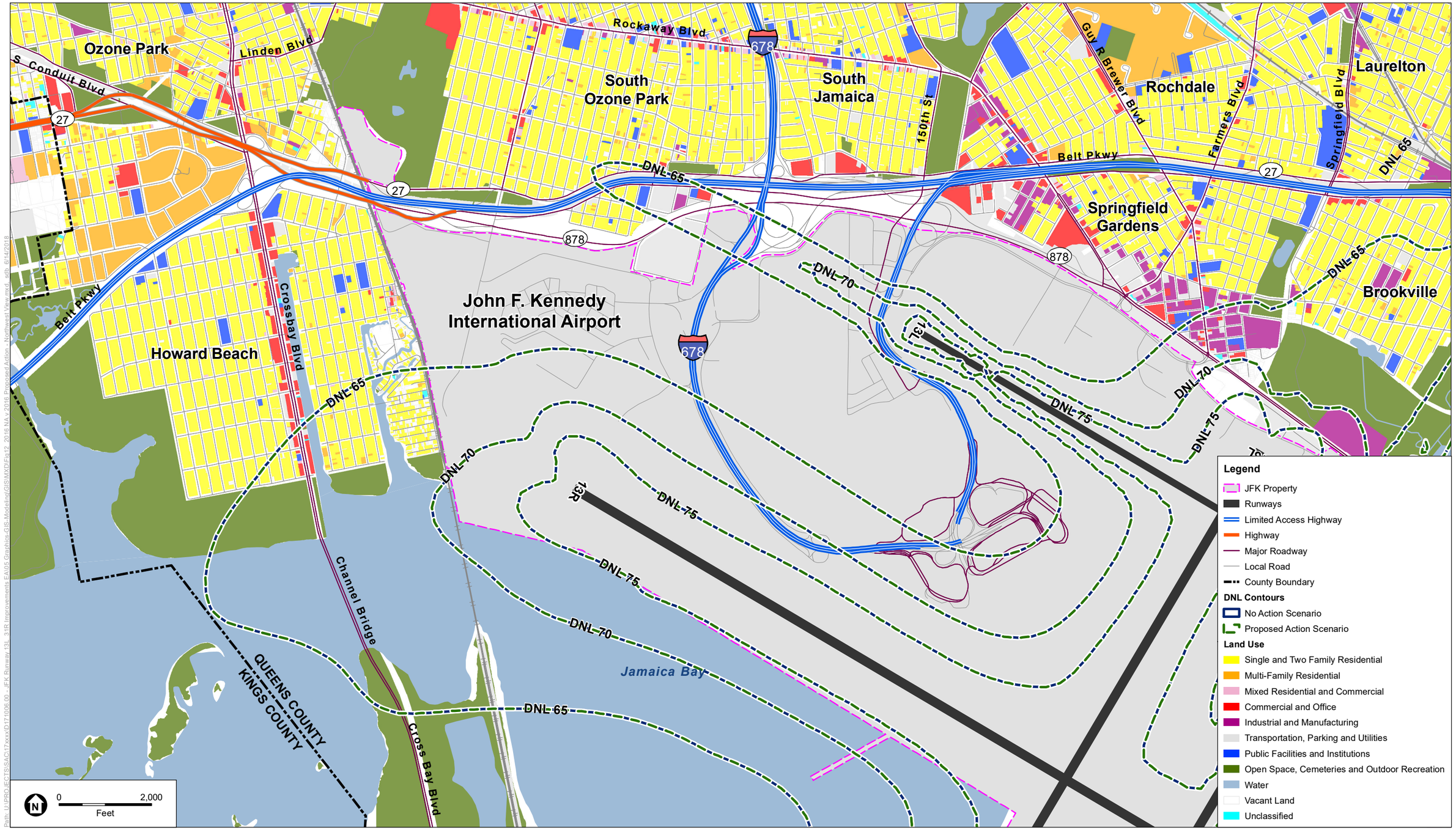


Path: U:\PROJECTS\SAC\17xxxx\D171006.00 - JFK Runway 13L_31R Improvements EA\05 Graphics-GIS-Modeling\GIS\MXD\Fig10_2016 NA v 2016 Proposed Action_v2.mxd, sdb, 3/2/2018

SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015;
Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015;
AEDT 2d; ESA, 2018; ESRI Mapping Services

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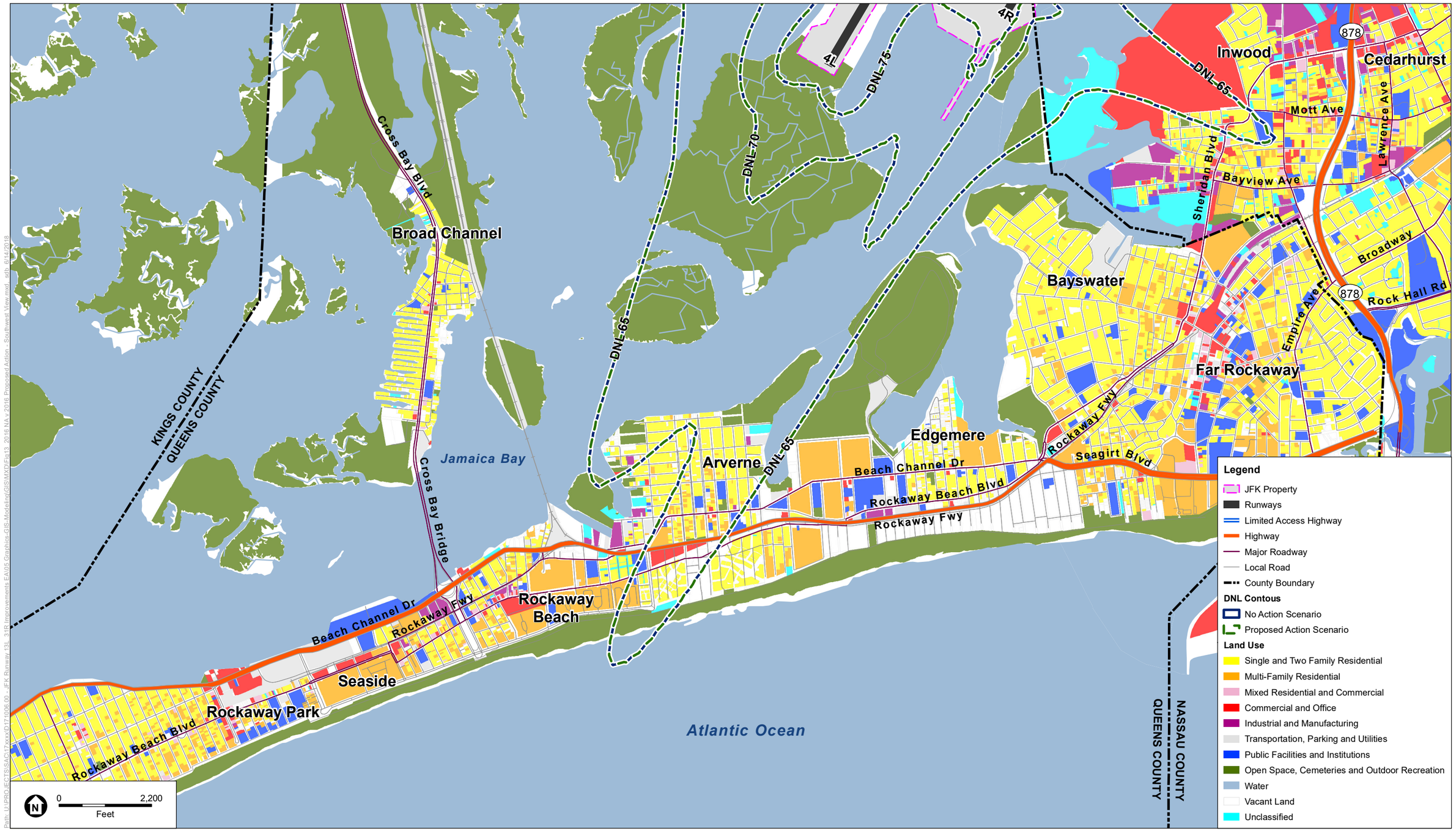
Figure C-11
No Action Scenario and Proposed Action Scenario DNL Contours
John F. Kennedy International Airport



SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

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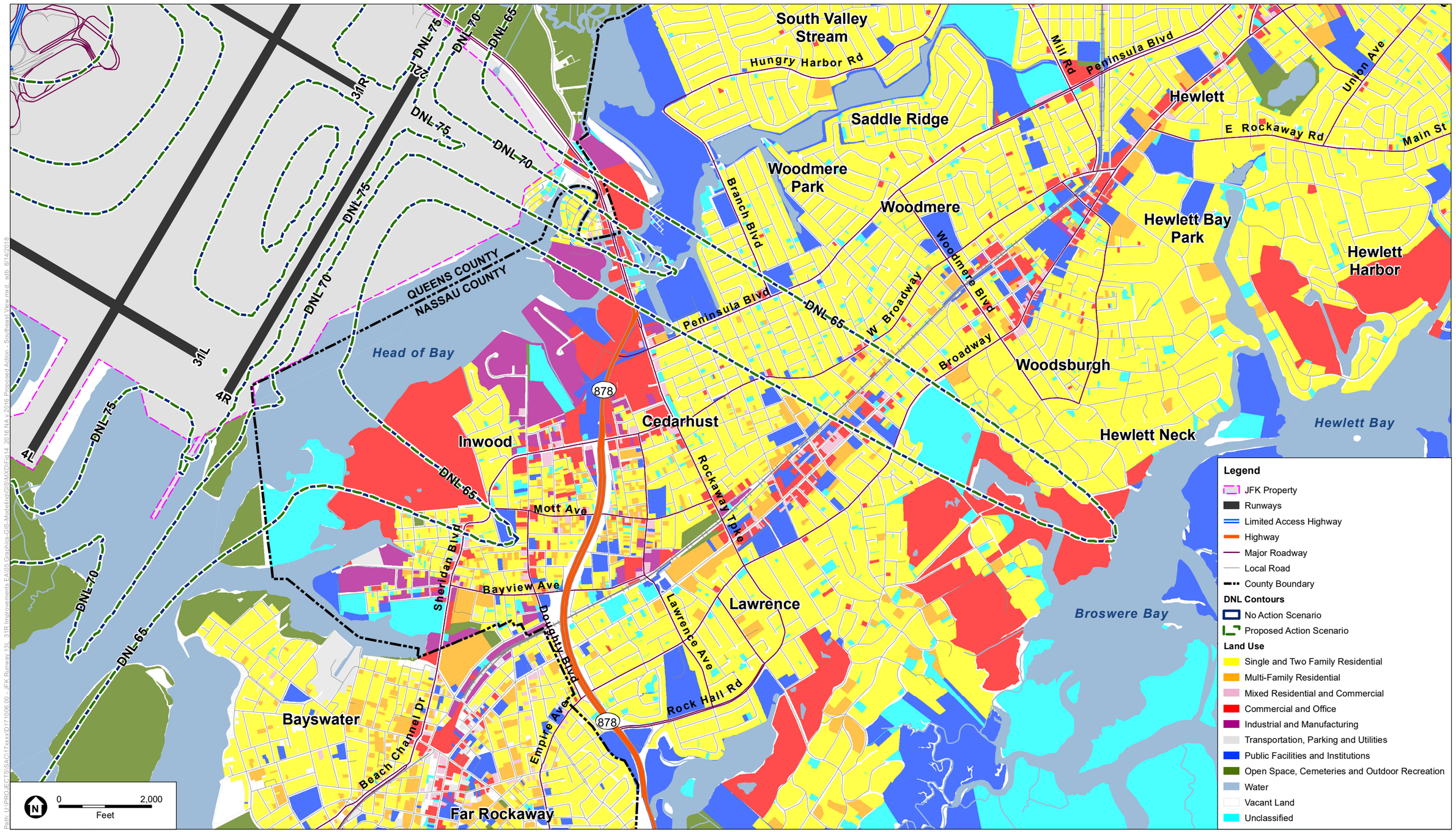
Figure C-12
No Action Scenario and Proposed Action Scenario DNL Contours - Northwest View
John F. Kennedy International Airport



SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

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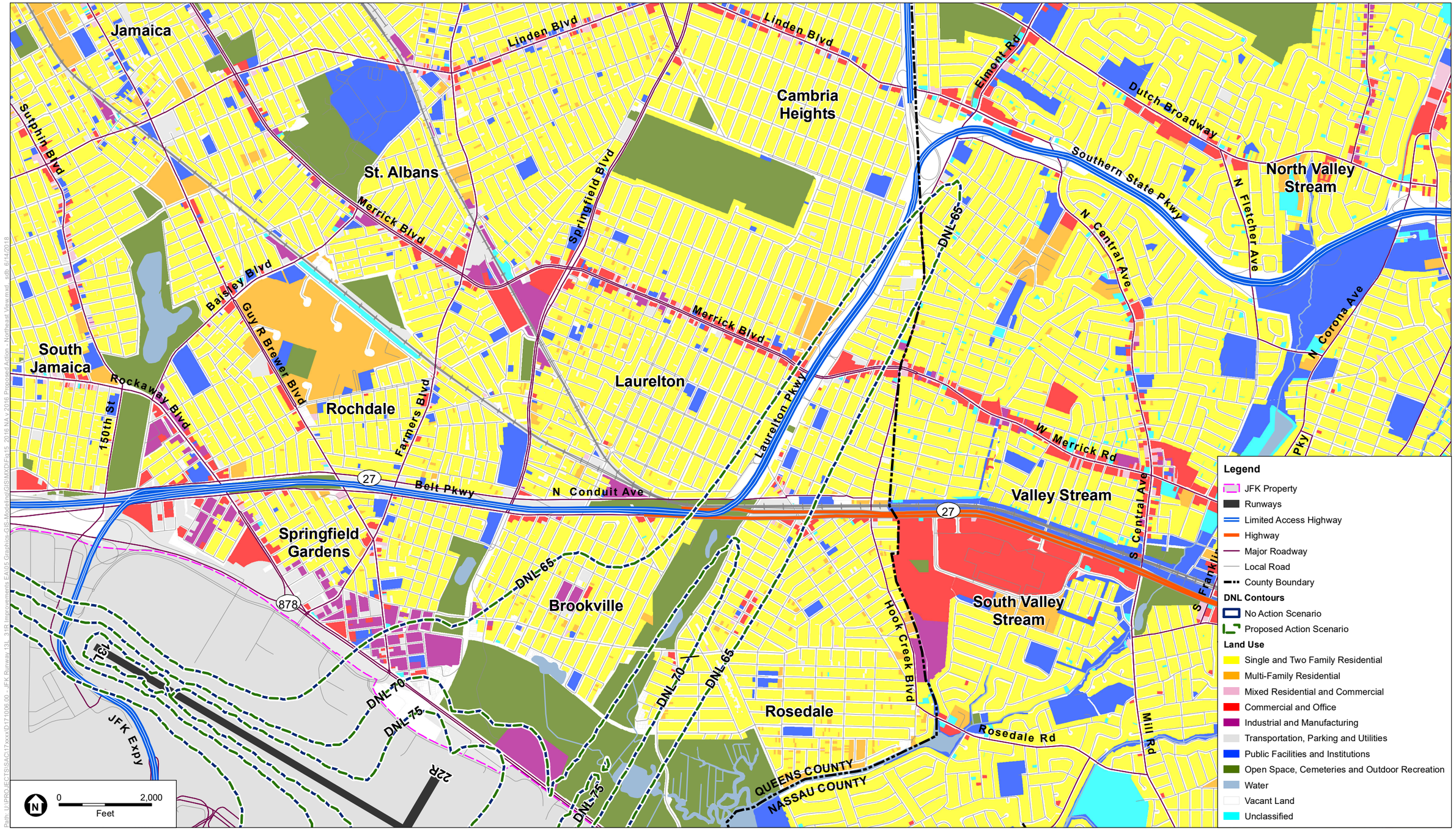
Figure C-13
No Action Scenario and Proposed Action Scenario DNL Contours - Southwest View
John F. Kennedy International Airport



SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure C-14
No Action Scenario and Proposed Action Scenario DNL Contours - Southeast View
John F. Kennedy International Airport



SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015; Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015; AEDT 2d; ESA, 2018; ESRI Mapping Services

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Figure C-15
No Action Scenario and Proposed Action Scenario DNL Contours - Northeast View
John F. Kennedy International Airport

Path: U:\PROJECTS\SAC\17xxx\D171006.00 - JFK Runway 13L- 31R Improvements EA\05 Graphics-GIS-Modeling\GIS\MXD\Fig15_2016 NA v 2016 Proposed Action - Northeast View.mxd - sdb 6/14/2018

APPENDIX C-1

Operations Information

APPENDIX C-1: OPERATIONS INFORMATION

All Scenarios - Total Operations and Stage Length Percentages

Airframe	Engine	Operations	Departure Stage Length Percentages									Grand Total
			1	2	3	4	5	6	7	8	9	
7478	13GE157	631.00	20.47%	7.54%	0.00%	15.08%	48.47%	0.00%	0.00%	2.69%	5.75%	100.00%
Airbus A300B4-200 Series	3GE079	429.00	52.51%	39.11%	0.00%	8.38%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A300F4-600 Series	1PW056	248.00	49.02%	46.08%	0.00%	4.90%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A310-300 Series	1PW032	6.19	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	994.00	0.59%	0.00%	0.00%	0.00%	99.41%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A319-100 Series	7CM050	6900.93	26.88%	22.38%	11.63%	38.46%	0.65%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A320-200 Series	2CM018	9692.15	5.45%	8.63%	0.79%	85.07%	0.06%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A320-200 Series	3IA007	68553.07	3.08%	36.06%	34.28%	26.55%	0.02%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A321-200 Series	1IA005	37374.43	14.06%	3.84%	8.40%	73.57%	0.13%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A330-200 Series	1PW030	7978.99	0.43%	0.04%	0.04%	14.07%	52.10%	22.94%	10.37%	0.00%	0.00%	100.00%
Airbus A330-300 Series	1PW059	6027.48	0.00%	0.00%	0.04%	0.32%	68.87%	30.60%	0.17%	0.00%	0.00%	100.00%
Airbus A330-300 Series	CF680C	6761.65	0.30%	0.24%	0.00%	0.03%	70.04%	29.36%	0.03%	0.00%	0.00%	100.00%
Airbus A340-200 Series	7CM049	91.03	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Airbus A340-300 Series	7CM049	414.00	0.00%	0.00%	0.00%	0.00%	63.17%	0.85%	35.98%	0.00%	0.00%	100.00%
Airbus A340-500 Series	6RR041	1143.00	0.00%	0.54%	0.00%	0.00%	0.54%	0.00%	98.91%	0.00%	0.00%	100.00%
Airbus A340-600 Series	6RR041	2364.00	0.17%	0.00%	0.00%	0.00%	51.17%	0.00%	48.66%	0.00%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	1701.24	0.00%	0.00%	0.17%	0.00%	99.83%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	4926.76	0.00%	0.06%	0.00%	0.06%	20.98%	0.00%	0.00%	78.90%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	51.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
B787-8R	2GE048	6113.65	0.00%	0.11%	0.00%	17.69%	23.99%	41.77%	1.36%	15.09%	0.00%	100.00%
Boeing 717-200 Series	4BR002	9194.00	70.02%	29.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	4.00	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-300 Series	1CM004	362.00	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	23.00	42.86%	14.29%	14.29%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	50.00	33.33%	11.11%	22.22%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-600 Series	1CM007	22.00	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-700 Series	1CM007	599.56	2.52%	28.36%	6.14%	59.67%	0.51%	2.79%	0.00%	0.00%	0.00%	100.00%
Boeing 737-800 Series	4CM039	54999.87	7.03%	16.16%	37.42%	39.32%	0.02%	0.05%	0.00%	0.00%	0.00%	100.00%
Boeing 737-900 Series	4CM039	2609.00	5.00%	25.00%	7.50%	52.50%	10.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 747-200 Series Freighter	1GE009	986.20	6.90%	19.49%	2.90%	52.00%	11.69%	1.45%	5.57%	0.00%	0.00%	100.00%
Boeing 747-200 Series Freighter	1PW022	90.80	20.48%	13.25%	1.20%	4.82%	54.22%	4.82%	1.20%	0.00%	0.00%	100.00%
Boeing 747-400 Series	1GE024	8147.00	0.27%	0.25%	0.02%	1.49%	73.46%	0.30%	15.51%	8.71%	0.00%	100.00%
Boeing 747-400 Series Freighter	1PW055	467.00	0.57%	34.48%	31.61%	0.00%	32.18%	0.00%	0.00%	1.15%	0.00%	100.00%
Boeing 747-800 Freighter	2GE045	1382.00	0.56%	4.63%	3.33%	8.70%	78.52%	0.00%	4.26%	0.00%	0.00%	100.00%
Boeing 757-200 Series	4PW073	21973.46	1.34%	6.09%	5.90%	80.00%	6.28%	0.38%	0.00%	0.00%	0.00%	100.00%
Boeing 757-200 Series	5RR039	9300.54	0.79%	38.57%	24.79%	10.46%	24.72%	0.00%	0.68%	0.00%	0.00%	100.00%
Boeing 757-200 Series Freighter	1RR012	358.80	2.44%	91.87%	4.07%	0.00%	1.63%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	1475.20	33.07%	61.25%	0.20%	5.09%	0.20%	0.20%	0.00%	0.00%	0.00%	100.00%
Boeing 757-300 Series	4PW073	947.00	0.37%	0.00%	0.00%	99.63%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 767-200 Series	1GE026	351.77	3.11%	6.71%	0.33%	86.74%	1.31%	1.64%	0.16%	0.00%	0.00%	100.00%
Boeing 767-200 Series	5PW074	49.23	6.90%	5.75%	4.60%	81.61%	1.15%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 767-200 Series Freighter	1GE010	562.00	0.82%	90.12%	0.41%	5.35%	2.47%	0.41%	0.41%	0.00%	0.00%	100.00%
Boeing 767-300 ER	1RR011	18560.00	0.30%	1.05%	0.02%	30.89%	48.76%	18.98%	0.00%	0.00%	0.00%	100.00%
Boeing 767-300 ER Freighter	12PW102	200.00	0.00%	86.73%	0.00%	5.10%	8.16%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 767-400	3GE058	5417.00	1.43%	22.08%	0.00%	1.20%	54.59%	20.66%	0.04%	0.00%	0.00%	100.00%
Boeing 777-200 Series	1PW041	1477.99	0.10%	0.64%	0.12%	0.10%	47.20%	19.13%	11.82%	20.90%	0.00%	100.00%
Boeing 777-200-ER	1PW041	7930.00	0.00%	8.07%	0.62%	1.86%	23.60%	0.00%	0.00%	65.84%	0.00%	100.00%
Boeing 777-300 ER	7GE099	17705.00	0.04%	0.11%	0.04%	4.48%	15.69%	12.84%	3.98%	44.16%	18.66%	100.00%
Boeing 777-300 Series	6GE091	2346.99	0.07%	0.00%	0.21%	0.14%	69.68%	25.74%	0.07%	3.95%	0.14%	100.00%
Boeing 787-900 Dreamliner	12GE155	611.00	0.06%	0.12%	0.00%	21.77%	38.75%	0.00%	0.00%	39.30%	0.00%	100.00%
Boeing DC-10-10 Series	3GE076	953.00	0.53%	99.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing DC-10-30 Series	1GE009	76.00	0.00%	97.56%	0.00%	0.00%	2.44%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing MD-11 Freighter	1GE031	904.87	0.53%	82.62%	0.53%	1.34%	13.37%	1.60%	0.00%	0.00%	0.00%	100.00%
Boeing MD-11 Freighter	1PW052	277.13	0.87%	98.26%	0.00%	0.87%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing MD-83	4PW068	19.00	60.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	8802.00	6.67%	93.05%	0.24%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier Challenger 600	5GE084	435.93	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier CRJ-200	5GE084	1237.00	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier CRJ-700	5GE084	7791.00	77.41%	22.51%	0.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier CRJ-900	6GE092	29923.00	54.07%	37.62%	8.28%	0.02%	0.02%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	19.80	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	1305.41	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

All Scenarios - Total Operations and Stage Length Percentages

Airframe	Engine	Operations	Departure Stage Length Percentages									Grand Total
			1	2	3	4	5	6	7	8	9	
Britten-Norman BN-2 Islander	250B17	41.38	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	48.90	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 182	IO360	15.05	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 206	TIO540	18.81	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	300.90	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 441 Conquest II	TPE10A	225.24	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 500 Citation I	1PW035	86.47	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	293.78	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 550 Citation II	1PW036	228.62	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 560 Citation V	1PW037	94.77	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 560 Citation V	PW530	267.72	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 560 Citation XLS	7PW078	679.95	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 650 Citation III	1AS001	30.80	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	266.53	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 750 Citation X	6AL021	290.22	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
CESSNA CITATION 510	PW615F	22.51	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	34.35	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Dornier 228-200 Series	PT6A28	187.47	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Dornier 328-100 Series	PW119B	25.62	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	16.58	71.43%	28.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Embraer ERJ140	6AL014	3086.00	98.94%	0.79%	0.06%	0.21%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Embraer ERJ145	6AL008	21210.00	84.59%	15.37%	0.02%	0.02%	0.00%	0.01%	0.00%	0.00%	0.00%	100.00%
Embraer ERJ175	6GE095	4139.00	93.10%	4.60%	2.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Embraer ERJ190	6GE094	32200.00	73.82%	14.77%	11.18%	0.23%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Gulfstream G400	6RR042	448.96	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Gulfstream G500	3BR001	360.11	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Israel IAI-1125 Astra	1AS002	589.92	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Mitsubishi MU-300 Diamond	1PW037	387.36	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	30.10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	512.66	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Raytheon Beech Baron 58	TIO540	210.67	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ryan Navion B	TIO540	188.10	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Shorts 330	PT6A4A	13.32	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
	Grand Total	**448,900**										

No Action Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

		Arrivals			Departures		
Airframe	Engine	% Day	% Night	Total	% Day	% Night	Total
7478	13GE157	64.46%	35.54%	100.00%	12.39%	87.61%	100.00%
Airbus A300B4-200 Series	3GE079	23.33%	76.67%	100.00%	68.72%	31.28%	100.00%
Airbus A300F4-600 Series	1PW056	21.78%	78.22%	100.00%	72.55%	27.45%	100.00%
Airbus A310-300 Series	1PW032	75.00%	25.00%	100.00%	33.33%	66.67%	100.00%
Airbus A318-100 Series	7PW083	99.41%	0.59%	100.00%	61.61%	38.39%	100.00%
Airbus A319-100 Series	7CM050	68.81%	31.19%	100.00%	73.45%	26.55%	100.00%
Airbus A320-200 Series	2CM018	60.53%	39.47%	100.00%	93.40%	6.60%	100.00%
Airbus A320-200 Series	3IA007	73.04%	26.96%	100.00%	80.51%	19.49%	100.00%
Airbus A321-200 Series	1IA005	63.63%	36.37%	100.00%	86.14%	13.86%	100.00%
Airbus A330-200 Series	1PW030	84.35%	15.65%	100.00%	80.20%	19.80%	100.00%
Airbus A330-300 Series	1PW059	91.02%	8.98%	100.00%	92.41%	7.59%	100.00%
Airbus A330-300 Series	CF680C	98.86%	1.14%	100.00%	93.68%	6.32%	100.00%
Airbus A340-200 Series	7CM049	91.93%	8.07%	100.00%	17.41%	82.59%	100.00%
Airbus A340-300 Series	7CM049	78.03%	21.97%	100.00%	82.44%	17.56%	100.00%
Airbus A340-500 Series	6RR041	50.27%	49.73%	100.00%	99.46%	0.54%	100.00%
Airbus A340-600 Series	6RR041	67.62%	32.38%	100.00%	94.64%	5.36%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	100.00%	0.00%	100.00%	95.66%	4.34%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	99.88%	0.12%	100.00%	62.93%	37.07%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	100.00%	0.00%	100.00%	91.67%	8.33%	100.00%
B787-8R	2GE048	96.82%	3.18%	100.00%	61.61%	38.39%	100.00%
Boeing 717-200 Series	4BR002	93.66%	6.34%	100.00%	93.56%	6.44%	100.00%
Boeing 727-200 Series Freighter	1PW004	100.00%	0.00%	100.00%	83.33%	16.67%	100.00%
Boeing 737-300 Series	1CM004	87.89%	12.11%	100.00%	100.00%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	81.82%	18.18%	100.00%	42.86%	57.14%	100.00%
Boeing 737-400 Series Freighter	1CM004	62.96%	37.04%	100.00%	55.56%	44.44%	100.00%
Boeing 737-600 Series	1CM007	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Boeing 737-700 Series	1CM007	93.34%	6.66%	100.00%	92.12%	7.88%	100.00%
Boeing 737-800 Series	4CM039	75.02%	24.98%	100.00%	88.42%	11.58%	100.00%
Boeing 737-900 Series	4CM039	80.85%	19.15%	100.00%	95.00%	5.00%	100.00%
Boeing 747-200 Series Freighter	1GE009	77.29%	22.71%	100.00%	71.83%	28.17%	100.00%
Boeing 747-200 Series Freighter	1PW022	78.05%	21.95%	100.00%	48.19%	51.81%	100.00%
Boeing 747-400 Series	1GE024	71.85%	28.15%	100.00%	60.06%	39.94%	100.00%
Boeing 747-400 Series Freighter	1PW055	68.05%	31.95%	100.00%	65.52%	34.48%	100.00%
Boeing 747-800 Freighter	2GE045	38.12%	61.88%	100.00%	45.19%	54.81%	100.00%
Boeing 757-200 Series	4PW073	68.33%	31.67%	100.00%	89.20%	10.80%	100.00%
Boeing 757-200 Series	5RR039	87.92%	12.08%	100.00%	87.84%	12.16%	100.00%
Boeing 757-200 Series Freighter	1RR012	96.09%	3.91%	100.00%	8.13%	91.87%	100.00%
Boeing 757-200 Series Freighter	4PW072	24.18%	75.82%	100.00%	37.77%	62.23%	100.00%
Boeing 757-300 Series	4PW073	99.63%	0.37%	100.00%	89.96%	10.04%	100.00%
Boeing 767-200 Series	1GE026	74.14%	25.86%	100.00%	91.33%	8.67%	100.00%
Boeing 767-200 Series	5PW074	41.67%	58.33%	100.00%	24.14%	75.86%	100.00%
Boeing 767-200 Series Freighter	1GE010	74.58%	25.42%	100.00%	29.22%	70.78%	100.00%
Boeing 767-300 ER	1RR011	88.46%	11.54%	100.00%	81.83%	18.17%	100.00%
Boeing 767-300 ER Freighter	12PW102	80.00%	20.00%	100.00%	11.22%	88.78%	100.00%
Boeing 767-400	3GE058	66.43%	33.57%	100.00%	71.67%	28.33%	100.00%
Boeing 777-200 Series	1PW041	85.63%	14.37%	100.00%	66.80%	33.20%	100.00%
Boeing 777-200-ER	1PW041	69.18%	30.82%	100.00%	52.80%	47.20%	100.00%
Boeing 777-300 ER	7GE099	81.43%	18.57%	100.00%	64.73%	35.27%	100.00%
Boeing 777-300 Series	6GE091	75.05%	24.95%	100.00%	68.55%	31.45%	100.00%
Boeing 787-900 Dreamliner	12GE155	96.37%	3.63%	100.00%	64.19%	35.81%	100.00%
Boeing DC-10-10 Series	3GE076	37.52%	62.48%	100.00%	70.62%	29.38%	100.00%
Boeing DC-10-30 Series	1GE009	44.19%	55.81%	100.00%	63.41%	36.59%	100.00%
Boeing MD-11 Freighter	1GE031	80.64%	19.36%	100.00%	27.27%	72.73%	100.00%
Boeing MD-11 Freighter	1PW052	85.22%	14.78%	100.00%	29.57%	70.43%	100.00%
Boeing MD-83	4PW068	93.33%	6.67%	100.00%	80.00%	20.00%	100.00%
Boeing MD-88	4PW068	90.58%	9.42%	100.00%	95.67%	4.33%	100.00%
Bombardier Challenger 600	5GE084	92.97%	7.03%	100.00%	92.90%	7.10%	100.00%
Bombardier CRJ-200	5GE084	87.09%	12.91%	100.00%	88.47%	11.53%	100.00%
Bombardier CRJ-700	5GE084	93.06%	6.94%	100.00%	92.49%	7.51%	100.00%
Bombardier CRJ-900	6GE092	96.13%	3.87%	100.00%	96.29%	3.71%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	92.31%	7.69%	100.00%	100.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	89.05%	10.95%	100.00%	88.45%	11.55%	100.00%
Britten-Norman BN-2 Islander	250B17	86.36%	13.64%	100.00%	86.36%	13.64%	100.00%
Cessna 172 Skyhawk	IO320	87.50%	12.50%	100.00%	85.00%	15.00%	100.00%
Cessna 182	IO360	100.00%	0.00%	100.00%	85.71%	14.29%	100.00%
Cessna 206	TIO540	88.89%	11.11%	100.00%	81.82%	18.18%	100.00%

No Action Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

		Arrivals			Departures		
Airframe	**Engine**	**% Day**	**% Night**	**Total**	**% Day**	**% Night**	**Total**
Cessna 208 Caravan	PT6A14	92.98%	7.02%	100.00%	95.35%	4.65%	100.00%
Cessna 441 Conquest II	TPE10A	91.52%	8.48%	100.00%	92.50%	7.50%	100.00%
Cessna 500 Citation I	1PW035	97.30%	2.70%	100.00%	91.67%	8.33%	100.00%
Cessna 525 Citation Jet	10PW099	94.83%	5.17%	100.00%	91.67%	8.33%	100.00%
Cessna 550 Citation II	1PW036	87.37%	12.63%	100.00%	92.86%	7.14%	100.00%
Cessna 560 Citation V	1PW037	95.24%	4.76%	100.00%	86.84%	13.16%	100.00%
Cessna 560 Citation V	PW530	94.64%	5.36%	100.00%	93.86%	6.14%	100.00%
Cessna 560 Citation XLS	7PW078	91.43%	8.57%	100.00%	90.14%	9.86%	100.00%
Cessna 650 Citation III	1AS001	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	89.81%	10.19%	100.00%	91.45%	8.55%	100.00%
Cessna 750 Citation X	6AL021	92.37%	7.63%	100.00%	92.13%	7.87%	100.00%
CESSNA CITATION 510	PW615F	80.00%	20.00%	100.00%	88.89%	11.11%	100.00%
Dassault Falcon 20-C	1AS002	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Dornier 228-200 Series	PT6A28	91.36%	8.64%	100.00%	88.75%	11.25%	100.00%
Dornier 328-100 Series	PW119B	81.82%	18.18%	100.00%	72.73%	27.27%	100.00%
Eclipse 500 / PW610F	PW610F	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Embraer ERJ140	6AL014	98.88%	1.12%	100.00%	96.40%	3.60%	100.00%
Embraer ERJ145	6AL008	97.16%	2.84%	100.00%	94.84%	5.16%	100.00%
Embraer ERJ175	6GE095	88.14%	11.86%	100.00%	94.25%	5.75%	100.00%
Embraer ERJ190	6GE094	84.64%	15.36%	100.00%	79.43%	20.57%	100.00%
Gulfstream G400	6RR042	80.63%	19.37%	100.00%	79.26%	20.74%	100.00%
Gulfstream G500	3BR001	77.63%	22.37%	100.00%	77.63%	22.37%	100.00%
Israel IAI-1125 Astra	1AS002	89.16%	10.84%	100.00%	87.06%	12.94%	100.00%
Mitsubishi MU-300 Diamond	1PW037	88.68%	11.32%	100.00%	87.50%	12.50%	100.00%
Piper PA-28 Cherokee Series	IO320	71.43%	28.57%	100.00%	77.78%	22.22%	100.00%
Raytheon Beech 1900-D	PT67D	1.35%	98.65%	100.00%	1.35%	98.65%	100.00%
Raytheon Beech Baron 58	TIO540	80.91%	19.09%	100.00%	81.58%	18.42%	100.00%
Ryan Navion B	TIO540	94.12%	5.88%	100.00%	95.92%	4.08%	100.00%
Shorts 330	PT6A4A	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Grand Total		**79.57%**	**20.43%**	**100.00%**	**83.20%**	**16.80%**	**100.00%**

No Action Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	26.09%	0.00%	0.00%	10.14%	0.00%	27.54%	36.23%	0.00%	100.00%
Airbus A300B4-200 Series	3GE079	13.01%	0.00%	5.69%	3.25%	0.00%	13.82%	63.41%	0.81%	100.00%
Airbus A300F4-600 Series	1PW056	10.81%	0.00%	2.70%	1.35%	0.00%	9.46%	75.68%	0.00%	100.00%
Airbus A310-300 Series	1PW032	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	21.88%	0.00%	0.20%	12.68%	0.00%	38.85%	26.38%	0.00%	100.00%
Airbus A319-100 Series	7CM050	16.90%	0.03%	0.06%	13.79%	0.01%	21.87%	47.34%	0.00%	100.00%
Airbus A320-200 Series	2CM018	16.31%	0.03%	0.05%	13.92%	0.02%	19.93%	49.74%	0.00%	100.00%
Airbus A320-200 Series	3IA007	17.90%	0.07%	0.23%	14.67%	0.02%	22.07%	44.99%	0.04%	100.00%
Airbus A321-200 Series	1IA005	17.88%	0.02%	0.11%	14.36%	0.02%	20.71%	46.90%	0.00%	100.00%
Airbus A330-200 Series	1PW030	21.35%	0.02%	0.03%	18.33%	0.01%	42.11%	18.13%	0.01%	100.00%
Airbus A330-300 Series	1PW059	22.10%	0.03%	0.16%	15.58%	0.00%	34.39%	27.75%	0.00%	100.00%
Airbus A330-300 Series	CF680C	21.18%	0.02%	0.00%	19.06%	0.02%	44.17%	15.54%	0.02%	100.00%
Airbus A340-200 Series	7CM049	19.07%	0.00%	0.00%	30.66%	0.00%	25.13%	25.13%	0.00%	100.00%
Airbus A340-300 Series	7CM049	17.11%	0.00%	0.00%	11.07%	0.00%	35.91%	35.91%	0.00%	100.00%
Airbus A340-500 Series	6RR041	21.10%	0.00%	0.00%	18.35%	0.00%	32.37%	28.18%	0.00%	100.00%
Airbus A340-600 Series	6RR041	21.10%	0.00%	0.00%	18.35%	0.00%	32.37%	28.18%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	18.69%	0.00%	0.00%	24.68%	0.18%	37.02%	19.42%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	19.64%	0.00%	0.00%	18.87%	0.00%	27.59%	33.91%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	22.22%	0.00%	11.11%	11.11%	0.00%	33.33%	22.22%	0.00%	100.00%
B787-8R	2GE048	17.64%	0.00%	0.00%	19.46%	0.00%	26.32%	36.59%	0.00%	100.00%
Boeing 717-200 Series	4BR002	17.20%	0.00%	0.00%	11.83%	0.22%	20.65%	50.11%	0.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	20.00%	0.00%	0.00%	20.00%	0.00%	20.00%	40.00%	0.00%	100.00%
Boeing 737-300 Series	1CM004	21.58%	0.53%	0.00%	6.32%	0.00%	18.95%	52.63%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	66.67%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	6.67%	0.00%	0.00%	26.67%	0.00%	20.00%	46.67%	0.00%	100.00%
Boeing 737-600 Series	1CM007	17.50%	0.00%	0.12%	19.02%	0.12%	32.67%	30.57%	0.00%	100.00%
Boeing 737-700 Series	1CM007	17.52%	0.00%	0.29%	19.20%	0.12%	32.56%	30.31%	0.00%	100.00%
Boeing 737-800 Series	4CM039	18.11%	0.04%	0.05%	15.06%	0.08%	24.09%	42.56%	0.03%	100.00%
Boeing 737-900 Series	4CM039	18.11%	0.04%	0.05%	15.05%	0.08%	24.09%	42.56%	0.03%	100.00%
Boeing 747-200 Series Freighter	1GE009	11.32%	0.00%	0.16%	17.05%	0.00%	20.62%	50.85%	0.00%	100.00%
Boeing 747-200 Series Freighter	1PW022	10.00%	0.00%	0.00%	20.00%	0.00%	35.00%	35.00%	0.00%	100.00%
Boeing 747-400 Series	1GE024	21.97%	0.00%	0.82%	15.76%	0.03%	36.05%	25.36%	0.00%	100.00%
Boeing 747-400 Series Freighter	1PW055	15.79%	0.00%	3.51%	6.14%	0.00%	24.56%	50.00%	0.00%	100.00%
Boeing 747-800 Freighter	2GE045	23.77%	0.00%	0.00%	12.30%	0.00%	30.33%	33.61%	0.00%	100.00%
Boeing 757-200 Series	4PW073	16.64%	0.11%	0.32%	14.90%	0.03%	23.43%	44.55%	0.02%	100.00%
Boeing 757-200 Series	5RR039	20.08%	0.00%	0.30%	15.41%	0.08%	30.95%	33.16%	0.02%	100.00%
Boeing 757-200 Series Freighter	1RR012	10.00%	0.00%	0.00%	10.00%	0.00%	20.00%	60.00%	0.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	15.10%	0.00%	0.00%	8.85%	0.00%	11.46%	64.58%	0.00%	100.00%
Boeing 757-300 Series	4PW073	19.83%	0.00%	1.24%	19.42%	0.00%	44.63%	14.88%	0.00%	100.00%
Boeing 767-200 Series	1GE026	16.31%	0.00%	0.18%	10.93%	0.00%	26.70%	45.70%	0.18%	100.00%
Boeing 767-200 Series	5PW074	19.05%	0.00%	0.00%	14.29%	0.00%	23.81%	42.86%	0.00%	100.00%
Boeing 767-200 Series Freighter	1GE010	22.54%	0.00%	0.00%	4.23%	0.00%	19.72%	53.52%	0.00%	100.00%
Boeing 767-300 ER	1RR011	19.74%	0.01%	0.01%	16.45%	0.07%	36.95%	26.77%	0.00%	100.00%
Boeing 767-300 ER Freighter	12PW102	0.00%	0.00%	9.09%	27.27%	0.00%	27.27%	36.36%	0.00%	100.00%
Boeing 767-400	3GE058	20.66%	0.01%	0.25%	14.27%	0.07%	36.05%	28.63%	0.06%	100.00%
Boeing 777-200 Series	1PW041	18.08%	0.03%	1.26%	18.40%	0.00%	30.95%	31.29%	0.00%	100.00%
Boeing 777-200-ER	1PW041	19.32%	0.04%	0.17%	17.97%	0.00%	36.28%	26.22%	0.00%	100.00%
Boeing 777-300 ER	7GE099	18.80%	0.00%	0.64%	18.60%	0.02%	31.78%	30.15%	0.02%	100.00%
Boeing 777-300 Series	6GE091	18.54%	0.00%	0.14%	18.91%	0.02%	32.47%	29.92%	0.00%	100.00%
Boeing 787-900 Dreamliner	12GE155	17.64%	0.00%	0.00%	19.47%	0.00%	26.33%	36.56%	0.00%	100.00%
Boeing DC-10-10 Series	3GE076	7.02%	0.25%	2.26%	3.26%	0.00%	7.27%	79.70%	0.25%	100.00%
Boeing DC-10-30 Series	1GE009	7.69%	0.00%	3.85%	7.69%	0.00%	15.38%	65.38%	0.00%	100.00%
Boeing MD-11 Freighter	1GE031	9.80%	0.00%	1.96%	8.82%	0.00%	13.73%	65.69%	0.00%	100.00%
Boeing MD-11 Freighter	1PW052	2.94%	0.00%	0.00%	8.82%	0.00%	5.88%	82.35%	0.00%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	100.00%
Boeing MD-88	4PW068	15.18%	0.06%	0.00%	11.57%	0.03%	17.29%	55.83%	0.03%	100.00%
Bombardier Challenger 600	5GE084	17.06%	0.00%	0.00%	20.59%	0.00%	23.53%	38.82%	0.00%	100.00%
Bombardier CRJ-200	5GE084	15.65%	0.04%	0.59%	16.25%	0.08%	23.23%	44.16%	0.00%	100.00%
Bombardier CRJ-700	5GE084	15.86%	0.03%	0.07%	17.50%	0.04%	21.51%	44.99%	0.01%	100.00%
Bombardier CRJ-900	6GE092	15.86%	0.03%	0.07%	17.50%	0.04%	21.51%	44.99%	0.01%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	25.00%	0.00%	25.00%	50.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	13.25%	0.20%	0.00%	15.66%	0.20%	24.50%	46.18%	0.00%	100.00%
Britten-Norman BN-2 Islander	250B17	26.32%	0.00%	0.00%	26.32%	0.00%	36.84%	5.26%	5.26%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	0.00%	23.53%	0.00%	17.65%	58.82%	0.00%	100.00%
Cessna 182	IO360	16.67%	0.00%	0.00%	0.00%	0.00%	50.00%	33.33%	0.00%	100.00%
Cessna 206	TIO540	11.11%	0.00%	0.00%	22.22%	0.00%	0.00%	44.44%	22.22%	100.00%
Cessna 208 Caravan	PT6A14	16.91%	0.00%	0.48%	15.64%	1.30%	25.01%	28.28%	12.37%	100.00%
Cessna 441 Conquest II	TPE10A	17.94%	0.00%	0.00%	21.26%	0.00%	20.27%	27.15%	13.39%	100.00%
Cessna 500 Citation I	1PW035	3.03%	3.03%	0.00%	12.12%	0.00%	30.30%	51.52%	0.00%	100.00%

No Action Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 525 Citation Jet	10PW099	19.01%	0.83%	0.00%	18.18%	0.00%	19.83%	41.32%	0.83%	100.00%
Cessna 550 Citation II	1PW036	13.19%	0.00%	0.00%	25.27%	0.00%	20.88%	40.66%	0.00%	100.00%
Cessna 560 Citation V	1PW037	24.24%	0.00%	0.00%	39.39%	0.00%	6.06%	30.30%	0.00%	100.00%
Cessna 560 Citation V	PW530	14.95%	0.00%	0.00%	19.63%	0.00%	19.63%	45.79%	0.00%	100.00%
Cessna 560 Citation XLS	7PW078	15.09%	0.00%	0.00%	23.77%	0.00%	18.49%	42.64%	0.00%	100.00%
Cessna 650 Citation III	1AS001	23.08%	0.00%	0.00%	15.38%	0.00%	30.77%	30.77%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	14.02%	0.00%	0.00%	23.36%	0.00%	26.17%	36.45%	0.00%	100.00%
Cessna 750 Citation X	6AL021	9.40%	0.00%	0.00%	14.53%	0.00%	26.50%	49.57%	0.00%	100.00%
CESSNA CITATION 510	PW615F	12.50%	0.00%	0.00%	12.50%	0.00%	37.50%	37.50%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	6.67%	0.00%	0.00%	13.33%	0.00%	33.33%	46.67%	0.00%	100.00%
Dornier 228-200 Series	PT6A28	21.13%	0.00%	0.00%	19.72%	1.41%	26.76%	23.94%	7.04%	100.00%
Dornier 328-100 Series	PW119B	25.00%	0.00%	0.00%	12.50%	0.00%	37.50%	25.00%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	14.29%	0.00%	0.00%	0.00%	0.00%	42.86%	42.86%	0.00%	100.00%
Embraer ERJ140	6AL014	14.59%	0.03%	0.03%	16.47%	0.00%	18.51%	50.36%	0.00%	100.00%
Embraer ERJ145	6AL008	12.85%	0.02%	0.04%	20.70%	0.03%	17.06%	49.29%	0.02%	100.00%
Embraer ERJ175	6GE095	10.96%	0.00%	0.00%	10.96%	0.00%	13.70%	64.38%	0.00%	100.00%
Embraer ERJ190	6GE094	16.96%	0.05%	0.46%	16.34%	0.04%	22.27%	43.87%	0.01%	100.00%
Gulfstream G400	6RR042	16.11%	0.00%	0.00%	13.42%	0.00%	20.81%	49.66%	0.00%	100.00%
Gulfstream G500	3BR001	14.41%	0.00%	0.00%	18.64%	0.00%	17.80%	49.15%	0.00%	100.00%
Israel IAI-1125 Astra	1AS002	14.89%	0.04%	0.55%	16.36%	0.07%	22.79%	45.31%	0.00%	100.00%
Mitsubishi MU-300 Diamond	1PW037	12.24%	0.00%	0.00%	12.24%	0.00%	25.85%	49.66%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	0.00%	0.00%	14.29%	21.43%	14.29%	42.86%	7.14%	100.00%
Raytheon Beech 1900-D	PT67D	0.00%	0.00%	0.00%	0.00%	0.00%	67.06%	32.94%	0.00%	100.00%
Raytheon Beech Baron 58	TIO540	13.98%	0.00%	0.00%	9.68%	0.00%	43.01%	27.96%	5.38%	100.00%
Ryan Navion B	TIO540	5.32%	1.06%	0.00%	24.47%	0.00%	22.34%	40.43%	6.38%	100.00%
Shorts 330	PT6A4A	30.83%	0.00%	0.00%	0.00%	0.00%	23.32%	38.34%	7.51%	100.00%
Grand Total		**17.47%**	**0.04%**	**0.18%**	**15.83%**	**0.04%**	**24.57%**	**41.82%**	**0.05%**	**100.00%**

No Action Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	13.73%	0.00%	2.46%	13.52%	0.00%	26.64%	43.65%	0.00%	100.00%
Airbus A300B4-200 Series	3GE079	23.64%	0.00%	5.45%	3.64%	0.00%	10.91%	54.55%	1.82%	100.00%
Airbus A300F4-600 Series	1PW056	28.57%	0.00%	3.57%	0.00%	0.00%	14.29%	50.00%	3.57%	100.00%
Airbus A310-300 Series	1PW032	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	17.31%	0.00%	0.46%	14.12%	0.00%	24.37%	43.28%	0.46%	100.00%
Airbus A319-100 Series	7CM050	17.58%	0.00%	0.26%	14.15%	0.17%	25.78%	41.89%	0.18%	100.00%
Airbus A320-200 Series	2CM018	17.76%	0.00%	0.14%	14.14%	0.28%	26.77%	40.92%	0.00%	100.00%
Airbus A320-200 Series	3IA007	18.24%	0.07%	0.72%	11.15%	0.00%	23.43%	46.19%	0.20%	100.00%
Airbus A321-200 Series	1IA005	19.19%	0.14%	0.41%	9.39%	0.07%	20.28%	50.33%	0.20%	100.00%
Airbus A330-200 Series	1PW030	14.93%	0.07%	0.16%	15.88%	0.00%	26.24%	42.71%	0.00%	100.00%
Airbus A330-300 Series	1PW059	15.15%	0.17%	0.00%	14.31%	0.00%	23.40%	46.98%	0.00%	100.00%
Airbus A330-300 Series	CF680C	14.60%	0.00%	0.29%	16.93%	0.00%	28.17%	40.01%	0.00%	100.00%
Airbus A340-200 Series	7CM049	17.20%	0.00%	0.00%	18.27%	0.59%	26.58%	37.36%	0.00%	100.00%
Airbus A340-300 Series	7CM049	18.24%	0.00%	0.00%	16.35%	0.63%	25.16%	39.62%	0.00%	100.00%
Airbus A340-500 Series	6RR041	9.23%	0.00%	0.00%	13.85%	0.00%	44.62%	32.31%	0.00%	100.00%
Airbus A340-600 Series	6RR041	9.23%	0.00%	0.00%	13.85%	0.00%	44.62%	32.31%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	16.00%	0.00%	0.00%	4.00%	0.00%	48.00%	32.00%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	15.77%	0.00%	0.00%	16.10%	0.00%	24.88%	43.25%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	20.87%	0.43%	9.13%	1.74%	0.00%	21.74%	8.26%	37.83%	100.00%
B787-8R	2GE048	15.15%	0.00%	0.28%	16.99%	0.00%	27.75%	39.84%	0.00%	100.00%
Boeing 717-200 Series	4BR002	12.50%	0.00%	0.00%	17.19%	0.00%	21.88%	48.44%	0.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-300 Series	1CM004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series Freighter	1CM004	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	25.00%	0.00%	0.00%	0.00%	0.00%	25.00%	50.00%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	18.49%	0.00%	0.00%	16.51%	0.00%	39.01%	25.99%	0.00%	100.00%
Boeing 737-800 Series	4CM039	17.59%	0.24%	0.10%	13.31%	0.07%	24.37%	44.24%	0.07%	100.00%
Boeing 737-900 Series	4CM039	17.57%	0.24%	0.10%	13.30%	0.07%	24.39%	44.26%	0.07%	100.00%
Boeing 747-200 Series Freighter	1GE009	12.65%	0.00%	0.40%	9.88%	0.00%	24.51%	52.57%	0.00%	100.00%
Boeing 747-200 Series Freighter	1PW022	18.60%	0.00%	0.00%	18.60%	0.00%	18.60%	44.19%	0.00%	100.00%
Boeing 747-400 Series	1GE024	16.96%	0.00%	0.58%	16.87%	0.00%	25.77%	39.77%	0.04%	100.00%
Boeing 747-400 Series Freighter	1PW055	6.67%	0.00%	0.00%	18.33%	0.00%	21.67%	53.33%	0.00%	100.00%
Boeing 747-800 Freighter	2GE045	20.61%	0.00%	0.34%	11.49%	0.00%	19.93%	46.96%	0.68%	100.00%
Boeing 757-200 Series	4PW073	18.50%	0.00%	0.48%	11.76%	0.00%	26.62%	42.50%	0.14%	100.00%
Boeing 757-200 Series	5RR039	17.87%	0.14%	0.29%	13.69%	0.00%	25.50%	42.22%	0.29%	100.00%
Boeing 757-200 Series Freighter	1RR012	13.27%	0.00%	13.27%	7.08%	0.00%	33.63%	32.74%	0.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	20.75%	0.00%	1.89%	14.78%	0.00%	23.58%	38.99%	0.00%	100.00%
Boeing 757-300 Series	4PW073	18.52%	0.00%	3.70%	7.41%	0.00%	29.63%	40.74%	0.00%	100.00%
Boeing 767-200 Series	1GE026	15.09%	0.00%	0.00%	9.43%	0.00%	16.98%	54.72%	3.77%	100.00%
Boeing 767-200 Series	5PW074	18.18%	0.00%	0.00%	18.18%	0.00%	21.21%	42.42%	0.00%	100.00%
Boeing 767-200 Series Freighter	1GE010	18.60%	0.00%	7.56%	5.23%	0.00%	28.49%	40.12%	0.00%	100.00%
Boeing 767-300 ER	1RR011	15.17%	0.07%	0.80%	16.48%	0.07%	28.81%	38.52%	0.07%	100.00%
Boeing 767-300 ER Freighter	12PW102	17.24%	0.00%	12.64%	3.45%	0.00%	19.54%	47.13%	0.00%	100.00%
Boeing 767-400	3GE058	16.67%	0.05%	1.26%	14.48%	0.18%	25.96%	41.21%	0.20%	100.00%
Boeing 777-200 Series	1PW041	14.87%	0.05%	0.33%	16.78%	0.00%	29.52%	38.28%	0.16%	100.00%
Boeing 777-200-ER	1PW041	15.53%	0.00%	0.17%	17.10%	0.00%	29.67%	37.26%	0.26%	100.00%
Boeing 777-300 ER	7GE099	16.82%	0.06%	0.35%	15.33%	0.00%	24.87%	42.47%	0.09%	100.00%
Boeing 777-300 Series	6GE091	16.33%	0.07%	0.35%	15.78%	0.00%	25.82%	41.55%	0.09%	100.00%
Boeing 787-900 Dreamliner	12GE155	15.16%	0.00%	0.28%	17.00%	0.00%	27.76%	39.80%	0.00%	100.00%
Boeing DC-10-10 Series	3GE076	14.46%	0.00%	9.64%	11.45%	0.00%	21.69%	42.17%	0.60%	100.00%
Boeing DC-10-30 Series	1GE009	26.67%	0.00%	0.00%	6.67%	0.00%	20.00%	46.67%	0.00%	100.00%
Boeing MD-11 Freighter	1GE031	19.12%	0.00%	8.09%	3.68%	0.00%	26.10%	43.01%	0.00%	100.00%
Boeing MD-11 Freighter	1PW052	11.11%	0.00%	14.81%	7.41%	0.00%	22.22%	43.21%	1.23%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	17.14%	0.00%	0.00%	7.86%	0.00%	20.00%	54.29%	0.71%	100.00%
Bombardier Challenger 600	5GE084	15.38%	0.00%	0.00%	0.00%	0.00%	23.08%	61.54%	0.00%	100.00%
Bombardier CRJ-200	5GE084	19.58%	0.00%	0.90%	7.23%	0.00%	22.29%	50.00%	0.00%	100.00%
Bombardier CRJ-700	5GE084	12.24%	0.00%	0.00%	21.13%	0.26%	30.41%	35.95%	0.00%	100.00%
Bombardier CRJ-900	6GE092	12.24%	0.00%	0.00%	21.13%	0.26%	30.41%	35.95%	0.00%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Bombardier Learjet 35	1AS001	10.77%	3.08%	0.00%	13.85%	0.00%	32.31%	40.00%	0.00%	100.00%
Britten-Norman BN-2 Islander	250B17	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	33.33%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	0.00%	33.33%	0.00%	33.33%	33.33%	0.00%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	100.00%
Cessna 208 Caravan	PT6A14	19.87%	0.00%	0.00%	16.77%	0.00%	36.65%	16.77%	9.94%	100.00%
Cessna 441 Conquest II	TPE10A	15.13%	0.00%	0.00%	28.78%	0.00%	15.13%	40.95%	0.00%	100.00%

No Action Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	36.36%	0.00%	0.00%	9.09%	0.00%	27.27%	27.27%	0.00%	100.00%
Cessna 550 Citation II	1PW036	28.57%	0.00%	0.00%	42.86%	0.00%	14.29%	14.29%	0.00%	100.00%
Cessna 560 Citation V	1PW037	20.00%	0.00%	0.00%	0.00%	0.00%	20.00%	60.00%	0.00%	100.00%
Cessna 560 Citation V	PW530	14.29%	0.00%	0.00%	0.00%	0.00%	57.14%	28.57%	0.00%	100.00%
Cessna 560 Citation XLS	7PW078	13.79%	0.00%	0.00%	10.34%	0.00%	31.03%	44.83%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	10.00%	0.00%	0.00%	30.00%	0.00%	10.00%	50.00%	0.00%	100.00%
Cessna 750 Citation X	6AL021	30.00%	0.00%	0.00%	0.00%	0.00%	40.00%	30.00%	0.00%	100.00%
CESSNA CITATION 510	PW615F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	11.11%	0.00%	0.00%	22.22%	0.00%	22.22%	44.44%	0.00%	100.00%
Dornier 328-100 Series	PW119B	33.33%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	33.33%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	15.00%	0.00%	0.00%	10.83%	0.00%	32.50%	41.67%	0.00%	100.00%
Embraer ERJ145	6AL008	12.11%	0.00%	0.00%	25.47%	0.00%	38.35%	24.07%	0.00%	100.00%
Embraer ERJ175	6GE095	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Embraer ERJ190	6GE094	15.96%	0.03%	0.92%	15.66%	0.00%	25.64%	41.70%	0.09%	100.00%
Gulfstream G400	6RR042	12.82%	0.00%	0.00%	10.26%	0.00%	28.21%	48.72%	0.00%	100.00%
Gulfstream G500	3BR001	11.76%	0.00%	0.00%	23.53%	0.00%	20.59%	44.12%	0.00%	100.00%
Israel IAI-1125 Astra	1AS002	18.97%	0.00%	0.88%	7.00%	0.00%	21.60%	51.55%	0.00%	100.00%
Mitsubishi MU-300 Diamond	1PW037	33.33%	0.00%	0.00%	0.00%	0.00%	28.57%	38.10%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	25.00%	0.00%	0.00%	50.00%	0.00%	0.00%	25.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	20.36%	0.45%	9.50%	1.36%	0.00%	21.27%	8.60%	38.46%	100.00%
Raytheon Beech Baron 58	TIO540	4.76%	0.00%	0.00%	28.57%	0.00%	9.52%	52.38%	4.76%	100.00%
Ryan Navion B	TIO540	25.00%	0.00%	0.00%	0.00%	0.00%	25.00%	25.00%	25.00%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**16.82%**	**0.07%**	**0.82%**	**13.83%**	**0.03%**	**25.59%**	**42.43%**	**0.41%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

No Action Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	6.65%	11.36%	13.57%	0.00%	40.72%	3.60%	4.43%	19.67%	100.00%
Airbus A300B4-200 Series	3GE079	4.88%	34.15%	7.32%	0.00%	31.71%	0.00%	2.44%	19.51%	100.00%
Airbus A300F4-600 Series	1PW056	9.09%	40.91%	0.00%	0.00%	27.27%	0.00%	0.00%	22.73%	100.00%
Airbus A310-300 Series	1PW032	0.00%	33.33%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	0.65%	20.48%	7.42%	0.00%	43.06%	3.71%	0.81%	23.87%	100.00%
Airbus A319-100 Series	7CM050	3.26%	16.90%	14.68%	0.26%	27.77%	4.67%	11.26%	21.20%	100.00%
Airbus A320-200 Series	2CM018	3.46%	16.60%	15.24%	0.28%	26.65%	4.76%	12.07%	20.95%	100.00%
Airbus A320-200 Series	3IA007	5.42%	17.16%	16.04%	0.07%	29.08%	4.55%	1.89%	25.79%	100.00%
Airbus A321-200 Series	1IA005	3.98%	16.86%	18.36%	0.03%	29.25%	4.85%	3.46%	23.21%	100.00%
Airbus A330-200 Series	1PW030	0.91%	18.55%	6.47%	0.13%	37.00%	2.63%	3.77%	30.54%	100.00%
Airbus A330-300 Series	1PW059	1.49%	17.44%	7.23%	0.10%	33.30%	2.13%	1.46%	36.85%	100.00%
Airbus A330-300 Series	CF680C	0.81%	18.71%	6.35%	0.13%	37.61%	2.71%	4.15%	29.52%	100.00%
Airbus A340-200 Series	7CM049	0.69%	19.28%	7.78%	0.00%	42.70%	2.53%	4.97%	22.04%	100.00%
Airbus A340-300 Series	7CM049	0.79%	20.00%	6.84%	0.00%	44.74%	2.89%	1.58%	23.16%	100.00%
Airbus A340-500 Series	6RR041	2.66%	16.96%	13.41%	0.22%	26.50%	2.77%	3.33%	34.15%	100.00%
Airbus A340-600 Series	6RR041	2.66%	16.96%	13.41%	0.22%	26.50%	2.77%	3.33%	34.15%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	4.05%	18.31%	9.51%	0.18%	28.17%	2.11%	37.50%	0.18%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	2.85%	20.34%	8.05%	0.12%	35.41%	1.57%	31.66%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	11.11%	22.22%	11.11%	0.00%	33.33%	0.00%	0.00%	22.22%	100.00%
B787-8R	2GE048	1.14%	20.82%	11.84%	0.11%	38.10%	3.66%	2.46%	21.85%	100.00%
Boeing 717-200 Series	4BR002	2.80%	20.86%	6.56%	0.43%	26.02%	4.95%	18.39%	20.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	57.14%	28.57%	0.00%	0.00%	0.00%	0.00%	14.29%	100.00%
Boeing 737-300 Series	1CM004	2.99%	17.96%	13.77%	0.00%	42.51%	4.79%	1.80%	16.17%	100.00%
Boeing 737-300 Series Freighter	1CM004	11.11%	11.11%	11.11%	11.11%	44.44%	0.00%	11.11%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	0.00%	23.53%	0.00%	0.00%	35.29%	5.88%	17.65%	17.65%	100.00%
Boeing 737-600 Series	1CM007	4.96%	13.19%	20.29%	1.35%	26.27%	3.83%	17.36%	12.74%	100.00%
Boeing 737-700 Series	1CM007	4.92%	13.25%	20.46%	1.34%	26.38%	3.80%	17.22%	12.63%	100.00%
Boeing 737-800 Series	4CM039	4.25%	16.16%	17.69%	0.44%	27.14%	4.78%	11.51%	18.05%	100.00%
Boeing 737-900 Series	4CM039	4.25%	16.16%	17.69%	0.44%	27.14%	4.78%	11.51%	18.04%	100.00%
Boeing 747-200 Series Freighter	1GE009	1.45%	18.09%	14.76%	0.43%	36.76%	3.33%	5.93%	19.25%	100.00%
Boeing 747-200 Series Freighter	1PW022	7.81%	20.31%	10.94%	1.56%	23.44%	6.25%	6.25%	23.44%	100.00%
Boeing 747-400 Series	1GE024	2.43%	18.55%	8.69%	0.17%	38.38%	3.58%	3.60%	24.59%	100.00%
Boeing 747-400 Series Freighter	1PW055	3.48%	19.13%	6.96%	0.00%	43.48%	3.48%	2.61%	20.87%	100.00%
Boeing 747-800 Freighter	2GE045	7.73%	14.49%	11.11%	0.00%	31.40%	5.31%	12.56%	17.39%	100.00%
Boeing 757-200 Series	4PW073	2.34%	17.25%	16.20%	0.61%	32.80%	4.17%	12.75%	13.89%	100.00%
Boeing 757-200 Series	5RR039	3.42%	17.40%	14.25%	0.18%	31.07%	4.48%	3.42%	25.77%	100.00%
Boeing 757-200 Series Freighter	1RR012	3.25%	28.46%	7.32%	0.00%	28.46%	1.63%	2.44%	28.46%	100.00%
Boeing 757-200 Series Freighter	4PW072	1.61%	33.87%	6.45%	0.00%	28.23%	3.23%	5.65%	20.97%	100.00%
Boeing 757-300 Series	4PW073	0.00%	21.72%	9.74%	0.00%	52.43%	6.74%	0.00%	9.36%	100.00%
Boeing 767-200 Series	1GE026	2.43%	17.44%	7.51%	0.44%	31.35%	3.97%	2.65%	34.22%	100.00%
Boeing 767-200 Series	5PW074	0.00%	17.14%	14.29%	2.86%	25.71%	2.86%	20.00%	17.14%	100.00%
Boeing 767-200 Series Freighter	1GE010	1.12%	24.58%	8.38%	0.56%	21.79%	2.79%	1.12%	39.66%	100.00%
Boeing 767-300 ER	1RR011	1.92%	18.23%	8.49%	0.44%	34.26%	3.35%	10.14%	23.16%	100.00%
Boeing 767-300 ER Freighter	12PW102	1.32%	25.00%	5.26%	0.00%	36.84%	1.32%	1.32%	28.95%	100.00%
Boeing 767-400	3GE058	2.08%	18.86%	8.40%	0.29%	35.81%	3.08%	7.64%	23.84%	100.00%
Boeing 777-200 Series	1PW041	0.72%	19.72%	8.08%	0.02%	36.59%	3.11%	2.07%	29.69%	100.00%
Boeing 777-200-ER	1PW041	0.77%	18.85%	7.56%	0.03%	39.32%	3.43%	1.39%	28.66%	100.00%
Boeing 777-300 ER	7GE099	1.63%	20.15%	10.66%	0.12%	34.72%	2.80%	1.11%	28.81%	100.00%
Boeing 777-300 Series	6GE091	1.54%	20.02%	10.60%	0.11%	35.13%	2.96%	1.70%	27.94%	100.00%
Boeing 787-900 Dreamliner	12GE155	1.14%	20.82%	11.84%	0.11%	38.10%	3.66%	2.46%	21.85%	100.00%
Boeing DC-10-10 Series	3GE076	1.89%	28.77%	11.32%	0.00%	39.15%	4.25%	0.94%	13.68%	100.00%
Boeing DC-10-30 Series	1GE009	0.00%	10.53%	10.53%	0.00%	52.63%	5.26%	0.00%	21.05%	100.00%
Boeing MD-11 Freighter	1GE031	5.59%	19.41%	11.18%	0.00%	41.45%	5.92%	1.32%	15.13%	100.00%
Boeing MD-11 Freighter	1PW052	3.06%	17.35%	15.31%	0.00%	40.82%	7.14%	0.00%	16.33%	100.00%
Boeing MD-83	4PW068	0.00%	14.29%	0.00%	0.00%	42.86%	21.43%	7.14%	14.29%	100.00%
Boeing MD-88	4PW068	4.44%	19.34%	12.91%	0.51%	30.93%	4.34%	14.77%	12.77%	100.00%
Bombardier Challenger 600	5GE084	4.07%	15.12%	12.21%	2.91%	23.84%	11.05%	22.67%	8.14%	100.00%
Bombardier CRJ-200	5GE084	4.40%	15.92%	15.76%	0.36%	28.24%	5.52%	12.24%	17.56%	100.00%
Bombardier CRJ-700	5GE084	4.55%	16.61%	16.13%	0.73%	25.47%	4.75%	15.66%	16.10%	100.00%
Bombardier CRJ-900	6GE092	4.55%	16.61%	16.13%	0.73%	25.47%	4.75%	15.66%	16.10%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	16.67%	25.00%	8.33%	0.00%	33.33%	16.67%	0.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	9.38%	10.83%	12.50%	3.54%	22.50%	10.63%	23.54%	7.08%	100.00%
Britten-Norman BN-2 Islander	250B17	26.32%	0.00%	5.26%	5.26%	15.79%	15.79%	15.79%	15.79%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	0.00%	10.71%	25.00%	7.14%	35.71%	21.43%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	11.11%	44.44%	22.22%	11.11%	11.11%	100.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	12.50%	0.00%	12.50%	75.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	5.38%	13.79%	2.17%	2.48%	33.36%	14.71%	18.65%	9.45%	100.00%
Cessna 441 Conquest II	TPE10A	9.26%	16.24%	9.26%	2.28%	25.76%	11.42%	18.66%	7.11%	100.00%

No Action Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	8.33%	11.11%	2.78%	5.56%	22.22%	16.67%	25.00%	8.33%	100.00%
Cessna 525 Citation Jet	10PW099	10.00%	12.73%	11.82%	0.91%	25.45%	9.09%	20.00%	10.00%	100.00%
Cessna 550 Citation II	1PW036	3.61%	25.30%	16.87%	6.02%	20.48%	6.02%	16.87%	4.82%	100.00%
Cessna 560 Citation V	1PW037	7.50%	12.50%	22.50%	7.50%	20.00%	12.50%	17.50%	0.00%	100.00%
Cessna 560 Citation V	PW530	7.55%	15.09%	13.21%	2.83%	23.58%	6.60%	23.58%	7.55%	100.00%
Cessna 560 Citation XLS	7PW078	7.03%	17.19%	16.41%	1.56%	24.61%	8.20%	17.19%	7.81%	100.00%
Cessna 650 Citation III	1AS001	7.69%	15.38%	0.00%	7.69%	23.08%	15.38%	30.77%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	7.22%	11.34%	13.40%	5.15%	29.90%	8.25%	18.56%	6.19%	100.00%
Cessna 750 Citation X	6AL021	5.50%	10.09%	15.60%	1.83%	28.44%	8.26%	22.02%	8.26%	100.00%
CESSNA CITATION 510	PW615F	0.00%	50.00%	0.00%	0.00%	12.50%	25.00%	0.00%	12.50%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	14.29%	14.29%	0.00%	28.57%	14.29%	21.43%	7.14%	100.00%
Dornier 228-200 Series	PT6A28	6.76%	12.16%	4.05%	1.35%	33.78%	17.57%	17.57%	6.76%	100.00%
Dornier 328-100 Series	PW119B	0.00%	44.44%	0.00%	0.00%	22.22%	11.11%	0.00%	22.22%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	14.29%	0.00%	0.00%	42.86%	0.00%	28.57%	14.29%	100.00%
Embraer ERJ140	6AL014	4.69%	16.81%	13.65%	0.43%	24.72%	3.99%	8.68%	27.02%	100.00%
Embraer ERJ145	6AL008	5.56%	14.58%	18.92%	0.70%	23.00%	4.95%	13.69%	18.59%	100.00%
Embraer ERJ175	6GE095	5.68%	12.50%	15.91%	0.00%	17.05%	3.41%	18.18%	27.27%	100.00%
Embraer ERJ190	6GE094	3.87%	17.52%	13.67%	0.05%	29.51%	4.12%	1.73%	29.52%	100.00%
Gulfstream G400	6RR042	3.25%	18.83%	11.69%	2.60%	27.27%	7.14%	20.78%	8.44%	100.00%
Gulfstream G500	3BR001	7.63%	18.64%	11.86%	4.24%	27.97%	5.08%	14.41%	10.17%	100.00%
Israel IAI-1125 Astra	1AS002	4.06%	14.70%	16.81%	0.33%	28.78%	5.10%	14.01%	16.22%	100.00%
Mitsubishi MU-300 Diamond	1PW037	1.42%	12.06%	9.93%	0.00%	32.62%	9.22%	29.08%	5.67%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	0.00%	0.00%	0.00%	30.00%	10.00%	30.00%	30.00%	100.00%
Raytheon Beech 1900-D	PT67D	0.00%	0.00%	0.00%	0.00%	33.63%	33.63%	0.00%	32.75%	100.00%
Raytheon Beech Baron 58	TIO540	5.62%	7.87%	5.62%	2.25%	22.47%	22.47%	16.85%	16.85%	100.00%
Ryan Navion B	TIO540	9.38%	3.13%	3.13%	4.17%	27.08%	18.75%	23.96%	10.42%	100.00%
Shorts 330	PT6A4A	13.99%	15.02%	0.00%	27.98%	27.98%	0.00%	15.02%	0.00%	100.00%
Grand Total		**3.74%**	**17.37%**	**14.12%**	**0.35%**	**29.79%**	**4.30%**	**8.42%**	**21.91%**	**100.00%**

No Action Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	7.04%	12.56%	12.06%	2.01%	20.10%	2.01%	11.56%	32.66%	100.00%
Airbus A300B4-200 Series	3GE079	2.17%	21.01%	8.70%	0.00%	20.29%	2.17%	1.45%	44.20%	100.00%
Airbus A300F4-600 Series	1PW056	3.80%	22.78%	3.80%	0.00%	12.66%	2.53%	3.80%	50.63%	100.00%
Airbus A310-300 Series	1PW032	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	0.63%	19.05%	11.43%	0.63%	16.51%	1.27%	7.30%	43.17%	100.00%
Airbus A319-100 Series	7CM050	1.15%	17.24%	13.16%	0.41%	21.88%	1.89%	8.13%	36.15%	100.00%
Airbus A320-200 Series	2CM018	1.52%	15.81%	14.39%	0.25%	25.83%	2.34%	8.74%	31.12%	100.00%
Airbus A320-200 Series	3IA007	3.66%	15.43%	11.71%	0.09%	21.21%	2.30%	3.07%	42.53%	100.00%
Airbus A321-200 Series	1IA005	2.11%	16.09%	13.54%	0.26%	24.11%	2.00%	3.56%	38.32%	100.00%
Airbus A330-200 Series	1PW030	1.45%	17.69%	9.99%	0.00%	24.09%	2.07%	3.74%	40.97%	100.00%
Airbus A330-300 Series	1PW059	1.68%	16.95%	9.62%	0.00%	25.13%	2.28%	3.73%	40.61%	100.00%
Airbus A330-300 Series	CF680C	0.00%	21.97%	12.12%	0.00%	17.42%	0.76%	3.79%	43.94%	100.00%
Airbus A340-200 Series	7CM049	0.00%	8.01%	42.31%	0.00%	27.52%	1.89%	0.94%	19.33%	100.00%
Airbus A340-300 Series	7CM049	0.00%	20.73%	3.66%	0.00%	18.29%	4.88%	2.44%	50.00%	100.00%
Airbus A340-500 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A340-600 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
B787-8R	2GE048	0.00%	22.11%	8.50%	0.00%	20.41%	1.70%	6.80%	40.48%	100.00%
Boeing 717-200 Series	4BR002	0.00%	7.94%	6.35%	1.59%	20.63%	0.00%	36.51%	26.98%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series	1CM004	0.00%	13.04%	13.04%	0.00%	52.17%	0.00%	8.70%	13.04%	100.00%
Boeing 737-300 Series Freighter	1CM004	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	0.00%	20.00%	20.00%	0.00%	30.00%	10.00%	20.00%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	5.20%	13.86%	10.40%	0.00%	30.07%	1.73%	12.13%	26.61%	100.00%
Boeing 737-800 Series	4CM039	2.44%	15.26%	13.34%	0.81%	24.48%	1.63%	18.79%	23.26%	100.00%
Boeing 737-900 Series	4CM039	2.44%	15.25%	13.34%	0.81%	24.47%	1.63%	18.79%	23.26%	100.00%
Boeing 747-200 Series Freighter	1GE009	2.96%	7.39%	13.30%	0.00%	27.09%	2.46%	15.76%	31.03%	100.00%
Boeing 747-200 Series Freighter	1PW022	5.56%	5.56%	11.11%	0.00%	27.78%	0.00%	5.56%	44.44%	100.00%
Boeing 747-400 Series	1GE024	4.01%	14.97%	9.46%	0.50%	19.98%	2.94%	11.70%	36.45%	100.00%
Boeing 747-400 Series Freighter	1PW055	3.70%	5.56%	5.56%	0.00%	18.52%	1.85%	24.07%	40.74%	100.00%
Boeing 747-800 Freighter	2GE045	6.55%	8.63%	9.52%	0.30%	21.73%	2.38%	27.38%	23.51%	100.00%
Boeing 757-200 Series	4PW073	2.44%	17.92%	10.50%	0.87%	22.87%	2.25%	22.16%	20.99%	100.00%
Boeing 757-200 Series	5RR039	2.19%	12.83%	15.89%	0.15%	29.01%	3.06%	3.35%	33.53%	100.00%
Boeing 757-200 Series Freighter	1RR012	0.00%	20.00%	20.00%	0.00%	20.00%	0.00%	0.00%	40.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	3.81%	22.59%	9.90%	0.51%	14.72%	2.79%	8.63%	37.06%	100.00%
Boeing 757-300 Series	4PW073	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Boeing 767-200 Series	1GE026	3.16%	13.92%	3.80%	0.00%	17.09%	0.63%	4.43%	56.96%	100.00%
Boeing 767-200 Series	5PW074	2.04%	4.08%	28.57%	2.04%	18.37%	2.04%	16.33%	26.53%	100.00%
Boeing 767-200 Series Freighter	1GE010	3.28%	21.31%	3.28%	0.00%	18.03%	1.64%	3.28%	49.18%	100.00%
Boeing 767-300 ER	1RR011	3.90%	18.11%	7.05%	1.51%	16.90%	1.47%	32.19%	18.87%	100.00%
Boeing 767-300 ER Freighter	12PW102	0.00%	31.58%	10.53%	0.00%	10.53%	0.00%	0.00%	47.37%	100.00%
Boeing 767-400	3GE058	2.58%	22.09%	7.05%	0.62%	16.22%	1.80%	11.42%	38.22%	100.00%
Boeing 777-200 Series	1PW041	2.48%	21.68%	8.66%	0.47%	15.34%	1.72%	14.77%	34.89%	100.00%
Boeing 777-200-ER	1PW041	1.43%	17.86%	5.71%	0.71%	25.00%	3.57%	2.14%	43.57%	100.00%
Boeing 777-300 ER	7GE099	1.28%	18.47%	9.93%	0.05%	22.18%	1.52%	2.92%	43.65%	100.00%
Boeing 777-300 Series	6GE091	1.71%	18.87%	9.83%	0.10%	21.94%	1.36%	3.57%	42.62%	100.00%
Boeing 787-900 Dreamliner	12GE155	0.00%	22.41%	8.62%	0.00%	20.69%	1.72%	6.90%	39.66%	100.00%
Boeing DC-10-10 Series	3GE076	3.68%	20.68%	7.08%	0.00%	14.16%	3.12%	4.53%	46.74%	100.00%
Boeing DC-10-30 Series	1GE009	0.00%	25.00%	4.17%	0.00%	20.83%	4.17%	0.00%	45.83%	100.00%
Boeing MD-11 Freighter	1GE031	6.85%	5.48%	8.22%	0.00%	27.40%	2.74%	15.07%	34.25%	100.00%
Boeing MD-11 Freighter	1PW052	0.00%	17.65%	5.88%	0.00%	17.65%	5.88%	5.88%	47.06%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	3.61%	17.05%	6.23%	0.98%	25.90%	1.31%	36.39%	8.52%	100.00%
Bombardier Challenger 600	5GE084	7.69%	23.08%	0.00%	7.69%	23.08%	0.00%	38.46%	0.00%	100.00%
Bombardier CRJ-200	5GE084	0.82%	14.56%	16.48%	0.00%	30.22%	1.65%	4.12%	32.14%	100.00%
Bombardier CRJ-700	5GE084	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier CRJ-900	6GE092	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Bombardier Learjet 35	1AS001	1.69%	13.56%	1.69%	5.08%	23.73%	10.17%	35.59%	8.47%	100.00%
Britten-Norman BN-2 Islander	250B17	0.00%	0.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	25.00%	0.00%	0.00%	50.00%	25.00%	0.00%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	0.00%	0.00%	0.00%	0.00%	10.93%	17.81%	64.37%	6.88%	100.00%
Cessna 441 Conquest II	TPE10A	0.00%	12.33%	13.72%	24.65%	12.33%	0.00%	36.98%	0.00%	100.00%

No Action Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	0.00%	33.33%	16.67%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Cessna 550 Citation II	1PW036	8.33%	16.67%	16.67%	8.33%	16.67%	0.00%	33.33%	0.00%	100.00%
Cessna 560 Citation V	1PW037	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Cessna 560 Citation V	PW530	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	50.00%	16.67%	100.00%
Cessna 560 Citation XLS	7PW078	0.00%	20.83%	4.17%	0.00%	16.67%	4.17%	54.17%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	0.00%	27.27%	18.18%	9.09%	9.09%	18.18%	18.18%	0.00%	100.00%
Cessna 750 Citation X	6AL021	0.00%	11.11%	0.00%	0.00%	44.44%	22.22%	22.22%	0.00%	100.00%
CESSNA CITATION 510	PW615F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	28.57%	0.00%	14.29%	0.00%	0.00%	0.00%	57.14%	0.00%	100.00%
Dornier 328-100 Series	PW119B	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	5.26%	15.79%	13.16%	0.00%	15.79%	2.63%	18.42%	28.95%	100.00%
Embraer ERJ145	6AL008	3.95%	14.12%	7.06%	0.85%	24.29%	1.41%	29.10%	19.21%	100.00%
Embraer ERJ175	6GE095	0.00%	33.33%	33.33%	0.00%	16.67%	0.00%	16.67%	0.00%	100.00%
Embraer ERJ190	6GE094	2.21%	14.90%	11.26%	0.08%	25.79%	2.95%	2.66%	40.16%	100.00%
Gulfstream G400	6RR042	2.70%	16.22%	5.41%	2.70%	13.51%	10.81%	45.95%	2.70%	100.00%
Gulfstream G500	3BR001	2.94%	17.65%	11.76%	5.88%	11.76%	11.76%	35.29%	2.94%	100.00%
Israel IAI-1125 Astra	1AS002	0.79%	17.73%	15.87%	0.00%	29.10%	1.59%	3.97%	30.95%	100.00%
Mitsubishi MU-300 Diamond	1PW037	0.00%	38.89%	0.00%	5.56%	11.11%	5.56%	38.89%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	25.00%	0.00%	50.00%	0.00%	25.00%	0.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	13.00%	9.42%	13.00%	0.00%	10.76%	10.31%	4.93%	38.57%	100.00%
Raytheon Beech Baron 58	TIO540	9.52%	0.00%	4.76%	14.29%	9.52%	4.76%	42.86%	14.29%	100.00%
Ryan Navion B	TIO540	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	66.67%	0.00%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**2.64%**	**16.20%**	**11.61%**	**0.46%**	**22.78%**	**2.22%**	**10.20%**	**33.88%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

NO ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LD1	100.00%	0.00%
	04LD2	65.98%	34.02%
	04LD3	77.94%	22.06%
	04LD4	68.54%	31.46%
	04LD5	88.71%	11.29%
	04LD6	70.76%	29.24%
	04LD7	82.36%	17.64%
	04LD8	66.75%	33.25%
	04LD9	82.54%	17.46%
	04LD10	81.40%	18.60%
	04LD11	28.71%	71.29%
	04LD12	17.74%	82.26%
	04LD13	100.00%	0.00%
	04LD14	91.36%	8.64%
	04LD15	89.97%	10.03%
	04LD16	91.07%	8.93%
	04LD17	87.31%	12.69%
	04LD18	95.78%	4.22%
	04LD19	71.63%	28.37%
	04LD20	73.91%	26.09%
04L	04LD21	85.76%	14.24%
	04LD22	10.18%	89.82%
	04LD23	84.15%	15.85%
	04LD24	69.79%	30.21%
	04LD25	94.38%	5.62%
	04LD26	91.37%	8.63%
	04LD27	86.85%	13.15%
	04LD28	80.17%	19.83%
	04LD29	93.91%	6.09%
	04LD30	75.56%	24.44%
	04LD31	83.56%	16.44%
	04LD32	33.82%	66.18%
	04LD33	80.48%	19.52%
	04LD34	71.60%	28.40%
	04LD35	100.00%	0.00%
	04LD36	71.67%	28.33%
	04LD37	69.69%	30.31%
	04LD38	77.42%	22.58%
	04LD39	93.11%	6.89%
	04LD40	60.58%	39.42%
	04LD41	81.15%	18.85%
04L Total		**83.73%**	**16.27%**
	04RD1	57.20%	42.80%
	04RD2	82.10%	17.90%
	04RD3	79.70%	20.30%
04R	04RD4	66.68%	33.32%
	04RD5	61.76%	38.24%
	04RD6	86.69%	13.31%
04R Total		**72.98%**	**27.02%**
	13LD1	49.60%	50.40%
	13LD2	76.29%	23.71%
	13LD3	68.55%	31.45%
	13LD4	67.64%	32.36%
13L	13LD5	94.18%	5.82%
	13LD6	58.92%	41.08%
	13LD7	36.10%	63.90%
	13LD8	41.41%	58.59%
	13LD9	29.51%	70.49%
13L Total		**52.16%**	**47.84%**
13R	13RD1	69.97%	30.03%

NO ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LA1	93.62%	6.38%
	04LA2	98.25%	1.75%
	04LA3	83.23%	16.77%
	04LA4	87.44%	12.56%
	04LA5	97.36%	2.64%
	04LA6	60.84%	39.16%
	04LA7	80.32%	19.68%
	04LA8	93.60%	6.40%
	04LA9	72.95%	27.05%
04L	04LA10	53.93%	46.07%
	04LA11	60.15%	39.85%
	04LA12	63.50%	36.50%
	04LA13	24.35%	75.65%
	04LA14	34.68%	65.32%
	04LA15	0.00%	100.00%
	04LA16	71.40%	28.60%
	04LA17	88.91%	11.09%
	04LA18	16.83%	83.17%
	04LA19	18.14%	81.86%
	04LA20	0.00%	100.00%
04L Total		**84.65%**	**15.35%**
	04RA1	96.10%	3.90%
	04RA2	94.59%	5.41%
	04RA3	81.94%	18.06%
	04RA4	86.86%	13.14%
	04RA5	69.97%	30.03%
	04RA6	60.83%	39.17%
	04RA7	74.80%	25.20%
	04RA8	97.59%	2.41%
	04RA9	88.85%	11.15%
	04RA10	85.27%	14.73%
	04RA11	71.49%	28.51%
	04RA12	81.33%	18.67%
04R	04RA13	2.50%	97.50%
	04RA14	13.65%	86.35%
	04RA15	15.27%	84.73%
	04RA16	18.39%	81.61%
	04RA17	92.00%	8.00%
	04RA18	89.85%	10.15%
	04RA19	57.18%	42.82%
	04RA20	73.35%	26.65%
	04RA21	29.67%	70.33%
	04RA22	6.02%	93.98%
	04RA23	0.00%	100.00%
	04RA24	9.79%	90.21%
	04RA25	55.13%	44.87%
04R Total		**80.69%**	**19.31%**
	13LA1	71.26%	28.74%
	13LA2	44.78%	55.22%
	13LA3	95.78%	4.22%
	13LA4	97.88%	2.12%
	13LA5	83.41%	16.59%
	13LA6	96.50%	3.50%
13L	13LA7	86.17%	13.83%
	13LA8	94.95%	5.05%
	13LA9	88.87%	11.13%
	13LA10	90.94%	9.06%
	13LA11	90.60%	9.40%
	13LA12	93.42%	6.58%
	13LA13	61.29%	38.71%

NO ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	13RD2	72.16%	27.84%
	13RD3	42.57%	57.43%
	13RD4	89.24%	10.76%
	13RD5	71.59%	28.41%
	13RD6	69.30%	30.70%
	13RD7	67.89%	32.11%
	13RD8	87.70%	12.30%
	13RD9	52.89%	47.11%
	13RD10	75.05%	24.95%
	13RD11	91.43%	8.57%
	13RD12	96.39%	3.61%
	13RD13	79.47%	20.53%
	13RD14	96.11%	3.89%
	13RD15	77.10%	22.90%
	13RD16	94.40%	5.60%
	13RD17	44.36%	55.64%
	13RD18	75.70%	24.30%
	13RD19	91.23%	8.77%
	13RD20	71.10%	28.90%
	13RD21	87.74%	12.26%
	13RD22	77.01%	22.99%
	13RD23	96.96%	3.04%
	13RD24	92.40%	7.60%
	13RD25	100.00%	0.00%
	13RD26	95.16%	4.84%
	13RD27	96.32%	3.68%
	13RD28	82.66%	17.34%
	13RD29	91.24%	8.76%
	13RD30	96.41%	3.59%
	13RD31	77.80%	22.20%
	13RD32	89.35%	10.65%
	13RD33	97.59%	2.41%
	13RD34	89.68%	10.32%
	13RD35	79.23%	20.77%
	13RD36	90.07%	9.93%
	13RD37	93.62%	6.38%
	13RD38	92.89%	7.11%
	13RD39	86.14%	13.86%
	13RD40	79.96%	20.04%
	13RD41	68.54%	31.46%
	13RD42	67.46%	32.54%
	13RD43	81.17%	18.83%
	13RD44	87.68%	12.32%
	13RD45	86.41%	13.59%
	13RD46	81.94%	18.06%
	13RD47	65.71%	34.29%
	13RD48	88.07%	11.93%
	13RD49	93.27%	6.73%
	13RD50	95.80%	4.20%
	13RD51	92.61%	7.39%
	13RD52	94.03%	5.97%
	13RD53	82.02%	17.98%
	13RD54	93.21%	6.79%
13R Total		**85.01%**	**14.99%**
22L	22LD1	84.62%	15.38%
	22LD2	100.00%	0.00%
	22LD3	84.57%	15.43%
	22LD4	70.44%	29.56%
	22LD5	95.79%	4.21%
	22LD6	88.48%	11.52%

NO ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	13LA14	83.83%	16.17%
	13LA15	92.52%	7.48%
	13LA16	97.90%	2.10%
	13LA17	91.78%	8.22%
	13LA18	96.41%	3.59%
	13LA19	98.84%	1.16%
	13LA20	72.75%	27.25%
	13LA21	85.88%	14.12%
	13LA22	83.03%	16.97%
	13LA23	85.30%	14.70%
	13LA24	87.52%	12.48%
	13LA25	80.50%	19.50%
	13LA26	87.26%	12.74%
	13LA27	58.38%	41.62%
	13LA28	22.52%	77.48%
	13LA29	27.51%	72.49%
	13LA30	85.60%	14.40%
	13LA31	5.93%	94.07%
	13LA32	76.03%	23.97%
	13LA33	77.36%	22.64%
	13LA34	75.35%	24.65%
	13LA35	77.56%	22.44%
	13LA36	78.98%	21.02%
	13LA37	52.90%	47.10%
	13LA38	91.60%	8.40%
	13LA39	94.60%	5.40%
	13LA40	87.52%	12.48%
	13LA41	11.70%	88.30%
	13LA42	73.37%	26.63%
	13LA43	17.16%	82.84%
13L Total		**82.57%**	**17.43%**
	13RA1	77.00%	23.00%
	13RA2	100.00%	0.00%
	13RA3	72.61%	27.39%
13R	13RA4	56.89%	43.11%
	13RA5	100.00%	0.00%
	13RA6	75.84%	24.16%
	13RA7	72.73%	27.27%
13R Total		**74.46%**	**25.54%**
	22LA1	88.90%	11.10%
	22LA2	99.13%	0.87%
	22LA3	54.54%	45.46%
	22LA4	100.00%	0.00%
	22LA5	13.00%	87.00%
	22LA6	88.83%	11.17%
	22LA7	82.88%	17.12%
	22LA8	89.08%	10.92%
	22LA9	100.00%	0.00%
	22LA10	71.77%	28.23%
22L	22LA11	100.00%	0.00%
	22LA12	93.76%	6.24%
	22LA13	61.58%	38.42%
	22LA14	91.83%	8.17%
	22LA15	100.00%	0.00%
	22LA16	92.68%	7.32%
	22LA17	98.35%	1.65%
	22LA18	59.77%	40.23%
	22LA19	92.94%	7.06%
	22LA20	98.83%	1.17%
	22LA21	100.00%	0.00%

NO ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
22L Total		**86.76%**	**13.24%**
22R	22RD1	97.03%	2.97%
	22RD2	78.74%	21.26%
	22RD3	90.17%	9.83%
	22RD4	80.18%	19.82%
	22RD5	79.64%	20.36%
	22RD6	70.58%	29.42%
	22RD7	75.76%	24.24%
	22RD8	84.43%	15.57%
	22RD9	78.63%	21.37%
	22RD10	80.56%	19.44%
	22RD11	75.41%	24.59%
	22RD12	89.49%	10.51%
	22RD13	82.17%	17.83%
	22RD14	80.43%	19.57%
	22RD15	0.00%	100.00%
	22RD16	5.26%	94.74%
	22RD17	94.58%	5.42%
	22RD18	19.50%	80.50%
	22RD19	93.48%	6.52%
	22RD20	93.52%	6.48%
	22RD21	61.09%	38.91%
	22RD22	77.54%	22.46%
	22RD23	89.39%	10.61%
	22RD24	70.03%	29.97%
	22RD25	82.57%	17.43%
	22RD26	95.18%	4.82%
	22RD27	80.07%	19.93%
	22RD28	35.19%	64.81%
	22RD29	83.43%	16.57%
	22RD30	61.96%	38.04%
	22RD31	59.69%	40.31%
	22RD32	88.20%	11.80%
	22RD33	67.69%	32.31%
	22RD34	76.81%	23.19%
	22RD35	87.54%	12.46%
	22RD36	78.36%	21.64%
	22RD37	42.86%	57.14%
	22RD38	75.90%	24.10%
	22RD39	72.77%	27.23%
	22RD40	96.02%	3.98%
	22RD41	81.69%	18.31%
	22RD42	100.00%	0.00%
	22RD43	83.96%	16.04%
	22RD44	94.89%	5.11%
22R Total		**82.62%**	**17.38%**
31L	31LD1	54.86%	45.14%
	31LD2	48.87%	51.13%
	31LD3	48.64%	51.36%
	31LD4	21.73%	78.27%
	31LD5	59.19%	40.81%
	31LD6	60.23%	39.77%
	31LD7	70.06%	29.94%
	31LD8	86.79%	13.21%
	31LD9	70.65%	29.35%
	31LD10	40.99%	59.01%
	31LD11	36.18%	63.82%
	31LD12	64.13%	35.87%
	31LD13	71.69%	28.31%
	31LD14	49.78%	50.22%

NO ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	22LA22	79.47%	20.53%
	22LA23	84.94%	15.06%
	22LA24	80.97%	19.03%
	22LA25	97.61%	2.39%
	22LA26	21.24%	78.76%
	22LA27	97.95%	2.05%
	22LA28	9.10%	90.90%
	22LA29	91.77%	8.23%
	22LA30	78.66%	21.34%
	22LA31	83.35%	16.65%
	22LA32	97.86%	2.14%
	22LA33	17.03%	82.97%
22L Total		**83.59%**	**16.41%**
22R	22RA1	74.16%	25.84%
	22RA2	92.84%	7.16%
	22RA3	82.90%	17.10%
	22RA4	43.85%	56.15%
	22RA5	61.87%	38.13%
	22RA6	83.93%	16.07%
	22RA7	92.99%	7.01%
	22RA8	91.12%	8.88%
	22RA9	91.08%	8.92%
	22RA10	83.23%	16.77%
	22RA11	88.48%	11.52%
	22RA12	93.71%	6.29%
	22RA13	90.29%	9.71%
	22RA14	95.59%	4.41%
	22RA15	17.24%	82.76%
	22RA16	17.53%	82.47%
	22RA17	41.61%	58.39%
	22RA18	0.00%	100.00%
	22RA19	45.30%	54.70%
	22RA20	87.43%	12.57%
	22RA21	92.92%	7.08%
	22RA22	89.36%	10.64%
22R Total		**88.29%**	**11.71%**
31L	31LA1	44.47%	55.53%
	31LA2	90.08%	9.92%
	31LA3	87.64%	12.36%
	31LA4	92.66%	7.34%
	31LA5	91.22%	8.78%
	31LA6	89.19%	10.81%
	31LA7	83.13%	16.87%
	31LA8	86.71%	13.29%
	31LA9	86.33%	13.67%
	31LA10	69.04%	30.96%
	31LA11	72.19%	27.81%
	31LA12	88.61%	11.39%
	31LA13	6.41%	93.59%
	31LA14	12.32%	87.68%
	31LA15	0.00%	100.00%
	31LA16	5.58%	94.42%
	31LA17	0.00%	100.00%
	31LA18	26.00%	74.00%
	31LA19	17.83%	82.17%
	31LA20	76.42%	23.58%
	31LA21	84.32%	15.68%
	31LA22	81.47%	18.53%
	31LA23	75.24%	24.76%
	31LA24	64.78%	35.22%

NO ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LD15	89.46%	10.54%
	31LD16	3.53%	96.47%
	31LD17	12.86%	87.14%
	31LD18	5.77%	94.23%
	31LD19	6.98%	93.02%
	31LD20	12.13%	87.87%
	31LD21	5.37%	94.63%
	31LD22	88.36%	11.64%
	31LD23	84.24%	15.76%
	31LD24	58.89%	41.11%
	31LD25	6.94%	93.06%
	31LD26	34.34%	65.66%
	31LD27	91.77%	8.23%
	31LD28	76.54%	23.46%
	31LD29	13.26%	86.74%
	31LD30	0.00%	100.00%
	31LD31	73.89%	26.11%
	31LD32	63.37%	36.63%
	31LD33	73.92%	26.08%
	31LD34	97.51%	2.49%
	31LD35	98.46%	1.54%
	31LD36	5.07%	94.93%
	31LD37	92.34%	7.66%
	31LD38	94.23%	5.77%
	31LD39	97.01%	2.99%
	31LD40	95.54%	4.46%
	31LD41	97.16%	2.84%
	31LD42	87.89%	12.11%
31L Total		**83.00%**	**17.00%**
31R	31RD1	14.43%	85.57%
	31RD2	23.03%	76.97%
	31RD3	91.28%	8.72%
	31RD4	18.16%	81.84%
	31RD5	10.57%	89.43%
	31RD6	48.85%	51.15%
	31RD7	39.34%	60.66%
	31RD8	53.54%	46.46%
31R Total		**35.78%**	**64.22%**

NO ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LA25	64.29%	35.71%
	31LA26	70.72%	29.28%
	31LA27	60.07%	39.93%
	31LA28	81.72%	18.28%
	31LA29	86.33%	13.67%
	31LA30	94.67%	5.33%
	31LA31	92.54%	7.46%
	31LA32	78.24%	21.76%
	31LA33	60.49%	39.51%
	31LA34	74.63%	25.37%
	31LA35	44.00%	56.00%
	31LA36	18.36%	81.64%
	31LA37	58.57%	41.43%
	31LA38	79.38%	20.62%
	31LA39	75.63%	24.37%
	31LA40	63.55%	36.45%
	31LA41	72.76%	27.24%
	31LA42	53.59%	46.41%
	31LA43	70.10%	29.90%
	31LA44	12.01%	87.99%
	31LA45	50.98%	49.02%
	31LA46	62.32%	37.68%
	31LA47	64.12%	35.88%
	31LA48	72.04%	27.96%
	31LA49	29.37%	70.63%
	31LA50	12.85%	87.15%
	31LA51	13.25%	86.75%
	31LA52	75.87%	24.13%
	31LA53	63.51%	36.49%
	31LA54	44.92%	55.08%
31L Total		**76.28%**	**23.72%**
	31RA1	54.49%	45.51%
	31RA2	46.96%	53.04%
	31RA3	80.89%	19.11%
	31RA4	81.93%	18.07%
	31RA5	77.73%	22.27%
	31RA6	83.37%	16.63%
	31RA7	74.29%	25.71%
	31RA8	88.74%	11.26%
	31RA9	80.88%	19.12%
	31RA10	64.24%	35.76%
	31RA11	88.26%	11.74%
	31RA12	27.36%	72.64%
	31RA13	13.79%	86.21%
	31RA14	77.69%	22.31%
31R	31RA15	69.57%	30.43%
	31RA16	82.83%	17.17%
	31RA17	84.69%	15.31%
	31RA18	31.68%	68.32%
	31RA19	63.10%	36.90%
	31RA20	15.08%	84.92%
	31RA21	0.00%	100.00%
	31RA22	26.90%	73.10%
	31RA23	0.00%	100.00%
	31RA24	75.41%	24.59%
	31RA25	61.24%	38.76%
	31RA26	13.48%	86.52%
	31RA27	10.56%	89.44%
	31RA28	55.64%	44.36%
	31RA29	26.11%	73.89%

NO ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31RA30	0.00%	100.00%
	31RA31	20.51%	79.49%
31R Total		**71.59%**	**28.41%**

Alternative A (Asphalt Runway) Construction Period Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

		Arrivals			Departures		
Airframe	Engine	% Day	% Night	Total	% Day	% Night	Total
7478	13GE157	64.47%	35.53%	100.00%	12.38%	87.62%	100.00%
Airbus A300B4-200 Series	3GE079	23.34%	76.66%	100.00%	68.71%	31.29%	100.00%
Airbus A300F4-600 Series	1PW056	21.79%	78.21%	100.00%	72.54%	27.46%	100.00%
Airbus A310-300 Series	1PW032	75.01%	24.99%	100.00%	33.33%	66.67%	100.00%
Airbus A318-100 Series	7PW083	99.41%	0.59%	100.00%	61.61%	38.39%	100.00%
Airbus A319-100 Series	7CM050	68.81%	31.19%	100.00%	73.44%	26.56%	100.00%
Airbus A320-200 Series	2CM018	60.54%	39.46%	100.00%	93.40%	6.60%	100.00%
Airbus A320-200 Series	3IA007	73.04%	26.96%	100.00%	80.50%	19.50%	100.00%
Airbus A321-200 Series	1IA005	63.64%	36.36%	100.00%	86.14%	13.86%	100.00%
Airbus A330-200 Series	1PW030	84.36%	15.64%	100.00%	80.20%	19.80%	100.00%
Airbus A330-300 Series	1PW059	91.02%	8.98%	100.00%	92.41%	7.59%	100.00%
Airbus A330-300 Series	CF680C	98.86%	1.14%	100.00%	93.67%	6.33%	100.00%
Airbus A340-200 Series	7CM049	91.93%	8.07%	100.00%	17.41%	82.59%	100.00%
Airbus A340-300 Series	7CM049	78.03%	21.97%	100.00%	82.43%	17.57%	100.00%
Airbus A340-500 Series	6RR041	50.27%	49.73%	100.00%	99.46%	0.54%	100.00%
Airbus A340-600 Series	6RR041	67.62%	32.38%	100.00%	94.64%	5.36%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	100.00%	0.00%	100.00%	95.66%	4.34%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	99.88%	0.12%	100.00%	62.92%	37.08%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	100.00%	0.00%	100.00%	91.66%	8.34%	100.00%
B787-8R	2GE048	96.82%	3.18%	100.00%	61.61%	38.39%	100.00%
Boeing 717-200 Series	4BR002	93.66%	6.34%	100.00%	93.56%	6.44%	100.00%
Boeing 727-200 Series Freighter	1PW004	100.00%	0.00%	100.00%	83.33%	16.67%	100.00%
Boeing 737-300 Series	1CM004	87.90%	12.10%	100.00%	100.00%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	81.82%	18.18%	100.00%	42.85%	57.15%	100.00%
Boeing 737-400 Series Freighter	1CM004	62.97%	37.03%	100.00%	55.55%	44.45%	100.00%
Boeing 737-600 Series	1CM007	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Boeing 737-700 Series	1CM007	93.34%	6.66%	100.00%	92.12%	7.88%	100.00%
Boeing 737-800 Series	4CM039	75.02%	24.98%	100.00%	88.42%	11.58%	100.00%
Boeing 737-900 Series	4CM039	80.86%	19.14%	100.00%	95.00%	5.00%	100.00%
Boeing 747-200 Series Freighter	1GE009	77.30%	22.70%	100.00%	71.82%	28.18%	100.00%
Boeing 747-200 Series Freighter	1PW022	78.05%	21.95%	100.00%	48.19%	51.81%	100.00%
Boeing 747-400 Series	1GE024	71.86%	28.14%	100.00%	60.05%	39.95%	100.00%
Boeing 747-400 Series Freighter	1PW055	68.05%	31.95%	100.00%	65.51%	34.49%	100.00%
Boeing 747-800 Freighter	2GE045	38.13%	61.87%	100.00%	45.18%	54.82%	100.00%
Boeing 757-200 Series	4PW073	68.33%	31.67%	100.00%	89.20%	10.80%	100.00%
Boeing 757-200 Series	5RR039	87.93%	12.07%	100.00%	87.84%	12.16%	100.00%
Boeing 757-200 Series Freighter	1RR012	96.09%	3.91%	100.00%	8.13%	91.87%	100.00%
Boeing 757-200 Series Freighter	4PW072	24.19%	75.81%	100.00%	37.76%	62.24%	100.00%
Boeing 757-300 Series	4PW073	99.63%	0.37%	100.00%	89.96%	10.04%	100.00%
Boeing 767-200 Series	1GE026	74.15%	25.85%	100.00%	91.32%	8.68%	100.00%
Boeing 767-200 Series	5PW074	41.67%	58.33%	100.00%	24.13%	75.87%	100.00%
Boeing 767-200 Series Freighter	1GE010	74.59%	25.41%	100.00%	29.21%	70.79%	100.00%
Boeing 767-300 ER	1RR011	88.46%	11.54%	100.00%	81.83%	18.17%	100.00%
Boeing 767-300 ER Freighter	12PW102	80.00%	20.00%	100.00%	11.22%	88.78%	100.00%
Boeing 767-400	3GE058	66.44%	33.56%	100.00%	71.67%	28.33%	100.00%
Boeing 777-200 Series	1PW041	85.64%	14.36%	100.00%	66.79%	33.21%	100.00%
Boeing 777-200-ER	1PW041	69.19%	30.81%	100.00%	52.79%	47.21%	100.00%
Boeing 777-300 ER	7GE099	81.43%	18.57%	100.00%	64.72%	35.28%	100.00%
Boeing 777-300 Series	6GE091	75.06%	24.94%	100.00%	68.54%	31.46%	100.00%
Boeing 787-900 Dreamliner	12GE155	96.37%	3.63%	100.00%	64.19%	35.81%	100.00%
Boeing DC-10-10 Series	3GE076	37.53%	62.47%	100.00%	70.61%	29.39%	100.00%
Boeing DC-10-30 Series	1GE009	44.19%	55.81%	100.00%	63.41%	36.59%	100.00%
Boeing MD-11 Freighter	1GE031	80.64%	19.36%	100.00%	27.27%	72.73%	100.00%
Boeing MD-11 Freighter	1PW052	85.22%	14.78%	100.00%	29.56%	70.44%	100.00%
Boeing MD-83	4PW068	93.33%	6.67%	100.00%	80.00%	20.00%	100.00%
Boeing MD-88	4PW068	90.59%	9.41%	100.00%	95.67%	4.33%	100.00%
Bombardier Challenger 600	5GE084	92.97%	7.03%	100.00%	92.89%	7.11%	100.00%
Bombardier CRJ-200	5GE084	87.10%	12.90%	100.00%	88.47%	11.53%	100.00%
Bombardier CRJ-700	5GE084	93.06%	6.94%	100.00%	92.49%	7.51%	100.00%
Bombardier CRJ-900	6GE092	96.13%	3.87%	100.00%	96.29%	3.71%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	92.31%	7.69%	100.00%	100.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	89.06%	10.94%	100.00%	88.45%	11.55%	100.00%
Britten-Norman BN-2 Islander	250B17	86.37%	13.63%	100.00%	86.36%	13.64%	100.00%
Cessna 172 Skyhawk	IO320	87.50%	12.50%	100.00%	85.00%	15.00%	100.00%
Cessna 182	IO360	100.00%	0.00%	100.00%	85.71%	14.29%	100.00%
Cessna 206	TIO540	88.89%	11.11%	100.00%	81.81%	18.19%	100.00%
Cessna 208 Caravan	PT6A14	92.98%	7.02%	100.00%	95.35%	4.65%	100.00%

Alternative A (Asphalt Runway) Construction Period Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

		Arrivals			Departures		
Airframe	Engine	% Day	% Night	Total	% Day	% Night	Total
Cessna 441 Conquest II	TPE10A	91.52%	8.48%	100.00%	92.50%	7.50%	100.00%
Cessna 500 Citation I	1PW035	97.30%	2.70%	100.00%	91.66%	8.34%	100.00%
Cessna 525 CitationJet	10PW099	94.83%	5.17%	100.00%	91.66%	8.34%	100.00%
Cessna 550 Citation II	1PW036	87.37%	12.63%	100.00%	92.86%	7.14%	100.00%
Cessna 560 Citation V	1PW037	95.24%	4.76%	100.00%	86.84%	13.16%	100.00%
Cessna 560 Citation V	PW530	94.64%	5.36%	100.00%	93.86%	6.14%	100.00%
Cessna 560 Citation XLS	7PW078	91.43%	8.57%	100.00%	90.13%	9.87%	100.00%
Cessna 650 Citation III	1AS001	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	89.82%	10.18%	100.00%	91.45%	8.55%	100.00%
Cessna 750 Citation X	6AL021	92.37%	7.63%	100.00%	92.12%	7.88%	100.00%
CESSNA CITATION 510	PW615F	80.01%	19.99%	100.00%	88.89%	11.11%	100.00%
Dassault Falcon 20-C	1AS002	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Dornier 228-200 Series	PT6A28	91.36%	8.64%	100.00%	88.75%	11.25%	100.00%
Dornier 328-100 Series	PW119B	81.82%	18.18%	100.00%	72.72%	27.28%	100.00%
Eclipse 500 / PW610F	PW610F	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Embraer ERJ140	6AL014	98.88%	1.12%	100.00%	96.40%	3.60%	100.00%
Embraer ERJ145	6AL008	97.16%	2.84%	100.00%	94.83%	5.17%	100.00%
Embraer ERJ175	6GE095	88.14%	11.86%	100.00%	94.25%	5.75%	100.00%
Embraer ERJ190	6GE094	84.65%	15.35%	100.00%	79.42%	20.58%	100.00%
Gulfstream G400	6RR042	80.63%	19.37%	100.00%	79.25%	20.75%	100.00%
Gulfstream G500	3BR001	77.64%	22.36%	100.00%	77.63%	22.37%	100.00%
Israel IAI-1125 Astra	1AS002	89.16%	10.84%	100.00%	87.06%	12.94%	100.00%
Mitsubishi MU-300 Diamond	1PW037	88.68%	11.32%	100.00%	87.50%	12.50%	100.00%
Piper PA-28 Cherokee Series	IO320	71.43%	28.57%	100.00%	77.77%	22.23%	100.00%
Raytheon Beech 1900-D	PT67D	1.35%	98.65%	100.00%	1.35%	98.65%	100.00%
Raytheon Beech Baron 58	TIO540	80.91%	19.09%	100.00%	81.57%	18.43%	100.00%
Ryan Navion B	TIO540	94.12%	5.88%	100.00%	95.92%	4.08%	100.00%
Shorts 330	PT6A4A	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Grand Total		**79.58%**	**20.42%**	**100.00%**	**83.20%**	**16.80%**	**100.00%**

Alternative A (Asphalt Runway) Construction Period Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	11.79%	16.51%	7.44%	0.10%	45.86%	8.75%	3.74%	5.81%	100.00%
Airbus A300B4-200 Series	3GE079	9.10%	38.35%	4.01%	0.09%	35.92%	4.23%	2.55%	5.77%	100.00%
Airbus A300F4-600 Series	1PW056	12.75%	44.55%	0.00%	0.09%	30.93%	3.67%	1.28%	6.72%	100.00%
Airbus A310-300 Series	1PW032	3.75%	37.06%	18.26%	0.13%	3.76%	37.03%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	5.42%	25.25%	4.07%	0.09%	47.82%	8.48%	1.82%	7.06%	100.00%
Airbus A319-100 Series	7CM050	9.47%	23.11%	8.05%	0.36%	33.98%	10.88%	7.87%	6.28%	100.00%
Airbus A320-200 Series	2CM018	9.78%	22.92%	8.35%	0.38%	32.97%	11.08%	8.34%	6.19%	100.00%
Airbus A320-200 Series	3IA007	11.57%	23.32%	8.79%	0.17%	35.23%	10.71%	2.58%	7.63%	100.00%
Airbus A321-200 Series	1IA005	10.14%	23.02%	10.06%	0.13%	35.41%	11.01%	3.36%	6.87%	100.00%
Airbus A330-200 Series	1PW030	6.96%	24.59%	3.54%	0.22%	43.03%	8.68%	3.96%	9.03%	100.00%
Airbus A330-300 Series	1PW059	8.40%	24.35%	3.96%	0.20%	40.20%	9.04%	2.94%	10.92%	100.00%
Airbus A330-300 Series	CF680C	6.71%	24.60%	3.48%	0.22%	43.50%	8.61%	4.13%	8.75%	100.00%
Airbus A340-200 Series	7CM049	5.53%	24.11%	4.26%	0.09%	47.52%	7.37%	4.16%	6.97%	100.00%
Airbus A340-300 Series	7CM049	5.46%	24.66%	3.75%	0.09%	49.39%	7.56%	2.24%	6.84%	100.00%
Airbus A340-500 Series	6RR041	10.02%	24.32%	7.35%	0.32%	33.86%	10.14%	3.90%	10.09%	100.00%
Airbus A340-600 Series	6RR041	10.02%	24.32%	7.35%	0.32%	33.86%	10.14%	3.90%	10.09%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	8.94%	23.20%	5.21%	0.27%	33.06%	7.01%	19.26%	3.05%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	6.96%	24.44%	4.41%	0.21%	39.51%	5.69%	16.25%	2.53%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	15.94%	27.05%	6.09%	0.10%	38.16%	4.84%	1.25%	6.57%	100.00%
B787-8R	2GE048	6.26%	25.93%	6.49%	0.21%	43.20%	8.77%	2.69%	6.46%	100.00%
Boeing 717-200 Series	4BR002	8.63%	26.68%	3.59%	0.53%	31.85%	10.77%	12.03%	5.91%	100.00%
Boeing 727-200 Series Freighter	1PW004	5.53%	62.63%	15.65%	0.10%	5.54%	5.53%	0.80%	4.22%	100.00%
Boeing 737-300 Series	1CM004	7.34%	22.30%	7.55%	0.09%	46.84%	9.13%	1.98%	4.78%	100.00%
Boeing 737-300 Series Freighter	1CM004	13.47%	13.48%	6.09%	11.19%	46.80%	2.38%	6.59%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	4.64%	28.16%	0.00%	0.09%	39.92%	10.51%	11.46%	5.22%	100.00%
Boeing 737-600 Series	1CM007	11.06%	19.29%	11.12%	1.45%	32.37%	9.93%	11.02%	3.77%	100.00%
Boeing 737-700 Series	1CM007	11.00%	19.34%	11.21%	1.44%	32.47%	9.89%	10.92%	3.73%	100.00%
Boeing 737-800 Series	4CM039	10.32%	22.23%	9.69%	0.54%	33.20%	10.84%	7.84%	5.34%	100.00%
Boeing 737-900 Series	4CM039	10.32%	22.23%	9.69%	0.54%	33.21%	10.84%	7.84%	5.33%	100.00%
Boeing 747-200 Series Freighter	1GE009	6.82%	23.46%	8.09%	0.53%	42.12%	8.70%	4.60%	5.69%	100.00%
Boeing 747-200 Series Freighter	1PW022	13.45%	25.96%	5.99%	1.67%	29.08%	11.89%	5.03%	6.93%	100.00%
Boeing 747-400 Series	1GE024	7.74%	23.86%	4.76%	0.26%	43.68%	8.90%	3.52%	7.27%	100.00%
Boeing 747-400 Series Freighter	1PW055	7.89%	23.54%	3.81%	0.09%	47.88%	7.89%	2.72%	6.17%	100.00%
Boeing 747-800 Freighter	2GE045	13.05%	19.82%	6.09%	0.10%	36.72%	10.64%	8.43%	5.14%	100.00%
Boeing 757-200 Series	4PW073	7.70%	22.61%	8.87%	0.71%	38.15%	9.52%	8.34%	4.10%	100.00%
Boeing 757-200 Series	5RR039	9.54%	23.51%	7.81%	0.28%	37.18%	10.60%	3.48%	7.61%	100.00%
Boeing 757-200 Series Freighter	1RR012	8.92%	34.11%	4.01%	0.09%	34.12%	7.29%	3.05%	8.41%	100.00%
Boeing 757-200 Series Freighter	4PW072	6.30%	38.53%	3.53%	0.09%	32.90%	7.91%	4.53%	6.20%	100.00%
Boeing 757-300 Series	4PW073	2.61%	24.32%	5.34%	0.08%	55.02%	9.34%	0.53%	2.77%	100.00%
Boeing 767-200 Series	1GE026	9.07%	24.08%	4.11%	0.54%	37.98%	10.61%	3.50%	10.11%	100.00%
Boeing 767-200 Series	5PW074	6.41%	23.54%	7.83%	2.95%	32.12%	9.26%	12.83%	5.07%	100.00%
Boeing 767-200 Series Freighter	1GE010	8.58%	32.04%	4.59%	0.66%	29.25%	10.26%	2.90%	11.72%	100.00%
Boeing 767-300 ER	1RR011	7.65%	23.95%	4.65%	0.53%	39.98%	9.07%	7.32%	6.85%	100.00%
Boeing 767-300 ER Freighter	12PW102	6.72%	30.39%	2.88%	0.09%	42.23%	6.72%	2.41%	8.56%	100.00%
Boeing 767-400	3GE058	7.65%	24.42%	4.60%	0.39%	41.37%	8.65%	5.87%	7.05%	100.00%
Boeing 777-200 Series	1PW041	6.64%	25.62%	4.43%	0.11%	42.49%	9.03%	2.90%	8.77%	100.00%
Boeing 777-200-ER	1PW041	6.39%	24.46%	4.14%	0.12%	44.93%	9.05%	2.44%	8.47%	100.00%
Boeing 777-300 ER	7GE099	7.60%	26.11%	5.84%	0.21%	40.67%	8.77%	2.28%	8.51%	100.00%
Boeing 777-300 Series	6GE091	7.42%	25.89%	5.81%	0.21%	41.00%	8.84%	2.58%	8.26%	100.00%
Boeing 787-900 Dreamliner	12GE155	6.26%	25.93%	6.49%	0.21%	43.20%	8.77%	2.69%	6.46%	100.00%
Boeing DC-10-10 Series	3GE076	5.47%	32.33%	6.20%	0.09%	42.71%	7.82%	1.33%	4.04%	100.00%
Boeing DC-10-30 Series	1GE009	4.59%	15.11%	5.77%	0.09%	57.19%	9.84%	1.19%	6.22%	100.00%
Boeing MD-11 Freighter	1GE031	9.42%	23.23%	6.13%	0.09%	45.27%	9.75%	1.63%	4.47%	100.00%
Boeing MD-11 Freighter	1PW052	7.42%	21.70%	8.39%	0.09%	45.16%	11.49%	0.92%	4.83%	100.00%
Boeing MD-83	4PW068	3.03%	17.31%	0.00%	0.10%	45.87%	24.43%	5.04%	4.22%	100.00%
Boeing MD-88	4PW068	9.45%	24.35%	7.07%	0.61%	35.93%	9.34%	9.48%	3.77%	100.00%
Bombardier Challenger 600	5GE084	8.58%	19.63%	6.69%	3.01%	28.35%	15.55%	13.74%	4.46%	100.00%
Bombardier CRJ-200	5GE084	10.25%	21.77%	8.64%	0.46%	34.09%	11.37%	8.25%	5.19%	100.00%
Bombardier CRJ-700	5GE084	10.55%	22.61%	8.84%	0.83%	31.47%	10.75%	10.19%	4.76%	100.00%
Bombardier CRJ-900	6GE092	10.55%	22.61%	8.84%	0.83%	31.47%	10.75%	10.19%	4.76%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	17.58%	25.92%	4.57%	0.11%	34.25%	17.58%	0.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	13.89%	15.36%	6.85%	3.65%	27.02%	15.14%	14.22%	3.88%	100.00%
Britten-Norman BN-2 Islander	250B17	30.10%	3.84%	2.88%	5.39%	19.62%	19.59%	9.94%	8.65%	100.00%
Cessna 172 Skyhawk	IO320	5.84%	5.85%	0.00%	10.80%	30.84%	12.97%	21.96%	11.74%	100.00%
Cessna 182	IO360	2.28%	2.28%	0.00%	11.20%	46.70%	24.47%	6.99%	6.09%	100.00%
Cessna 206	TIO540	7.60%	7.61%	0.00%	12.60%	7.62%	20.08%	44.48%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	8.94%	17.35%	1.19%	2.58%	36.91%	18.25%	11.56%	3.21%	100.00%
Cessna 441 Conquest II	TPE10A	12.93%	19.92%	5.08%	2.39%	29.44%	15.09%	11.33%	3.83%	100.00%

Alternative A (Asphalt Runway) Construction Period Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	12.03%	14.82%	1.52%	5.66%	25.92%	20.35%	15.13%	4.57%	100.00%
Cessna 525 Citation Jet	10PW099	14.38%	17.12%	6.48%	1.02%	29.84%	13.47%	12.22%	5.48%	100.00%
Cessna 550 Citation II	1PW036	7.72%	29.39%	9.24%	6.12%	24.59%	10.12%	10.18%	2.64%	100.00%
Cessna 560 Citation V	1PW037	11.80%	16.80%	12.33%	7.60%	24.30%	16.79%	10.38%	0.00%	100.00%
Cessna 560 Citation V	PW530	12.19%	19.75%	7.24%	2.93%	28.24%	11.25%	14.26%	4.14%	100.00%
Cessna 560 Citation XLS	7PW078	11.42%	21.58%	8.99%	1.67%	29.00%	12.59%	10.48%	4.28%	100.00%
Cessna 650 Citation III	1AS001	10.80%	18.49%	0.00%	7.79%	26.19%	18.48%	18.25%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	11.24%	15.37%	7.34%	5.25%	33.92%	12.27%	11.23%	3.39%	100.00%
Cessna 750 Citation X	6AL021	10.34%	14.93%	8.55%	1.94%	33.27%	13.09%	13.36%	4.52%	100.00%
CESSNA CITATION 510	PW615F	1.30%	51.25%	0.00%	0.11%	13.79%	26.26%	0.45%	6.85%	100.00%
Dassault Falcon 20-C	1AS002	4.52%	18.80%	7.83%	0.10%	33.08%	18.78%	12.97%	3.91%	100.00%
Dornier 228-200 Series	PT6A28	9.68%	15.09%	2.22%	1.46%	36.70%	20.48%	10.66%	3.70%	100.00%
Dornier 328-100 Series	PW119B	2.30%	46.71%	0.00%	0.10%	24.51%	13.40%	0.80%	12.18%	100.00%
Eclipse 500 / PW610F	PW610F	4.38%	18.66%	0.00%	0.09%	47.21%	4.38%	17.46%	7.83%	100.00%
Embraer ERJ140	6AL014	11.47%	23.59%	7.48%	0.53%	31.50%	10.77%	6.67%	7.99%	100.00%
Embraer ERJ145	6AL008	12.08%	21.10%	10.37%	0.80%	29.52%	11.47%	9.17%	5.50%	100.00%
Embraer ERJ175	6GE095	13.72%	20.54%	8.72%	0.11%	25.09%	11.45%	12.32%	8.06%	100.00%
Embraer ERJ190	6GE094	10.35%	24.00%	7.49%	0.15%	35.99%	10.60%	2.69%	8.72%	100.00%
Gulfstream G400	6RR042	7.54%	23.12%	6.40%	2.69%	31.56%	11.43%	12.63%	4.63%	100.00%
Gulfstream G500	3BR001	11.46%	22.48%	6.50%	4.33%	31.81%	8.93%	8.91%	5.57%	100.00%
Israel IAI-1125 Astra	1AS002	9.05%	19.69%	9.21%	0.43%	33.76%	10.08%	8.89%	8.88%	100.00%
Mitsubishi MU-300 Diamond	1PW037	6.07%	16.71%	5.44%	0.10%	37.27%	13.86%	17.45%	3.11%	100.00%
Piper PA-28 Cherokee Series	IO320	6.15%	6.16%	0.00%	0.10%	36.14%	16.13%	18.88%	16.44%	100.00%
Raytheon Beech 1900-D	PT67D	5.29%	5.30%	0.00%	0.11%	38.90%	38.87%	1.85%	9.68%	100.00%
Raytheon Beech Baron 58	TIO540	9.70%	11.95%	3.08%	2.36%	26.55%	26.52%	10.61%	9.23%	100.00%
Ryan Navion B	TIO540	13.22%	6.99%	1.71%	4.27%	30.93%	22.58%	14.59%	5.71%	100.00%
Shorts 330	PT6A4A	15.49%	16.53%	0.00%	28.05%	29.49%	1.52%	8.91%	0.00%	100.00%
Grand Total		**9.71%**	**23.34%**	**7.74%**	**0.44%**	**35.75%**	**10.27%**	**6.18%**	**6.57%**	**100.00%**

Alternative A (Asphalt Runway) Construction Period Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	14.84%	20.38%	6.61%	2.05%	27.93%	9.82%	8.70%	9.66%	100.00%
Airbus A300B4-200 Series	3GE079	10.45%	29.29%	4.77%	0.04%	28.58%	10.45%	3.35%	13.07%	100.00%
Airbus A300F4-600 Series	1PW056	12.80%	31.79%	2.08%	0.04%	21.67%	11.53%	5.11%	14.97%	100.00%
Airbus A310-300 Series	1PW032	11.27%	11.29%	54.81%	0.05%	11.30%	11.27%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	9.65%	28.07%	6.26%	0.68%	25.53%	10.28%	6.77%	12.76%	100.00%
Airbus A319-100 Series	7CM050	9.30%	25.39%	7.21%	0.45%	30.04%	10.04%	6.86%	10.71%	100.00%
Airbus A320-200 Series	2CM018	9.06%	23.35%	7.89%	0.29%	33.38%	9.88%	6.94%	9.20%	100.00%
Airbus A320-200 Series	3IA007	12.16%	23.94%	6.42%	0.14%	29.73%	10.81%	4.22%	12.59%	100.00%
Airbus A321-200 Series	1IA005	10.20%	24.18%	7.42%	0.30%	32.21%	10.09%	4.27%	11.34%	100.00%
Airbus A330-200 Series	1PW030	9.58%	25.82%	5.47%	0.04%	32.23%	10.20%	4.53%	12.11%	100.00%
Airbus A330-300 Series	1PW059	9.70%	24.97%	5.27%	0.04%	33.16%	10.30%	4.50%	12.06%	100.00%
Airbus A330-300 Series	CF680C	8.86%	30.83%	6.64%	0.04%	26.29%	9.62%	4.72%	12.99%	100.00%
Airbus A340-200 Series	7CM049	7.99%	16.01%	23.19%	0.04%	35.52%	9.88%	1.65%	5.71%	100.00%
Airbus A340-300 Series	7CM049	8.75%	29.48%	2.01%	0.04%	27.05%	13.62%	4.27%	14.78%	100.00%
Airbus A340-500 Series	6RR041	10.28%	26.53%	4.00%	0.25%	29.46%	10.69%	4.26%	14.53%	100.00%
Airbus A340-600 Series	6RR041	10.28%	26.53%	4.00%	0.25%	29.46%	10.69%	4.26%	14.53%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	10.15%	10.16%	0.00%	0.05%	10.17%	10.15%	52.89%	6.44%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
B787-8R	2GE048	8.12%	30.23%	4.66%	0.04%	28.53%	9.82%	6.29%	12.31%	100.00%
Boeing 717-200 Series	4BR002	8.78%	16.73%	3.48%	1.63%	29.43%	8.79%	23.18%	7.98%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series	1CM004	4.46%	17.51%	7.15%	0.04%	56.63%	4.46%	5.89%	3.86%	100.00%
Boeing 737-300 Series Freighter	1CM004	8.09%	8.10%	0.00%	0.04%	58.09%	8.09%	2.82%	14.78%	100.00%
Boeing 737-400 Series Freighter	1CM004	4.28%	24.28%	10.96%	0.04%	34.29%	14.27%	11.87%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	11.76%	20.44%	5.70%	0.04%	36.65%	8.30%	8.65%	8.46%	100.00%
Boeing 737-800 Series	4CM039	9.61%	22.43%	7.31%	0.86%	31.66%	8.80%	12.46%	6.88%	100.00%
Boeing 737-900 Series	4CM039	9.61%	22.43%	7.31%	0.86%	31.66%	8.80%	12.46%	6.88%	100.00%
Boeing 747-200 Series Freighter	1GE009	11.07%	15.52%	7.29%	0.04%	35.22%	10.58%	11.10%	9.17%	100.00%
Boeing 747-200 Series Freighter	1PW022	14.56%	14.57%	6.09%	0.04%	36.79%	9.01%	5.80%	13.14%	100.00%
Boeing 747-400 Series	1GE024	12.15%	23.12%	5.18%	0.54%	28.14%	11.09%	9.00%	10.77%	100.00%
Boeing 747-400 Series Freighter	1PW055	13.36%	15.22%	3.04%	0.04%	28.19%	11.51%	16.58%	12.04%	100.00%
Boeing 747-800 Freighter	2GE045	14.20%	16.29%	5.22%	0.34%	29.39%	10.03%	17.57%	6.95%	100.00%
Boeing 757-200 Series	4PW073	9.27%	24.75%	5.75%	0.91%	29.71%	9.08%	14.33%	6.21%	100.00%
Boeing 757-200 Series	5RR039	9.74%	20.39%	8.71%	0.19%	36.57%	10.61%	3.88%	9.91%	100.00%
Boeing 757-200 Series Freighter	1RR012	8.73%	28.73%	10.96%	0.04%	28.74%	8.73%	2.26%	11.82%	100.00%
Boeing 757-200 Series Freighter	4PW072	11.79%	30.58%	5.43%	0.55%	22.72%	10.78%	7.21%	10.95%	100.00%
Boeing 757-300 Series	4PW073	10.15%	10.16%	0.00%	0.05%	10.17%	10.15%	59.33%	0.00%	100.00%
Boeing 767-200 Series	1GE026	13.25%	24.02%	2.08%	0.04%	27.19%	10.73%	5.84%	16.84%	100.00%
Boeing 767-200 Series	5PW074	11.21%	13.26%	15.66%	2.09%	27.55%	11.21%	11.18%	7.84%	100.00%
Boeing 767-200 Series Freighter	1GE010	11.93%	29.97%	1.80%	0.04%	26.70%	10.30%	4.72%	14.54%	100.00%
Boeing 767-300 ER	1RR011	11.01%	25.22%	3.86%	1.56%	24.02%	8.58%	20.16%	5.58%	100.00%
Boeing 767-300 ER Freighter	12PW102	8.85%	40.43%	5.77%	0.04%	19.39%	8.85%	2.67%	14.00%	100.00%
Boeing 767-400	3GE058	10.71%	30.23%	3.86%	0.66%	24.37%	9.94%	8.93%	11.30%	100.00%
Boeing 777-200 Series	1PW041	10.59%	29.80%	4.74%	0.51%	23.47%	9.83%	10.73%	10.31%	100.00%
Boeing 777-200-ER	1PW041	9.34%	25.77%	3.13%	0.76%	32.92%	11.48%	3.73%	12.88%	100.00%
Boeing 777-300 ER	7GE099	9.75%	26.95%	5.44%	0.10%	30.67%	10.00%	4.19%	12.90%	100.00%
Boeing 777-300 Series	6GE091	10.07%	27.24%	5.39%	0.14%	30.31%	9.72%	4.52%	12.60%	100.00%
Boeing 787-900 Dreamliner	12GE155	8.09%	30.50%	4.72%	0.04%	28.79%	9.81%	6.33%	11.72%	100.00%
Boeing DC-10-10 Series	3GE076	12.50%	29.50%	3.88%	0.04%	23.00%	11.93%	5.32%	13.82%	100.00%
Boeing DC-10-30 Series	1GE009	7.88%	32.88%	2.28%	0.04%	28.73%	12.05%	2.58%	13.55%	100.00%
Boeing MD-11 Freighter	1GE031	14.84%	13.48%	4.50%	0.04%	35.40%	10.73%	10.87%	10.12%	100.00%
Boeing MD-11 Freighter	1PW052	8.87%	26.52%	3.22%	0.04%	26.53%	14.75%	6.14%	13.91%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.03%	99.97%	0.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	9.38%	22.83%	3.41%	1.03%	31.68%	7.08%	22.07%	2.52%	100.00%
Bombardier Challenger 600	5GE084	11.59%	26.98%	0.00%	7.73%	26.98%	3.90%	22.82%	0.00%	100.00%
Bombardier CRJ-200	5GE084	8.30%	22.04%	9.03%	0.04%	37.70%	9.12%	4.26%	9.50%	100.00%
Bombardier CRJ-700	5GE084	8.36%	18.99%	8.34%	0.96%	37.76%	9.01%	11.22%	5.35%	100.00%
Bombardier CRJ-900	6GE092	8.36%	18.99%	8.34%	0.96%	37.76%	9.01%	11.22%	5.35%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	10.37%	10.39%	0.00%	0.05%	10.39%	10.37%	3.62%	54.81%	100.00%
Bombardier Learjet 35	1AS001	6.37%	18.24%	0.93%	5.13%	28.42%	14.84%	21.42%	4.64%	100.00%
Britten-Norman BN-2 Islander	250B17	3.38%	3.39%	0.00%	0.05%	36.72%	36.68%	19.78%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	5.36%	5.36%	13.70%	0.06%	5.37%	55.32%	14.84%	0.00%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	7.64%	7.66%	0.00%	0.05%	18.59%	25.44%	38.58%	2.04%	100.00%
Cessna 441 Conquest II	TPE10A	5.30%	17.63%	7.52%	24.69%	17.63%	5.30%	21.94%	0.00%	100.00%

Alternative A (Asphalt Runway) Construction Period Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	99.93%	0.00%	0.00%	0.07%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	6.95%	40.29%	9.13%	0.04%	6.97%	6.95%	29.67%	0.00%	100.00%
Cessna 550 Citation II	1PW036	13.58%	21.93%	9.13%	8.38%	21.94%	5.26%	19.78%	0.00%	100.00%
Cessna 560 Citation V	1PW037	10.15%	10.16%	0.00%	0.05%	10.17%	10.15%	59.33%	0.00%	100.00%
Cessna 560 Citation V	PW530	6.80%	40.14%	0.00%	0.04%	6.82%	6.80%	30.27%	9.13%	100.00%
Cessna 560 Citation XLS	7PW078	5.96%	26.80%	2.28%	0.04%	22.64%	10.13%	32.14%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	3.89%	31.16%	9.96%	9.14%	12.99%	22.06%	10.79%	0.00%	100.00%
Cessna 750 Citation X	6AL021	2.25%	13.37%	0.00%	0.04%	46.70%	24.45%	13.18%	0.00%	100.00%
CESSNA CITATION 510	PW615F	10.15%	10.16%	0.00%	0.05%	10.17%	10.15%	59.33%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	35.95%	7.42%	7.83%	0.05%	7.42%	7.41%	33.91%	0.00%	100.00%
Dornier 328-100 Series	PW119B	5.07%	55.06%	0.00%	0.04%	5.08%	5.07%	29.66%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	13.29%	23.83%	7.21%	0.04%	23.84%	10.66%	12.56%	8.56%	100.00%
Embraer ERJ145	6AL008	10.81%	20.98%	3.87%	0.89%	31.16%	8.27%	18.35%	5.68%	100.00%
Embraer ERJ175	6GE095	5.45%	38.78%	18.27%	0.04%	22.12%	5.45%	9.89%	0.00%	100.00%
Embraer ERJ190	6GE094	10.24%	22.94%	6.17%	0.12%	33.83%	10.98%	3.84%	11.87%	100.00%
Gulfstream G400	6RR042	8.25%	21.77%	2.96%	2.75%	19.08%	16.35%	27.36%	1.48%	100.00%
Gulfstream G500	3BR001	8.15%	22.86%	6.45%	5.93%	16.99%	16.97%	21.05%	1.61%	100.00%
Israel IAI-1125 Astra	1AS002	6.19%	23.13%	8.70%	0.04%	34.51%	6.99%	3.47%	16.96%	100.00%
Mitsubishi MU-300 Diamond	1PW037	3.95%	42.83%	0.00%	5.60%	15.06%	9.50%	23.07%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	24.99%	0.00%	50.04%	0.00%	24.97%	0.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	21.20%	17.63%	7.13%	0.05%	18.98%	18.51%	5.10%	11.40%	100.00%
Raytheon Beech Baron 58	TIO540	15.88%	6.38%	2.61%	14.33%	15.90%	11.12%	25.94%	7.83%	100.00%
Ryan Navion B	TIO540	25.29%	8.66%	9.14%	0.05%	8.66%	8.64%	39.56%	0.00%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**10.46%**	**24.02%**	**6.36%**	**0.50%**	**30.61%**	**10.04%**	**7.96%**	**10.03%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

Alternative A (Asphalt Runway) Construction Period Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	30.55%	0.00%	0.00%	5.56%	0.00%	32.00%	31.89%	0.00%	100.00%
Airbus A300B4-200 Series	3GE079	19.85%	0.00%	1.65%	1.78%	0.00%	20.66%	55.82%	0.24%	100.00%
Airbus A300F4-600 Series	1PW056	16.61%	0.00%	0.78%	0.74%	0.00%	15.26%	66.61%	0.00%	100.00%
Airbus A310-300 Series	1PW032	22.60%	0.00%	0.00%	54.80%	0.00%	22.60%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	26.40%	0.00%	0.06%	6.95%	0.00%	43.37%	23.22%	0.00%	100.00%
Airbus A319-100 Series	7CM050	22.87%	0.03%	0.02%	7.55%	0.01%	27.84%	41.67%	0.00%	100.00%
Airbus A320-200 Series	2CM018	22.45%	0.03%	0.01%	7.63%	0.02%	26.07%	43.78%	0.00%	100.00%
Airbus A320-200 Series	3IA007	24.01%	0.07%	0.07%	8.04%	0.02%	28.18%	39.60%	0.01%	100.00%
Airbus A321-200 Series	1IA005	23.97%	0.02%	0.03%	7.87%	0.02%	26.80%	41.29%	0.00%	100.00%
Airbus A330-200 Series	1PW030	26.59%	0.02%	0.01%	10.04%	0.01%	47.35%	15.96%	0.00%	100.00%
Airbus A330-300 Series	1PW059	27.34%	0.03%	0.05%	8.54%	0.00%	39.63%	24.42%	0.00%	100.00%
Airbus A330-300 Series	CF680C	26.42%	0.02%	0.00%	10.44%	0.02%	49.42%	13.68%	0.01%	100.00%
Airbus A340-200 Series	7CM049	27.50%	0.00%	0.00%	16.80%	0.00%	33.57%	22.12%	0.00%	100.00%
Airbus A340-300 Series	7CM049	21.77%	0.00%	0.00%	6.07%	0.00%	40.56%	31.60%	0.00%	100.00%
Airbus A340-500 Series	6RR041	26.93%	0.00%	0.00%	10.06%	0.00%	38.20%	24.80%	0.00%	100.00%
Airbus A340-600 Series	6RR041	26.93%	0.00%	0.00%	10.06%	0.00%	38.20%	24.80%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	25.43%	0.00%	0.00%	13.53%	0.18%	43.77%	17.09%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	25.93%	0.00%	0.00%	10.34%	0.00%	33.88%	29.85%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	30.01%	0.00%	3.23%	6.09%	0.00%	41.12%	19.56%	0.00%	0.00%
B787-8R	2GE048	24.23%	0.00%	0.00%	10.67%	0.00%	32.91%	32.20%	0.00%	100.00%
Boeing 717-200 Series	4BR002	22.88%	0.00%	0.00%	6.48%	0.22%	26.32%	44.11%	0.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	26.92%	0.00%	0.00%	10.96%	0.00%	26.92%	35.21%	0.00%	0.00%
Boeing 737-300 Series	1CM004	26.16%	0.53%	0.00%	3.46%	0.00%	23.53%	46.33%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	11.53%	0.00%	0.00%	18.27%	0.00%	11.53%	58.68%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	15.49%	0.00%	0.00%	14.61%	0.00%	28.82%	41.08%	0.00%	100.00%
Boeing 737-600 Series	1CM007	23.67%	0.00%	0.03%	10.42%	0.12%	38.84%	26.91%	0.00%	0.00%
Boeing 737-700 Series	1CM007	23.78%	0.00%	0.08%	10.52%	0.12%	38.82%	26.68%	0.00%	100.00%
Boeing 737-800 Series	4CM039	24.09%	0.04%	0.01%	8.25%	0.08%	30.06%	37.46%	0.01%	100.00%
Boeing 737-900 Series	4CM039	24.09%	0.04%	0.01%	8.25%	0.08%	30.07%	37.47%	0.01%	100.00%
Boeing 747-200 Series Freighter	1GE009	18.27%	0.00%	0.05%	9.35%	0.00%	27.58%	44.76%	0.00%	100.00%
Boeing 747-200 Series Freighter	1PW022	16.62%	0.00%	0.00%	10.96%	0.00%	41.62%	30.81%	0.00%	100.00%
Boeing 747-400 Series	1GE024	27.35%	0.00%	0.24%	8.64%	0.03%	41.42%	22.33%	0.00%	100.00%
Boeing 747-400 Series Freighter	1PW055	21.42%	0.00%	1.02%	3.36%	0.00%	30.19%	44.01%	0.00%	100.00%
Boeing 747-800 Freighter	2GE045	28.56%	0.00%	0.00%	6.74%	0.00%	35.12%	29.58%	0.00%	100.00%
Boeing 757-200 Series	4PW073	22.79%	0.11%	0.09%	8.17%	0.03%	29.59%	39.22%	0.00%	100.00%
Boeing 757-200 Series	5RR039	25.66%	0.00%	0.09%	8.45%	0.08%	36.53%	29.19%	0.01%	100.00%
Boeing 757-200 Series Freighter	1RR012	15.85%	0.00%	0.00%	5.48%	0.00%	25.85%	52.81%	0.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	20.97%	0.00%	0.00%	4.85%	0.00%	17.33%	56.85%	0.00%	100.00%
Boeing 757-300 Series	4PW073	25.55%	0.00%	0.36%	10.64%	0.00%	50.35%	13.09%	0.00%	100.00%
Boeing 767-200 Series	1GE026	21.64%	0.00%	0.05%	5.99%	0.00%	32.04%	40.22%	0.05%	100.00%
Boeing 767-200 Series	5PW074	24.84%	0.00%	0.00%	7.83%	0.00%	29.61%	37.72%	0.00%	100.00%
Boeing 767-200 Series Freighter	1GE010	26.70%	0.00%	0.00%	2.32%	0.00%	23.88%	47.11%	0.00%	100.00%
Boeing 767-300 ER	1RR011	25.06%	0.01%	0.00%	9.01%	0.07%	42.28%	23.56%	0.00%	100.00%
Boeing 767-300 ER Freighter	12PW102	11.57%	0.00%	2.64%	14.94%	0.00%	38.84%	32.01%	0.00%	100.00%
Boeing 767-400	3GE058	25.72%	0.01%	0.07%	7.82%	0.07%	41.10%	25.20%	0.02%	100.00%
Boeing 777-200 Series	1PW041	24.56%	0.03%	0.37%	10.08%	0.00%	37.43%	27.54%	0.00%	100.00%
Boeing 777-200-ER	1PW041	25.01%	0.04%	0.05%	9.85%	0.00%	41.97%	23.08%	0.00%	100.00%
Boeing 777-300 ER	7GE099	25.05%	0.00%	0.19%	10.19%	0.02%	38.02%	26.53%	0.01%	100.00%
Boeing 777-300 Series	6GE091	24.66%	0.00%	0.04%	10.36%	0.02%	38.59%	26.33%	0.00%	100.00%
Boeing 787-900 Dreamliner	12GE155	24.23%	0.00%	0.00%	10.67%	0.00%	32.92%	32.18%	0.00%	100.00%
Boeing DC-10-10 Series	3GE076	13.42%	0.25%	0.66%	1.79%	0.00%	13.67%	70.15%	0.07%	100.00%
Boeing DC-10-30 Series	1GE009	14.71%	0.00%	1.12%	4.22%	0.00%	22.40%	57.55%	0.00%	100.00%
Boeing MD-11 Freighter	1GE031	16.43%	0.00%	0.57%	4.84%	0.00%	20.35%	57.82%	0.00%	100.00%
Boeing MD-11 Freighter	1PW052	9.87%	0.00%	0.00%	4.84%	0.00%	12.81%	72.49%	0.00%	100.00%
Boeing MD-83	4PW068	4.49%	0.00%	0.00%	0.00%	0.00%	29.49%	66.02%	0.00%	100.00%
Boeing MD-88	4PW068	21.15%	0.06%	0.00%	6.34%	0.03%	23.26%	49.14%	0.01%	100.00%
Bombardier Challenger 600	5GE084	24.04%	0.00%	0.00%	11.28%	0.00%	30.51%	34.17%	0.00%	100.00%
Bombardier CRJ-200	5GE084	22.18%	0.04%	0.17%	8.90%	0.08%	29.75%	38.87%	0.00%	100.00%
Bombardier CRJ-700	5GE084	22.54%	0.03%	0.02%	9.59%	0.04%	28.19%	39.60%	0.00%	100.00%
Bombardier CRJ-900	6GE092	22.54%	0.03%	0.02%	9.59%	0.04%	28.19%	39.60%	0.00%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	8.64%	0.00%	0.00%	13.70%	0.00%	33.64%	44.01%	0.00%	100.00%
Bombardier Learjet 35	1AS001	19.56%	0.20%	0.00%	8.58%	0.20%	30.80%	40.65%	0.00%	100.00%
Britten-Norman BN-2 Islander	250B17	34.45%	0.00%	0.00%	14.42%	0.00%	44.97%	4.63%	1.53%	100.00%
Cessna 172 Skyhawk	IO320	8.84%	0.00%	0.00%	12.89%	0.00%	26.49%	51.78%	0.00%	100.00%
Cessna 182	IO360	18.66%	0.00%	0.00%	0.00%	0.00%	52.00%	29.34%	0.00%	0.00%
Cessna 206	TIO540	26.68%	0.00%	0.00%	12.18%	0.00%	15.57%	39.12%	6.45%	100.00%
Cessna 208 Caravan	PT6A14	26.70%	0.00%	0.14%	8.57%	1.30%	34.80%	24.89%	3.59%	100.00%
Cessna 441 Conquest II	TPE10A	29.12%	0.00%	0.00%	11.65%	0.00%	31.45%	23.89%	3.89%	100.00%

Alternative A (Asphalt Runway) Construction Period Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	8.86%	3.03%	0.00%	6.64%	0.00%	36.13%	45.34%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	25.89%	0.83%	0.00%	9.96%	0.00%	26.71%	36.37%	0.24%	100.00%
Cessna 550 Citation II	1PW036	21.33%	0.00%	0.00%	13.85%	0.00%	29.03%	35.79%	0.00%	100.00%
Cessna 560 Citation V	1PW037	34.96%	0.00%	0.00%	21.59%	0.00%	16.78%	26.67%	0.00%	100.00%
Cessna 560 Citation V	PW530	22.13%	0.00%	0.00%	10.75%	0.00%	26.80%	40.31%	0.00%	100.00%
Cessna 560 Citation XLS	7PW078	23.02%	0.00%	0.00%	13.03%	0.00%	26.42%	37.53%	0.00%	100.00%
Cessna 650 Citation III	1AS001	28.40%	0.00%	0.00%	8.43%	0.00%	36.09%	27.08%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	21.48%	0.00%	0.00%	12.80%	0.00%	33.63%	32.08%	0.00%	100.00%
Cessna 750 Citation X	6AL021	15.65%	0.00%	0.00%	7.96%	0.00%	32.75%	43.63%	0.00%	100.00%
CESSNA CITATION 510	PW615F	17.57%	0.00%	0.00%	6.85%	0.00%	42.57%	33.01%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	12.48%	0.00%	0.00%	7.31%	0.00%	39.14%	41.08%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	29.52%	0.00%	0.00%	10.81%	1.41%	35.15%	21.08%	2.05%	100.00%
Dornier 328-100 Series	PW119B	29.32%	0.00%	0.00%	6.85%	0.00%	41.82%	22.01%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	16.85%	0.00%	0.00%	0.00%	0.00%	45.42%	37.72%	0.00%	0.00%
Embraer ERJ140	6AL014	21.34%	0.03%	0.01%	9.03%	0.00%	25.26%	44.33%	0.00%	100.00%
Embraer ERJ145	6AL008	20.50%	0.02%	0.01%	11.34%	0.03%	24.71%	43.38%	0.00%	100.00%
Embraer ERJ175	6GE095	17.29%	0.00%	0.00%	6.01%	0.00%	20.03%	56.67%	0.00%	100.00%
Embraer ERJ190	6GE094	23.45%	0.05%	0.13%	8.95%	0.04%	28.76%	38.62%	0.00%	100.00%
Gulfstream G400	6RR042	22.12%	0.00%	0.00%	7.36%	0.00%	26.81%	43.72%	0.00%	100.00%
Gulfstream G500	3BR001	21.56%	0.00%	0.00%	10.22%	0.00%	24.95%	43.26%	0.00%	100.00%
Israel IAI-1125 Astra	1AS002	21.49%	0.04%	0.16%	8.96%	0.07%	29.39%	39.89%	0.00%	100.00%
Mitsubishi MU-300 Diamond	1PW037	17.99%	0.00%	0.00%	6.71%	0.00%	31.59%	43.71%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	8.33%	0.00%	0.00%	7.83%	21.43%	22.62%	37.72%	2.07%	100.00%
Raytheon Beech 1900-D	PT67D	1.97%	0.00%	0.00%	0.00%	0.00%	69.03%	29.00%	0.00%	100.00%
Raytheon Beech Baron 58	TIO540	19.75%	0.00%	0.00%	5.30%	0.00%	48.78%	24.61%	1.56%	100.00%
Ryan Navion B	TIO540	15.54%	1.06%	0.00%	13.41%	0.00%	32.56%	35.58%	1.85%	100.00%
Shorts 330	PT6A4A	35.79%	0.00%	0.00%	0.00%	0.00%	28.28%	33.75%	2.18%	0.00%
Grand Total		**23.64%**	**0.04%**	**0.05%**	**8.68%**	**0.04%**	**30.73%**	**36.81%**	**0.01%**	**100.00%**

Alternative A (Asphalt Runway) Construction Period Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	27.53%	0.00%	0.71%	7.41%	0.00%	40.44%	23.91%	0.00%	100.00%
Airbus A300B4-200 Series	3GE079	39.37%	0.00%	1.58%	1.99%	0.00%	26.64%	29.88%	0.53%	100.00%
Airbus A300F4-600 Series	1PW056	42.41%	0.00%	1.04%	0.00%	0.00%	28.13%	27.39%	1.04%	100.00%
Airbus A310-300 Series	1PW032	22.61%	0.00%	0.00%	27.39%	0.00%	22.61%	27.39%	0.00%	100.00%
Airbus A318-100 Series	7PW083	30.61%	0.00%	0.13%	7.74%	0.00%	37.68%	23.71%	0.13%	100.00%
Airbus A319-100 Series	7CM050	30.40%	0.00%	0.08%	7.75%	0.17%	38.60%	22.95%	0.05%	100.00%
Airbus A320-200 Series	2CM018	30.26%	0.00%	0.04%	7.75%	0.28%	39.27%	22.42%	0.00%	100.00%
Airbus A320-200 Series	3IA007	31.53%	0.07%	0.21%	6.11%	0.00%	36.72%	25.30%	0.06%	100.00%
Airbus A321-200 Series	1IA005	32.90%	0.14%	0.12%	5.14%	0.07%	34.00%	27.57%	0.06%	100.00%
Airbus A330-200 Series	1PW030	28.24%	0.07%	0.05%	8.70%	0.00%	39.55%	23.39%	0.00%	100.00%
Airbus A330-300 Series	1PW059	29.01%	0.17%	0.00%	7.84%	0.00%	37.25%	25.73%	0.00%	100.00%
Airbus A330-300 Series	CF680C	27.57%	0.00%	0.08%	9.28%	0.00%	41.15%	21.92%	0.00%	100.00%
Airbus A340-200 Series	7CM049	29.78%	0.00%	0.00%	10.01%	0.59%	39.15%	20.47%	0.00%	100.00%
Airbus A340-300 Series	7CM049	30.89%	0.00%	0.00%	8.96%	0.63%	37.81%	21.71%	0.00%	100.00%
Airbus A340-500 Series	6RR041	19.67%	0.00%	0.00%	7.59%	0.00%	55.05%	17.70%	0.00%	100.00%
Airbus A340-600 Series	6RR041	19.67%	0.00%	0.00%	7.59%	0.00%	55.05%	17.70%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	24.14%	0.00%	0.00%	2.19%	0.00%	56.14%	17.53%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	29.19%	0.00%	0.00%	8.82%	0.00%	38.30%	23.69%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	39.79%	0.43%	2.65%	0.95%	0.00%	40.66%	4.53%	10.98%	0.00%
B787-8R	2GE048	28.10%	0.00%	0.08%	9.31%	0.00%	40.69%	21.82%	0.00%	100.00%
Boeing 717-200 Series	4BR002	27.34%	0.00%	0.00%	9.42%	0.00%	36.71%	26.53%	0.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series	1CM004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	11.30%	0.00%	0.00%	0.00%	0.00%	61.30%	27.39%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	36.30%	0.00%	0.00%	0.00%	0.00%	36.30%	27.39%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	28.10%	0.00%	0.00%	9.04%	0.00%	48.62%	14.24%	0.00%	100.00%
Boeing 737-800 Series	4CM039	30.67%	0.24%	0.03%	7.29%	0.07%	37.44%	24.24%	0.02%	100.00%
Boeing 737-900 Series	4CM039	30.64%	0.24%	0.03%	7.28%	0.07%	37.46%	24.25%	0.02%	100.00%
Boeing 747-200 Series Freighter	1GE009	26.91%	0.00%	0.11%	5.41%	0.00%	38.77%	28.80%	0.00%	100.00%
Boeing 747-200 Series Freighter	1PW022	32.80%	0.00%	0.00%	10.19%	0.00%	32.80%	24.21%	0.00%	100.00%
Boeing 747-400 Series	1GE024	29.99%	0.00%	0.17%	9.24%	0.00%	38.80%	21.79%	0.01%	100.00%
Boeing 747-400 Series Freighter	1PW055	22.87%	0.00%	0.00%	10.04%	0.00%	37.87%	29.22%	0.00%	100.00%
Boeing 747-800 Freighter	2GE045	34.18%	0.00%	0.10%	6.29%	0.00%	33.51%	25.72%	0.20%	100.00%
Boeing 757-200 Series	4PW073	30.99%	0.00%	0.14%	6.44%	0.00%	39.10%	23.28%	0.04%	100.00%
Boeing 757-200 Series	5RR039	30.71%	0.14%	0.08%	7.50%	0.00%	38.35%	23.13%	0.08%	100.00%
Boeing 757-200 Series Freighter	1RR012	26.99%	0.00%	3.85%	3.88%	0.00%	47.34%	17.94%	0.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	33.58%	0.00%	0.55%	8.10%	0.00%	36.41%	21.36%	0.00%	100.00%
Boeing 757-300 Series	4PW073	30.72%	0.00%	1.08%	4.06%	0.00%	41.83%	22.32%	0.00%	100.00%
Boeing 767-200 Series	1GE026	30.94%	0.00%	0.00%	5.17%	0.00%	32.82%	29.97%	1.10%	100.00%
Boeing 767-200 Series	5PW074	31.88%	0.00%	0.00%	9.96%	0.00%	34.91%	23.24%	0.00%	100.00%
Boeing 767-200 Series Freighter	1GE010	31.54%	0.00%	2.19%	2.87%	0.00%	41.42%	21.98%	0.00%	100.00%
Boeing 767-300 ER	1RR011	27.92%	0.07%	0.23%	9.03%	0.07%	41.56%	21.10%	0.02%	100.00%
Boeing 767-300 ER Freighter	12PW102	33.16%	0.00%	3.67%	1.89%	0.00%	35.46%	25.82%	0.00%	100.00%
Boeing 767-400	3GE058	29.78%	0.05%	0.37%	7.93%	0.18%	39.07%	22.58%	0.06%	100.00%
Boeing 777-200 Series	1PW041	27.49%	0.05%	0.10%	9.19%	0.00%	42.15%	20.97%	0.05%	100.00%
Boeing 777-200-ER	1PW041	27.98%	0.00%	0.05%	9.37%	0.00%	42.11%	20.41%	0.08%	100.00%
Boeing 777-300 ER	7GE099	30.04%	0.06%	0.10%	8.40%	0.00%	38.10%	23.27%	0.03%	100.00%
Boeing 777-300 Series	6GE091	29.45%	0.07%	0.10%	8.64%	0.00%	38.94%	22.76%	0.03%	100.00%
Boeing 787-900 Dreamliner	12GE155	28.10%	0.00%	0.08%	9.31%	0.00%	40.70%	21.80%	0.00%	100.00%
Boeing DC-10-10 Series	3GE076	30.21%	0.00%	2.80%	6.27%	0.00%	37.44%	23.10%	0.17%	100.00%
Boeing DC-10-30 Series	1GE009	38.73%	0.00%	0.00%	3.65%	0.00%	32.06%	25.56%	0.00%	100.00%
Boeing MD-11 Freighter	1GE031	32.54%	0.00%	2.35%	2.01%	0.00%	39.53%	23.56%	0.00%	100.00%
Boeing MD-11 Freighter	1PW052	28.25%	0.00%	4.30%	4.06%	0.00%	39.36%	23.67%	0.36%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	31.45%	0.00%	0.00%	4.30%	0.00%	34.30%	29.74%	0.21%	100.00%
Bombardier Challenger 600	5GE084	29.30%	0.00%	0.00%	0.00%	0.00%	36.99%	33.71%	0.00%	100.00%
Bombardier CRJ-200	5GE084	32.84%	0.00%	0.26%	3.96%	0.00%	35.55%	27.39%	0.00%	100.00%
Bombardier CRJ-700	5GE084	25.15%	0.00%	0.00%	11.58%	0.26%	43.32%	19.70%	0.00%	100.00%
Bombardier CRJ-900	6GE092	25.15%	0.00%	0.00%	11.58%	0.26%	43.32%	19.70%	0.00%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	22.94%	3.08%	0.00%	7.59%	0.00%	44.48%	21.91%	0.00%	100.00%
Britten-Norman BN-2 Islander	250B17	48.41%	0.00%	0.00%	18.26%	0.00%	15.07%	18.26%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	15.07%	0.00%	0.00%	18.26%	0.00%	48.41%	18.26%	0.00%	100.00%
Cessna 182	IO360	35.48%	0.00%	0.00%	0.00%	0.00%	35.48%	0.00%	29.03%	0.00%
Cessna 206	TIO540	17.74%	0.00%	0.00%	0.00%	50.00%	17.74%	0.00%	14.52%	100.00%
Cessna 208 Caravan	PT6A14	30.98%	0.00%	0.00%	9.19%	0.00%	47.76%	9.19%	2.89%	100.00%
Cessna 441 Conquest II	TPE10A	30.90%	0.00%	0.00%	15.77%	0.00%	30.90%	22.43%	0.00%	100.00%

Alternative A (Asphalt Runway) Construction Period Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	15.07%	0.00%	0.00%	0.00%	0.00%	48.41%	36.52%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	44.59%	0.00%	0.00%	4.98%	0.00%	35.49%	14.94%	0.00%	100.00%
Cessna 550 Citation II	1PW036	41.49%	0.00%	0.00%	23.48%	0.00%	27.21%	7.83%	0.00%	100.00%
Cessna 560 Citation V	1PW037	33.57%	0.00%	0.00%	0.00%	0.00%	33.57%	32.87%	0.00%	100.00%
Cessna 560 Citation V	PW530	20.75%	0.00%	0.00%	0.00%	0.00%	63.60%	15.65%	0.00%	100.00%
Cessna 560 Citation XLS	7PW078	26.27%	0.00%	0.00%	5.67%	0.00%	43.51%	24.56%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	28.09%	0.00%	0.00%	16.43%	0.00%	28.09%	27.39%	0.00%	100.00%
Cessna 750 Citation X	6AL021	36.78%	0.00%	0.00%	0.00%	0.00%	46.78%	16.43%	0.00%	100.00%
CESSNA CITATION 510	PW615F	22.61%	0.00%	0.00%	0.00%	0.00%	22.61%	54.78%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	26.18%	0.00%	0.00%	12.17%	0.00%	37.30%	24.35%	0.00%	100.00%
Dornier 328-100 Series	PW119B	45.16%	0.00%	0.00%	0.00%	0.00%	45.16%	0.00%	9.68%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	26.87%	0.00%	0.00%	5.93%	0.00%	44.37%	22.83%	0.00%	100.00%
Embraer ERJ145	6AL008	23.31%	0.00%	0.00%	13.95%	0.00%	49.55%	13.18%	0.00%	100.00%
Embraer ERJ175	6GE095	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Embraer ERJ190	6GE094	29.29%	0.03%	0.27%	8.58%	0.00%	38.97%	22.84%	0.03%	100.00%
Gulfstream G400	6RR042	26.15%	0.00%	0.00%	5.62%	0.00%	41.54%	26.69%	0.00%	100.00%
Gulfstream G500	3BR001	27.06%	0.00%	0.00%	12.89%	0.00%	35.88%	24.17%	0.00%	100.00%
Israel IAI-1125 Astra	1AS002	32.52%	0.00%	0.25%	3.84%	0.00%	35.15%	28.24%	0.00%	100.00%
Mitsubishi MU-300 Diamond	1PW037	41.95%	0.00%	0.00%	0.00%	0.00%	37.18%	20.87%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	41.96%	0.00%	0.00%	27.39%	0.00%	16.96%	13.70%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	39.63%	0.45%	2.76%	0.74%	0.00%	40.54%	4.71%	11.17%	100.00%
Raytheon Beech Baron 58	TIO540	24.75%	0.00%	0.00%	15.65%	0.00%	29.52%	28.69%	1.38%	100.00%
Ryan Navion B	TIO540	39.52%	0.00%	0.00%	0.00%	0.00%	39.52%	13.70%	7.26%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**29.98%**	**0.07%**	**0.24%**	**7.58%**	**0.03%**	**38.75%**	**23.24%**	**0.12%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LD1	100.00%	0.00%
	04LD2	58.65%	41.35%
	04LD3	71.52%	28.48%
	04LD4	60.62%	39.38%
	04LD5	84.58%	15.42%
	04LD6	63.89%	36.11%
	04LD7	77.79%	22.21%
	04LD8	57.81%	42.19%
	04LD9	77.69%	22.31%
	04LD10	76.27%	23.73%
	04LD11	22.92%	77.08%
	04LD12	13.98%	86.02%
	04LD13	100.00%	0.00%
	04LD14	89.01%	10.99%
	04LD15	87.19%	12.81%
	04LD16	89.17%	10.83%
	04LD17	84.22%	15.78%
	04LD18	94.27%	5.73%
	04LD19	65.99%	34.01%
	04LD20	68.29%	31.71%
04L	04LD21	81.75%	18.25%
	04LD22	7.97%	92.03%
	04LD23	79.99%	20.01%
	04LD24	63.85%	36.15%
	04LD25	92.85%	7.15%
	04LD26	89.17%	10.83%
	04LD27	83.68%	16.32%
	04LD28	75.85%	24.15%
	04LD29	92.00%	8.00%
	04LD30	70.34%	29.66%
	04LD31	79.83%	20.17%
	04LD32	31.68%	68.32%
	04LD33	78.49%	21.51%
	04LD34	67.54%	32.46%
	04LD35	100.00%	0.00%
	04LD36	66.58%	33.42%
	04LD37	64.08%	35.92%
	04LD38	72.13%	27.87%
	04LD39	91.25%	8.75%
	04LD40	55.27%	44.73%
	04LD41	76.95%	23.05%
04L Total		**79.61%**	**20.39%**
	04RD1	57.27%	42.73%
	04RD2	82.12%	17.88%
	04RD3	79.67%	20.33%
04R	04RD4	66.63%	33.37%
	04RD5	61.78%	38.22%
	04RD6	86.70%	13.30%
04R Total		**72.97%**	**27.03%**
	13LD1	49.42%	50.58%
	13LD2	76.26%	23.74%
	13LD3	68.49%	31.51%
	13LD4	67.67%	32.33%
13L	13LD5	94.13%	5.87%
	13LD6	58.95%	41.05%
	13LD7	36.08%	63.92%
	13LD8	41.44%	58.56%
	13LD9	29.51%	70.49%
13L Total		**52.17%**	**47.83%**

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LA1	91.89%	8.11%
	04LA2	96.42%	3.58%
	04LA3	75.20%	24.80%
	04LA4	82.42%	17.58%
	04LA5	97.62%	2.38%
	04LA6	57.89%	42.11%
	04LA7	78.93%	21.07%
	04LA8	89.79%	10.21%
	04LA9	61.66%	38.34%
04L	04LA10	41.82%	58.18%
	04LA11	48.73%	51.27%
	04LA12	51.50%	48.50%
	04LA13	14.92%	85.08%
	04LA14	24.90%	75.10%
	04LA15	0.00%	100.00%
	04LA16	61.70%	38.30%
	04LA17	83.86%	16.14%
	04LA18	13.23%	86.77%
	04LA19	12.81%	87.19%
	04LA20	0.00%	100.00%
04L Total		**78.34%**	**21.66%**
	04RA1	95.70%	4.30%
	04RA2	94.08%	5.92%
	04RA3	80.31%	19.69%
	04RA4	85.56%	14.44%
	04RA5	66.75%	33.25%
	04RA6	57.15%	42.85%
	04RA7	73.84%	26.16%
	04RA8	97.27%	2.73%
	04RA9	87.50%	12.50%
	04RA10	84.07%	15.93%
	04RA11	69.73%	30.27%
	04RA12	79.87%	20.13%
04R	04RA13	2.36%	97.64%
	04RA14	12.67%	87.33%
	04RA15	13.98%	86.02%
	04RA16	16.40%	83.60%
	04RA17	91.37%	8.63%
	04RA18	89.28%	10.72%
	04RA19	55.04%	44.96%
	04RA20	71.71%	28.29%
	04RA21	27.30%	72.70%
	04RA22	4.90%	95.10%
	04RA23	0.00%	100.00%
	04RA24	8.41%	91.59%
	04RA25	52.40%	47.60%
04R Total		**79.11%**	**20.89%**
	13LA1	71.26%	28.74%
	13LA2	44.78%	55.22%
	13LA3	95.78%	4.22%
	13LA4	97.88%	2.12%
	13LA5	83.41%	16.59%
13L	13LA6	96.50%	3.50%
	13LA7	86.17%	13.83%
	13LA8	94.95%	5.05%
	13LA9	88.87%	11.13%
	13LA10	90.94%	9.06%
	13LA11	90.60%	9.40%
	13LA12	93.41%	6.59%

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
13R	13RD1	69.98%	30.02%
	13RD2	72.16%	27.84%
	13RD3	42.47%	57.53%
	13RD4	89.28%	10.72%
	13RD5	71.60%	28.40%
	13RD6	69.31%	30.69%
	13RD7	67.90%	32.10%
	13RD8	87.72%	12.28%
	13RD9	52.74%	47.26%
	13RD10	75.05%	24.95%
	13RD11	91.43%	8.57%
	13RD12	96.39%	3.61%
	13RD13	79.47%	20.53%
	13RD14	96.11%	3.89%
	13RD15	77.10%	22.90%
	13RD16	94.40%	5.60%
	13RD17	44.39%	55.61%
	13RD18	75.68%	24.32%
	13RD19	91.23%	8.77%
	13RD20	71.10%	28.90%
	13RD21	87.73%	12.27%
	13RD22	77.01%	22.99%
	13RD23	96.96%	3.04%
	13RD24	92.39%	7.61%
	13RD25	100.00%	0.00%
	13RD26	95.15%	4.85%
	13RD27	96.32%	3.68%
	13RD28	82.66%	17.34%
	13RD29	91.24%	8.76%
	13RD30	96.41%	3.59%
	13RD31	77.80%	22.20%
	13RD32	89.35%	10.65%
	13RD33	97.59%	2.41%
	13RD34	89.68%	10.32%
	13RD35	79.23%	20.77%
	13RD36	90.07%	9.93%
	13RD37	93.63%	6.37%
	13RD38	92.89%	7.11%
	13RD39	86.13%	13.87%
	13RD40	79.96%	20.04%
	13RD41	68.54%	31.46%
	13RD42	67.45%	32.55%
	13RD43	81.16%	18.84%
	13RD44	87.68%	12.32%
	13RD45	86.42%	13.58%
	13RD46	81.93%	18.07%
	13RD47	65.71%	34.29%
	13RD48	88.03%	11.97%
	13RD49	93.27%	6.73%
	13RD50	95.80%	4.20%
	13RD51	92.61%	7.39%
	13RD52	94.02%	5.98%
	13RD53	82.02%	17.98%
	13RD54	93.21%	6.79%
13R Total		**85.01%**	**14.99%**
22L	22LD1	84.66%	15.34%
	22LD2	100.00%	0.00%
	22LD3	84.53%	15.47%
	22LD4	70.39%	29.61%

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	13LA13	61.29%	38.71%
	13LA14	83.83%	16.17%
	13LA15	92.52%	7.48%
	13LA16	97.90%	2.10%
	13LA17	91.78%	8.22%
	13LA18	96.41%	3.59%
	13LA19	98.84%	1.16%
	13LA20	72.75%	27.25%
	13LA21	85.88%	14.12%
	13LA22	83.03%	16.97%
	13LA23	85.30%	14.70%
	13LA24	87.52%	12.48%
	13LA25	80.50%	19.50%
	13LA26	87.26%	12.74%
	13LA27	58.38%	41.62%
	13LA28	22.52%	77.48%
	13LA29	27.51%	72.49%
	13LA30	85.61%	14.39%
	13LA31	5.93%	94.07%
	13LA32	76.03%	23.97%
	13LA33	77.36%	22.64%
	13LA34	75.35%	24.65%
	13LA35	77.56%	22.44%
	13LA36	78.98%	21.02%
	13LA37	52.90%	47.10%
	13LA38	91.60%	8.40%
	13LA39	94.60%	5.40%
	13LA40	87.52%	12.48%
	13LA41	11.70%	88.30%
	13LA42	73.37%	26.63%
	13LA43	17.16%	82.84%
13L Total		**82.57%**	**17.43%**
13R	13RA1	76.99%	23.01%
	13RA2	100.00%	0.00%
	13RA3	72.60%	27.40%
	13RA4	56.89%	43.11%
	13RA5	100.00%	0.00%
	13RA6	75.83%	24.17%
	13RA7	72.73%	27.27%
	13RAX[1]	90.00%	10.00%
13R Total		**77.42%**	**22.58%**
22L	22LA1	87.88%	12.12%
	22LA2	99.14%	0.86%
	22LA3	51.74%	48.26%
	22LA4	100.00%	0.00%
	22LA5	11.98%	88.02%
	22LA6	87.69%	12.31%
	22LA7	81.66%	18.34%
	22LA8	88.32%	11.68%
	22LA9	100.00%	0.00%
	22LA10	68.95%	31.05%
	22LA11	100.00%	0.00%
	22LA12	92.85%	7.15%
	22LA13	59.51%	40.49%
	22LA14	90.67%	9.33%
	22LA15	100.00%	0.00%
	22LA16	91.63%	8.37%
	22LA17	98.12%	1.88%
	22LA18	55.94%	44.06%

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	22LD5	95.77%	4.23%
	22LD6	88.49%	11.51%
22L Total		**86.75%**	**13.25%**
	22RD1	96.15%	3.85%
	22RD2	73.50%	26.50%
	22RD3	87.83%	12.17%
	22RD4	75.71%	24.29%
	22RD5	75.33%	24.67%
	22RD6	64.84%	35.16%
	22RD7	70.97%	29.03%
	22RD8	80.84%	19.16%
	22RD9	74.44%	25.56%
	22RD10	77.28%	22.72%
	22RD11	71.59%	28.41%
	22RD12	87.44%	12.56%
	22RD13	79.08%	20.92%
	22RD14	77.26%	22.74%
	22RD15	0.00%	100.00%
	22RD16	4.67%	95.33%
	22RD17	93.61%	6.39%
	22RD18	17.33%	82.67%
	22RD19	92.28%	7.72%
	22RD20	92.27%	7.73%
22R	22RD21	56.66%	43.34%
	22RD22	75.05%	24.95%
	22RD23	87.92%	12.08%
	22RD24	65.28%	34.72%
	22RD25	79.35%	20.65%
	22RD26	94.13%	5.87%
	22RD27	77.13%	22.87%
	22RD28	31.61%	68.39%
	22RD29	80.13%	19.87%
	22RD30	57.75%	42.25%
	22RD31	55.35%	44.65%
	22RD32	85.88%	14.12%
	22RD33	64.19%	35.81%
	22RD34	77.13%	22.87%
	22RD35	85.67%	14.33%
	22RD36	75.74%	24.26%
	22RD37	38.83%	61.17%
	22RD38	72.43%	27.57%
	22RD39	69.02%	30.98%
	22RD40	95.26%	4.74%
	22RD41	79.33%	20.67%
	22RD42	100.00%	0.00%
	22RD43	81.59%	18.41%
	22RD44	93.91%	6.09%
22R Total		**79.70%**	**20.30%**
	31LD1	66.12%	33.88%
	31LD2	60.57%	39.43%
	31LD3	60.34%	39.66%
	31LD4	30.89%	69.11%
	31LD5	70.02%	29.98%
	31LD6	70.87%	29.13%
	31LD7	78.99%	21.01%
	31LD8	91.34%	8.66%
31L	31LD9	79.48%	20.52%
	31LD10	52.71%	47.29%
	31LD11	47.67%	52.33%

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	22LA19	91.30%	8.70%
	22LA20	98.63%	1.37%
	22LA21	100.00%	0.00%
	22LA22	77.82%	22.18%
	22LA23	83.63%	16.37%
	22LA24	79.35%	20.65%
	22LA25	97.14%	2.86%
	22LA26	19.54%	80.46%
	22LA27	97.82%	2.18%
	22LA28	8.19%	91.81%
	22LA29	91.24%	8.76%
	22LA30	76.96%	23.04%
	22LA31	81.80%	18.20%
	22LA32	97.64%	2.36%
	22LA33	15.20%	84.80%
22L Total		**81.98%**	**18.02%**
	22RA1	63.51%	36.49%
	22RA2	88.06%	11.94%
	22RA3	69.01%	30.99%
	22RA4	35.62%	64.38%
	22RA5	51.18%	48.82%
	22RA6	74.47%	25.53%
	22RA7	87.90%	12.10%
	22RA8	84.47%	15.53%
	22RA9	84.35%	15.65%
	22RA10	69.66%	30.34%
22R	22RA11	78.35%	21.65%
	22RA12	87.25%	12.75%
	22RA13	82.03%	17.97%
	22RA14	90.91%	9.09%
	22RA15	8.24%	91.76%
	22RA16	10.78%	89.22%
	22RA17	26.37%	73.63%
	22RA18	0.00%	100.00%
	22RA19	29.04%	70.96%
	22RA20	77.99%	22.01%
	22RA21	86.98%	13.02%
	22RA22	81.35%	18.65%
22R Total		**79.94%**	**20.06%**
	31LA1	52.65%	47.35%
	31LA2	88.55%	11.45%
	31LA3	83.40%	16.60%
	31LA4	90.60%	9.40%
	31LA5	89.24%	10.76%
	31LA6	88.67%	11.33%
	31LA7	75.16%	24.84%
	31LA8	85.88%	14.12%
	31LA9	85.19%	14.81%
31L	31LA10	70.60%	29.40%
	31LA11	72.95%	27.05%
	31LA12	89.00%	11.00%
	31LA13	6.94%	93.06%
	31LA14	12.45%	87.55%
	31LA15	0.00%	100.00%
	31LA16	5.40%	94.60%
	31LA17	0.00%	100.00%
	31LA18	26.06%	73.94%
	31LA19	13.93%	86.07%
	31LA20	76.17%	23.83%

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LD12	74.17%	25.83%
	31LD13	80.27%	19.73%
	31LD14	61.45%	38.55%
	31LD15	93.17%	6.83%
	31LD16	5.54%	94.46%
	31LD17	19.25%	80.75%
	31LD18	9.00%	91.00%
	31LD19	10.74%	89.26%
	31LD20	18.14%	81.86%
	31LD21	8.35%	91.65%
	31LD22	92.42%	7.58%
	31LD23	89.57%	10.43%
	31LD24	69.71%	30.29%
	31LD25	10.68%	89.32%
	31LD26	45.66%	54.34%
	31LD27	94.69%	5.31%
	31LD28	83.98%	16.02%
	31LD29	19.68%	80.32%
	31LD30	0.00%	100.00%
	31LD31	81.97%	18.03%
	31LD32	73.55%	26.45%
	31LD33	81.99%	18.01%
	31LD34	98.43%	1.57%
	31LD35	99.04%	0.96%
	31LD36	7.96%	92.04%
	31LD37	95.09%	4.91%
	31LD38	96.31%	3.69%
	31LD39	98.10%	1.90%
	31LD40	97.16%	2.84%
	31LD41	98.19%	1.81%
	31LD42	92.07%	7.93%
31L Total		**88.69%**	**11.31%**
	31RD1	14.41%	85.59%
	31RD2	23.04%	76.96%
	31RD3	91.27%	8.73%
	31RD4	18.27%	81.73%
31R	31RD5	10.58%	89.42%
	31RD6	48.86%	51.14%
	31RD7	39.34%	60.66%
	31RD8	53.53%	46.47%
31R Total		**35.80%**	**64.20%**

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LA21	84.45%	15.55%
	31LA22	80.99%	19.01%
	31LA23	72.58%	27.42%
	31LA24	67.25%	32.75%
	31LA25	65.47%	34.53%
	31LA26	68.18%	31.82%
	31LA27	59.71%	40.29%
	31LA28	83.27%	16.73%
	31LA29	87.42%	12.58%
	31LA30	93.45%	6.55%
	31LA31	91.78%	8.22%
	31LA32	76.47%	23.53%
	31LA33	61.95%	38.05%
	31LA34	74.95%	25.05%
	31LA35	43.26%	56.74%
	31LA36	22.00%	78.00%
	31LA37	57.10%	42.90%
	31LA38	78.50%	21.50%
	31LA39	74.48%	25.52%
	31LA40	60.97%	39.03%
	31LA41	71.81%	28.19%
	31LA42	48.17%	51.83%
	31LA43	69.67%	30.33%
	31LA44	8.97%	91.03%
	31LA45	42.18%	57.82%
	31LA46	61.53%	38.47%
	31LA47	62.79%	37.21%
	31LA48	70.01%	29.99%
	31LA49	25.07%	74.93%
	31LA50	11.09%	88.91%
	31LA51	14.08%	85.92%
	31LA52	73.86%	26.14%
	31LA53	56.29%	43.71%
	31LA54	32.71%	67.29%
31L Total		**75.14%**	**24.86%**
	31RA1	54.49%	45.51%
	31RA2	46.93%	53.07%
	31RA3	80.89%	19.11%
	31RA4	82.32%	17.68%
	31RA5	78.11%	21.89%
	31RA6	84.17%	15.83%
	31RA7	75.13%	24.87%
	31RA8	88.77%	11.23%
	31RA9	80.93%	19.07%
	31RA10	73.00%	27.00%
	31RA11	88.30%	11.70%
31R	31RA12	27.52%	72.48%
	31RA13	13.79%	86.21%
	31RA14	77.81%	22.19%
	31RA15	69.74%	30.26%
	31RA16	79.86%	20.14%
	31RA17	84.87%	15.13%
	31RA18	31.67%	68.33%
	31RA19	63.33%	36.67%
	31RA20	17.38%	82.62%
	31RA21	0.00%	100.00%
	31RA22	27.36%	72.64%
	31RA23	0.00%	100.00%
	31RA24	75.81%	24.19%

ALTERNATIVE A (ASPHALT RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31RA25	61.55%	38.45%
	31RA26	13.48%	86.52%
	31RA27	10.56%	89.44%
	31RA28	56.08%	43.92%
	31RA29	26.11%	73.89%
	31RA30	0.00%	100.00%
	31RA31	20.51%	79.49%
31R Total		**71.83%**	**28.17%**

[1] Track 13RAX is the AEDT representation of the FAA-proposed temporary arrival procedure to Runway 13R.

Alternative B (Concrete Runway) Construction Period Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

		Arrivals			Departures		
Airframe	Engine	% Day	% Night	Total	% Day	% Night	Total
7478	13GE157	64.50%	35.50%	100.00%	12.39%	87.61%	100.00%
Airbus A300B4-200 Series	3GE079	23.36%	76.64%	100.00%	68.72%	31.28%	100.00%
Airbus A300F4-600 Series	1PW056	21.81%	78.19%	100.00%	72.55%	27.45%	100.00%
Airbus A310-300 Series	1PW032	75.03%	24.97%	100.00%	33.32%	66.68%	100.00%
Airbus A318-100 Series	7PW083	99.41%	0.59%	100.00%	61.61%	38.39%	100.00%
Airbus A319-100 Series	7CM050	68.84%	31.16%	100.00%	73.45%	26.55%	100.00%
Airbus A320-200 Series	2CM018	60.57%	39.43%	100.00%	93.40%	6.60%	100.00%
Airbus A320-200 Series	3IA007	73.07%	26.93%	100.00%	80.51%	19.49%	100.00%
Airbus A321-200 Series	1IA005	63.67%	36.33%	100.00%	86.14%	13.86%	100.00%
Airbus A330-200 Series	1PW030	84.37%	15.63%	100.00%	80.20%	19.80%	100.00%
Airbus A330-300 Series	1PW059	91.03%	8.97%	100.00%	92.41%	7.59%	100.00%
Airbus A330-300 Series	CF680C	98.86%	1.14%	100.00%	93.68%	6.32%	100.00%
Airbus A340-200 Series	7CM049	91.94%	8.06%	100.00%	17.41%	82.59%	100.00%
Airbus A340-300 Series	7CM049	78.05%	21.95%	100.00%	82.44%	17.56%	100.00%
Airbus A340-500 Series	6RR041	50.31%	49.69%	100.00%	99.46%	0.54%	100.00%
Airbus A340-600 Series	6RR041	67.65%	32.35%	100.00%	94.64%	5.36%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	100.00%	0.00%	100.00%	95.66%	4.34%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	99.88%	0.12%	100.00%	62.93%	37.07%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	100.00%	0.00%	100.00%	91.67%	8.33%	100.00%
B787-8R	2GE048	96.82%	3.18%	100.00%	61.61%	38.39%	100.00%
Boeing 717-200 Series	4BR002	93.66%	6.34%	100.00%	93.56%	6.44%	100.00%
Boeing 727-200 Series Freighter	1PW004	100.00%	0.00%	100.00%	83.33%	16.67%	100.00%
Boeing 737-300 Series	1CM004	87.91%	12.09%	100.00%	100.00%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	81.84%	18.16%	100.00%	42.86%	57.14%	100.00%
Boeing 737-400 Series Freighter	1CM004	63.00%	37.00%	100.00%	55.56%	44.44%	100.00%
Boeing 737-600 Series	1CM007	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Boeing 737-700 Series	1CM007	93.35%	6.65%	100.00%	92.12%	7.88%	100.00%
Boeing 737-800 Series	4CM039	75.05%	24.95%	100.00%	88.42%	11.58%	100.00%
Boeing 737-900 Series	4CM039	80.87%	19.13%	100.00%	95.00%	5.00%	100.00%
Boeing 747-200 Series Freighter	1GE009	77.32%	22.68%	100.00%	71.83%	28.17%	100.00%
Boeing 747-200 Series Freighter	1PW022	78.08%	21.92%	100.00%	48.19%	51.81%	100.00%
Boeing 747-400 Series	1GE024	71.89%	28.11%	100.00%	60.06%	39.94%	100.00%
Boeing 747-400 Series Freighter	1PW055	68.08%	31.92%	100.00%	65.52%	34.48%	100.00%
Boeing 747-800 Freighter	2GE045	38.16%	61.84%	100.00%	45.19%	54.81%	100.00%
Boeing 757-200 Series	4PW073	68.36%	31.64%	100.00%	89.20%	10.80%	100.00%
Boeing 757-200 Series	5RR039	87.94%	12.06%	100.00%	87.84%	12.16%	100.00%
Boeing 757-200 Series Freighter	1RR012	96.10%	3.90%	100.00%	8.13%	91.87%	100.00%
Boeing 757-200 Series Freighter	4PW072	24.21%	75.79%	100.00%	37.77%	62.23%	100.00%
Boeing 757-300 Series	4PW073	99.63%	0.37%	100.00%	89.96%	10.04%	100.00%
Boeing 767-200 Series	1GE026	74.17%	25.83%	100.00%	91.33%	8.67%	100.00%
Boeing 767-200 Series	5PW074	41.70%	58.30%	100.00%	24.14%	75.86%	100.00%
Boeing 767-200 Series Freighter	1GE010	74.61%	25.39%	100.00%	29.22%	70.78%	100.00%
Boeing 767-300 ER	1RR011	88.47%	11.53%	100.00%	81.83%	18.17%	100.00%
Boeing 767-300 ER Freighter	12PW102	80.03%	19.97%	100.00%	11.22%	88.78%	100.00%
Boeing 767-400	3GE058	66.47%	33.53%	100.00%	71.67%	28.33%	100.00%
Boeing 777-200 Series	1PW041	85.65%	14.35%	100.00%	66.80%	33.20%	100.00%
Boeing 777-200-ER	1PW041	69.21%	30.79%	100.00%	52.80%	47.20%	100.00%
Boeing 777-300 ER	7GE099	81.45%	18.55%	100.00%	64.73%	35.27%	100.00%
Boeing 777-300 Series	6GE091	75.08%	24.92%	100.00%	68.55%	31.45%	100.00%
Boeing 787-900 Dreamliner	12GE155	96.38%	3.62%	100.00%	64.19%	35.81%	100.00%
Boeing DC-10-10 Series	3GE076	37.56%	62.44%	100.00%	70.62%	29.38%	100.00%
Boeing DC-10-30 Series	1GE009	44.22%	55.78%	100.00%	63.41%	36.59%	100.00%
Boeing MD-11 Freighter	1GE031	80.66%	19.34%	100.00%	27.27%	72.73%	100.00%
Boeing MD-11 Freighter	1PW052	85.24%	14.76%	100.00%	29.57%	70.43%	100.00%
Boeing MD-83	4PW068	93.34%	6.66%	100.00%	80.00%	20.00%	100.00%
Boeing MD-88	4PW068	90.60%	9.40%	100.00%	95.67%	4.33%	100.00%
Bombardier Challenger 600	5GE084	92.98%	7.02%	100.00%	92.90%	7.10%	100.00%
Bombardier CRJ-200	5GE084	87.11%	12.89%	100.00%	88.47%	11.53%	100.00%
Bombardier CRJ-700	5GE084	93.07%	6.93%	100.00%	92.49%	7.51%	100.00%
Bombardier CRJ-900	6GE092	96.14%	3.86%	100.00%	96.29%	3.71%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	92.32%	7.68%	100.00%	100.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	89.07%	10.93%	100.00%	88.45%	11.55%	100.00%
Britten-Norman BN-2 Islander	250B17	86.38%	13.62%	100.00%	86.36%	13.64%	100.00%
Cessna 172 Skyhawk	IO320	87.52%	12.48%	100.00%	85.00%	15.00%	100.00%
Cessna 182	IO360	100.00%	0.00%	100.00%	85.71%	14.29%	100.00%
Cessna 206	TIO540	88.89%	11.11%	100.00%	81.82%	18.18%	100.00%
Cessna 208 Caravan	PT6A14	92.99%	7.01%	100.00%	95.35%	4.65%	100.00%
Cessna 441 Conquest II	TPE10A	91.53%	8.47%	100.00%	92.50%	7.50%	100.00%
Cessna 500 Citation I	1PW035	97.30%	2.70%	100.00%	91.67%	8.33%	100.00%
Cessna 525 CitationJet	10PW099	94.84%	5.16%	100.00%	91.67%	8.33%	100.00%
Cessna 550 Citation II	1PW036	87.38%	12.62%	100.00%	92.86%	7.14%	100.00%
Cessna 560 Citation V	1PW037	95.24%	4.76%	100.00%	86.84%	13.16%	100.00%

Alternative B (Concrete Runway) Construction Period Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

Airframe	Engine	Arrivals			Departures		
		% Day	% Night	Total	% Day	% Night	Total
Cessna 560 Citation V	PW530	94.65%	5.35%	100.00%	93.86%	6.14%	100.00%
Cessna 560 Citation XLS	7PW078	91.44%	8.56%	100.00%	90.14%	9.86%	100.00%
Cessna 650 Citation III	1AS001	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	89.83%	10.17%	100.00%	91.45%	8.55%	100.00%
Cessna 750 Citation X	6AL021	92.38%	7.62%	100.00%	92.13%	7.87%	100.00%
CESSNA CITATION 510	PW615F	80.02%	19.98%	100.00%	88.89%	11.11%	100.00%
Dassault Falcon 20-C	1AS002	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Dornier 228-200 Series	PT6A28	91.37%	8.63%	100.00%	88.75%	11.25%	100.00%
Dornier 328-100 Series	PW119B	81.84%	18.16%	100.00%	72.73%	27.27%	100.00%
Eclipse 500 / PW610F	PW610F	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Embraer ERJ140	6AL014	98.88%	1.12%	100.00%	96.40%	3.60%	100.00%
Embraer ERJ145	6AL008	97.16%	2.84%	100.00%	94.84%	5.16%	100.00%
Embraer ERJ175	6GE095	88.15%	11.85%	100.00%	94.25%	5.75%	100.00%
Embraer ERJ190	6GE094	84.66%	15.34%	100.00%	79.43%	20.57%	100.00%
Gulfstream G400	6RR042	80.65%	19.35%	100.00%	79.26%	20.74%	100.00%
Gulfstream G500	3BR001	77.66%	22.34%	100.00%	77.63%	22.37%	100.00%
Israel IAI-1125 Astra	1AS002	89.18%	10.82%	100.00%	87.06%	12.94%	100.00%
Mitsubishi MU-300 Diamond	1PW037	88.69%	11.31%	100.00%	87.50%	12.50%	100.00%
Piper PA-28 Cherokee Series	IO320	71.45%	28.55%	100.00%	77.78%	22.22%	100.00%
Raytheon Beech 1900-D	PT67D	1.35%	98.65%	100.00%	1.35%	98.65%	100.00%
Raytheon Beech Baron 58	TIO540	80.93%	19.07%	100.00%	81.58%	18.42%	100.00%
Ryan Navion B	TIO540	94.13%	5.87%	100.00%	95.92%	4.08%	100.00%
Shorts 330	PT6A4A	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Grand Total		**79.60%**	**20.40%**	**100.00%**	**83.20%**	**16.80%**	**100.00%**	**79.60%**

Alternative B (Concrete Runway) Construction Period Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	9.76%	19.32%	5.06%	0.27%	48.63%	6.73%	2.92%	7.33%	100.00%
Airbus A300B4-200 Series	3GE079	7.28%	40.20%	2.73%	0.27%	37.80%	2.42%	2.04%	7.27%	100.00%
Airbus A300F4-600 Series	1PW056	10.90%	45.48%	0.00%	0.28%	31.90%	1.84%	1.14%	8.47%	100.00%
Airbus A310-300 Series	1PW032	3.11%	40.53%	12.42%	0.33%	7.30%	36.32%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	3.32%	27.14%	2.76%	0.26%	49.70%	6.37%	1.55%	8.89%	100.00%
Airbus A319-100 Series	7CM050	7.04%	26.90%	5.47%	0.54%	37.76%	8.44%	5.96%	7.90%	100.00%
Airbus A320-200 Series	2CM018	7.32%	26.84%	5.68%	0.56%	36.89%	8.61%	6.30%	7.80%	100.00%
Airbus A320-200 Series	3IA007	9.10%	26.35%	5.97%	0.35%	38.26%	8.24%	2.12%	9.61%	100.00%
Airbus A321-200 Series	1IA005	7.78%	26.37%	6.84%	0.31%	38.75%	8.64%	2.67%	8.65%	100.00%
Airbus A330-200 Series	1PW030	4.22%	27.03%	2.41%	0.39%	45.46%	5.94%	3.17%	11.38%	100.00%
Airbus A330-300 Series	1PW059	5.24%	26.89%	2.69%	0.37%	42.73%	5.88%	2.48%	13.73%	100.00%
Airbus A330-300 Series	CF680C	4.05%	27.04%	2.37%	0.39%	45.92%	5.95%	3.29%	11.00%	100.00%
Airbus A340-200 Series	7CM049	3.51%	26.56%	2.90%	0.26%	49.95%	5.35%	3.27%	8.21%	100.00%
Airbus A340-300 Series	7CM049	3.40%	26.56%	2.55%	0.26%	51.26%	5.50%	1.85%	8.63%	100.00%
Airbus A340-500 Series	6RR041	6.88%	27.61%	5.00%	0.49%	37.15%	6.99%	3.16%	12.72%	100.00%
Airbus A340-600 Series	6RR041	6.88%	27.61%	5.00%	0.49%	37.15%	6.99%	3.16%	12.72%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	7.27%	28.57%	3.54%	0.44%	38.43%	5.35%	12.51%	3.89%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	5.56%	28.96%	3.00%	0.38%	44.02%	4.29%	10.55%	3.23%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	13.91%	29.17%	4.14%	0.28%	40.28%	2.84%	1.12%	8.28%	100.00%
B787-8R	2GE048	4.17%	28.40%	4.41%	0.38%	45.66%	6.68%	2.17%	8.14%	100.00%
Boeing 717-200 Series	4BR002	6.16%	30.38%	2.44%	0.70%	35.55%	8.31%	9.01%	7.45%	100.00%
Boeing 727-200 Series Freighter	1PW004	3.83%	66.17%	10.64%	0.29%	9.20%	3.83%	0.72%	5.32%	100.00%
Boeing 737-300 Series	1CM004	5.69%	24.65%	5.13%	0.27%	49.16%	7.48%	1.59%	6.02%	100.00%
Boeing 737-300 Series Freighter	1CM004	12.80%	15.94%	4.14%	11.35%	49.21%	1.73%	4.84%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	2.53%	30.96%	0.00%	0.26%	42.72%	8.39%	8.57%	6.57%	100.00%
Boeing 737-600 Series	1CM007	8.95%	24.01%	7.56%	1.63%	37.08%	7.83%	8.20%	4.75%	100.00%
Boeing 737-700 Series	1CM007	8.91%	24.05%	7.62%	1.61%	37.18%	7.80%	8.13%	4.71%	100.00%
Boeing 737-800 Series	4CM039	8.06%	26.22%	6.59%	0.71%	37.19%	8.59%	5.91%	6.72%	100.00%
Boeing 737-900 Series	4CM039	8.07%	26.21%	6.59%	0.71%	37.19%	8.59%	5.91%	6.72%	100.00%
Boeing 747-200 Series Freighter	1GE009	4.75%	26.53%	5.50%	0.70%	45.18%	6.63%	3.55%	7.17%	100.00%
Boeing 747-200 Series Freighter	1PW022	11.09%	28.84%	4.07%	1.84%	31.98%	9.54%	3.90%	8.73%	100.00%
Boeing 747-400 Series	1GE024	5.45%	26.26%	3.24%	0.44%	46.06%	6.60%	2.80%	9.16%	100.00%
Boeing 747-400 Series Freighter	1PW055	5.97%	25.47%	2.59%	0.26%	49.78%	5.97%	2.18%	7.77%	100.00%
Boeing 747-800 Freighter	2GE045	10.93%	23.21%	4.14%	0.28%	40.10%	8.53%	6.34%	6.48%	100.00%
Boeing 757-200 Series	4PW073	5.77%	26.39%	6.03%	0.88%	41.92%	7.59%	6.24%	5.17%	100.00%
Boeing 757-200 Series	5RR039	7.04%	26.52%	5.31%	0.45%	40.19%	8.10%	2.78%	9.60%	100.00%
Boeing 757-200 Series Freighter	1RR012	6.38%	36.37%	2.73%	0.27%	36.40%	4.76%	2.49%	10.60%	100.00%
Boeing 757-200 Series Freighter	4PW072	4.26%	40.74%	2.40%	0.27%	35.14%	5.87%	3.51%	7.81%	100.00%
Boeing 757-300 Series	4PW073	1.67%	25.72%	3.63%	0.26%	56.38%	8.39%	0.47%	3.49%	100.00%
Boeing 767-200 Series	1GE026	6.06%	26.66%	2.80%	0.71%	40.56%	7.60%	2.87%	12.75%	100.00%
Boeing 767-200 Series	5PW074	3.97%	28.12%	5.32%	3.12%	36.70%	6.82%	9.56%	6.39%	100.00%
Boeing 767-200 Series Freighter	1GE010	5.18%	34.76%	3.12%	0.83%	32.00%	6.85%	2.48%	14.77%	100.00%
Boeing 767-300 ER	1RR011	5.22%	27.03%	3.16%	0.70%	43.05%	6.64%	5.57%	8.63%	100.00%
Boeing 767-300 ER Freighter	12PW102	4.23%	32.33%	1.96%	0.26%	44.17%	4.23%	2.03%	10.78%	100.00%
Boeing 767-400	3GE058	5.26%	27.22%	3.13%	0.56%	44.16%	6.26%	4.52%	8.88%	100.00%
Boeing 777-200 Series	1PW041	4.01%	28.00%	3.01%	0.29%	44.86%	6.39%	2.39%	11.06%	100.00%
Boeing 777-200-ER	1PW041	3.88%	26.66%	2.82%	0.29%	47.11%	6.53%	2.04%	10.67%	100.00%
Boeing 777-300 ER	7GE099	5.02%	28.61%	3.97%	0.39%	43.16%	6.19%	1.93%	10.73%	100.00%
Boeing 777-300 Series	6GE091	4.90%	28.41%	3.95%	0.38%	43.51%	6.31%	2.14%	10.41%	100.00%
Boeing 787-900 Dreamliner	12GE155	4.17%	28.40%	4.41%	0.38%	45.66%	6.68%	2.17%	8.14%	100.00%
Boeing DC-10-10 Series	3GE076	4.11%	34.19%	4.22%	0.27%	44.57%	6.46%	1.10%	5.10%	100.00%
Boeing DC-10-30 Series	1GE009	2.69%	17.14%	3.92%	0.25%	59.16%	7.93%	1.06%	7.84%	100.00%
Boeing MD-11 Freighter	1GE031	7.92%	25.20%	4.17%	0.27%	47.21%	8.25%	1.33%	5.64%	100.00%
Boeing MD-11 Freighter	1PW052	5.80%	24.01%	5.70%	0.27%	47.44%	9.87%	0.82%	6.08%	100.00%
Boeing MD-83	4PW068	1.60%	18.75%	0.00%	0.28%	47.27%	22.95%	3.83%	5.32%	100.00%
Boeing MD-88	4PW068	7.58%	27.97%	4.81%	0.78%	39.55%	7.48%	7.07%	4.76%	100.00%
Bombardier Challenger 600	5GE084	7.27%	24.38%	4.55%	3.18%	33.10%	14.22%	10.28%	3.03%	100.00%
Bombardier CRJ-200	5GE084	8.04%	25.62%	5.87%	0.64%	37.93%	9.16%	6.21%	6.54%	100.00%
Bombardier CRJ-700	5GE084	8.32%	26.84%	6.01%	1.00%	35.69%	8.52%	7.62%	6.00%	100.00%
Bombardier CRJ-900	6GE092	8.32%	26.84%	6.01%	1.00%	35.69%	8.52%	7.62%	6.00%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	17.38%	26.75%	3.10%	0.31%	35.08%	17.38%	0.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	12.55%	20.14%	4.66%	3.82%	31.80%	13.79%	10.60%	2.64%	100.00%
Britten-Norman BN-2 Islander	250B17	28.96%	7.86%	1.96%	5.57%	23.62%	18.48%	7.66%	5.88%	100.00%
Cessna 172 Skyhawk	IO320	3.96%	12.23%	0.00%	10.95%	37.18%	11.08%	16.62%	7.98%	100.00%
Cessna 182	IO360	1.59%	4.72%	0.00%	11.35%	49.07%	23.73%	5.39%	4.14%	100.00%
Cessna 206	TIO540	4.68%	16.40%	0.00%	12.74%	16.41%	17.13%	32.64%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	7.49%	20.25%	0.81%	2.75%	39.80%	16.78%	8.59%	3.52%	100.00%
Cessna 441 Conquest II	TPE10A	11.83%	23.77%	3.45%	2.57%	33.28%	13.98%	8.48%	2.65%	100.00%

Alternative B (Concrete Runway) Construction Period Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	10.79%	18.87%	1.03%	5.83%	29.97%	19.10%	11.30%	3.10%	100.00%
Cessna 525 CitationJet	10PW099	13.12%	21.71%	4.40%	1.20%	34.42%	12.22%	9.21%	3.72%	100.00%
Cessna 550 Citation II	1PW036	6.62%	33.60%	6.28%	6.29%	28.81%	9.02%	7.58%	1.80%	100.00%
Cessna 560 Citation V	1PW037	10.66%	21.21%	8.38%	7.77%	28.71%	15.65%	7.62%	0.00%	100.00%
Cessna 560 Citation V	PW530	10.83%	24.65%	4.92%	3.11%	33.14%	9.90%	10.64%	2.81%	100.00%
Cessna 560 Citation XLS	7PW078	10.24%	26.09%	6.11%	1.84%	33.52%	11.41%	7.87%	2.91%	100.00%
Cessna 650 Citation III	1AS001	9.58%	22.07%	0.00%	7.96%	29.76%	17.24%	13.39%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	10.10%	19.57%	4.99%	5.42%	38.10%	11.13%	8.39%	2.30%	100.00%
Cessna 750 Citation X	6AL021	8.98%	19.99%	5.81%	2.11%	38.31%	11.73%	10.00%	3.08%	100.00%
CESSNA CITATION 510	PW615F	1.01%	52.43%	0.00%	0.31%	15.05%	25.91%	0.63%	4.66%	100.00%
Dassault Falcon 20-C	1AS002	3.25%	23.53%	5.32%	0.28%	37.80%	17.48%	9.68%	2.66%	100.00%
Dornier 228-200 Series	PT6A28	8.75%	18.25%	1.51%	1.64%	39.83%	19.52%	7.98%	2.52%	100.00%
Dornier 328-100 Series	PW119B	1.80%	48.90%	0.00%	0.28%	26.76%	12.87%	1.11%	8.28%	100.00%
Eclipse 500 / PW610F	PW610F	2.94%	23.44%	0.00%	0.25%	51.96%	2.94%	13.15%	5.32%	100.00%
Embraer ERJ140	6AL014	8.68%	27.21%	5.08%	0.71%	35.13%	7.98%	5.13%	10.07%	100.00%
Embraer ERJ145	6AL008	9.67%	25.50%	7.05%	0.98%	33.92%	9.06%	6.89%	6.93%	100.00%
Embraer ERJ175	6GE095	10.49%	25.54%	5.93%	0.28%	30.10%	8.23%	9.28%	10.16%	100.00%
Embraer ERJ190	6GE094	7.63%	26.93%	5.09%	0.33%	38.91%	7.88%	2.24%	11.00%	100.00%
Gulfstream G400	6RR042	6.31%	27.62%	4.35%	2.87%	36.06%	10.19%	9.47%	3.14%	100.00%
Gulfstream G500	3BR001	10.43%	26.43%	4.42%	4.51%	35.75%	7.90%	6.78%	3.79%	100.00%
Israel IAI-1125 Astra	1AS002	7.81%	24.74%	6.26%	0.61%	38.81%	8.84%	6.91%	6.04%	100.00%
Mitsubishi MU-300 Diamond	1PW037	4.61%	21.72%	3.70%	0.27%	42.26%	12.39%	12.94%	2.11%	100.00%
Piper PA-28 Cherokee Series	IO320	4.30%	12.74%	0.00%	0.27%	42.69%	14.26%	14.56%	11.17%	100.00%
Raytheon Beech 1900-D	PT67D	2.65%	6.75%	0.00%	0.30%	40.31%	36.15%	1.64%	12.20%	100.00%
Raytheon Beech Baron 58	TIO540	8.54%	16.23%	2.09%	2.54%	30.82%	25.33%	8.18%	6.28%	100.00%
Ryan Navion B	TIO540	11.97%	11.18%	1.16%	4.45%	35.10%	21.31%	10.95%	3.88%	100.00%
Shorts 330	PT6A4A	14.87%	18.26%	0.00%	28.18%	31.21%	0.94%	6.54%	0.00%	100.00%
Grand Total		**7.35%**	**26.77%**	**5.26%**	**0.62%**	**39.17%**	**7.91%**	**4.70%**	**8.22%**	**100.00%**

Alternative B (Concrete Runway) Construction Period Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	11.52%	24.46%	4.50%	2.13%	32.01%	6.51%	6.68%	12.19%	100.00%
Airbus A300B4-200 Series	3GE079	6.66%	32.33%	3.24%	0.12%	31.64%	6.66%	2.85%	16.49%	100.00%
Airbus A300F4-600 Series	1PW056	8.49%	34.87%	1.42%	0.12%	24.78%	7.23%	4.20%	18.89%	100.00%
Airbus A310-300 Series	1PW032	9.37%	21.90%	37.31%	0.13%	21.92%	9.37%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	5.66%	32.04%	4.26%	0.75%	29.52%	6.30%	5.35%	16.11%	100.00%
Airbus A319-100 Series	7CM050	5.82%	29.34%	4.91%	0.53%	34.00%	6.56%	5.36%	13.49%	100.00%
Airbus A320-200 Series	2CM018	5.94%	27.28%	5.37%	0.36%	37.31%	6.76%	5.38%	11.61%	100.00%
Airbus A320-200 Series	3IA007	8.39%	27.42%	4.37%	0.21%	33.22%	7.04%	3.47%	15.87%	100.00%
Airbus A321-200 Series	1IA005	6.71%	27.72%	5.05%	0.38%	35.76%	6.60%	3.48%	14.30%	100.00%
Airbus A330-200 Series	1PW030	5.94%	29.13%	3.73%	0.12%	35.55%	6.56%	3.69%	15.28%	100.00%
Airbus A330-300 Series	1PW059	6.11%	28.23%	3.59%	0.12%	36.43%	6.71%	3.67%	15.15%	100.00%
Airbus A330-300 Series	CF680C	4.94%	34.50%	4.52%	0.12%	29.98%	5.70%	3.86%	16.39%	100.00%
Airbus A340-200 Series	7CM049	5.59%	21.46%	15.78%	0.12%	40.98%	7.47%	1.38%	7.21%	100.00%
Airbus A340-300 Series	7CM049	4.55%	32.36%	1.36%	0.12%	29.95%	9.42%	3.58%	18.65%	100.00%
Airbus A340-500 Series	6RR041	6.08%	29.77%	2.72%	0.33%	32.71%	6.49%	3.56%	18.34%	100.00%
Airbus A340-600 Series	6RR041	6.08%	29.77%	2.72%	0.33%	32.71%	6.49%	3.56%	18.34%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	6.24%	21.89%	0.00%	0.11%	21.92%	6.24%	35.36%	8.23%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
B787-8R	2GE048	4.51%	33.79%	3.17%	0.12%	32.11%	6.20%	5.00%	15.10%	100.00%
Boeing 717-200 Series	4BR002	5.06%	22.88%	2.37%	1.70%	35.59%	5.07%	17.27%	10.07%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series	1CM004	2.82%	20.48%	4.87%	0.11%	59.59%	2.82%	4.45%	4.87%	100.00%
Boeing 737-300 Series Freighter	1CM004	4.06%	10.32%	0.00%	0.11%	60.29%	4.06%	2.51%	18.65%	100.00%
Boeing 737-400 Series Freighter	1CM004	3.12%	28.73%	7.46%	0.12%	38.75%	13.10%	8.72%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	9.08%	24.27%	3.88%	0.12%	40.49%	5.62%	6.62%	9.93%	100.00%
Boeing 737-800 Series	4CM039	6.74%	27.07%	4.97%	0.93%	36.31%	5.93%	9.36%	8.68%	100.00%
Boeing 737-900 Series	4CM039	6.75%	27.07%	4.98%	0.93%	36.31%	5.93%	9.36%	8.68%	100.00%
Boeing 747-200 Series Freighter	1GE009	7.70%	20.15%	4.96%	0.12%	39.86%	7.21%	8.43%	11.58%	100.00%
Boeing 747-200 Series Freighter	1PW022	10.54%	18.37%	4.15%	0.12%	40.60%	5.00%	4.65%	16.58%	100.00%
Boeing 747-400 Series	1GE024	8.57%	27.10%	3.53%	0.62%	32.13%	7.51%	6.93%	13.60%	100.00%
Boeing 747-400 Series Freighter	1PW055	9.02%	20.45%	2.07%	0.12%	33.42%	7.18%	12.54%	15.20%	100.00%
Boeing 747-800 Freighter	2GE045	11.04%	21.55%	3.55%	0.42%	34.66%	6.89%	13.12%	8.77%	100.00%
Boeing 757-200 Series	4PW073	6.51%	29.38%	3.92%	0.99%	34.35%	6.32%	10.72%	7.83%	100.00%
Boeing 757-200 Series	5RR039	6.60%	23.95%	5.93%	0.26%	40.13%	7.47%	3.15%	12.51%	100.00%
Boeing 757-200 Series Freighter	1RR012	5.12%	32.61%	7.46%	0.12%	32.64%	5.12%	2.01%	14.92%	100.00%
Boeing 757-200 Series Freighter	4PW072	8.27%	34.27%	3.69%	0.63%	26.43%	7.26%	5.62%	13.82%	100.00%
Boeing 757-300 Series	4PW073	6.24%	21.89%	0.00%	0.11%	21.92%	6.24%	43.59%	0.00%	100.00%
Boeing 767-200 Series	1GE026	8.41%	27.47%	1.42%	0.12%	30.65%	5.89%	4.79%	21.25%	100.00%
Boeing 767-200 Series	5PW074	7.88%	19.38%	10.66%	2.16%	33.68%	7.89%	8.45%	9.90%	100.00%
Boeing 767-200 Series Freighter	1GE010	7.77%	32.87%	1.22%	0.12%	29.62%	6.14%	3.90%	18.35%	100.00%
Boeing 767-300 ER	1RR011	8.09%	30.57%	2.63%	1.63%	29.39%	5.67%	14.98%	7.04%	100.00%
Boeing 767-300 ER Freighter	12PW102	4.83%	43.62%	3.93%	0.12%	22.62%	4.83%	2.38%	17.67%	100.00%
Boeing 767-400	3GE058	7.05%	33.99%	2.63%	0.74%	28.16%	6.28%	6.90%	14.26%	100.00%
Boeing 777-200 Series	1PW041	7.04%	33.98%	3.23%	0.59%	27.68%	6.28%	8.19%	13.02%	100.00%
Boeing 777-200-ER	1PW041	5.63%	28.55%	2.13%	0.83%	35.71%	7.77%	3.12%	16.25%	100.00%
Boeing 777-300 ER	7GE099	5.93%	30.27%	3.70%	0.17%	34.00%	6.17%	3.47%	16.28%	100.00%
Boeing 777-300 Series	6GE091	6.31%	30.58%	3.67%	0.22%	33.67%	5.96%	3.70%	15.90%	100.00%
Boeing 787-900 Dreamliner	12GE155	4.46%	33.97%	3.22%	0.12%	32.27%	6.18%	5.00%	14.79%	100.00%
Boeing DC-10-10 Series	3GE076	8.41%	32.85%	2.64%	0.12%	26.36%	7.85%	4.32%	17.44%	100.00%
Boeing DC-10-30 Series	1GE009	4.11%	35.34%	1.55%	0.12%	31.20%	8.27%	2.30%	17.10%	100.00%
Boeing MD-11 Freighter	1GE031	11.32%	17.64%	3.07%	0.12%	39.56%	7.22%	8.29%	12.78%	100.00%
Boeing MD-11 Freighter	1PW052	4.74%	29.92%	2.19%	0.12%	29.94%	10.61%	4.93%	17.56%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.10%	99.90%	0.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	7.14%	28.12%	2.32%	1.10%	36.99%	4.86%	16.29%	3.18%	100.00%
Bombardier Challenger 600	5GE084	10.07%	31.46%	0.00%	7.81%	31.49%	2.40%	16.76%	0.00%	100.00%
Bombardier CRJ-200	5GE084	5.23%	25.69%	6.15%	0.12%	41.36%	6.06%	3.41%	11.99%	100.00%
Bombardier CRJ-700	5GE084	5.93%	23.42%	5.68%	1.04%	42.19%	6.59%	8.40%	6.76%	100.00%
Bombardier CRJ-900	6GE092	5.93%	23.42%	5.68%	1.04%	42.19%	6.59%	8.40%	6.76%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	8.12%	20.65%	0.00%	0.12%	20.67%	8.12%	5.03%	37.31%	100.00%
Bombardier Learjet 35	1AS001	4.76%	23.45%	0.63%	5.21%	33.63%	13.21%	15.94%	3.16%	100.00%
Britten-Norman BN-2 Islander	250B17	2.08%	7.30%	0.00%	0.13%	40.62%	35.34%	14.53%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	3.90%	10.95%	9.33%	0.16%	10.96%	53.80%	10.90%	0.00%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	4.58%	15.52%	0.00%	0.13%	26.46%	22.35%	28.41%	2.57%	100.00%
Cessna 441 Conquest II	TPE10A	3.59%	23.40%	5.12%	24.76%	23.42%	3.59%	16.11%	0.00%	100.00%

Alternative B (Concrete Runway) Construction Period Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	99.82%	0.00%	0.00%	0.18%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 525 CitationJet	10PW099	4.68%	47.89%	6.22%	0.12%	14.61%	4.68%	21.79%	0.00%	100.00%
Cessna 550 Citation II	1PW036	11.95%	27.59%	6.22%	8.45%	27.61%	3.64%	14.53%	0.00%	100.00%
Cessna 560 Citation V	1PW037	6.24%	21.89%	0.00%	0.11%	21.92%	6.24%	43.59%	0.00%	100.00%
Cessna 560 Citation V	PW530	4.47%	47.68%	0.00%	0.12%	14.40%	4.48%	22.63%	6.22%	100.00%
Cessna 560 Citation XLS	7PW078	3.77%	33.58%	1.55%	0.12%	29.44%	7.93%	23.61%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	2.84%	35.20%	6.78%	9.22%	17.06%	20.98%	7.93%	0.00%	100.00%
Cessna 750 Citation X	6AL021	1.39%	15.96%	0.00%	0.12%	49.28%	23.56%	9.69%	0.00%	100.00%
CESSNA CITATION 510	PW615F	6.24%	21.89%	0.00%	0.11%	21.92%	6.24%	43.59%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	33.41%	15.64%	5.33%	0.14%	15.66%	4.91%	24.91%	0.00%	100.00%
Dornier 328-100 Series	PW119B	3.12%	60.88%	0.00%	0.12%	10.96%	3.12%	21.79%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	9.98%	28.66%	4.91%	0.12%	28.68%	7.36%	9.48%	10.80%	100.00%
Embraer ERJ145	6AL008	7.98%	25.99%	2.63%	0.96%	36.17%	5.45%	13.65%	7.17%	100.00%
Embraer ERJ175	6GE095	4.16%	44.24%	12.44%	0.12%	27.62%	4.16%	7.26%	0.00%	100.00%
Embraer ERJ190	6GE094	6.68%	26.22%	4.20%	0.20%	37.12%	7.42%	3.18%	14.98%	100.00%
Gulfstream G400	6RR042	6.29%	28.00%	2.02%	2.83%	25.32%	14.38%	20.16%	1.01%	100.00%
Gulfstream G500	3BR001	6.48%	28.53%	4.39%	6.01%	22.68%	15.28%	15.53%	1.10%	100.00%
Israel IAI-1125 Astra	1AS002	5.04%	28.44%	5.92%	0.12%	39.82%	5.83%	3.28%	11.55%	100.00%
Mitsubishi MU-300 Diamond	1PW037	2.43%	47.35%	0.00%	5.67%	19.63%	7.97%	16.95%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	24.96%	0.00%	50.12%	0.00%	24.93%	0.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	17.63%	21.30%	4.85%	0.13%	22.66%	14.95%	4.09%	14.39%	100.00%
Raytheon Beech Baron 58	TIO540	13.78%	13.37%	1.78%	14.41%	22.90%	9.03%	19.40%	5.33%	100.00%
Ryan Navion B	TIO540	22.35%	18.25%	6.22%	0.13%	18.27%	5.73%	29.06%	0.00%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**7.11%**	**27.95%**	**4.33%**	**0.58%**	**34.55%**	**6.69%**	**6.15%**	**12.64%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

Alternative B (Concrete Runway) Construction Period Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	30.18%	0.00%	0.00%	3.78%	0.00%	35.81%	30.23%	0.00%	100.00%
Airbus A300B4-200 Series	3GE079	18.66%	0.00%	2.12%	1.21%	0.00%	26.61%	51.09%	0.30%	100.00%
Airbus A300F4-600 Series	1PW056	16.13%	0.00%	1.01%	0.50%	0.00%	21.71%	60.65%	0.00%	100.00%
Airbus A310-300 Series	1PW032	18.83%	0.00%	0.00%	37.28%	0.00%	31.34%	12.55%	0.00%	100.00%
Airbus A318-100 Series	7PW083	25.90%	0.00%	0.08%	4.72%	0.00%	46.63%	22.68%	0.00%	100.00%
Airbus A319-100 Series	7CM050	22.36%	0.03%	0.02%	5.14%	0.01%	32.87%	39.57%	0.00%	100.00%
Airbus A320-200 Series	2CM018	21.94%	0.03%	0.02%	5.19%	0.02%	31.31%	41.50%	0.00%	100.00%
Airbus A320-200 Series	3IA007	23.43%	0.07%	0.08%	5.47%	0.02%	33.11%	37.80%	0.02%	100.00%
Airbus A321-200 Series	1IA005	23.43%	0.02%	0.04%	5.35%	0.02%	31.85%	39.29%	0.00%	100.00%
Airbus A330-200 Series	1PW030	25.90%	0.02%	0.01%	6.83%	0.01%	50.43%	16.79%	0.01%	100.00%
Airbus A330-300 Series	1PW059	26.73%	0.03%	0.06%	5.80%	0.00%	43.24%	24.13%	0.00%	100.00%
Airbus A330-300 Series	CF680C	25.70%	0.02%	0.00%	7.10%	0.02%	52.34%	14.81%	0.01%	100.00%
Airbus A340-200 Series	7CM049	26.35%	0.00%	0.00%	11.43%	0.00%	38.28%	23.94%	0.00%	100.00%
Airbus A340-300 Series	7CM049	21.36%	0.00%	0.00%	4.13%	0.00%	44.43%	30.09%	0.00%	100.00%
Airbus A340-500 Series	6RR041	26.25%	0.00%	0.00%	6.84%	0.00%	42.09%	24.83%	0.00%	100.00%
Airbus A340-600 Series	6RR041	26.25%	0.00%	0.00%	6.84%	0.00%	42.09%	24.83%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	24.51%	0.00%	0.00%	9.20%	0.18%	47.50%	18.62%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	25.23%	0.00%	0.00%	7.03%	0.00%	38.27%	29.47%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	27.74%	0.00%	4.14%	4.14%	0.00%	44.82%	19.15%	0.00%	0.00%
B787-8R	2GE048	23.50%	0.00%	0.00%	7.25%	0.00%	37.56%	31.68%	0.00%	100.00%
Boeing 717-200 Series	4BR002	22.45%	0.00%	0.00%	4.41%	0.22%	31.40%	41.53%	0.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	26.17%	0.00%	0.00%	7.45%	0.00%	31.90%	34.48%	0.00%	0.00%
Boeing 737-300 Series	1CM004	25.94%	0.53%	0.00%	2.35%	0.00%	28.33%	42.86%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	10.29%	0.00%	0.00%	12.42%	0.00%	19.83%	57.46%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	14.50%	0.00%	0.00%	9.94%	0.00%	34.92%	40.64%	0.00%	100.00%
Boeing 737-600 Series	1CM007	22.95%	0.00%	0.04%	7.09%	0.12%	42.99%	26.82%	0.00%	0.00%
Boeing 737-700 Series	1CM007	23.02%	0.00%	0.11%	7.15%	0.12%	42.97%	26.64%	0.00%	100.00%
Boeing 737-800 Series	4CM039	23.52%	0.04%	0.02%	5.61%	0.08%	34.82%	35.90%	0.01%	100.00%
Boeing 737-900 Series	4CM039	23.52%	0.04%	0.02%	5.61%	0.08%	34.83%	35.91%	0.01%	100.00%
Boeing 747-200 Series Freighter	1GE009	17.62%	0.00%	0.06%	6.35%	0.00%	33.18%	42.78%	0.00%	100.00%
Boeing 747-200 Series Freighter	1PW022	15.87%	0.00%	0.00%	7.45%	0.00%	46.19%	30.48%	0.00%	100.00%
Boeing 747-400 Series	1GE024	26.62%	0.00%	0.31%	5.87%	0.03%	44.92%	22.25%	0.00%	100.00%
Boeing 747-400 Series Freighter	1PW055	20.62%	0.00%	1.31%	2.29%	0.00%	35.06%	40.73%	0.00%	100.00%
Boeing 747-800 Freighter	2GE045	28.11%	0.00%	0.00%	4.58%	0.00%	38.91%	28.40%	0.00%	100.00%
Boeing 757-200 Series	4PW073	22.19%	0.11%	0.12%	5.55%	0.03%	34.51%	37.48%	0.01%	100.00%
Boeing 757-200 Series	5RR039	25.04%	0.00%	0.11%	5.74%	0.08%	40.58%	28.44%	0.01%	100.00%
Boeing 757-200 Series Freighter	1RR012	15.50%	0.00%	0.00%	3.73%	0.00%	31.57%	49.21%	0.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	20.66%	0.00%	0.00%	3.30%	0.00%	23.31%	52.73%	0.00%	100.00%
Boeing 757-300 Series	4PW073	24.62%	0.00%	0.46%	7.24%	0.00%	53.36%	14.33%	0.00%	100.00%
Boeing 767-200 Series	1GE026	21.19%	0.00%	0.07%	4.07%	0.00%	36.71%	37.90%	0.07%	100.00%
Boeing 767-200 Series	5PW074	24.32%	0.00%	0.00%	5.32%	0.00%	34.31%	36.05%	0.00%	100.00%
Boeing 767-200 Series Freighter	1GE010	26.55%	0.00%	0.00%	1.57%	0.00%	28.57%	43.31%	0.00%	100.00%
Boeing 767-300 ER	1RR011	24.45%	0.01%	0.00%	6.13%	0.07%	45.88%	23.46%	0.00%	100.00%
Boeing 767-300 ER Freighter	12PW102	9.03%	0.00%	3.39%	10.16%	0.00%	44.93%	32.49%	0.00%	100.00%
Boeing 767-400	3GE058	25.13%	0.01%	0.09%	5.32%	0.07%	44.68%	24.67%	0.02%	100.00%
Boeing 777-200 Series	1PW041	23.67%	0.03%	0.47%	6.85%	0.00%	41.67%	27.31%	0.00%	100.00%
Boeing 777-200-ER	1PW041	24.31%	0.04%	0.06%	6.70%	0.00%	45.68%	23.21%	0.00%	100.00%
Boeing 777-300 ER	7GE099	24.24%	0.00%	0.24%	6.93%	0.02%	42.14%	26.43%	0.01%	100.00%
Boeing 777-300 Series	6GE091	23.93%	0.00%	0.05%	7.04%	0.02%	42.67%	26.28%	0.00%	100.00%
Boeing 787-900 Dreamliner	12GE155	23.51%	0.00%	0.00%	7.25%	0.00%	37.57%	31.66%	0.00%	100.00%
Boeing DC-10-10 Series	3GE076	12.90%	0.25%	0.84%	1.21%	0.00%	20.59%	64.11%	0.09%	100.00%
Boeing DC-10-30 Series	1GE009	13.80%	0.00%	1.43%	2.87%	0.00%	28.68%	53.22%	0.00%	100.00%
Boeing MD-11 Freighter	1GE031	15.79%	0.00%	0.73%	3.29%	0.00%	26.59%	53.61%	0.00%	100.00%
Boeing MD-11 Freighter	1PW052	9.56%	0.00%	0.00%	3.29%	0.00%	20.22%	66.93%	0.00%	100.00%
Boeing MD-83	4PW068	4.52%	0.00%	0.00%	0.00%	0.00%	35.54%	59.94%	0.00%	100.00%
Boeing MD-88	4PW068	20.73%	0.06%	0.00%	4.31%	0.03%	28.78%	46.07%	0.01%	100.00%
Bombardier Challenger 600	5GE084	23.27%	0.00%	0.00%	7.67%	0.00%	35.44%	33.61%	0.00%	100.00%
Bombardier CRJ-200	5GE084	21.48%	0.04%	0.22%	6.05%	0.08%	34.79%	37.34%	0.00%	100.00%
Bombardier CRJ-700	5GE084	21.88%	0.03%	0.03%	6.52%	0.04%	33.35%	38.15%	0.00%	100.00%
Bombardier CRJ-900	6GE092	21.88%	0.03%	0.03%	6.52%	0.04%	33.35%	38.15%	0.00%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	7.72%	0.00%	0.00%	9.32%	0.00%	39.87%	43.10%	0.00%	100.00%
Bombardier Learjet 35	1AS001	18.98%	0.20%	0.00%	5.84%	0.20%	35.90%	38.88%	0.00%	100.00%
Britten-Norman BN-2 Islander	250B17	32.58%	0.00%	0.00%	9.81%	0.00%	48.15%	7.51%	1.96%	100.00%
Cessna 172 Skyhawk	IO320	7.97%	0.00%	0.00%	8.77%	0.00%	33.30%	49.97%	0.00%	100.00%
Cessna 182	IO360	18.67%	0.00%	0.00%	0.00%	0.00%	54.68%	26.64%	0.00%	0.00%
Cessna 206	TIO540	22.15%	0.00%	0.00%	8.28%	0.00%	22.98%	38.31%	8.28%	100.00%
Cessna 208 Caravan	PT6A14	23.98%	0.00%	0.18%	5.83%	1.30%	39.53%	24.57%	4.61%	100.00%
Cessna 441 Conquest II	TPE10A	26.09%	0.00%	0.00%	7.92%	0.00%	36.63%	24.36%	4.99%	100.00%

Alternative B (Concrete Runway) Construction Period Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	8.41%	3.03%	0.00%	4.52%	0.00%	41.35%	42.69%	0.00%	100.00%
Cessna 525 CitationJet	10PW099	25.07%	0.83%	0.00%	6.77%	0.00%	31.71%	35.31%	0.31%	100.00%
Cessna 550 Citation II	1PW036	20.39%	0.00%	0.00%	9.42%	0.00%	34.52%	35.67%	0.00%	100.00%
Cessna 560 Citation V	1PW037	33.48%	0.00%	0.00%	14.68%	0.00%	22.68%	29.16%	0.00%	100.00%
Cessna 560 Citation V	PW530	21.41%	0.00%	0.00%	7.31%	0.00%	32.22%	39.06%	0.00%	100.00%
Cessna 560 Citation XLS	7PW078	22.14%	0.00%	0.00%	8.86%	0.00%	31.94%	37.06%	0.00%	100.00%
Cessna 650 Citation III	1AS001	27.83%	0.00%	0.00%	5.73%	0.00%	39.92%	26.52%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	20.61%	0.00%	0.00%	8.71%	0.00%	38.62%	32.06%	0.00%	100.00%
Cessna 750 Citation X	6AL021	15.12%	0.00%	0.00%	5.41%	0.00%	38.02%	41.44%	0.00%	100.00%
CESSNA CITATION 510	PW615F	17.11%	0.00%	0.00%	4.66%	0.00%	46.69%	31.54%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	11.99%	0.00%	0.00%	4.97%	0.00%	44.07%	38.97%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	27.61%	0.00%	0.00%	7.35%	1.41%	39.40%	21.61%	2.62%	100.00%
Dornier 328-100 Series	PW119B	28.86%	0.00%	0.00%	4.66%	0.00%	44.93%	21.55%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	16.87%	0.00%	0.00%	0.00%	0.00%	48.88%	34.25%	0.00%	0.00%
Embraer ERJ140	6AL014	20.73%	0.03%	0.01%	6.14%	0.00%	30.77%	42.32%	0.00%	100.00%
Embraer ERJ145	6AL008	19.73%	0.02%	0.02%	7.71%	0.03%	30.50%	41.99%	0.01%	100.00%
Embraer ERJ175	6GE095	16.90%	0.00%	0.00%	4.08%	0.00%	26.18%	52.83%	0.00%	100.00%
Embraer ERJ190	6GE094	22.77%	0.05%	0.17%	6.09%	0.04%	33.77%	37.12%	0.00%	100.00%
Gulfstream G400	6RR042	21.63%	0.00%	0.00%	5.00%	0.00%	32.00%	41.38%	0.00%	100.00%
Gulfstream G500	3BR001	20.88%	0.00%	0.00%	6.95%	0.00%	30.55%	41.62%	0.00%	100.00%
Israel IAI-1125 Astra	1AS002	20.80%	0.04%	0.20%	6.09%	0.07%	34.53%	38.27%	0.00%	100.00%
Mitsubishi MU-300 Diamond	1PW037	17.54%	0.00%	0.00%	4.56%	0.00%	36.67%	41.23%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	6.61%	0.00%	0.00%	5.32%	21.43%	27.93%	36.05%	2.66%	100.00%
Raytheon Beech 1900-D	PT67D	1.98%	0.00%	0.00%	0.00%	0.00%	71.69%	26.33%	0.00%	100.00%
Raytheon Beech Baron 58	TIO540	18.50%	0.00%	0.00%	3.61%	0.00%	52.34%	23.56%	2.00%	100.00%
Ryan Navion B	TIO540	13.56%	1.06%	0.00%	9.12%	0.00%	38.50%	35.38%	2.38%	100.00%
Shorts 330	PT6A4A	34.55%	0.00%	0.00%	0.00%	0.00%	32.01%	30.64%	2.80%	0.00%
Grand Total		**23.01%**	**0.04%**	**0.07%**	**5.90%**	**0.04%**	**35.51%**	**35.41%**	**0.02%**	**100.00%**

Alternative B (Concrete Runway) Construction Period Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	19.37%	0.00%	0.92%	5.04%	0.00%	38.10%	36.58%	0.00%	100.00%
Airbus A300B4-200 Series	3GE079	28.97%	0.00%	2.03%	1.35%	0.00%	22.91%	44.05%	0.68%	100.00%
Airbus A300F4-600 Series	1PW056	32.93%	0.00%	1.33%	0.00%	0.00%	24.45%	39.96%	1.33%	100.00%
Airbus A310-300 Series	1PW032	12.42%	0.00%	0.00%	18.63%	0.00%	22.71%	46.24%	0.00%	100.00%
Airbus A318-100 Series	7PW083	22.75%	0.00%	0.17%	5.26%	0.00%	35.29%	36.36%	0.17%	100.00%
Airbus A319-100 Series	7CM050	22.84%	0.00%	0.10%	5.27%	0.17%	36.30%	35.25%	0.07%	100.00%
Airbus A320-200 Series	2CM018	22.91%	0.00%	0.05%	5.27%	0.28%	37.01%	34.48%	0.00%	100.00%
Airbus A320-200 Series	3IA007	23.29%	0.07%	0.27%	4.15%	0.00%	33.82%	38.32%	0.07%	100.00%
Airbus A321-200 Series	1IA005	24.10%	0.14%	0.15%	3.50%	0.07%	30.57%	41.40%	0.08%	100.00%
Airbus A330-200 Series	1PW030	20.53%	0.07%	0.06%	5.92%	0.00%	37.30%	36.12%	0.00%	100.00%
Airbus A330-300 Series	1PW059	20.67%	0.17%	0.00%	5.33%	0.00%	34.49%	39.34%	0.00%	100.00%
Airbus A330-300 Series	CF680C	20.25%	0.00%	0.11%	6.31%	0.00%	39.23%	34.10%	0.00%	100.00%
Airbus A340-200 Series	7CM049	22.89%	0.00%	0.00%	6.81%	0.59%	37.56%	32.15%	0.00%	100.00%
Airbus A340-300 Series	7CM049	23.70%	0.00%	0.00%	6.09%	0.63%	35.86%	33.72%	0.00%	100.00%
Airbus A340-500 Series	6RR041	13.78%	0.00%	0.00%	5.16%	0.00%	53.50%	27.56%	0.00%	100.00%
Airbus A340-600 Series	6RR041	13.78%	0.00%	0.00%	5.16%	0.00%	53.50%	27.56%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	18.68%	0.00%	0.00%	1.49%	0.00%	53.75%	26.08%	0.00%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	21.41%	0.00%	0.00%	6.00%	0.00%	36.01%	36.59%	0.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	30.53%	0.43%	3.40%	0.65%	0.00%	44.07%	6.82%	14.09%	100.00%
B787-8R	2GE048	20.80%	0.00%	0.11%	6.33%	0.00%	38.80%	33.97%	0.00%	100.00%
Boeing 717-200 Series	4BR002	18.65%	0.00%	0.00%	6.40%	0.00%	34.07%	40.87%	0.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Boeing 737-300 Series	1CM004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series Freighter	1CM004	3.01%	0.00%	0.00%	0.00%	0.00%	57.03%	39.96%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	28.01%	0.00%	0.00%	0.00%	0.00%	32.03%	39.96%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	23.16%	0.00%	0.00%	6.15%	0.00%	47.84%	22.85%	0.00%	100.00%
Boeing 737-800 Series	4CM039	22.80%	0.24%	0.04%	4.96%	0.07%	34.84%	37.03%	0.03%	100.00%
Boeing 737-900 Series	4CM039	22.77%	0.24%	0.04%	4.95%	0.07%	34.86%	37.05%	0.03%	100.00%
Boeing 747-200 Series Freighter	1GE009	17.75%	0.00%	0.15%	3.68%	0.00%	35.17%	43.25%	0.00%	100.00%
Boeing 747-200 Series Freighter	1PW022	24.77%	0.00%	0.00%	6.93%	0.00%	30.65%	37.65%	0.00%	100.00%
Boeing 747-400 Series	1GE024	22.65%	0.00%	0.21%	6.29%	0.00%	36.93%	33.90%	0.02%	100.00%
Boeing 747-400 Series Freighter	1PW055	13.33%	0.00%	0.00%	6.83%	0.00%	34.91%	44.93%	0.00%	100.00%
Boeing 747-800 Freighter	2GE045	25.79%	0.00%	0.13%	4.28%	0.00%	30.58%	38.97%	0.25%	100.00%
Boeing 757-200 Series	4PW073	23.39%	0.00%	0.18%	4.38%	0.00%	36.55%	35.45%	0.05%	100.00%
Boeing 757-200 Series	5RR039	23.10%	0.14%	0.11%	5.10%	0.00%	35.98%	35.46%	0.11%	100.00%
Boeing 757-200 Series Freighter	1RR012	19.08%	0.00%	4.95%	2.64%	0.00%	46.28%	27.06%	0.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	26.24%	0.00%	0.70%	5.51%	0.00%	34.53%	33.02%	0.00%	100.00%
Boeing 757-300 Series	4PW073	23.06%	0.00%	1.38%	2.76%	0.00%	39.31%	33.49%	0.00%	100.00%
Boeing 767-200 Series	1GE026	20.88%	0.00%	0.00%	3.52%	0.00%	29.29%	44.92%	1.41%	100.00%
Boeing 767-200 Series	5PW074	24.16%	0.00%	0.00%	6.77%	0.00%	32.88%	36.19%	0.00%	100.00%
Boeing 767-200 Series Freighter	1GE010	23.43%	0.00%	2.82%	1.95%	0.00%	39.09%	32.72%	0.00%	100.00%
Boeing 767-300 ER	1RR011	20.76%	0.07%	0.30%	6.14%	0.07%	39.78%	32.86%	0.03%	100.00%
Boeing 767-300 ER Freighter	12PW102	23.11%	0.00%	4.71%	1.28%	0.00%	32.80%	38.10%	0.00%	100.00%
Boeing 767-400	3GE058	22.15%	0.05%	0.47%	5.39%	0.18%	36.94%	34.75%	0.07%	100.00%
Boeing 777-200 Series	1PW041	20.43%	0.05%	0.12%	6.25%	0.00%	40.39%	32.70%	0.06%	100.00%
Boeing 777-200-ER	1PW041	21.08%	0.00%	0.07%	6.37%	0.00%	40.46%	31.93%	0.10%	100.00%
Boeing 777-300 ER	7GE099	22.34%	0.06%	0.13%	5.71%	0.00%	35.85%	35.87%	0.03%	100.00%
Boeing 777-300 Series	6GE091	21.89%	0.07%	0.13%	5.88%	0.00%	36.81%	35.19%	0.03%	100.00%
Boeing 787-900 Dreamliner	12GE155	20.81%	0.00%	0.11%	6.33%	0.00%	38.81%	33.94%	0.00%	100.00%
Boeing DC-10-10 Series	3GE076	21.08%	0.00%	3.59%	4.26%	0.00%	35.70%	35.14%	0.22%	100.00%
Boeing DC-10-30 Series	1GE009	30.73%	0.00%	0.00%	2.48%	0.00%	28.65%	38.13%	0.00%	100.00%
Boeing MD-11 Freighter	1GE031	23.92%	0.00%	3.01%	1.37%	0.00%	36.85%	34.84%	0.00%	100.00%
Boeing MD-11 Freighter	1PW052	18.13%	0.00%	5.52%	2.76%	0.00%	37.67%	35.46%	0.46%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	22.03%	0.00%	0.00%	2.93%	0.00%	30.41%	44.37%	0.27%	100.00%
Bombardier Challenger 600	5GE084	19.09%	0.00%	0.00%	0.00%	0.00%	31.73%	49.18%	0.00%	100.00%
Bombardier CRJ-200	5GE084	24.12%	0.00%	0.34%	2.69%	0.00%	31.98%	40.87%	0.00%	100.00%
Bombardier CRJ-700	5GE084	18.39%	0.00%	0.00%	7.87%	0.26%	42.09%	31.39%	0.00%	100.00%
Bombardier CRJ-900	6GE092	18.39%	0.00%	0.00%	7.87%	0.26%	42.09%	31.39%	0.00%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	15.78%	3.08%	0.00%	5.16%	0.00%	42.27%	33.71%	0.00%	100.00%
Britten-Norman BN-2 Islander	250B17	41.61%	0.00%	0.00%	12.42%	0.00%	15.14%	30.82%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	8.28%	0.00%	0.00%	12.42%	0.00%	48.47%	30.82%	0.00%	100.00%
Cessna 182	IO360	18.82%	0.00%	0.00%	0.00%	0.00%	43.92%	0.00%	37.26%	100.00%
Cessna 206	TIO540	9.41%	0.00%	0.00%	0.00%	50.00%	21.96%	0.00%	18.63%	100.00%
Cessna 208 Caravan	PT6A14	25.91%	0.00%	0.00%	6.25%	0.00%	48.63%	15.51%	3.70%	100.00%
Cessna 441 Conquest II	TPE10A	23.02%	0.00%	0.00%	10.72%	0.00%	29.92%	36.34%	0.00%	100.00%

Alternative B (Concrete Runway) Construction Period Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	4.02%	0.00%	0.00%	0.00%	0.00%	42.70%	53.28%	0.00%	100.00%
Cessna 525 CitationJet	10PW099	39.72%	0.00%	0.00%	3.39%	0.00%	33.96%	22.94%	0.00%	100.00%
Cessna 550 Citation II	1PW036	37.50%	0.00%	0.00%	15.97%	0.00%	29.74%	16.80%	0.00%	100.00%
Cessna 560 Citation V	1PW037	23.61%	0.00%	0.00%	0.00%	0.00%	28.43%	47.95%	0.00%	100.00%
Cessna 560 Citation V	PW530	16.01%	0.00%	0.00%	0.00%	0.00%	61.16%	22.84%	0.00%	100.00%
Cessna 560 Citation XLS	7PW078	18.44%	0.00%	0.00%	3.85%	0.00%	40.58%	37.13%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	18.66%	0.00%	0.00%	11.18%	0.00%	26.44%	43.73%	0.00%	100.00%
Cessna 750 Citation X	6AL021	31.81%	0.00%	0.00%	0.00%	0.00%	44.22%	23.98%	0.00%	100.00%
CESSNA CITATION 510	PW615F	6.02%	0.00%	0.00%	0.00%	0.00%	14.05%	79.92%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	17.97%	0.00%	0.00%	8.28%	0.00%	35.44%	38.31%	0.00%	100.00%
Dornier 328-100 Series	PW119B	39.61%	0.00%	0.00%	0.00%	0.00%	47.97%	0.00%	12.42%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	19.55%	0.00%	0.00%	4.04%	0.00%	41.75%	34.66%	0.00%	100.00%
Embraer ERJ145	6AL008	18.35%	0.00%	0.00%	9.49%	0.00%	49.73%	22.43%	0.00%	100.00%
Embraer ERJ175	6GE095	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%
Embraer ERJ190	6GE094	21.61%	0.03%	0.34%	5.83%	0.00%	36.86%	35.29%	0.03%	100.00%
Gulfstream G400	6RR042	17.69%	0.00%	0.00%	3.82%	0.00%	38.27%	40.22%	0.00%	100.00%
Gulfstream G500	3BR001	18.85%	0.00%	0.00%	8.77%	0.00%	34.17%	38.21%	0.00%	100.00%
Israel IAI-1125 Astra	1AS002	23.56%	0.00%	0.33%	2.61%	0.00%	31.42%	42.08%	0.00%	100.00%
Mitsubishi MU-300 Diamond	1PW037	35.63%	0.00%	0.00%	0.00%	0.00%	33.93%	30.45%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	35.92%	0.00%	0.00%	18.63%	0.00%	19.20%	26.25%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	30.16%	0.45%	3.54%	0.51%	0.00%	43.97%	7.04%	14.33%	100.00%
Raytheon Beech Baron 58	TIO540	14.19%	0.00%	0.00%	10.65%	0.00%	27.94%	45.45%	1.77%	100.00%
Ryan Navion B	TIO540	31.21%	0.00%	0.00%	0.00%	0.00%	39.49%	19.98%	9.32%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**22.21%**	**0.07%**	**0.31%**	**5.15%**	**0.03%**	**36.43%**	**35.65%**	**0.15%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LD1	100.00%	0.00%
	04LD2	64.88%	35.12%
	04LD3	76.54%	23.46%
	04LD4	66.77%	33.23%
	04LD5	87.81%	12.19%
	04LD6	69.96%	30.04%
	04LD7	81.96%	18.04%
	04LD8	64.89%	35.11%
	04LD9	82.03%	17.97%
	04LD10	80.80%	19.20%
	04LD11	27.26%	72.74%
	04LD12	17.67%	82.33%
	04LD13	100.00%	0.00%
	04LD14	91.40%	8.60%
	04LD15	89.96%	10.04%
	04LD16	91.48%	8.52%
	04LD17	87.53%	12.47%
	04LD18	95.61%	4.39%
	04LD19	71.87%	28.13%
	04LD20	73.98%	26.02%
04L	04LD21	85.50%	14.50%
	04LD22	10.28%	89.72%
	04LD23	84.04%	15.96%
	04LD24	69.97%	30.03%
	04LD25	94.47%	5.53%
	04LD26	91.57%	8.43%
	04LD27	87.09%	12.91%
	04LD28	80.50%	19.50%
	04LD29	93.80%	6.20%
	04LD30	75.82%	24.18%
	04LD31	83.95%	16.05%
	04LD32	36.38%	63.62%
	04LD33	82.04%	17.96%
	04LD34	72.87%	27.13%
	04LD35	100.00%	0.00%
	04LD36	72.50%	27.50%
	04LD37	70.34%	29.66%
	04LD38	77.83%	22.17%
	04LD39	93.27%	6.73%
	04LD40	62.00%	38.00%
	04LD41	81.56%	18.44%
04L Total		**83.69%**	**16.31%**
	04RD1	57.27%	42.73%
	04RD2	82.12%	17.88%
04R	04RD3	79.67%	20.33%
	04RD4	66.63%	33.37%
	04RD5	61.78%	38.22%
	04RD6	86.71%	13.29%
04R Total		**72.97%**	**27.03%**
	13LD1	49.42%	50.58%
	13LD2	76.26%	23.74%
	13LD3	68.49%	31.51%
	13LD4	67.67%	32.33%
13L	13LD5	94.13%	5.87%
	13LD6	58.95%	41.05%
	13LD7	36.08%	63.92%
	13LD8	41.44%	58.56%
	13LD9	29.51%	70.49%
13L Total		**52.17%**	**47.83%**

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LA1	92.34%	7.66%
	04LA2	96.91%	3.09%
	04LA3	77.29%	22.71%
	04LA4	83.75%	16.25%
	04LA5	97.60%	2.40%
	04LA6	59.05%	40.95%
	04LA7	79.58%	20.42%
	04LA8	90.88%	9.12%
	04LA9	64.61%	35.39%
	04LA10	44.57%	55.43%
04L	04LA11	51.85%	48.15%
	04LA12	54.61%	45.39%
	04LA13	16.91%	83.09%
	04LA14	27.40%	72.60%
	04LA15	0.00%	100.00%
	04LA16	64.47%	35.53%
	04LA17	85.41%	14.59%
	04LA18	14.27%	85.73%
	04LA19	14.08%	85.92%
	04LA20	0.00%	100.00%
04L Total		**80.13%**	**19.87%**
	04RA1	95.64%	4.36%
	04RA2	94.04%	5.96%
	04RA3	80.24%	19.76%
	04RA4	85.53%	14.47%
	04RA5	65.91%	34.09%
	04RA6	57.26%	42.74%
	04RA7	74.81%	25.19%
	04RA8	97.24%	2.76%
	04RA9	87.26%	12.74%
	04RA10	83.91%	16.09%
	04RA11	69.44%	30.56%
	04RA12	79.58%	20.42%
04R	04RA13	2.25%	97.75%
	04RA14	12.54%	87.46%
	04RA15	13.66%	86.34%
	04RA16	17.35%	82.65%
	04RA17	91.40%	8.60%
	04RA18	89.31%	10.69%
	04RA19	54.99%	45.01%
	04RA20	71.64%	28.36%
	04RA21	27.09%	72.91%
	04RA22	4.54%	95.46%
	04RA23	0.00%	100.00%
	04RA24	8.48%	91.52%
	04RA25	52.02%	47.98%
04R Total		**78.89%**	**21.11%**
	13LA1	71.26%	28.74%
	13LA2	44.78%	55.22%
	13LA3	95.78%	4.22%
	13LA4	97.88%	2.12%
	13LA5	83.41%	16.59%
13L	13LA6	96.50%	3.50%
	13LA7	86.17%	13.83%
	13LA8	94.95%	5.05%
	13LA9	88.87%	11.13%
	13LA10	90.94%	9.06%
	13LA11	90.60%	9.40%
	13LA12	93.41%	6.59%

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
13R	13RD1	69.98%	30.02%
	13RD2	72.16%	27.84%
	13RD3	42.47%	57.53%
	13RD4	89.28%	10.72%
	13RD5	71.60%	28.40%
	13RD6	69.31%	30.69%
	13RD7	67.90%	32.10%
	13RD8	87.72%	12.28%
	13RD9	52.74%	47.26%
	13RD10	75.05%	24.95%
	13RD11	91.43%	8.57%
	13RD12	96.39%	3.61%
	13RD13	79.47%	20.53%
	13RD14	96.11%	3.89%
	13RD15	77.10%	22.90%
	13RD16	94.40%	5.60%
	13RD17	44.39%	55.61%
	13RD18	75.68%	24.32%
	13RD19	91.23%	8.77%
	13RD20	71.10%	28.90%
	13RD21	87.73%	12.27%
	13RD22	77.01%	22.99%
	13RD23	96.96%	3.04%
	13RD24	92.39%	7.61%
	13RD25	100.00%	0.00%
	13RD26	95.15%	4.85%
	13RD27	96.32%	3.68%
	13RD28	82.66%	17.34%
	13RD29	91.24%	8.76%
	13RD30	96.41%	3.59%
	13RD31	77.80%	22.20%
	13RD32	89.35%	10.65%
	13RD33	97.59%	2.41%
	13RD34	89.68%	10.32%
	13RD35	79.23%	20.77%
	13RD36	90.07%	9.93%
	13RD37	93.63%	6.37%
	13RD38	92.89%	7.11%
	13RD39	86.13%	13.87%
	13RD40	79.96%	20.04%
	13RD41	68.54%	31.46%
	13RD42	67.45%	32.55%
	13RD43	81.16%	18.84%
	13RD44	87.68%	12.32%
	13RD45	86.42%	13.58%
	13RD46	81.93%	18.07%
	13RD47	65.71%	34.29%
	13RD48	88.03%	11.97%
	13RD49	93.27%	6.73%
	13RD50	95.80%	4.20%
	13RD51	92.61%	7.39%
	13RD52	94.02%	5.98%
	13RD53	82.02%	17.98%
	13RD54	93.21%	6.79%
13R Total		**85.01%**	**14.99%**
22L	22LD1	84.67%	15.33%
	22LD2	100.00%	0.00%
	22LD3	84.54%	15.46%
	22LD4	70.40%	29.60%

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	13LA13	61.29%	38.71%
	13LA14	83.83%	16.17%
	13LA15	92.52%	7.48%
	13LA16	97.90%	2.10%
	13LA17	91.78%	8.22%
	13LA18	96.41%	3.59%
	13LA19	98.84%	1.16%
	13LA20	72.75%	27.25%
	13LA21	85.88%	14.12%
	13LA22	83.03%	16.97%
	13LA23	85.30%	14.70%
	13LA24	87.52%	12.48%
	13LA25	80.50%	19.50%
	13LA26	87.26%	12.74%
	13LA27	58.38%	41.62%
	13LA28	22.52%	77.48%
	13LA29	27.51%	72.49%
	13LA30	85.61%	14.39%
	13LA31	5.93%	94.07%
	13LA32	76.03%	23.97%
	13LA33	77.36%	22.64%
	13LA34	75.35%	24.65%
	13LA35	77.56%	22.44%
	13LA36	78.98%	21.02%
	13LA37	52.90%	47.10%
	13LA38	91.60%	8.40%
	13LA39	94.60%	5.40%
	13LA40	87.52%	12.48%
	13LA41	11.70%	88.30%
	13LA42	73.37%	26.63%
	13LA43	17.16%	82.84%
13L Total		**82.57%**	**17.43%**
13R	13RA1	77.00%	23.00%
	13RA2	100.00%	0.00%
	13RA3	72.61%	27.39%
	13RA4	56.89%	43.11%
	13RA5	100.00%	0.00%
	13RA6	75.84%	24.16%
	13RA7	72.74%	27.26%
	13RAX[1]	90.00%	10.00%
13R Total		**80.60%**	**19.40%**
22L	22LA1	87.67%	12.33%
	22LA2	99.13%	0.87%
	22LA3	51.08%	48.92%
	22LA4	100.00%	0.00%
	22LA5	11.62%	88.38%
	22LA6	87.45%	12.55%
	22LA7	81.37%	18.63%
	22LA8	88.13%	11.87%
	22LA9	100.00%	0.00%
	22LA10	67.87%	32.13%
	22LA11	100.00%	0.00%
	22LA12	92.66%	7.34%
	22LA13	58.97%	41.03%
	22LA14	90.32%	9.68%
	22LA15	100.00%	0.00%
	22LA16	91.42%	8.58%
	22LA17	98.08%	1.92%
	22LA18	55.06%	44.94%

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	22LD5	95.77%	4.23%
	22LD6	88.49%	11.51%
22L Total		**86.75%**	**13.25%**
	22RD1	96.64%	3.36%
	22RD2	75.92%	24.08%
	22RD3	89.16%	10.84%
	22RD4	78.36%	21.64%
	22RD5	77.82%	22.18%
	22RD6	67.96%	32.04%
	22RD7	73.71%	26.29%
	22RD8	82.88%	17.12%
	22RD9	76.88%	23.12%
	22RD10	80.53%	19.47%
	22RD11	75.09%	24.91%
	22RD12	89.23%	10.77%
	22RD13	81.95%	18.05%
	22RD14	80.23%	19.77%
	22RD15	0.00%	100.00%
	22RD16	5.72%	94.28%
	22RD17	94.77%	5.23%
	22RD18	20.13%	79.87%
	22RD19	93.73%	6.27%
	22RD20	93.60%	6.40%
22R	22RD21	61.57%	38.43%
	22RD22	78.82%	21.18%
	22RD23	90.13%	9.87%
	22RD24	70.20%	29.80%
	22RD25	83.04%	16.96%
	22RD26	95.32%	4.68%
	22RD27	80.97%	19.03%
	22RD28	36.74%	63.26%
	22RD29	83.27%	16.73%
	22RD30	62.84%	37.16%
	22RD31	61.22%	38.78%
	22RD32	88.55%	11.45%
	22RD33	69.29%	30.71%
	22RD34	81.12%	18.88%
	22RD35	88.34%	11.66%
	22RD36	79.80%	20.20%
	22RD37	44.39%	55.61%
	22RD38	76.95%	23.05%
	22RD39	73.95%	26.05%
	22RD40	96.21%	3.79%
	22RD41	82.42%	17.58%
	22RD42	100.00%	0.00%
	22RD43	84.65%	15.35%
	22RD44	95.21%	4.79%
22R Total		**82.84%**	**17.16%**
	31LD1	55.30%	44.70%
	31LD2	50.22%	49.78%
	31LD3	49.87%	50.13%
	31LD4	22.71%	77.29%
	31LD5	60.29%	39.71%
	31LD6	61.44%	38.56%
	31LD7	70.63%	29.37%
	31LD8	87.11%	12.89%
31L	31LD9	70.92%	29.08%
	31LD10	40.83%	59.17%
	31LD11	36.67%	63.33%

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	22LA19	90.65%	9.35%
	22LA20	98.43%	1.57%
	22LA21	100.00%	0.00%
	22LA22	77.55%	22.45%
	22LA23	83.36%	16.64%
	22LA24	79.05%	20.95%
	22LA25	97.03%	2.97%
	22LA26	19.25%	80.75%
	22LA27	97.73%	2.27%
	22LA28	8.05%	91.95%
	22LA29	91.00%	9.00%
	22LA30	76.55%	23.45%
	22LA31	81.44%	18.56%
	22LA32	97.60%	2.40%
	22LA33	14.69%	85.31%
22L Total		**81.56%**	**18.44%**
	22RA1	66.36%	33.64%
	22RA2	89.33%	10.67%
	22RA3	72.29%	27.71%
	22RA4	38.01%	61.99%
	22RA5	53.80%	46.20%
	22RA6	76.68%	23.32%
	22RA7	89.24%	10.76%
	22RA8	86.18%	13.82%
	22RA9	86.43%	13.57%
	22RA10	73.46%	26.54%
22R	22RA11	81.09%	18.91%
	22RA12	88.92%	11.08%
	22RA13	84.25%	15.75%
	22RA14	92.16%	7.84%
	22RA15	9.71%	90.29%
	22RA16	12.31%	87.69%
	22RA17	29.60%	70.40%
	22RA18	0.00%	100.00%
	22RA19	32.68%	67.32%
	22RA20	80.52%	19.48%
	22RA21	88.65%	11.35%
	22RA22	83.62%	16.38%
22R Total		**82.17%**	**17.83%**
	31LA1	53.38%	46.62%
	31LA2	88.15%	11.85%
	31LA3	82.34%	17.66%
	31LA4	90.06%	9.94%
	31LA5	88.83%	11.17%
	31LA6	88.49%	11.51%
	31LA7	73.71%	26.29%
	31LA8	85.74%	14.26%
	31LA9	84.84%	15.16%
31L	31LA10	70.77%	29.23%
	31LA11	73.42%	26.58%
	31LA12	89.21%	10.79%
	31LA13	7.05%	92.95%
	31LA14	12.48%	87.52%
	31LA15	0.00%	100.00%
	31LA16	5.40%	94.60%
	31LA17	0.00%	100.00%
	31LA18	26.07%	73.93%
	31LA19	13.30%	86.70%
	31LA20	76.14%	23.86%

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LD12	64.66%	35.34%
	31LD13	71.93%	28.07%
	31LD14	50.26%	49.74%
	31LD15	89.54%	10.46%
	31LD16	3.69%	96.31%
	31LD17	14.03%	85.97%
	31LD18	5.79%	94.21%
	31LD19	7.13%	92.87%
	31LD20	12.71%	87.29%
	31LD21	5.37%	94.63%
	31LD22	88.43%	11.57%
	31LD23	84.20%	15.80%
	31LD24	59.12%	40.88%
	31LD25	6.95%	93.05%
	31LD26	34.41%	65.59%
	31LD27	91.84%	8.16%
	31LD28	76.71%	23.29%
	31LD29	13.28%	86.72%
	31LD30	0.00%	100.00%
	31LD31	74.26%	25.74%
	31LD32	64.26%	35.74%
	31LD33	74.20%	25.80%
	31LD34	97.45%	2.55%
	31LD35	98.46%	1.54%
	31LD36	5.16%	94.84%
	31LD37	92.42%	7.58%
	31LD38	94.25%	5.75%
	31LD39	97.06%	2.94%
	31LD40	95.62%	4.38%
	31LD41	97.12%	2.88%
	31LD42	87.99%	12.01%
31L Total		**83.11%**	**16.89%**
	31RD1	14.41%	85.59%
	31RD2	23.04%	76.96%
	31RD3	91.27%	8.73%
	31RD4	18.27%	81.73%
31R	31RD5	10.58%	89.42%
	31RD6	48.86%	51.14%
	31RD7	39.34%	60.66%
	31RD8	53.53%	46.47%
31R Total		**35.80%**	**64.20%**

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LA21	84.47%	15.53%
	31LA22	80.92%	19.08%
	31LA23	72.17%	27.83%
	31LA24	67.59%	32.41%
	31LA25	65.63%	34.37%
	31LA26	67.83%	32.17%
	31LA27	59.66%	40.34%
	31LA28	83.53%	16.47%
	31LA29	87.58%	12.42%
	31LA30	93.28%	6.72%
	31LA31	91.68%	8.32%
	31LA32	76.20%	23.80%
	31LA33	62.18%	37.82%
	31LA34	75.22%	24.78%
	31LA35	43.65%	56.35%
	31LA36	22.96%	77.04%
	31LA37	57.04%	42.96%
	31LA38	78.35%	21.65%
	31LA39	74.29%	25.71%
	31LA40	60.58%	39.42%
	31LA41	71.68%	28.32%
	31LA42	47.43%	52.57%
	31LA43	69.59%	30.41%
	31LA44	8.58%	91.42%
	31LA45	40.91%	59.09%
	31LA46	61.41%	38.59%
	31LA47	62.56%	37.44%
	31LA48	69.67%	30.33%
	31LA49	24.43%	75.57%
	31LA50	10.82%	89.18%
	31LA51	14.21%	85.79%
	31LA52	73.52%	26.48%
	31LA53	55.19%	44.81%
	31LA54	31.30%	68.70%
31L Total		**74.89%**	**25.11%**
	31RA1	54.49%	45.51%
	31RA2	46.93%	53.07%
	31RA3	80.89%	19.11%
	31RA4	82.19%	17.81%
	31RA5	78.11%	21.89%
	31RA6	84.13%	15.87%
	31RA7	75.26%	24.74%
	31RA8	88.74%	11.26%
	31RA9	80.88%	19.12%
	31RA10	64.25%	35.75%
	31RA11	88.26%	11.74%
	31RA12	27.36%	72.64%
31R	31RA13	13.79%	86.21%
	31RA14	77.74%	22.26%
	31RA15	69.69%	30.31%
	31RA16	82.83%	17.17%
	31RA17	84.69%	15.31%
	31RA18	31.67%	68.33%
	31RA19	63.09%	36.91%
	31RA20	17.40%	82.60%
	31RA21	0.00%	100.00%
	31RA22	26.90%	73.10%
	31RA23	0.00%	100.00%
	31RA24	75.66%	24.34%

ALTERNATIVE B (CONCRETE RUNWAY)
CONSTRUCTION PERIOD SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31RA25	61.41%	38.59%
	31RA26	13.48%	86.52%
	31RA27	10.56%	89.44%
	31RA28	55.65%	44.35%
	31RA29	26.11%	73.89%
	31RA30	0.00%	100.00%
	31RA31	20.51%	79.49%
31R Total		**71.74%**	**28.26%**

[1] Track 13RAX is the AEDT representation of the FAA-proposed temporary arrival procedure to Runway 13R.

Proposed Action Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

		Arrivals			Departures		
Airframe	Engine	% Day	% Night	Total	% Day	% Night	Total
7478	13GE157	64.46%	35.54%	100.00%	12.39%	87.61%	100.00%
Airbus A300B4-200 Series	3GE079	23.33%	76.67%	100.00%	68.72%	31.28%	100.00%
Airbus A300F4-600 Series	1PW056	21.78%	78.22%	100.00%	72.55%	27.45%	100.00%
Airbus A310-300 Series	1PW032	75.00%	25.00%	100.00%	33.33%	66.67%	100.00%
Airbus A318-100 Series	7PW083	99.41%	0.59%	100.00%	61.61%	38.39%	100.00%
Airbus A319-100 Series	7CM050	68.81%	31.19%	100.00%	73.45%	26.55%	100.00%
Airbus A320-200 Series	2CM018	60.53%	39.47%	100.00%	93.40%	6.60%	100.00%
Airbus A320-200 Series	3IA007	73.04%	26.96%	100.00%	80.51%	19.49%	100.00%
Airbus A321-200 Series	1IA005	63.63%	36.37%	100.00%	86.14%	13.86%	100.00%
Airbus A330-200 Series	1PW030	84.35%	15.65%	100.00%	80.20%	19.80%	100.00%
Airbus A330-300 Series	1PW059	91.02%	8.98%	100.00%	92.41%	7.59%	100.00%
Airbus A330-300 Series	CF680C	98.86%	1.14%	100.00%	93.68%	6.32%	100.00%
Airbus A340-200 Series	7CM049	91.93%	8.07%	100.00%	17.41%	82.59%	100.00%
Airbus A340-300 Series	7CM049	78.03%	21.97%	100.00%	82.44%	17.56%	100.00%
Airbus A340-500 Series	6RR041	50.27%	49.73%	100.00%	99.46%	0.54%	100.00%
Airbus A340-600 Series	6RR041	67.62%	32.38%	100.00%	94.64%	5.36%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	100.00%	0.00%	100.00%	95.66%	4.34%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	99.88%	0.12%	100.00%	62.93%	37.07%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	100.00%	0.00%	100.00%	91.67%	8.33%	100.00%
B787-8R	2GE048	96.82%	3.18%	100.00%	61.61%	38.39%	100.00%
Boeing 717-200 Series	4BR002	93.66%	6.34%	100.00%	93.56%	6.44%	100.00%
Boeing 727-200 Series Freighter	1PW004	100.00%	0.00%	100.00%	83.33%	16.67%	100.00%
Boeing 737-300 Series	1CM004	87.89%	12.11%	100.00%	100.00%	0.00%	100.00%
Boeing 737-300 Series Freighter	1CM004	81.82%	18.18%	100.00%	42.86%	57.14%	100.00%
Boeing 737-400 Series Freighter	1CM004	62.96%	37.04%	100.00%	55.56%	44.44%	100.00%
Boeing 737-600 Series	1CM007	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Boeing 737-700 Series	1CM007	93.34%	6.66%	100.00%	92.12%	7.88%	100.00%
Boeing 737-800 Series	4CM039	75.02%	24.98%	100.00%	88.42%	11.58%	100.00%
Boeing 737-900 Series	4CM039	80.85%	19.15%	100.00%	95.00%	5.00%	100.00%
Boeing 747-200 Series Freighter	1GE009	77.29%	22.71%	100.00%	71.83%	28.17%	100.00%
Boeing 747-200 Series Freighter	1PW022	78.05%	21.95%	100.00%	48.19%	51.81%	100.00%
Boeing 747-400 Series	1GE024	71.85%	28.15%	100.00%	60.06%	39.94%	100.00%
Boeing 747-400 Series Freighter	1PW055	68.05%	31.95%	100.00%	65.52%	34.48%	100.00%
Boeing 747-800 Freighter	2GE045	38.12%	61.88%	100.00%	45.19%	54.81%	100.00%
Boeing 757-200 Series	4PW073	68.33%	31.67%	100.00%	89.20%	10.80%	100.00%
Boeing 757-200 Series	5RR039	87.92%	12.08%	100.00%	87.84%	12.16%	100.00%
Boeing 757-200 Series Freighter	1RR012	96.09%	3.91%	100.00%	8.13%	91.87%	100.00%
Boeing 757-200 Series Freighter	4PW072	24.18%	75.82%	100.00%	37.77%	62.23%	100.00%
Boeing 757-300 Series	4PW073	99.63%	0.37%	100.00%	89.96%	10.04%	100.00%
Boeing 767-200 Series	1GE026	74.14%	25.86%	100.00%	91.33%	8.67%	100.00%
Boeing 767-200 Series	5PW074	41.67%	58.33%	100.00%	24.14%	75.86%	100.00%
Boeing 767-200 Series Freighter	1GE010	74.58%	25.42%	100.00%	29.22%	70.78%	100.00%
Boeing 767-300 ER	1RR011	88.46%	11.54%	100.00%	81.83%	18.17%	100.00%
Boeing 767-300 ER Freighter	12PW102	80.00%	20.00%	100.00%	11.22%	88.78%	100.00%
Boeing 767-400	3GE058	66.43%	33.57%	100.00%	71.67%	28.33%	100.00%
Boeing 777-200 Series	1PW041	85.63%	14.37%	100.00%	66.80%	33.20%	100.00%
Boeing 777-200-ER	1PW041	69.18%	30.82%	100.00%	52.80%	47.20%	100.00%
Boeing 777-300 ER	7GE099	81.43%	18.57%	100.00%	64.73%	35.27%	100.00%
Boeing 777-300 Series	6GE091	75.05%	24.95%	100.00%	68.55%	31.45%	100.00%
Boeing 787-900 Dreamliner	12GE155	96.37%	3.63%	100.00%	64.19%	35.81%	100.00%
Boeing DC-10-10 Series	3GE076	37.52%	62.48%	100.00%	70.62%	29.38%	100.00%
Boeing DC-10-30 Series	1GE009	44.19%	55.81%	100.00%	63.41%	36.59%	100.00%
Boeing MD-11 Freighter	1GE031	80.64%	19.36%	100.00%	27.27%	72.73%	100.00%
Boeing MD-11 Freighter	1PW052	85.22%	14.78%	100.00%	29.57%	70.43%	100.00%
Boeing MD-83	4PW068	93.33%	6.67%	100.00%	80.00%	20.00%	100.00%
Boeing MD-88	4PW068	90.58%	9.42%	100.00%	95.67%	4.33%	100.00%
Bombardier Challenger 600	5GE084	92.97%	7.03%	100.00%	92.90%	7.10%	100.00%
Bombardier CRJ-200	5GE084	87.09%	12.91%	100.00%	88.47%	11.53%	100.00%
Bombardier CRJ-700	5GE084	93.06%	6.94%	100.00%	92.49%	7.51%	100.00%
Bombardier CRJ-900	6GE092	96.13%	3.87%	100.00%	96.29%	3.71%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	92.31%	7.69%	100.00%	100.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	89.05%	10.95%	100.00%	88.45%	11.55%	100.00%
Britten-Norman BN-2 Islander	250B17	86.36%	13.64%	100.00%	86.36%	13.64%	100.00%
Cessna 172 Skyhawk	IO320	87.50%	12.50%	100.00%	85.00%	15.00%	100.00%
Cessna 182	IO360	100.00%	0.00%	100.00%	85.71%	14.29%	100.00%
Cessna 206	TIO540	88.89%	11.11%	100.00%	81.82%	18.18%	100.00%
Cessna 208 Caravan	PT6A14	92.98%	7.02%	100.00%	95.35%	4.65%	100.00%

Proposed Action Scenario - Arrival/Departure Day/Night Split by AEDT Aircraft

		Arrivals			Departures		
Airframe	**Engine**	**% Day**	**% Night**	**Total**	**% Day**	**% Night**	**Total**
Cessna 441 Conquest II	TPE10A	91.52%	8.48%	100.00%	92.50%	7.50%	100.00%
Cessna 500 Citation I	1PW035	97.30%	2.70%	100.00%	91.67%	8.33%	100.00%
Cessna 525 Citation Jet	10PW099	94.83%	5.17%	100.00%	91.67%	8.33%	100.00%
Cessna 550 Citation II	1PW036	87.37%	12.63%	100.00%	92.86%	7.14%	100.00%
Cessna 560 Citation V	1PW037	95.24%	4.76%	100.00%	86.84%	13.16%	100.00%
Cessna 560 Citation V	PW530	94.64%	5.36%	100.00%	93.86%	6.14%	100.00%
Cessna 560 Citation XLS	7PW078	91.43%	8.57%	100.00%	90.14%	9.86%	100.00%
Cessna 650 Citation III	1AS001	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	89.81%	10.19%	100.00%	91.45%	8.55%	100.00%
Cessna 750 Citation X	6AL021	92.37%	7.63%	100.00%	92.13%	7.87%	100.00%
CESSNA CITATION 510	PW615F	80.00%	20.00%	100.00%	88.89%	11.11%	100.00%
Dassault Falcon 20-C	1AS002	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Dornier 228-200 Series	PT6A28	91.36%	8.64%	100.00%	88.75%	11.25%	100.00%
Dornier 328-100 Series	PW119B	81.82%	18.18%	100.00%	72.73%	27.27%	100.00%
Eclipse 500 / PW610F	PW610F	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Embraer ERJ140	6AL014	98.88%	1.12%	100.00%	96.40%	3.60%	100.00%
Embraer ERJ145	6AL008	97.16%	2.84%	100.00%	94.84%	5.16%	100.00%
Embraer ERJ175	6GE095	88.14%	11.86%	100.00%	94.25%	5.75%	100.00%
Embraer ERJ190	6GE094	84.64%	15.36%	100.00%	79.43%	20.57%	100.00%
Gulfstream G400	6RR042	80.63%	19.37%	100.00%	79.26%	20.74%	100.00%
Gulfstream G500	3BR001	77.63%	22.37%	100.00%	77.63%	22.37%	100.00%
Israel IAI-1125 Astra	1AS002	89.16%	10.84%	100.00%	87.06%	12.94%	100.00%
Mitsubishi MU-300 Diamond	1PW037	88.68%	11.32%	100.00%	87.50%	12.50%	100.00%
Piper PA-28 Cherokee Series	IO320	71.43%	28.57%	100.00%	77.78%	22.22%	100.00%
Raytheon Beech 1900-D	PT67D	1.35%	98.65%	100.00%	1.35%	98.65%	100.00%
Raytheon Beech Baron 58	TIO540	80.91%	19.09%	100.00%	81.58%	18.42%	100.00%
Ryan Navion B	TIO540	94.12%	5.88%	100.00%	95.92%	4.08%	100.00%
Shorts 330	PT6A4A	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%
Grand Total		**79.57%**	**20.43%**	**100.00%**	**83.20%**	**16.80%**	**100.00%**

Proposed Action Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	6.65%	11.36%	13.57%	0.00%	40.72%	3.60%	4.43%	19.67%	100.00%
Airbus A300B4-200 Series	3GE079	4.88%	34.15%	7.32%	0.00%	31.71%	0.00%	2.44%	19.51%	100.00%
Airbus A300F4-600 Series	1PW056	9.09%	40.91%	0.00%	0.00%	27.27%	0.00%	0.00%	22.73%	100.00%
Airbus A310-300 Series	1PW032	0.00%	33.33%	33.33%	0.00%	0.00%	33.33%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	0.65%	20.48%	7.42%	0.00%	43.06%	3.71%	0.81%	23.87%	100.00%
Airbus A319-100 Series	7CM050	3.26%	16.90%	14.68%	0.26%	27.77%	4.67%	11.26%	21.20%	100.00%
Airbus A320-200 Series	2CM018	3.46%	16.60%	15.24%	0.28%	26.65%	4.76%	12.07%	20.95%	100.00%
Airbus A320-200 Series	3IA007	5.42%	17.16%	16.04%	0.07%	29.08%	4.55%	1.89%	25.79%	100.00%
Airbus A321-200 Series	1IA005	3.98%	16.86%	18.36%	0.03%	29.25%	4.85%	3.46%	23.21%	100.00%
Airbus A330-200 Series	1PW030	0.91%	18.55%	6.47%	0.13%	37.00%	2.63%	3.77%	30.54%	100.00%
Airbus A330-300 Series	1PW059	1.49%	17.44%	7.23%	0.10%	33.30%	2.13%	1.46%	36.85%	100.00%
Airbus A330-300 Series	CF680C	0.81%	18.71%	6.35%	0.13%	37.61%	2.71%	4.15%	29.52%	100.00%
Airbus A340-200 Series	7CM049	0.69%	19.28%	7.78%	0.00%	42.70%	2.53%	4.97%	22.04%	100.00%
Airbus A340-300 Series	7CM049	0.79%	20.00%	6.84%	0.00%	44.74%	2.89%	1.58%	23.16%	100.00%
Airbus A340-500 Series	6RR041	2.66%	16.96%	13.41%	0.22%	26.50%	2.77%	3.33%	34.15%	100.00%
Airbus A340-600 Series	6RR041	2.66%	16.96%	13.41%	0.22%	26.50%	2.77%	3.33%	34.15%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	4.05%	18.31%	9.51%	0.18%	28.17%	2.11%	14.24%	23.44%	100.00%
Airbus A380-800 Series/Trent 970	9EA001	2.85%	20.34%	8.05%	0.12%	35.41%	1.57%	12.02%	19.64%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	11.11%	22.22%	11.11%	0.00%	33.33%	0.00%	0.00%	22.22%	100.00%
B787-8R	2GE048	1.14%	20.82%	11.84%	0.11%	38.10%	3.66%	2.46%	21.85%	100.00%
Boeing 717-200 Series	4BR002	2.80%	20.86%	6.56%	0.43%	26.02%	4.95%	18.39%	20.00%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	57.14%	28.57%	0.00%	0.00%	0.00%	0.00%	14.29%	100.00%
Boeing 737-300 Series	1CM004	2.99%	17.96%	13.77%	0.00%	42.51%	4.79%	1.80%	16.17%	100.00%
Boeing 737-300 Series Freighter	1CM004	11.11%	11.11%	11.11%	11.11%	44.44%	0.00%	11.11%	0.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	0.00%	23.53%	0.00%	0.00%	35.29%	5.88%	17.65%	17.65%	100.00%
Boeing 737-600 Series	1CM007	4.96%	13.19%	20.29%	1.35%	26.27%	3.83%	17.36%	12.74%	100.00%
Boeing 737-700 Series	1CM007	4.92%	13.25%	20.46%	1.34%	26.38%	3.80%	17.22%	12.63%	100.00%
Boeing 737-800 Series	4CM039	4.25%	16.16%	17.69%	0.44%	27.14%	4.78%	11.51%	18.05%	100.00%
Boeing 737-900 Series	4CM039	4.25%	16.16%	17.69%	0.44%	27.14%	4.78%	11.51%	18.04%	100.00%
Boeing 747-200 Series Freighter	1GE009	1.45%	18.09%	14.76%	0.43%	36.76%	3.33%	5.93%	19.25%	100.00%
Boeing 747-200 Series Freighter	1PW022	7.81%	20.31%	10.94%	1.56%	23.44%	6.25%	6.25%	23.44%	100.00%
Boeing 747-400 Series	1GE024	2.43%	18.55%	8.69%	0.17%	38.38%	3.58%	3.60%	24.59%	100.00%
Boeing 747-400 Series Freighter	1PW055	3.48%	19.13%	6.96%	0.00%	43.48%	3.48%	2.61%	20.87%	100.00%
Boeing 747-800 Freighter	2GE045	7.73%	14.49%	11.11%	0.00%	31.40%	5.31%	12.56%	17.39%	100.00%
Boeing 757-200 Series	4PW073	2.34%	17.25%	16.20%	0.61%	32.80%	4.17%	12.75%	13.89%	100.00%
Boeing 757-200 Series	5RR039	3.42%	17.40%	14.25%	0.18%	31.07%	4.48%	3.42%	25.77%	100.00%
Boeing 757-200 Series Freighter	1RR012	3.25%	28.46%	7.32%	0.00%	28.46%	1.63%	2.44%	28.46%	100.00%
Boeing 757-200 Series Freighter	4PW072	1.61%	33.87%	6.45%	0.00%	28.23%	3.23%	5.65%	20.97%	100.00%
Boeing 757-300 Series	4PW073	0.00%	21.72%	9.74%	0.00%	52.43%	6.74%	0.00%	9.36%	100.00%
Boeing 767-200 Series	1GE026	2.43%	17.44%	7.51%	0.44%	31.35%	3.97%	2.65%	34.22%	100.00%
Boeing 767-200 Series	5PW074	0.00%	17.14%	14.29%	2.86%	25.71%	2.86%	20.00%	17.14%	100.00%
Boeing 767-200 Series Freighter	1GE010	1.12%	24.58%	8.38%	0.56%	21.79%	2.79%	1.12%	39.66%	100.00%
Boeing 767-300 ER	1RR011	1.92%	18.23%	8.49%	0.44%	34.26%	3.35%	10.14%	23.16%	100.00%
Boeing 767-300 ER Freighter	12PW102	1.32%	25.00%	5.26%	0.00%	36.84%	1.32%	1.32%	28.95%	100.00%
Boeing 767-400	3GE058	2.08%	18.86%	8.40%	0.29%	35.81%	3.08%	7.64%	23.84%	100.00%
Boeing 777-200 Series	1PW041	0.72%	19.72%	8.08%	0.02%	36.59%	3.11%	2.07%	29.69%	100.00%
Boeing 777-200-ER	1PW041	0.77%	18.85%	7.56%	0.03%	39.32%	3.43%	1.39%	28.66%	100.00%
Boeing 777-300 ER	7GE099	1.63%	20.15%	10.66%	0.12%	34.72%	2.80%	1.11%	28.81%	100.00%
Boeing 777-300 Series	6GE091	1.54%	20.02%	10.60%	0.11%	35.13%	2.96%	1.70%	27.94%	100.00%
Boeing 787-900 Dreamliner	12GE155	1.14%	20.82%	11.84%	0.11%	38.10%	3.66%	2.46%	21.85%	100.00%
Boeing DC-10-10 Series	3GE076	1.89%	28.77%	11.32%	0.00%	39.15%	4.25%	0.94%	13.68%	100.00%
Boeing DC-10-30 Series	1GE009	0.00%	10.53%	10.53%	0.00%	52.63%	5.26%	0.00%	21.05%	100.00%
Boeing MD-11 Freighter	1GE031	5.59%	19.41%	11.18%	0.00%	41.45%	5.92%	1.32%	15.13%	100.00%
Boeing MD-11 Freighter	1PW052	3.06%	17.35%	15.31%	0.00%	40.82%	7.14%	0.00%	16.33%	100.00%
Boeing MD-83	4PW068	0.00%	14.29%	0.00%	0.00%	42.86%	21.43%	7.14%	14.29%	100.00%
Boeing MD-88	4PW068	4.44%	19.34%	12.91%	0.51%	30.93%	4.34%	14.77%	12.77%	100.00%
Bombardier Challenger 600	5GE084	4.07%	15.12%	12.21%	2.91%	23.84%	11.05%	22.67%	8.14%	100.00%
Bombardier CRJ-200	5GE084	4.40%	15.92%	15.76%	0.36%	28.24%	5.52%	12.24%	17.56%	100.00%
Bombardier CRJ-700	5GE084	4.55%	16.61%	16.13%	0.73%	25.47%	4.75%	15.66%	16.10%	100.00%
Bombardier CRJ-900	6GE092	4.55%	16.61%	16.13%	0.73%	25.47%	4.75%	15.66%	16.10%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	16.67%	25.00%	8.33%	0.00%	33.33%	16.67%	0.00%	0.00%	100.00%
Bombardier Learjet 35	1AS001	9.38%	10.83%	12.50%	3.54%	22.50%	10.63%	23.54%	7.08%	100.00%
Britten-Norman BN-2 Islander	250B17	26.32%	0.00%	5.26%	5.26%	15.79%	15.79%	15.79%	15.79%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	0.00%	10.71%	25.00%	7.14%	35.71%	21.43%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	11.11%	44.44%	22.22%	11.11%	11.11%	100.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	12.50%	0.00%	12.50%	75.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	5.38%	13.79%	2.17%	2.48%	33.36%	14.71%	18.65%	9.45%	100.00%
Cessna 441 Conquest II	TPE10A	9.26%	16.24%	9.26%	2.28%	25.76%	11.42%	18.66%	7.11%	100.00%

Proposed Action Scenario - Daytime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	8.33%	11.11%	2.78%	5.56%	22.22%	16.67%	25.00%	8.33%	100.00%
Cessna 525 Citation Jet	10PW099	10.00%	12.73%	11.82%	0.91%	25.45%	9.09%	20.00%	10.00%	100.00%
Cessna 550 Citation II	1PW036	3.61%	25.30%	16.87%	6.02%	20.48%	6.02%	16.87%	4.82%	100.00%
Cessna 560 Citation V	1PW037	7.50%	12.50%	22.50%	7.50%	20.00%	12.50%	17.50%	0.00%	100.00%
Cessna 560 Citation V	PW530	7.55%	15.09%	13.21%	2.83%	23.58%	6.60%	23.58%	7.55%	100.00%
Cessna 560 Citation XLS	7PW078	7.03%	17.19%	16.41%	1.56%	24.61%	8.20%	17.19%	7.81%	100.00%
Cessna 650 Citation III	1AS001	7.69%	15.38%	0.00%	7.69%	23.08%	15.38%	30.77%	0.00%	100.00%
Cessna 680 Citation Sovereign	7PW080	7.22%	11.34%	13.40%	5.15%	29.90%	8.25%	18.56%	6.19%	100.00%
Cessna 750 Citation X	6AL021	5.50%	10.09%	15.60%	1.83%	28.44%	8.26%	22.02%	8.26%	100.00%
CESSNA CITATION 510	PW615F	0.00%	50.00%	0.00%	0.00%	12.50%	25.00%	0.00%	12.50%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	14.29%	14.29%	0.00%	28.57%	14.29%	21.43%	7.14%	100.00%
Dornier 228-200 Series	PT6A28	6.76%	12.16%	4.05%	1.35%	33.78%	17.57%	17.57%	6.76%	100.00%
Dornier 328-100 Series	PW119B	0.00%	44.44%	0.00%	0.00%	22.22%	11.11%	0.00%	22.22%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	14.29%	0.00%	0.00%	42.86%	0.00%	28.57%	14.29%	100.00%
Embraer ERJ140	6AL014	4.69%	16.81%	13.65%	0.43%	24.72%	3.99%	8.68%	27.02%	100.00%
Embraer ERJ145	6AL008	5.56%	14.58%	18.92%	0.70%	23.00%	4.95%	13.69%	18.59%	100.00%
Embraer ERJ175	6GE095	5.68%	12.50%	15.91%	0.00%	17.05%	3.41%	18.18%	27.27%	100.00%
Embraer ERJ190	6GE094	3.87%	17.52%	13.67%	0.05%	29.51%	4.12%	1.73%	29.52%	100.00%
Gulfstream G400	6RR042	3.25%	18.83%	11.69%	2.60%	27.27%	7.14%	20.78%	8.44%	100.00%
Gulfstream G500	3BR001	7.63%	18.64%	11.86%	4.24%	27.97%	5.08%	14.41%	10.17%	100.00%
Israel IAI-1125 Astra	1AS002	4.06%	14.70%	16.81%	0.33%	28.78%	5.10%	14.01%	16.22%	100.00%
Mitsubishi MU-300 Diamond	1PW037	1.42%	12.06%	9.93%	0.00%	32.62%	9.22%	29.08%	5.67%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	0.00%	0.00%	0.00%	30.00%	10.00%	30.00%	30.00%	100.00%
Raytheon Beech 1900-D	PT67D	0.00%	0.00%	0.00%	0.00%	33.63%	33.63%	0.00%	32.75%	100.00%
Raytheon Beech Baron 58	TIO540	5.62%	7.87%	5.62%	2.25%	22.47%	22.47%	16.85%	16.85%	100.00%
Ryan Navion B	TIO540	9.38%	3.13%	3.13%	4.17%	27.08%	18.75%	23.96%	10.42%	100.00%
Shorts 330	PT6A4A	13.99%	15.02%	0.00%	27.98%	27.98%	0.00%	15.02%	0.00%	100.00%
Grand Total		**3.74%**	**17.37%**	**14.12%**	**0.35%**	**29.79%**	**4.30%**	**8.04%**	**22.29%**	**100.00%**

Proposed Action Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	7.04%	12.56%	12.06%	2.01%	20.10%	2.01%	11.56%	32.66%	100.00%
Airbus A300B4-200 Series	3GE079	2.17%	21.01%	8.70%	0.00%	20.29%	2.17%	1.45%	44.20%	100.00%
Airbus A300F4-600 Series	1PW056	3.80%	22.78%	3.80%	0.00%	12.66%	2.53%	3.80%	50.63%	100.00%
Airbus A310-300 Series	1PW032	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	0.63%	19.05%	11.43%	0.63%	16.51%	1.27%	7.30%	43.17%	100.00%
Airbus A319-100 Series	7CM050	1.15%	17.24%	13.16%	0.41%	21.88%	1.89%	8.13%	36.15%	100.00%
Airbus A320-200 Series	2CM018	1.52%	15.81%	14.39%	0.25%	25.83%	2.34%	8.74%	31.12%	100.00%
Airbus A320-200 Series	3IA007	3.66%	15.43%	11.71%	0.09%	21.21%	2.30%	3.07%	42.53%	100.00%
Airbus A321-200 Series	1IA005	2.11%	16.09%	13.54%	0.26%	24.11%	2.00%	3.56%	38.32%	100.00%
Airbus A330-200 Series	1PW030	1.45%	17.69%	9.99%	0.00%	24.09%	2.07%	3.74%	40.97%	100.00%
Airbus A330-300 Series	1PW059	1.68%	16.95%	9.62%	0.00%	25.13%	2.28%	3.73%	40.61%	100.00%
Airbus A330-300 Series	CF680C	0.00%	21.97%	12.12%	0.00%	17.42%	0.76%	3.79%	43.94%	100.00%
Airbus A340-200 Series	7CM049	0.00%	8.01%	42.31%	0.00%	27.52%	1.89%	0.94%	19.33%	100.00%
Airbus A340-300 Series	7CM049	0.00%	20.73%	3.66%	0.00%	18.29%	4.88%	2.44%	50.00%	100.00%
Airbus A340-500 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A340-600 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
B787-8R	2GE048	0.00%	22.11%	8.50%	0.00%	20.41%	1.70%	6.80%	40.48%	100.00%
Boeing 717-200 Series	4BR002	0.00%	7.94%	6.35%	1.59%	20.63%	0.00%	36.51%	26.98%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series	1CM004	0.00%	13.04%	13.04%	0.00%	52.17%	0.00%	8.70%	13.04%	100.00%
Boeing 737-300 Series Freighter	1CM004	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	0.00%	20.00%	20.00%	0.00%	30.00%	10.00%	20.00%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	5.20%	13.86%	10.40%	0.00%	30.07%	1.73%	12.13%	26.61%	100.00%
Boeing 737-800 Series	4CM039	2.44%	15.26%	13.34%	0.81%	24.48%	1.63%	18.79%	23.26%	100.00%
Boeing 737-900 Series	4CM039	2.44%	15.25%	13.34%	0.81%	24.47%	1.63%	18.79%	23.26%	100.00%
Boeing 747-200 Series Freighter	1GE009	2.96%	7.39%	13.30%	0.00%	27.09%	2.46%	15.76%	31.03%	100.00%
Boeing 747-200 Series Freighter	1PW022	5.56%	5.56%	11.11%	0.00%	27.78%	0.00%	5.56%	44.44%	100.00%
Boeing 747-400 Series	1GE024	4.01%	14.97%	9.46%	0.50%	19.98%	2.94%	11.70%	36.45%	100.00%
Boeing 747-400 Series Freighter	1PW055	3.70%	5.56%	5.56%	0.00%	18.52%	1.85%	24.07%	40.74%	100.00%
Boeing 747-800 Freighter	2GE045	6.55%	8.63%	9.52%	0.30%	21.73%	2.38%	27.38%	23.51%	100.00%
Boeing 757-200 Series	4PW073	2.44%	17.92%	10.50%	0.87%	22.87%	2.25%	22.16%	20.99%	100.00%
Boeing 757-200 Series	5RR039	2.19%	12.83%	15.89%	0.15%	29.01%	3.06%	3.35%	33.53%	100.00%
Boeing 757-200 Series Freighter	1RR012	0.00%	20.00%	20.00%	0.00%	20.00%	0.00%	0.00%	40.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	3.81%	22.59%	9.90%	0.51%	14.72%	2.79%	8.63%	37.06%	100.00%
Boeing 757-300 Series	4PW073	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Boeing 767-200 Series	1GE026	3.16%	13.92%	3.80%	0.00%	17.09%	0.63%	4.43%	56.96%	100.00%
Boeing 767-200 Series	5PW074	2.04%	4.08%	28.57%	2.04%	18.37%	2.04%	16.33%	26.53%	100.00%
Boeing 767-200 Series Freighter	1GE010	3.28%	21.31%	3.28%	0.00%	18.03%	1.64%	3.28%	49.18%	100.00%
Boeing 767-300 ER	1RR011	3.90%	18.11%	7.05%	1.51%	16.90%	1.47%	32.19%	18.87%	100.00%
Boeing 767-300 ER Freighter	12PW102	0.00%	31.58%	10.53%	0.00%	10.53%	0.00%	0.00%	47.37%	100.00%
Boeing 767-400	3GE058	2.58%	22.09%	7.05%	0.62%	16.22%	1.80%	11.42%	38.22%	100.00%
Boeing 777-200 Series	1PW041	2.48%	21.68%	8.66%	0.47%	15.34%	1.72%	14.77%	34.89%	100.00%
Boeing 777-200-ER	1PW041	1.43%	17.86%	5.71%	0.71%	25.00%	3.57%	2.14%	43.57%	100.00%
Boeing 777-300 ER	7GE099	1.28%	18.47%	9.93%	0.05%	22.18%	1.52%	2.92%	43.65%	100.00%
Boeing 777-300 Series	6GE091	1.71%	18.87%	9.83%	0.10%	21.94%	1.36%	3.57%	42.62%	100.00%
Boeing 787-900 Dreamliner	12GE155	0.00%	22.41%	8.62%	0.00%	20.69%	1.72%	6.90%	39.66%	100.00%
Boeing DC-10-10 Series	3GE076	3.68%	20.68%	7.08%	0.00%	14.16%	3.12%	4.53%	46.74%	100.00%
Boeing DC-10-30 Series	1GE009	0.00%	25.00%	4.17%	0.00%	20.83%	4.17%	0.00%	45.83%	100.00%
Boeing MD-11 Freighter	1GE031	6.85%	5.48%	8.22%	0.00%	27.40%	2.74%	15.07%	34.25%	100.00%
Boeing MD-11 Freighter	1PW052	0.00%	17.65%	5.88%	0.00%	17.65%	5.88%	5.88%	47.06%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	3.61%	17.05%	6.23%	0.98%	25.90%	1.31%	36.39%	8.52%	100.00%
Bombardier Challenger 600	5GE084	7.69%	23.08%	0.00%	7.69%	23.08%	0.00%	38.46%	0.00%	100.00%
Bombardier CRJ-200	5GE084	0.82%	14.56%	16.48%	0.00%	30.22%	1.65%	4.12%	32.14%	100.00%
Bombardier CRJ-700	5GE084	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier CRJ-900	6GE092	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Bombardier Learjet 35	1AS001	1.69%	13.56%	1.69%	5.08%	23.73%	10.17%	35.59%	8.47%	100.00%
Britten-Norman BN-2 Islander	250B17	0.00%	0.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	25.00%	0.00%	0.00%	50.00%	25.00%	0.00%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	0.00%	0.00%	0.00%	0.00%	10.93%	17.81%	64.37%	6.88%	100.00%
Cessna 441 Conquest II	TPE10A	0.00%	12.33%	13.72%	24.65%	12.33%	0.00%	36.98%	0.00%	100.00%

Proposed Action Scenario - Nighttime Arrival Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	0.00%	33.33%	16.67%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Cessna 550 Citation II	1PW036	8.33%	16.67%	16.67%	8.33%	16.67%	0.00%	33.33%	0.00%	100.00%
Cessna 560 Citation V	1PW037	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Cessna 560 Citation V	PW530	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	50.00%	16.67%	100.00%
Cessna 560 Citation XLS	7PW078	0.00%	20.83%	4.17%	0.00%	16.67%	4.17%	54.17%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	0.00%	27.27%	18.18%	9.09%	9.09%	18.18%	18.18%	0.00%	100.00%
Cessna 750 Citation X	6AL021	0.00%	11.11%	0.00%	0.00%	44.44%	22.22%	22.22%	0.00%	100.00%
CESSNA CITATION 510	PW615F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	28.57%	0.00%	14.29%	0.00%	0.00%	0.00%	57.14%	0.00%	100.00%
Dornier 328-100 Series	PW119B	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	5.26%	15.79%	13.16%	0.00%	15.79%	2.63%	18.42%	28.95%	100.00%
Embraer ERJ145	6AL008	3.95%	14.12%	7.06%	0.85%	24.29%	1.41%	29.10%	19.21%	100.00%
Embraer ERJ175	6GE095	0.00%	33.33%	33.33%	0.00%	16.67%	0.00%	16.67%	0.00%	100.00%
Embraer ERJ190	6GE094	2.21%	14.90%	11.26%	0.08%	25.79%	2.95%	2.66%	40.16%	100.00%
Gulfstream G400	6RR042	2.70%	16.22%	5.41%	2.70%	13.51%	10.81%	45.95%	2.70%	100.00%
Gulfstream G500	3BR001	2.94%	17.65%	11.76%	5.88%	11.76%	11.76%	35.29%	2.94%	100.00%
Israel IAI-1125 Astra	1AS002	0.79%	17.73%	15.87%	0.00%	29.10%	1.59%	3.97%	30.95%	100.00%
Mitsubishi MU-300 Diamond	1PW037	0.00%	38.89%	0.00%	5.56%	11.11%	5.56%	38.89%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	25.00%	0.00%	50.00%	0.00%	25.00%	0.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	13.00%	9.42%	13.00%	0.00%	10.76%	10.31%	4.93%	38.57%	100.00%
Raytheon Beech Baron 58	TIO540	9.52%	0.00%	4.76%	14.29%	9.52%	4.76%	42.86%	14.29%	100.00%
Ryan Navion B	TIO540	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	66.67%	0.00%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**2.64%**	**16.20%**	**11.61%**	**0.46%**	**22.78%**	**2.22%**	**10.20%**	**33.88%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

Proposed Action Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	7.04%	12.56%	12.06%	2.01%	20.10%	2.01%	11.56%	32.66%	100.00%
Airbus A300B4-200 Series	3GE079	2.17%	21.01%	8.70%	0.00%	20.29%	2.17%	1.45%	44.20%	100.00%
Airbus A300F4-600 Series	1PW056	3.80%	22.78%	3.80%	0.00%	12.66%	2.53%	3.80%	50.63%	100.00%
Airbus A310-300 Series	1PW032	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	0.63%	19.05%	11.43%	0.63%	16.51%	1.27%	7.30%	43.17%	100.00%
Airbus A319-100 Series	7CM050	1.15%	17.24%	13.16%	0.41%	21.88%	1.89%	8.13%	36.15%	100.00%
Airbus A320-200 Series	2CM018	1.52%	15.81%	14.39%	0.25%	25.83%	2.34%	8.74%	31.12%	100.00%
Airbus A320-200 Series	3IA007	3.66%	15.43%	11.71%	0.09%	21.21%	2.30%	3.07%	42.53%	100.00%
Airbus A321-200 Series	1IA005	2.11%	16.09%	13.54%	0.26%	24.11%	2.00%	3.56%	38.32%	100.00%
Airbus A330-200 Series	1PW030	1.45%	17.69%	9.99%	0.00%	24.09%	2.07%	3.74%	40.97%	100.00%
Airbus A330-300 Series	1PW059	1.68%	16.95%	9.62%	0.00%	25.13%	2.28%	3.73%	40.61%	100.00%
Airbus A330-300 Series	CF680C	0.00%	21.97%	12.12%	0.00%	17.42%	0.76%	3.79%	43.94%	100.00%
Airbus A340-200 Series	7CM049	0.00%	8.01%	42.31%	0.00%	27.52%	1.89%	0.94%	19.33%	100.00%
Airbus A340-300 Series	7CM049	0.00%	20.73%	3.66%	0.00%	18.29%	4.88%	2.44%	50.00%	100.00%
Airbus A340-500 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A340-600 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
B787-8R	2GE048	0.00%	22.11%	8.50%	0.00%	20.41%	1.70%	6.80%	40.48%	100.00%
Boeing 717-200 Series	4BR002	0.00%	7.94%	6.35%	1.59%	20.63%	0.00%	36.51%	26.98%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series	1CM004	0.00%	13.04%	13.04%	0.00%	52.17%	0.00%	8.70%	13.04%	100.00%
Boeing 737-300 Series Freighter	1CM004	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	0.00%	20.00%	20.00%	0.00%	30.00%	10.00%	20.00%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	5.20%	13.86%	10.40%	0.00%	30.07%	1.73%	12.13%	26.61%	100.00%
Boeing 737-800 Series	4CM039	2.44%	15.26%	13.34%	0.81%	24.48%	1.63%	18.79%	23.26%	100.00%
Boeing 737-900 Series	4CM039	2.44%	15.25%	13.34%	0.81%	24.47%	1.63%	18.79%	23.26%	100.00%
Boeing 747-200 Series Freighter	1GE009	2.96%	7.39%	13.30%	0.00%	27.09%	2.46%	15.76%	31.03%	100.00%
Boeing 747-200 Series Freighter	1PW022	5.56%	5.56%	11.11%	0.00%	27.78%	0.00%	5.56%	44.44%	100.00%
Boeing 747-400 Series	1GE024	4.01%	14.97%	9.46%	0.50%	19.98%	2.94%	11.70%	36.45%	100.00%
Boeing 747-400 Series Freighter	1PW055	3.70%	5.56%	5.56%	0.00%	18.52%	1.85%	24.07%	40.74%	100.00%
Boeing 747-800 Freighter	2GE045	6.55%	8.63%	9.52%	0.30%	21.73%	2.38%	27.38%	23.51%	100.00%
Boeing 757-200 Series	4PW073	2.44%	17.92%	10.50%	0.87%	22.87%	2.25%	22.16%	20.99%	100.00%
Boeing 757-200 Series	5RR039	2.19%	12.83%	15.89%	0.15%	29.01%	3.06%	3.35%	33.53%	100.00%
Boeing 757-200 Series Freighter	1RR012	0.00%	20.00%	20.00%	0.00%	20.00%	0.00%	0.00%	40.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	3.81%	22.59%	9.90%	0.51%	14.72%	2.79%	8.63%	37.06%	100.00%
Boeing 757-300 Series	4PW073	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Boeing 767-200 Series	1GE026	3.16%	13.92%	3.80%	0.00%	17.09%	0.63%	4.43%	56.96%	100.00%
Boeing 767-200 Series	5PW074	2.04%	4.08%	28.57%	2.04%	18.37%	2.04%	16.33%	26.53%	100.00%
Boeing 767-200 Series Freighter	1GE010	3.28%	21.31%	3.28%	0.00%	18.03%	1.64%	3.28%	49.18%	100.00%
Boeing 767-300 ER	1RR011	3.90%	18.11%	7.05%	1.51%	16.90%	1.47%	32.19%	18.87%	100.00%
Boeing 767-300 ER Freighter	12PW102	0.00%	31.58%	10.53%	0.00%	10.53%	0.00%	0.00%	47.37%	100.00%
Boeing 767-400	3GE058	2.58%	22.09%	7.05%	0.62%	16.22%	1.80%	11.42%	38.22%	100.00%
Boeing 777-200 Series	1PW041	2.48%	21.68%	8.66%	0.47%	15.34%	1.72%	14.77%	34.89%	100.00%
Boeing 777-200-ER	1PW041	1.43%	17.86%	5.71%	0.71%	25.00%	3.57%	2.14%	43.57%	100.00%
Boeing 777-300 ER	7GE099	1.28%	18.47%	9.93%	0.05%	22.18%	1.52%	2.92%	43.65%	100.00%
Boeing 777-300 Series	6GE091	1.71%	18.87%	9.83%	0.10%	21.94%	1.36%	3.57%	42.62%	100.00%
Boeing 787-900 Dreamliner	12GE155	0.00%	22.41%	8.62%	0.00%	20.69%	1.72%	6.90%	39.66%	100.00%
Boeing DC-10-10 Series	3GE076	3.68%	20.68%	7.08%	0.00%	14.16%	3.12%	4.53%	46.74%	100.00%
Boeing DC-10-30 Series	1GE009	0.00%	25.00%	4.17%	0.00%	20.83%	4.17%	0.00%	45.83%	100.00%
Boeing MD-11 Freighter	1GE031	6.85%	5.48%	8.22%	0.00%	27.40%	2.74%	15.07%	34.25%	100.00%
Boeing MD-11 Freighter	1PW052	0.00%	17.65%	5.88%	0.00%	17.65%	5.88%	5.88%	47.06%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	3.61%	17.05%	6.23%	0.98%	25.90%	1.31%	36.39%	8.52%	100.00%
Bombardier Challenger 600	5GE084	7.69%	23.08%	0.00%	7.69%	23.08%	0.00%	38.46%	0.00%	100.00%
Bombardier CRJ-200	5GE084	0.82%	14.56%	16.48%	0.00%	30.22%	1.65%	4.12%	32.14%	100.00%
Bombardier CRJ-700	5GE084	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier CRJ-900	6GE092	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Bombardier Learjet 35	1AS001	1.69%	13.56%	1.69%	5.08%	23.73%	10.17%	35.59%	8.47%	100.00%
Britten-Norman BN-2 Islander	250B17	0.00%	0.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	25.00%	0.00%	0.00%	50.00%	25.00%	0.00%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	0.00%	0.00%	0.00%	0.00%	10.93%	17.81%	64.37%	6.88%	100.00%
Cessna 441 Conquest II	TPE10A	0.00%	12.33%	13.72%	24.65%	12.33%	0.00%	36.98%	0.00%	100.00%

Proposed Action Scenario - Daytime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	0.00%	33.33%	16.67%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Cessna 550 Citation II	1PW036	8.33%	16.67%	16.67%	8.33%	16.67%	0.00%	33.33%	0.00%	100.00%
Cessna 560 Citation V	1PW037	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Cessna 560 Citation V	PW530	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	50.00%	16.67%	100.00%
Cessna 560 Citation XLS	7PW078	0.00%	20.83%	4.17%	0.00%	16.67%	4.17%	54.17%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	0.00%	27.27%	18.18%	9.09%	9.09%	18.18%	18.18%	0.00%	100.00%
Cessna 750 Citation X	6AL021	0.00%	11.11%	0.00%	0.00%	44.44%	22.22%	22.22%	0.00%	100.00%
CESSNA CITATION 510	PW615F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	28.57%	0.00%	14.29%	0.00%	0.00%	0.00%	57.14%	0.00%	100.00%
Dornier 328-100 Series	PW119B	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	5.26%	15.79%	13.16%	0.00%	15.79%	2.63%	18.42%	28.95%	100.00%
Embraer ERJ145	6AL008	3.95%	14.12%	7.06%	0.85%	24.29%	1.41%	29.10%	19.21%	100.00%
Embraer ERJ175	6GE095	0.00%	33.33%	33.33%	0.00%	16.67%	0.00%	16.67%	0.00%	100.00%
Embraer ERJ190	6GE094	2.21%	14.90%	11.26%	0.08%	25.79%	2.95%	2.66%	40.16%	100.00%
Gulfstream G400	6RR042	2.70%	16.22%	5.41%	2.70%	13.51%	10.81%	45.95%	2.70%	100.00%
Gulfstream G500	3BR001	2.94%	17.65%	11.76%	5.88%	11.76%	11.76%	35.29%	2.94%	100.00%
Israel IAI-1125 Astra	1AS002	0.79%	17.73%	15.87%	0.00%	29.10%	1.59%	3.97%	30.95%	100.00%
Mitsubishi MU-300 Diamond	1PW037	0.00%	38.89%	0.00%	5.56%	11.11%	5.56%	38.89%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	25.00%	0.00%	50.00%	0.00%	25.00%	0.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	13.00%	9.42%	13.00%	0.00%	10.76%	10.31%	4.93%	38.57%	100.00%
Raytheon Beech Baron 58	TIO540	9.52%	0.00%	4.76%	14.29%	9.52%	4.76%	42.86%	14.29%	100.00%
Ryan Navion B	TIO540	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	66.67%	0.00%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**2.64%**	**16.20%**	**11.61%**	**0.46%**	**22.78%**	**2.22%**	**10.20%**	**33.88%**	**100.00%**

Proposed Action Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
7478	13GE157	7.04%	12.56%	12.06%	2.01%	20.10%	2.01%	11.56%	32.66%	100.00%
Airbus A300B4-200 Series	3GE079	2.17%	21.01%	8.70%	0.00%	20.29%	2.17%	1.45%	44.20%	100.00%
Airbus A300F4-600 Series	1PW056	3.80%	22.78%	3.80%	0.00%	12.66%	2.53%	3.80%	50.63%	100.00%
Airbus A310-300 Series	1PW032	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Airbus A318-100 Series	7PW083	0.63%	19.05%	11.43%	0.63%	16.51%	1.27%	7.30%	43.17%	100.00%
Airbus A319-100 Series	7CM050	1.15%	17.24%	13.16%	0.41%	21.88%	1.89%	8.13%	36.15%	100.00%
Airbus A320-200 Series	2CM018	1.52%	15.81%	14.39%	0.25%	25.83%	2.34%	8.74%	31.12%	100.00%
Airbus A320-200 Series	3IA007	3.66%	15.43%	11.71%	0.09%	21.21%	2.30%	3.07%	42.53%	100.00%
Airbus A321-200 Series	1IA005	2.11%	16.09%	13.54%	0.26%	24.11%	2.00%	3.56%	38.32%	100.00%
Airbus A330-200 Series	1PW030	1.45%	17.69%	9.99%	0.00%	24.09%	2.07%	3.74%	40.97%	100.00%
Airbus A330-300 Series	1PW059	1.68%	16.95%	9.62%	0.00%	25.13%	2.28%	3.73%	40.61%	100.00%
Airbus A330-300 Series	CF680C	0.00%	21.97%	12.12%	0.00%	17.42%	0.76%	3.79%	43.94%	100.00%
Airbus A340-200 Series	7CM049	0.00%	8.01%	42.31%	0.00%	27.52%	1.89%	0.94%	19.33%	100.00%
Airbus A340-300 Series	7CM049	0.00%	20.73%	3.66%	0.00%	18.29%	4.88%	2.44%	50.00%	100.00%
Airbus A340-500 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A340-600 Series	6RR041	1.25%	17.50%	7.29%	0.21%	20.42%	1.67%	2.50%	49.17%	100.00%
Airbus A380-800 Series/Trent 970	6GE087	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Airbus A380-800 Series/Trent 970	9EA001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	100.00%
ATR 72-600 Freighter	BIZHEAVYPROP_F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
B787-8R	2GE048	0.00%	22.11%	8.50%	0.00%	20.41%	1.70%	6.80%	40.48%	100.00%
Boeing 717-200 Series	4BR002	0.00%	7.94%	6.35%	1.59%	20.63%	0.00%	36.51%	26.98%	100.00%
Boeing 727-200 Series Freighter	1PW004	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-300 Series	1CM004	0.00%	13.04%	13.04%	0.00%	52.17%	0.00%	8.70%	13.04%	100.00%
Boeing 737-300 Series Freighter	1CM004	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	50.00%	100.00%
Boeing 737-400 Series Freighter	1CM004	0.00%	20.00%	20.00%	0.00%	30.00%	10.00%	20.00%	0.00%	100.00%
Boeing 737-600 Series	1CM007	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Boeing 737-700 Series	1CM007	5.20%	13.86%	10.40%	0.00%	30.07%	1.73%	12.13%	26.61%	100.00%
Boeing 737-800 Series	4CM039	2.44%	15.26%	13.34%	0.81%	24.48%	1.63%	18.79%	23.26%	100.00%
Boeing 737-900 Series	4CM039	2.44%	15.25%	13.34%	0.81%	24.47%	1.63%	18.79%	23.26%	100.00%
Boeing 747-200 Series Freighter	1GE009	2.96%	7.39%	13.30%	0.00%	27.09%	2.46%	15.76%	31.03%	100.00%
Boeing 747-200 Series Freighter	1PW022	5.56%	5.56%	11.11%	0.00%	27.78%	0.00%	5.56%	44.44%	100.00%
Boeing 747-400 Series	1GE024	4.01%	14.97%	9.46%	0.50%	19.98%	2.94%	11.70%	36.45%	100.00%
Boeing 747-400 Series Freighter	1PW055	3.70%	5.56%	5.56%	0.00%	18.52%	1.85%	24.07%	40.74%	100.00%
Boeing 747-800 Freighter	2GE045	6.55%	8.63%	9.52%	0.30%	21.73%	2.38%	27.38%	23.51%	100.00%
Boeing 757-200 Series	4PW073	2.44%	17.92%	10.50%	0.87%	22.87%	2.25%	22.16%	20.99%	100.00%
Boeing 757-200 Series	5RR039	2.19%	12.83%	15.89%	0.15%	29.01%	3.06%	3.35%	33.53%	100.00%
Boeing 757-200 Series Freighter	1RR012	0.00%	20.00%	20.00%	0.00%	20.00%	0.00%	0.00%	40.00%	100.00%
Boeing 757-200 Series Freighter	4PW072	3.81%	22.59%	9.90%	0.51%	14.72%	2.79%	8.63%	37.06%	100.00%
Boeing 757-300 Series	4PW073	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Boeing 767-200 Series	1GE026	3.16%	13.92%	3.80%	0.00%	17.09%	0.63%	4.43%	56.96%	100.00%
Boeing 767-200 Series	5PW074	2.04%	4.08%	28.57%	2.04%	18.37%	2.04%	16.33%	26.53%	100.00%
Boeing 767-200 Series Freighter	1GE010	3.28%	21.31%	3.28%	0.00%	18.03%	1.64%	3.28%	49.18%	100.00%
Boeing 767-300 ER	1RR011	3.90%	18.11%	7.05%	1.51%	16.90%	1.47%	32.19%	18.87%	100.00%
Boeing 767-300 ER Freighter	12PW102	0.00%	31.58%	10.53%	0.00%	10.53%	0.00%	0.00%	47.37%	100.00%
Boeing 767-400	3GE058	2.58%	22.09%	7.05%	0.62%	16.22%	1.80%	11.42%	38.22%	100.00%
Boeing 777-200 Series	1PW041	2.48%	21.68%	8.66%	0.47%	15.34%	1.72%	14.77%	34.89%	100.00%
Boeing 777-200-ER	1PW041	1.43%	17.86%	5.71%	0.71%	25.00%	3.57%	2.14%	43.57%	100.00%
Boeing 777-300 ER	7GE099	1.28%	18.47%	9.93%	0.05%	22.18%	1.52%	2.92%	43.65%	100.00%
Boeing 777-300 Series	6GE091	1.71%	18.87%	9.83%	0.10%	21.94%	1.36%	3.57%	42.62%	100.00%
Boeing 787-900 Dreamliner	12GE155	0.00%	22.41%	8.62%	0.00%	20.69%	1.72%	6.90%	39.66%	100.00%
Boeing DC-10-10 Series	3GE076	3.68%	20.68%	7.08%	0.00%	14.16%	3.12%	4.53%	46.74%	100.00%
Boeing DC-10-30 Series	1GE009	0.00%	25.00%	4.17%	0.00%	20.83%	4.17%	0.00%	45.83%	100.00%
Boeing MD-11 Freighter	1GE031	6.85%	5.48%	8.22%	0.00%	27.40%	2.74%	15.07%	34.25%	100.00%
Boeing MD-11 Freighter	1PW052	0.00%	17.65%	5.88%	0.00%	17.65%	5.88%	5.88%	47.06%	100.00%
Boeing MD-83	4PW068	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
Boeing MD-88	4PW068	3.61%	17.05%	6.23%	0.98%	25.90%	1.31%	36.39%	8.52%	100.00%
Bombardier Challenger 600	5GE084	7.69%	23.08%	0.00%	7.69%	23.08%	0.00%	38.46%	0.00%	100.00%
Bombardier CRJ-200	5GE084	0.82%	14.56%	16.48%	0.00%	30.22%	1.65%	4.12%	32.14%	100.00%
Bombardier CRJ-700	5GE084	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier CRJ-900	6GE092	1.97%	12.60%	15.22%	0.92%	31.36%	2.62%	17.19%	18.11%	100.00%
Bombardier de Havilland Dash 8 Q300	PW123	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%
Bombardier Learjet 35	1AS001	1.69%	13.56%	1.69%	5.08%	23.73%	10.17%	35.59%	8.47%	100.00%
Britten-Norman BN-2 Islander	250B17	0.00%	0.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%	100.00%
Cessna 172 Skyhawk	IO320	0.00%	0.00%	25.00%	0.00%	0.00%	50.00%	25.00%	0.00%	100.00%
Cessna 182	IO360	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 206	TIO540	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 208 Caravan	PT6A14	0.00%	0.00%	0.00%	0.00%	10.93%	17.81%	64.37%	6.88%	100.00%
Cessna 441 Conquest II	TPE10A	0.00%	12.33%	13.72%	24.65%	12.33%	0.00%	36.98%	0.00%	100.00%

Proposed Action Scenario - Nighttime Departure Runway Use Percentages

Airframe	Engine	04L	04R	13L	13R	22L	22R	31L	31R	Grand Total
Cessna 500 Citation I	1PW035	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Cessna 525 Citation Jet	10PW099	0.00%	33.33%	16.67%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Cessna 550 Citation II	1PW036	8.33%	16.67%	16.67%	8.33%	16.67%	0.00%	33.33%	0.00%	100.00%
Cessna 560 Citation V	1PW037	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Cessna 560 Citation V	PW530	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	50.00%	16.67%	100.00%
Cessna 560 Citation XLS	7PW078	0.00%	20.83%	4.17%	0.00%	16.67%	4.17%	54.17%	0.00%	100.00%
Cessna 650 Citation III	1AS001	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Cessna 680 Citation Sovereign	7PW080	0.00%	27.27%	18.18%	9.09%	9.09%	18.18%	18.18%	0.00%	100.00%
Cessna 750 Citation X	6AL021	0.00%	11.11%	0.00%	0.00%	44.44%	22.22%	22.22%	0.00%	100.00%
CESSNA CITATION 510	PW615F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Dassault Falcon 20-C	1AS002	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Dornier 228-200 Series	PT6A28	28.57%	0.00%	14.29%	0.00%	0.00%	0.00%	57.14%	0.00%	100.00%
Dornier 328-100 Series	PW119B	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	100.00%
Eclipse 500 / PW610F	PW610F	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Embraer ERJ140	6AL014	5.26%	15.79%	13.16%	0.00%	15.79%	2.63%	18.42%	28.95%	100.00%
Embraer ERJ145	6AL008	3.95%	14.12%	7.06%	0.85%	24.29%	1.41%	29.10%	19.21%	100.00%
Embraer ERJ175	6GE095	0.00%	33.33%	33.33%	0.00%	16.67%	0.00%	16.67%	0.00%	100.00%
Embraer ERJ190	6GE094	2.21%	14.90%	11.26%	0.08%	25.79%	2.95%	2.66%	40.16%	100.00%
Gulfstream G400	6RR042	2.70%	16.22%	5.41%	2.70%	13.51%	10.81%	45.95%	2.70%	100.00%
Gulfstream G500	3BR001	2.94%	17.65%	11.76%	5.88%	11.76%	11.76%	35.29%	2.94%	100.00%
Israel IAI-1125 Astra	1AS002	0.79%	17.73%	15.87%	0.00%	29.10%	1.59%	3.97%	30.95%	100.00%
Mitsubishi MU-300 Diamond	1PW037	0.00%	38.89%	0.00%	5.56%	11.11%	5.56%	38.89%	0.00%	100.00%
Piper PA-28 Cherokee Series	IO320	0.00%	25.00%	0.00%	50.00%	0.00%	25.00%	0.00%	0.00%	100.00%
Raytheon Beech 1900-D	PT67D	13.00%	9.42%	13.00%	0.00%	10.76%	10.31%	4.93%	38.57%	100.00%
Raytheon Beech Baron 58	TIO540	9.52%	0.00%	4.76%	14.29%	9.52%	4.76%	42.86%	14.29%	100.00%
Ryan Navion B	TIO540	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	66.67%	0.00%	100.00%
Shorts 330	PT6A4A	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Grand Total		**2.64%**	**16.20%**	**11.61%**	**0.46%**	**22.78%**	**2.22%**	**10.20%**	**33.88%**	**100.00%**

Note: Aircraft with a total of 0% means there were no nighttime operations recorded.

PROPOSED ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LD1	100.00%	0.00%
	04LD2	65.98%	34.02%
	04LD3	77.94%	22.06%
	04LD4	68.54%	31.46%
	04LD5	88.71%	11.29%
	04LD6	70.76%	29.24%
	04LD7	82.36%	17.64%
	04LD8	66.75%	33.25%
	04LD9	82.54%	17.46%
	04LD10	81.40%	18.60%
	04LD11	28.71%	71.29%
	04LD12	17.74%	82.26%
	04LD13	100.00%	0.00%
	04LD14	91.36%	8.64%
	04LD15	89.97%	10.03%
	04LD16	91.07%	8.93%
	04LD17	87.31%	12.69%
	04LD18	95.78%	4.22%
	04LD19	71.63%	28.37%
	04LD20	73.91%	26.09%
04L	04LD21	85.76%	14.24%
	04LD22	10.18%	89.82%
	04LD23	84.15%	15.85%
	04LD24	69.79%	30.21%
	04LD25	94.38%	5.62%
	04LD26	91.37%	8.63%
	04LD27	86.85%	13.15%
	04LD28	80.17%	19.83%
	04LD29	93.91%	6.09%
	04LD30	75.56%	24.44%
	04LD31	83.56%	16.44%
	04LD32	33.82%	66.18%
	04LD33	80.48%	19.52%
	04LD34	71.60%	28.40%
	04LD35	100.00%	0.00%
	04LD36	71.67%	28.33%
	04LD37	69.69%	30.31%
	04LD38	77.42%	22.58%
	04LD39	93.11%	6.89%
	04LD40	60.58%	39.42%
	04LD41	81.15%	18.85%
04L Total		**83.73%**	**16.27%**
	04RD1	57.20%	42.80%
	04RD2	82.10%	17.90%
	04RD3	79.70%	20.30%
04R	04RD4	66.68%	33.32%
	04RD5	61.76%	38.24%
	04RD6	86.69%	13.31%
04R Total		**72.98%**	**27.02%**
	13LD1	49.60%	50.40%
	13LD2	76.29%	23.71%
	13LD3	68.55%	31.45%
	13LD4	67.64%	32.36%
13L	13LD5	94.18%	5.82%
	13LD6	58.92%	41.08%
	13LD7	36.10%	63.90%
	13LD8	41.41%	58.59%
	13LD9	29.51%	70.49%
13L Total		**52.16%**	**47.84%**
13R	13RD1	69.97%	30.03%

PROPOSED ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	04LA1	93.62%	6.38%
	04LA2	98.25%	1.75%
	04LA3	83.23%	16.77%
	04LA4	87.44%	12.56%
	04LA5	97.36%	2.64%
	04LA6	60.84%	39.16%
	04LA7	80.32%	19.68%
	04LA8	93.60%	6.40%
	04LA9	72.95%	27.05%
04L	04LA10	53.93%	46.07%
	04LA11	60.15%	39.85%
	04LA12	63.50%	36.50%
	04LA13	24.35%	75.65%
	04LA14	34.68%	65.32%
	04LA15	0.00%	100.00%
	04LA16	71.40%	28.60%
	04LA17	88.91%	11.09%
	04LA18	16.83%	83.17%
	04LA19	18.14%	81.86%
	04LA20	0.00%	100.00%
04L Total		**84.65%**	**15.35%**
	04RA1	96.10%	3.90%
	04RA2	94.59%	5.41%
	04RA3	81.94%	18.06%
	04RA4	86.86%	13.14%
	04RA5	69.97%	30.03%
	04RA6	60.83%	39.17%
	04RA7	74.80%	25.20%
	04RA8	97.59%	2.41%
	04RA9	88.85%	11.15%
	04RA10	85.27%	14.73%
	04RA11	71.49%	28.51%
	04RA12	81.33%	18.67%
04R	04RA13	2.50%	97.50%
	04RA14	13.65%	86.35%
	04RA15	15.27%	84.73%
	04RA16	18.39%	81.61%
	04RA17	92.00%	8.00%
	04RA18	89.85%	10.15%
	04RA19	57.18%	42.82%
	04RA20	73.35%	26.65%
	04RA21	29.67%	70.33%
	04RA22	6.02%	93.98%
	04RA23	0.00%	100.00%
	04RA24	9.79%	90.21%
	04RA25	55.13%	44.87%
04R Total		**80.69%**	**19.31%**
	13LA1	71.26%	28.74%
	13LA2	44.78%	55.22%
	13LA3	95.78%	4.22%
	13LA4	97.88%	2.12%
	13LA5	83.41%	16.59%
	13LA6	96.50%	3.50%
13L	13LA7	86.17%	13.83%
	13LA8	94.95%	5.05%
	13LA9	88.87%	11.13%
	13LA10	90.94%	9.06%
	13LA11	90.60%	9.40%
	13LA12	93.42%	6.58%
	13LA13	61.29%	38.71%

PROPOSED ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	13RD2	72.16%	27.84%
	13RD3	42.57%	57.43%
	13RD4	89.24%	10.76%
	13RD5	71.59%	28.41%
	13RD6	69.30%	30.70%
	13RD7	67.89%	32.11%
	13RD8	87.70%	12.30%
	13RD9	52.89%	47.11%
	13RD10	75.05%	24.95%
	13RD11	91.43%	8.57%
	13RD12	96.39%	3.61%
	13RD13	79.47%	20.53%
	13RD14	96.11%	3.89%
	13RD15	77.10%	22.90%
	13RD16	94.40%	5.60%
	13RD17	44.36%	55.64%
	13RD18	75.70%	24.30%
	13RD19	91.23%	8.77%
	13RD20	71.10%	28.90%
	13RD21	87.74%	12.26%
	13RD22	77.01%	22.99%
	13RD23	96.96%	3.04%
	13RD24	92.40%	7.60%
	13RD25	100.00%	0.00%
	13RD26	95.16%	4.84%
	13RD27	96.32%	3.68%
	13RD28	82.66%	17.34%
	13RD29	91.24%	8.76%
	13RD30	96.41%	3.59%
	13RD31	77.80%	22.20%
	13RD32	89.35%	10.65%
	13RD33	97.59%	2.41%
	13RD34	89.68%	10.32%
	13RD35	79.23%	20.77%
	13RD36	90.07%	9.93%
	13RD37	93.62%	6.38%
	13RD38	92.89%	7.11%
	13RD39	86.14%	13.86%
	13RD40	79.96%	20.04%
	13RD41	68.54%	31.46%
	13RD42	67.46%	32.54%
	13RD43	81.17%	18.83%
	13RD44	87.68%	12.32%
	13RD45	86.41%	13.59%
	13RD46	81.94%	18.06%
	13RD47	65.71%	34.29%
	13RD48	88.07%	11.93%
	13RD49	93.27%	6.73%
	13RD50	95.80%	4.20%
	13RD51	92.61%	7.39%
	13RD52	94.03%	5.97%
	13RD53	82.02%	17.98%
	13RD54	93.21%	6.79%
13R Total		**85.01%**	**14.99%**
22L	22LD1	84.62%	15.38%
	22LD2	100.00%	0.00%
	22LD3	84.57%	15.43%
	22LD4	70.44%	29.56%
	22LD5	95.79%	4.21%
	22LD6	88.48%	11.52%

PROPOSED ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	13LA14	83.83%	16.17%
	13LA15	92.52%	7.48%
	13LA16	97.90%	2.10%
	13LA17	91.78%	8.22%
	13LA18	96.41%	3.59%
	13LA19	98.84%	1.16%
	13LA20	72.75%	27.25%
	13LA21	85.88%	14.12%
	13LA22	83.03%	16.97%
	13LA23	85.30%	14.70%
	13LA24	87.52%	12.48%
	13LA25	80.50%	19.50%
	13LA26	87.26%	12.74%
	13LA27	58.38%	41.62%
	13LA28	22.52%	77.48%
	13LA29	27.51%	72.49%
	13LA30	85.60%	14.40%
	13LA31	5.93%	94.07%
	13LA32	76.03%	23.97%
	13LA33	77.36%	22.64%
	13LA34	75.35%	24.65%
	13LA35	77.56%	22.44%
	13LA36	78.98%	21.02%
	13LA37	52.90%	47.10%
	13LA38	91.60%	8.40%
	13LA39	94.60%	5.40%
	13LA40	87.52%	12.48%
	13LA41	11.70%	88.30%
	13LA42	73.37%	26.63%
	13LA43	17.16%	82.84%
13L Total		**82.57%**	**17.43%**
13R	13RA1	77.00%	23.00%
	13RA2	100.00%	0.00%
	13RA3	72.61%	27.39%
	13RA4	56.89%	43.11%
	13RA5	100.00%	0.00%
	13RA6	75.84%	24.16%
	13RA7	72.73%	27.27%
13R Total		**74.46%**	**25.54%**
22L	22LA1	88.90%	11.10%
	22LA2	99.13%	0.87%
	22LA3	54.54%	45.46%
	22LA4	100.00%	0.00%
	22LA5	13.00%	87.00%
	22LA6	88.83%	11.17%
	22LA7	82.88%	17.12%
	22LA8	89.08%	10.92%
	22LA9	100.00%	0.00%
	22LA10	71.77%	28.23%
	22LA11	100.00%	0.00%
	22LA12	93.76%	6.24%
	22LA13	61.58%	38.42%
	22LA14	91.83%	8.17%
	22LA15	100.00%	0.00%
	22LA16	92.68%	7.32%
	22LA17	98.35%	1.65%
	22LA18	59.77%	40.23%
	22LA19	92.94%	7.06%
	22LA20	98.83%	1.17%
	22LA21	100.00%	0.00%

PROPOSED ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
22L Total		**86.76%**	**13.24%**
22R	22RD1	97.03%	2.97%
	22RD2	78.74%	21.26%
	22RD3	90.17%	9.83%
	22RD4	80.18%	19.82%
	22RD5	79.64%	20.36%
	22RD6	70.58%	29.42%
	22RD7	75.76%	24.24%
	22RD8	84.43%	15.57%
	22RD9	78.63%	21.37%
	22RD10	80.56%	19.44%
	22RD11	75.41%	24.59%
	22RD12	89.49%	10.51%
	22RD13	82.17%	17.83%
	22RD14	80.43%	19.57%
	22RD15	0.00%	100.00%
	22RD16	5.26%	94.74%
	22RD17	94.58%	5.42%
	22RD18	19.50%	80.50%
	22RD19	93.48%	6.52%
	22RD20	93.52%	6.48%
	22RD21	61.09%	38.91%
	22RD22	77.54%	22.46%
	22RD23	89.39%	10.61%
	22RD24	70.03%	29.97%
	22RD25	82.57%	17.43%
	22RD26	95.18%	4.82%
	22RD27	80.07%	19.93%
	22RD28	35.19%	64.81%
	22RD29	83.43%	16.57%
	22RD30	61.96%	38.04%
	22RD31	59.69%	40.31%
	22RD32	88.20%	11.80%
	22RD33	67.69%	32.31%
	22RD34	76.81%	23.19%
	22RD35	87.54%	12.46%
	22RD36	78.36%	21.64%
	22RD37	42.86%	57.14%
	22RD38	75.90%	24.10%
	22RD39	72.77%	27.23%
	22RD40	96.02%	3.98%
	22RD41	81.69%	18.31%
	22RD42	100.00%	0.00%
	22RD43	83.96%	16.04%
	22RD44	94.89%	5.11%
22R Total		**82.62%**	**17.38%**
31L	31LD1	54.86%	45.14%
	31LD2	48.87%	51.13%
	31LD3	48.64%	51.36%
	31LD4	21.73%	78.27%
	31LD5	59.19%	40.81%
	31LD6	60.23%	39.77%
	31LD7	70.06%	29.94%
	31LD8	86.79%	13.21%
	31LD9	70.65%	29.35%
	31LD10	40.99%	59.01%
	31LD11	36.18%	63.82%
	31LD12	64.13%	35.87%
	31LD13	71.69%	28.31%
	31LD14	49.78%	50.22%

PROPOSED ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	22LA22	79.47%	20.53%
	22LA23	84.94%	15.06%
	22LA24	80.97%	19.03%
	22LA25	97.61%	2.39%
	22LA26	21.24%	78.76%
	22LA27	97.95%	2.05%
	22LA28	9.10%	90.90%
	22LA29	91.77%	8.23%
	22LA30	78.66%	21.34%
	22LA31	83.35%	16.65%
	22LA32	97.86%	2.14%
	22LA33	17.03%	82.97%
22L Total		**83.59%**	**16.41%**
22R	22RA1	74.16%	25.84%
	22RA2	92.84%	7.16%
	22RA3	82.90%	17.10%
	22RA4	43.85%	56.15%
	22RA5	61.87%	38.13%
	22RA6	83.93%	16.07%
	22RA7	92.99%	7.01%
	22RA8	91.12%	8.88%
	22RA9	91.08%	8.92%
	22RA10	83.23%	16.77%
	22RA11	88.48%	11.52%
	22RA12	93.71%	6.29%
	22RA13	90.29%	9.71%
	22RA14	95.59%	4.41%
	22RA15	17.24%	82.76%
	22RA16	17.53%	82.47%
	22RA17	41.61%	58.39%
	22RA18	0.00%	100.00%
	22RA19	45.30%	54.70%
	22RA20	87.43%	12.57%
	22RA21	92.92%	7.08%
	22RA22	89.36%	10.64%
22R Total		**88.29%**	**11.71%**
31L	31LA1	35.40%	64.60%
	31LA2	88.34%	11.66%
	31LA3	83.02%	16.98%
	31LA4	90.66%	9.34%
	31LA5	90.36%	9.64%
	31LA6	87.73%	12.27%
	31LA7	80.27%	19.73%
	31LA8	85.82%	14.18%
	31LA9	84.25%	15.75%
	31LA10	67.89%	32.11%
	31LA11	72.19%	27.81%
	31LA12	88.60%	11.40%
	31LA13	6.41%	93.59%
	31LA14	12.32%	87.68%
	31LA15	0.00%	100.00%
	31LA16	5.58%	94.42%
	31LA17	0.00%	100.00%
	31LA18	26.00%	74.00%
	31LA19	15.54%	84.46%
	31LA20	76.40%	23.60%
	31LA21	84.31%	15.69%
	31LA22	81.47%	18.53%
	31LA23	75.08%	24.92%
	31LA24	64.78%	35.22%

PROPOSED ACTION SCENARIO
DEPARTURE FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LD15	89.46%	10.54%
	31LD16	3.53%	96.47%
	31LD17	12.86%	87.14%
	31LD18	5.77%	94.23%
	31LD19	6.98%	93.02%
	31LD20	12.13%	87.87%
	31LD21	5.37%	94.63%
	31LD22	88.36%	11.64%
	31LD23	84.24%	15.76%
	31LD24	58.89%	41.11%
	31LD25	6.94%	93.06%
	31LD26	34.34%	65.66%
	31LD27	91.77%	8.23%
	31LD28	76.54%	23.46%
	31LD29	13.26%	86.74%
	31LD30	0.00%	100.00%
	31LD31	73.89%	26.11%
	31LD32	63.37%	36.63%
	31LD33	73.92%	26.08%
	31LD34	97.51%	2.49%
	31LD35	98.46%	1.54%
	31LD36	5.07%	94.93%
	31LD37	92.34%	7.66%
	31LD38	94.23%	5.77%
	31LD39	97.01%	2.99%
	31LD40	95.54%	4.46%
	31LD41	97.16%	2.84%
	31LD42	87.89%	12.11%
31L Total		**83.00%**	**17.00%**
31R	31RD1	14.43%	85.57%
	31RD2	23.03%	76.97%
	31RD3	91.28%	8.72%
	31RD4	18.16%	81.84%
	31RD5	10.57%	89.43%
	31RD6	48.85%	51.15%
	31RD7	39.34%	60.66%
	31RD8	53.54%	46.46%
31R Total		**35.78%**	**64.22%**

PROPOSED ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31LA25	64.29%	35.71%
	31LA26	70.72%	29.28%
	31LA27	60.07%	39.93%
	31LA28	81.72%	18.28%
	31LA29	86.33%	13.67%
	31LA30	94.64%	5.36%
	31LA31	92.54%	7.46%
	31LA32	78.24%	21.76%
	31LA33	60.49%	39.51%
	31LA34	74.63%	25.37%
	31LA35	44.00%	56.00%
	31LA36	18.36%	81.64%
	31LA37	58.58%	41.42%
	31LA38	79.35%	20.65%
	31LA39	75.57%	24.43%
	31LA40	63.52%	36.48%
	31LA41	72.76%	27.24%
	31LA42	53.59%	46.41%
	31LA43	70.10%	29.90%
	31LA44	12.01%	87.99%
	31LA45	50.98%	49.02%
	31LA46	62.32%	37.68%
	31LA47	64.12%	35.88%
	31LA48	72.04%	27.96%
	31LA49	29.37%	70.63%
	31LA50	12.85%	87.15%
	31LA51	13.25%	86.75%
	31LA52	75.72%	24.28%
	31LA53	63.51%	36.49%
	31LA54	44.92%	55.08%
31L Total		**75.43%**	**24.57%**
31R	31RA1	54.49%	45.51%
	31RA2	46.91%	53.09%
	31RA3	80.89%	19.11%
	31RA4	82.51%	17.49%
	31RA5	78.57%	21.43%
	31RA6	85.00%	15.00%
	31RA7	76.38%	23.62%
	31RA8	88.74%	11.26%
	31RA9	80.88%	19.12%
	31RA10	64.25%	35.75%
	31RA11	88.26%	11.74%
	31RA12	27.36%	72.64%
	31RA13	13.79%	86.21%
	31RA14	77.80%	22.20%
	31RA15	69.85%	30.15%
	31RA16	82.83%	17.17%
	31RA17	84.69%	15.31%
	31RA18	31.67%	68.33%
	31RA19	63.09%	36.91%
	31RA20	20.17%	79.83%
	31RA21	0.00%	100.00%
	31RA22	26.90%	73.10%
	31RA23	0.00%	100.00%
	31RA24	75.97%	24.03%
	31RA25	61.61%	38.39%
	31RA26	13.48%	86.52%
	31RA27	10.56%	89.44%
	31RA28	55.65%	44.35%
	31RA29	26.11%	73.89%

PROPOSED ACTION SCENARIO
ARRIVAL FLIGHT TRACK UTILIZATION

Runway	Track ID	Day%	Night%
	31RA30	0.00%	100.00%
	31RA31	20.51%	79.49%
31R Total		**71.93%**	**28.07%**

APPENDIX C-2

FAA Concurrence with Modeling Approach and Scenarios

From: Andrew.Brooks@faa.gov
Sent: Tuesday, February 13, 2018 12:01 PM
To: klamond@panynj.gov; rtamburro@panynj.gov; ayousuf@panynj.gov; jherndon@panynj.gov; astachula@panynj.gov; Steven Alverson; Michael Arnold; CWeed@VHB.com; PByrne@VHB.com; elizabeththompson@VHB.com; Chris Sequeira; erogak@panynj.gov
Cc: Marie.Jenet@faa.gov; gail.butler@faa.gov; steven.kapsalis@faa.gov; patricia.henn@faa.gov; evelyn.martinez@faa.gov; Sukhbir.Gill@faa.gov; Frank.Smigelski@faa.gov; sean.doyle@faa.gov; joseph.dipardo@faa.gov; Michon.Powell@faa.gov
Subject: RE: Guidance on Noise Modeling for JFK 13L/31R EA
Attachments: DRAFT JFK Modeling Approach 2-8-17.docx; DRAFT Operations - Impacts During Construction.xlsx

Katie,

I just received confirmation from both JFK Tower and the TRACON that they are comfortable with the assumptions as depicted.

Thank you,

Andrew Brooks
Environmental Program Manager
Federal Aviation Administration
Eastern Regional Office
1 Aviation Plaza
Jamaica, NY 11434
Phone: 718-553-2511

From: Lamond, Kathryn [mailto:klamond@panynj.gov]
Sent: Tuesday, February 06, 2018 12:22 PM
To: Brooks, Andrew (FAA) <Andrew.Brooks@faa.gov>; rtamburro@panynj.gov; Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Stachula, Anna <astachula@panynj.gov>; SAlverson@esassoc.com; MArnold@ESASSOC.com; CWeed@VHB.com; PByrne@VHB.com; elizabeththompson@VHB.com; Christopher Sequeira <CSequeira@esassoc.com>; Rogak, Elizabeth <erogak@panynj.gov>
Cc: Jenet, Marie (FAA) <Marie.Jenet@faa.gov>; Butler, Gail (FAA) <gail.butler@faa.gov>; Kapsalis, Steven (FAA) <steven.kapsalis@faa.gov>; Henn, Patricia (FAA) <patricia.henn@faa.gov>; Martinez, Evelyn (FAA) <evelyn.martinez@faa.gov>; Gill, Sukhbir (FAA) <Sukhbir.Gill@faa.gov>; Smigelski, Frank (FAA) <Frank.Smigelski@faa.gov>; Doyle, Sean (FAA) <sean.doyle@faa.gov>; Dipardo, Joseph (FAA) <joseph.dipardo@faa.gov>; Powell, Michon (FAA) <Michon.Powell@faa.gov>
Subject: RE: Guidance on Noise Modeling for JFK 13L/31R EA

Andrew,

Thank you for your review and initial questions. We offer the following responses and additional information:

1) You are correct. The 864 assumption was for both closure periods in 2019. Attached please find the revised matrix with the correction. Regarding your request for total numbers, we request that we finalize the assumptions prior to calculating the number of operations.
2) During the closure periods, we assume that the primary configuration of the airport will change to using the 4/22 runways, with 31L as a second departure runway. We assume that operating JFK with a single runway configuration on 13R/31L will only be used as a last resort and that is why the majority of the 13R/31L operations were shifted to the 4/22 runways.
3) Runway 13L/31R will be open during the summer, but construction will be occurring on the intersection of Taxiways U/V/A/B and the new high-speed taxiway, therefore making taxiways V and W unavailable south of the runway. So the assumption is that the runway will not be used for 13L departures or for 31R arrivals. As requested in #1, can we please finalize the assumptions prior to calculating the number of operations?

Please let us know if you have additional comments or questions.

Thanks,
Katie

From: Andrew.Brooks@faa.gov [mailto:Andrew.Brooks@faa.gov]
Sent: Tuesday, February 06, 2018 7:33 AM
To: Lamond, Kathryn <klamond@panynj.gov>; Tamburro, Ralph <rtamburro@panynj.gov>; Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Stachula, Anna <astachula@panynj.gov>; SAlverson@esassoc.com; MArnold@ESASSOC.com; CWeed@VHB.com; PByrne@VHB.com; elizabeththompson@VHB.com; Christopher Sequeira <CSequeira@esassoc.com>; Rogak, Elizabeth <erogak@panynj.gov>
Cc: Marie.Jenet@faa.gov; gail.butler@faa.gov; steven.kapsalis@faa.gov; patricia.henn@faa.gov; evelyn.martinez@faa.gov; Sukhbir.Gill@faa.gov; Frank.Smigelski@faa.gov; sean.doyle@faa.gov; joseph.dipardo@faa.gov; Michon.Powell@faa.gov
Subject: RE: Guidance on Noise Modeling for JFK 13L/31R EA

Katie,

I have the following questions prior to coordinating with ATO for validation of the utilization assumptions:

1) During Mar 1 – May 31, Arrivals to 13L indicate that 864 arrivals would be assigned to 13R. Is this intended to be 864 arrivals just for Mar 1- May 31 or is the 864 inclusive of the Sep 3 – Nov 14 period of closure as well? Also, could you stipulate the total number of arrivals that would need to be moved so that we know the portion of the overall total that would be assigned to 13R and what 25% of the balance would be as well. Could you also provide overall numbers for 31R? It would be helpful to see the values requested for 13L and 31R as total numbers and average per day of construction numbers as well.

2) During Mar 1 – May 31, why are departures on 13R/31L reassigned to 4L/22R? 13R/31L should not be operationally affected other than increasing arrivals on the new procedure to 13R. Also, why are the departures for 13L/31R being assigned to 4L/22R rather than 13R/31L?

3) The proposed reallocation of traffic during Jun 1 – Sep 2 shows that 13L/31R would pretty much only be open to 13L arrivals. Our understanding of the operation during this period was that the runway would be open. If these assumptions are true, please provide values (as in comment 1 above) for the operations to be reassigned.

These are my initial questions; however, there may be more to follow. I will let you know as soon as I can if others are forthcoming. Let me know if you or the team need to discuss these.

Thanks,

Andrew Brooks
Environmental Program Manager
Federal Aviation Administration
Eastern Regional Office
1 Aviation Plaza
Jamaica, NY 11434
Phone: 718-553-2511

From: Lamond, Kathryn [mailto:klamond@panynj.gov]
Sent: Monday, February 05, 2018 2:36 PM
To: Brooks, Andrew (FAA) <Andrew.Brooks@faa.gov>; rtamburro@panynj.gov; Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Stachula, Anna <astachula@panynj.gov>; SAlverson@esassoc.com; MArnold@ESASSOC.com; CWeed@VHB.com; PByrne@VHB.com; elizabeththompson@VHB.com; Christopher Sequeira <CSequeira@esassoc.com>; Rogak, Elizabeth <erogak@panynj.gov>
Cc: Jenet, Marie (FAA) <Marie.Jenet@faa.gov>; Butler, Gail (FAA) <gail.butler@faa.gov>; Kapsalis, Steven (FAA) <steven.kapsalis@faa.gov>; Henn, Patricia (FAA) <patricia.henn@faa.gov>; Martinez, Evelyn (FAA) <evelyn.martinez@faa.gov>; Gill, Sukhbir (FAA) <Sukhbir.Gill@faa.gov>; Smigelski, Frank (FAA) <Frank.Smigelski@faa.gov>; Doyle, Sean (FAA) <sean.doyle@faa.gov>; Dipardo, Joseph (FAA) <joseph.dipardo@faa.gov>; Powell, Michon (FAA) <Michon.Powell@faa.gov>
Subject: RE: Guidance on Noise Modeling for JFK 13L/31R EA

Andrew,

Attached please find the assumptions for the Impacts During Construction noise model. The assumptions reflect the assumed operations at JFK during the various phases of construction in 2019. You will note however, that even though 13L-31R will be open during Jun 1-Sept 2, it will be operating with restrictions while the adjacent taxiways are under construction. The attached assumptions also reflect the substantial completion of the project by November 15th, thereby impacting the A380 operations. To clarify, we will model an annual average day for the entire 2019 year with the following assumptions:

Jan 1-Feb 28: Full operation of all four runways at the airport
Mar 1-May 31: Operation changed to reflect the closure of RW 13L/31R
Jun 1-Sep 2: Operation changed to reflect the operational restrictions on RW 13L/31R
Sep 3- Nov 14: Operation changed to reflect the closure of RW 13L/31R
Nov 15- Dec 31: Operation changed to reflect substantial completion of the project

Please let me know if you have any questions or require additional information for your consultation with ATO.

Thanks,
Katie

From: Andrew.Brooks@faa.gov [mailto:Andrew.Brooks@faa.gov]
Sent: Friday, February 02, 2018 7:37 AM
To: Lamond, Kathryn <klamond@panynj.gov>; Tamburro, Ralph <rtamburro@panynj.gov>; Yousuf, Adeel <ayousuf@panynj.gov>; Herndon, Jane <jherndon@panynj.gov>; Stachula, Anna <astachula@panynj.gov>; SAlverson@esassoc.com; MArnold@ESASSOC.com; CWeed@VHB.com; PByrne@VHB.com; elizabeththompson@VHB.com; Christopher Sequeira <CSequeira@esassoc.com>; Rogak, Elizabeth <erogak@panynj.gov>

Cc: Marie.Jenet@faa.gov; gail.butler@faa.gov; steven.kapsalis@faa.gov; patricia.henn@faa.gov; evelyn.martinez@faa.gov; Sukhbir.Gill@faa.gov; Frank.Smigelski@faa.gov; sean.doyle@faa.gov; joseph.dipardo@faa.gov; Michon.Powell@faa.gov
Subject: Guidance on Noise Modeling for JFK 13L/31R EA

Good Morning Everyone,

For the noise analysis demonstrating the temporary impacts during construction, contour for 2019 should be based on the annual average day for the entire year with the following assumption:

Jan 1-Feb 29: Full operation of all four runways at the airport
Mar 1-Jun 1: Operation changed to reflect the closure of RW 13L/31R
Jun2-Sep 4: Full operation of all four runways at the airport
Sep 5- Nov 15: Operation changed to reflect the closure of RW 13L/31R
Nov 16- Dec 31: Full operation of all four runways at the airport

Please adjust the days as necessary to the presumed construction schedule. 2019 is being chosen over 2018 due to the longer duration of closure during that timeframe. The resulting contour should be compared to the No Action Baseline to display temporary impacts due to construction closure of the runway in accordance with guidance in FAA Orders 1050.1F, 5050.4B, and the Desk Reference. Additionally, as a supplementary analysis, a contour depicting the average day during closure should be prepared for disclosure purposes only. If you have any questions regarding this guidance, we can be available as needed to discuss.

Additionally, Sean Doyle of AEE has offered to provide technical assistance to the modeling team to address the issues encountered during modeling. He can be reached at sean.doyle@faa.gov. Please include Marie Jenet, Frank Smigelski, and myself on any requests to Sean. We have already sent the information received yesterday to his attention.

We look forward to receiving the detailed input assumption information Chris Sequeira discussed during yesterday's call and coordinating that with the ATO.

Thanks,

Andrew Brooks
Environmental Program Manager
Federal Aviation Administration
Eastern Regional Office
1 Aviation Plaza
Jamaica, NY 11434
Phone: 718-553-2511

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ESA

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Memorandum – DRAFT

date	February 2, 2018
to	Peter Byrne, National Aviation Services Director, VHB
cc	Elizabeth Thompson, Carol Weed
from	Chris Sequeira
subject	John F. Kennedy International Airport Rehabilitation of Runway 13L-31R and Associated Taxiways EA – Modeling Approach

1.0 Introduction

The Port Authority of New York and New Jersey is proposing to complete the Rehabilitation of Runway 13L-31R and Associated Taxiways project (Project) at John F. Kennedy International Airport (JFK). The Proposed Project involves three key components. The first component is to rehabilitate pavement conditions on Runway 13L-31R and associated taxiways, and insert fillets along select taxiways. The second component is to realign Taxiway U and the corresponding intersection of Taxiways U/V/A/B to remove Airbus A380 aircraft operational restrictions for Taxiway U. Lastly, the Project includes a new High-Speed-Exit (HSE) taxiway between Taxiways V and W.

After Project completion, Airbus A380 aircraft will be able to land on Runway 31R due to the lifting of operational restrictions for Airbus A380 aircraft on Taxiway U, which may result in a shift in some Airbus A380 aircraft arrivals from Runway 31L to Runway 31R. This memorandum summarizes the modeling approach for the associated National Environmental Policy Act (NEPA) Environmental Assessment (EA).

There are three modeling scenarios that will be analyzed under NEPA. The modeling scenario of the no-build existing conditions at JFK without implementation of the Proposed Project is hereafter referred to as the "No Action Scenario." During the Project construction period in the Fall of 2018, Spring of 2019, and Fall of 2019, Runway 13L-31R will be closed, therefore causing adjustments to the operations at JFK. The modeling scenario of the construction-related closures of Runway 13L-31R will focus on 2019, which is the year of greatest construction activity. This scenario is hereafter referred to as the "Impacts During Construction Scenario." The modeling scenario of Airbus A380 aircraft landing on Runway 31R, after project completion, is hereafter referred to as the "Proposed Action Scenario."

This report provides an analysis and overview of the noise modeling data preparation, as well as the resulting Day-Night Average Sound Level (DNL) contours and noise sensitive site DNL values, for the following modeling scenarios:

- No Action Scenario
- Impacts During Construction Scenario
- Proposed Action Scenario
-

2.0 Methodology

2.1 Introduction

The Federal Aviation Administration's (FAA's) Aviation Environmental Design Tool version 2d (AEDT 2d) will be used to develop DNL 65, 70, and 75 contours as well as noise sensitive site DNL values for all modeling scenarios. Contours and noise sensitive site DNL values will be developed and disclosed in accordance with FAA Order 1050.1F ("Environmental Impacts: Policies and Procedures"), FAA Order 5050.4B ("National Environmental Policy Act [NEPA] Implementing Instructions for Airport Actions"), the 1050.1F Desk Reference, and the 5050.4B Desk Reference. The following AEDT execution approach will be taken for all modeling scenarios:

- The AEDT default data sets (including aircraft and airport data) meet the modeling requirements and will therefore be used in the aircraft noise modeling. No aircraft substitutions are necessary and no user-defined flight profiles are needed.

- AEDT's default atmospheric absorption model (SAE ARP 5534[1]) will be used, as specified in the 1050.1F Desk Reference, Appendix C.

- AEDT's default airport weather for JFK will also be used, as specified in the 1050.1F Desk Reference, Appendix C.

- AEDT will be executed using the AEDT-provided distributed processing functionality in order to expedite computations; in benchmarking runs, a factor 7 speedup has been observed with this functionality vs. AEDT execution in a non-distributed environment.

- A fixed noise grid of 0.05 nautical miles in density will be used and is expected to sufficiently render all noise contours containing residential land use. While AEDT offers a dynamic grid functionality that is similar to the Integrated Noise Model's (INM's) recursive grid functionality, dynamic grid functionality is not available when AEDT's distributed processing functionality is used.[2]

The No Action Scenario is based on forecasted calendar year 2016 aircraft operations as provided in the **JFK Final Noise Exposure Map (NEM) Report** produced for the JFK 14 CFR Part 150 Study.[3] Aircraft will be specified in AEDT 2d using average annual day (AAD) operation counts and standard AEDT 2d airframe/engine code combinations. Helicopters will not be modeled in the AEDT due to low operation counts (less than 0.6 percent of total operations). The Impacts During Construction, and Proposed Action Scenarios will all use the same total

[1] SAE International. "Application of Pure-Tone Atmospheric Absorption Losses to One-Third Octave-Band Data." Aerospace Recommended Practice 5534. August 10, 2013.

[2] As indicated in the AEDT 2d User Guide.

[3] The Port Authority of New York and New Jersey. "John F. Kennedy International Airport – 14 CFR Part 150 – Final Noise Exposure Map Report." April, 2017.

operational count and the same aircraft fleet as the No Action Scenario. There will be no forecasting of JFK aircraft operations to the years 2019 or later for any modeling scenario.

Calendar year 2014 data from the Port Authority of New York and New Jersey (Port Authority) Airport Noise and Operations Management System (ANOMS) will provide information for the noise analysis effort including the date, time of day, operation type (departure or arrival), flight track, runway used, flight and/or tail number, aircraft type, airline, and destination/origin for almost every operation occurring at JFK, as presented in the **JFK Final NEM Report**. Calendar year 2014 data will be used because there were no prolonged runway closures at JFK during 2014. The number of annual aircraft operations modeled for the scenarios will be obtained from year 2016 forecast data provided in the **JFK Final NEM Report**. The forecast projected 451,492 annual aircraft operations at JFK in 2016.

2.2 Scenario-Specific Methodology

The No Action, Impacts During Construction, and Proposed Action modeling scenarios each feature unique runway use and flight track use percentages; the Impacts During Construction also features a specific flight track addition for modeling. Scenario-specific methodology is described in Sections 2.2.1 through 2.2.3.

2.2.1 No Action Scenario

The JFK ANOMS data provided runway use information for each operation for the No Action Scenario noise analysis. **Table 1** shows the No Action Scenario runway use percentages by day/night departures and arrivals.

TABLE 1

NO ACTION SCENARIO RUNWAY USE PERCENTAGES

Runway	Day Departures	Night Departures	Day Arrivals	Night Arrivals
4L	17.47%	16.82%	3.74%	2.64%
4R	0.04%	0.07%	17.37%	16.20%
13L	0.18%	0.82%	14.12%	11.61%
13R	15.83%	13.83%	0.35%	0.46%
22L	0.04%	0.03%	29.79%	22.78%
22R	24.57%	25.59%	4.30%	2.22%
31L	41.82%	42.43%	8.42%	10.20%
31R	0.05%	0.41%	21.91%	33.88%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**

SOURCE: Port Authority, 2014.
Note: Summation of the individual percentages may not equal 100% due to rounding.

2.2.2 Impacts During Construction Scenario

The Impacts During Construction Scenario represents JFK's operational condition during the calendar year of 2019, which is the year of greatest construction activity, as shown for the following time periods:

- January 1 through February 28: JFK operations will be the same as in the No Action scenario.
- March 1 through May 31: Runway 13L-31R will be closed.

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- June 1 through September 2: Runway 13L-31R will be open, construction activities on Taxiways U, the intersection of U/V/A/B, and the new high speed taxiway will impact the operation of the runway.

- September 3 through November 14: Runway 13L-31R will be closed, and JFK is expected to operate the same way as for the March 1 through May 31 closure period.

- November 15 through December 31: Runway 31R will be available for Airbus A380 arrivals.

Operational assumptions for the time periods above are given comprehensively in the supplemental spreadsheet "Operations – Impacts During Construction.xlsx". The assumptions will be used to derive AAD operational counts for all aircraft types, runway ends, and flight tracks.

2.2.3 Proposed Action Scenario

The Proposed Action Scenario represents the post-Project operational condition for modeling purposes, where a portion of Airbus A380 aircraft arrivals currently using Runway 31L are expected to land on Runway 31R instead. **Table 2** describes the details of the change in Airbus A380 aircraft runway use, based on different times of day. No operational changes are expected at JFK, in comparison with the No Action Scenario, beyond the changes shown in **Table 2** for A380 aircraft. The resulting total runway use for the Proposed Action Scenario is provided in **Table 3**. The assumptions will be used to derive AAD operational counts for all aircraft types, runway ends, and flight tracks.

TABLE 2
PROPOSED ACTION SCENARIO RUNWAY 31L AND 31R A380 ARRIVAL USE PERCENTAGES

Local Time	Runway 31L Arrival Percentage	Runway 31R Arrival Percentage
7:00 A.M. – 10:00 A.M.	0%	100%
10:00 A.M. – 5:00 P.M.	50%	50%
5:00 P.M. – 10:00 P.M.	0%	100%
10:00 P.M. – 7:00 A.M.	50%	50%

SOURCE: Port Authority, 2018.
Note: Summation of the individual percentages may not equal 100% due to rounding.

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TABLE 3

PROPOSED ACTION SCENARIO RUNWAY USE PERCENTAGES

Runway	Day Departures	Night Departures	Day Arrivals	Night Arrivals
4L	17.47%	16.82%	3.74%	2.64%
4R	0.04%	0.07%	17.37%	16.20%
13L	0.18%	0.82%	14.12%	11.61%
13R	15.83%	13.83%	0.35%	0.46%
22L	0.04%	0.03%	29.79%	22.78%
22R	24.57%	25.59%	4.30%	2.22%
31L	41.82%	42.43%	8.04%	10.20%
31R	0.05%	0.41%	22.29%	33.88%
Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**

SOURCE: Port Authority, 2014; Port Authority, 2018; Environmental Science Associates, 2018.
Note: Summation of the individual percentages may not equal 100% due to rounding.

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JFK Operational Assumptions - "Impacts During Construction" Modeling Scenario

As of February 2, 2018

This spreadsheet is only for the "Impacts During Construction" modeling scenario. For this modeling scenario we assume no operational changes, vs. the No Action Scenario, beyond those changes listed in the table below. ***The time periods below cover the entire 2019 calendar year.***

Time Period (Midnight to Midnight)	Operation Type	Runway End	Operation
Jan 1 - Feb 28	Arrivals and Departures	All runway ends	Calendar year 2016 operational data from the JFK 14 CFR Part 150 Study will be used, with all aircraft converted to the appropriate AEDT 2d types.
Mar 1 - May 31	Arrivals	13L	432 arrivals would be "assigned" (i.e., moved for modeling purposes) to the FAA-proposed Runway 13R approach from Runway 13L, with 90% of the approaches occurring during daytime (7:00 A.M. to 9:59:59 P.M.) and 10% of the approaches occurring at night (10:00 P.M. to 6:59:59 A.M.). These arrivals represent the assumed usage of the new temporary flight procedure. The assignment of traffic to 13R from 13L would be made irrespective of whether the 13L operation appears to be flying the ILS or appears to be flying the VOR approach (as seen in radar data). The remainder of Runway 13L arrivals during construction would be re-assigned to Runway 4L (25%), Runway 4R (25%), Runway 22L (25%), and Runway 22R (25%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	Assume only 10% of arrivals will remain on 31L All other arrivals would be re-assigned to Runway 4L (25%), Runway 4R (25%), Runway 22L (25%), and Runway 22R (25%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		31R	All arrivals would be re-assigned to Runway 31L (8%), Runway 4L (23%), Runway 4R (23%), Runway 22L (23%), and Runway 22R (23%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.
	Departures	13L	All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.

			All departures would be assigned 50% to Runway 4L and 50% to Runway 22R.
		13R	Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
	Departures		7:00 A.M. to 10:00 A.M.: No change. 4:00 P.M. to 10:00 P.M.: No change.
		31L	All other hours: * All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. * Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		31R	All departures would be assigned 50% to Runway 4L and 50% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.
Jun 1 - Sep 2	Arrivals	13L	Will not be moved to other runways.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	Will not be moved to other runways.
		31R	Assume only 2% of arrivals will occur on 31R (these arrivals would have to exit north of the runway) All other arrivals would be re-assigned to Runway 31L (8%), Runway 4L (23%), Runway 4R (23%), Runway 22L (23%), and Runway 22R (23%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.
	Departures		All departures would be assigned 50% to Runway 4L and 50% to Runway 22R.
		13L	Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	Will not be moved to other runways.

			All departures would be assigned 50% to Runway 4L and 50% to Runway 22R.
		31R	Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.
Sep 3 - Nov 14	Arrivals and Departures	All runway ends	See Mar 1 - May 31
Nov 15 - Dec 31	Arrivals	13L	Will not be moved to other runways.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	Will not be moved to other runways.
		31R	Will not be moved to other runways.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.
	Departures	13L	Will not be moved to other runways.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	7:00 A.M. – 10:00 A.M.: all A-380 arrivals moved to Runway 31R 10:00 A.M. – 5:00 P.M: assume 50-50 split A-380 arrivals Runway 31L and 31R 5:00 P.M. – 10:00 P.M.: all A-380 arrivals moved to Runway 31R 10:00 P.M. to 7:00 A.M.: assume 50-50 split A-380 arrivals Runway 31L and 31R No operations of any other aircraft type will be moved.
		31R	Will not be moved to other runways.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.

From: Lamond, Kathryn <klamond@panynj.gov>
Sent: Friday, June 1, 2018 2:53 PM
To: Thompson, Elizabeth; Chris Sequeira
Cc: Steven Alverson; Herndon, Jane; Stachula, Anna; Lau, Yatsun; Tamburro, Ralph
Subject: JFK 13L-31R Noise Assumptions Approval
Attachments: DRAFT 2019 Construction Period Scenario Noise Assumptions_6.1.201....xlsx

Team,

We just received concurrence on the modified assumptions from the FAA!! Attached please find the assumptions and construction dates for use in the Construction Period Noise Model.

Please let me know if you have any questions or comments.

Thanks and have a great weekend everyone,
Katie

Kathryn Lamond, P.E.
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Construction Year Noise Modeling Assumptions

June 1, 2018

Daytime: 7:00 A.M. to 9:59:59 P.M. Nighttime: 10:00 P.M. to 6:59:59 A.M.

Time Period (Midnight to Midnight)	Operation Type	Runway End	Operational Assumption
January 1 to March 17	Arrivals and Departures	All runway ends	Calendar year 2016 operational data from the JFK 14 CFR Part 150 Study will be used, with all aircraft converted to the appropriate AEDT 2d types.
	Arrivals	13L	864 arrivals would be "assigned" (i.e., moved for modeling purposes) from Runway 13L to the FAA-proposed Runway 13R approach, with 90% of the approaches occurring during daytime (7:00 A.M. to 9:59:59 P.M.) and 10% of the approaches occurring at night (10:00 P.M. to 6:59:59 A.M.). These arrivals represent the assumed usage of the new temporary flight procedure. The assignment of traffic to 13R from 13L would be made irrespective of whether the 13L operation appears to be flying the ILS or appears to be flying the VOR approach (as seen in radar data). The remainder of Runway 13L arrivals during construction would be re-assigned to Runway 4L (15%), Runway 4R (35%), Runway 22L (35%), and Runway 22R (15%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	Assume only 10% of arrivals will remain on 31L All other arrivals would be re-assigned to Runway 4L (10%), Runway 4R (35%), Runway 22L (35%), and Runway 22R (10%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.

Time Period (Midnight to Midnight)	Operation Type	Runway End	Operational Assumption
March 18 to November 1		31R	All arrivals would be re-assigned to Runway 31L (8%), Runway 4L (13%), Runway 4R (33%), Runway 22L (33%), and Runway 22R (13%). Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.
	Departures	13L	All departures would be assigned 30% to Runway 4L and 70% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		13R	All departures would be assigned 30% to Runway 4L, 50% to Runway 22R, **and 20% to Runway 31L**. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	7:00 A.M. to 10:00 A.M.: No change. 4:00 P.M. to 10:00 P.M.: No change. All other hours: * All departures would be assigned 30% to Runway 4L and 70% to Runway 22R. * Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		31R	All departures would be assigned 30% to Runway 4L and 70% to Runway 22R. Data would be reviewed to determine the allocation between day and night, and this allocation would be retained during the re-assignment.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.

Time Period (Midnight to Midnight)	Operation Type	Runway End	Operational Assumption
November 2 to December 31	Arrivals	13L	Will not be moved to other runways.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	7:00 A.M. – 10:00 A.M.: all A380 arrivals moved to Runway 31R 10:00 A.M. – 5:00 P.M: assume 50-50 split A380 arrivals Runway 31L and 31R 5:00 P.M. – 10:00 P.M.: all A380 arrivals moved to Runway 31R 10:00 P.M. to 7:00 A.M.: assume 50-50 split A380 arrivals Runway 31L and 31R No operations of any other aircraft type will be moved.
		31R	Will not be moved to other runways.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.
	Departures	13L	Will not be moved to other runways.
		13R	Will not be moved to other runways.
		22L	Will not be moved to other runways.
		22R	Will not be moved to other runways.
		31L	Will not be moved to other runways.
		31R	Will not be moved to other runways.
		4L	Will not be moved to other runways.
		4R	Will not be moved to other runways.

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D. JFK Airport Wildlife Management Plan

John F. Kennedy International Airport

WILDLIFE HAZARD MANAGEMENT PLAN

The Port Authority of New York and New Jersey
John F. Kennedy International Airport
Building 145, Second Floor
Jamaica, New York 11430

May 2017

FEDERAL AVIATION ADMINISTRATION

APPROVED: Frank J. Lopano

DATE: AUG 15 2017

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INTRODUCTION

John F. Kennedy International Airport (JFK) has been operated by the Port Authority of New York and New Jersey since June 1947 and is one of the world's busiest airports. The airport's location adjacent to a national wildlife refuge poses challenges to safe aircraft operations. Many wildlife species use nearby habitats to forage, live, and nest. Gulls (*Larus* spp.) and waterfowl species present the largest hazard to flight operations at JFK.

In response to the threat posed by aircraft striking wildlife and in accordance with 14 CFR Part 139.337(f), a Wildlife Hazard Assessment (WHA) was completed in December 2011 to assess wildlife hazards on and within 5 miles of the airport and address the effectiveness of the Wildlife Hazard Management Plan. The WHMP outlines the airport's procedures, activities, and responsibilities associated with reducing wildlife hazards at JFK. Upon completion of the WHA, the WHMP was updated accordingly. As detailed in the WHMP, JFK monitors wildlife activity on-, and around the airport through on-going monitoring programs and analysis of depredation and wildlife strike history. These data are used to ensure that JFK's WHMP properly addresses wildlife hazards.

In accordance with its WHMP and 14 CFR Part 139.337, JFK will take immediate action to alleviate wildlife hazards whenever they are detected.

AUTHORITY – 14 CFR Part 139.337(f)(1)
The individuals having authority and responsibility for implementing each aspect of the plan.

The persons and departments responsible for implementing the airport's WHMP include staff from Airport Operations Division, Aviation Regulatory & Operational Support, and Plant, Structures & Airport Redevelopment Division (Maintenance Services) as follows:

Aeronautical Services Manager
The Aeronautical Services Manager is designated by the Airport Manager to be responsible for all 14 CFR Part 139 regulations that involve airside operations at the airport. The Aeronautical Services Manager is responsible for:

- coordinating with the Wildlife Biologist and the Chief Operations Supervisor to ensure that staff implement the WHMP and that with all Federal, State, and Local wildlife laws and regulations and Port Authority policy.
- notifying Airport Operations, the Wildlife Biologist, and other staff of all pertinent changes to airport, Port Authority, or FAA policy and practices
- issuing Notices to Airmen (NOTAMs) when necessary.

Wildlife Biologist
The Wildlife Biologist reports to the Aeronautical Services Manager and is responsible to the Airport Manager for all 14 CFR Part 139 regulations having to do with wildlife management (14 CFR Part 139.337). The Wildlife Biologist is responsible for:

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- overseeing the airport's wildlife management activities, including providing direction, technical expertise and guidance to the Wildlife Management staff
- evaluating current wildlife programs and developing new wildlife management goals
- notifying the Aeronautical Services Manager of all pertinent changes to wildlife management policy
- obtaining and signing all Federal, State, and Local wildlife permits
- reviewing and updating the WHMP in accordance with 14 CFR Part 139.337
- managing and administering all contracts for wildlife management and research
- maintaining the airport's depredation and wildlife strike databases and providing wildlife reports as needed
- acting as the airport's liaison to all Federal, State, and Local regulatory agencies regarding wildlife issues.

Chief Operations Supervisor (FS-9)
The Chief Operations Supervisor reports directly to the Aeronautical Services Manager and is responsible for:

- ensuring compliance with all 14 CFR Part 139 regulations.
- coordinating with the Wildlife Biologist and other staff to ensure compliance with all 14 CFR Part 139.337 regulations.
- issuing NOTAMs when necessary.

Assistant Chief Operations Supervisor (Construction) (FS-8 Assistant Chief Operations Supervisor)
The Assistant Chief Operations Supervisor for construction reports directly to the Chief Operations Supervisor and is responsible for:

- ensuring compliance of airside construction projects with all 14 CFR Part 139 regulations, including reviews of project plans and site visits
- coordinating with the Wildlife Biologist to ensure compliance with all 14 CFR Part 139.337 regulations
- attending pre-construction meetings to ensure contractors are aware of wildlife hazards and how to prevent them, including not feeding wildlife
- notifying the Wildlife Biologist, Chief Operations Supervisor, and Aeronautical Services Manager of any construction-related wildlife hazards or attractants
- issuing NOTAMs, when necessary.

Airport Duty Manager (ADM) (FS-8 Assistant Chief Operations Supervisor)
The Airport Duty Manager reports directly to the Chief Operations Supervisor and is responsible for:

- supervising day-to-day airport operations activities and all Airport Operations field employees, including the Wildlife Management staff.
- conducting runway surface inspections, responding to wildlife strikes, and dispersing or controlling any wildlife hazards to aircraft when necessary
- conducting nonlethal and lethal wildlife control activities on an emergency basis

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- notifying all staff including wildlife management contractors of current airport conditions and expected or unexpected events that may affect airport operations
- issuing NOTAMs when necessary.

Assistant Airport Duty Manager (AADM) (FS-5 Assistant Airport Duty Supervisor)
The Assistant Airport Duty Manager reports directly to the Airport Duty Manager and is responsible for:

- monitoring day-to-day activities of airside airport operations and Wildlife Supervisors, Senior Airport Operations Agents and Airport Operations Agents.
- conducting nonlethal and lethal wildlife management activities and responding to wildlife strikes as directed by the Airport Duty Manager or when there is no Wildlife Supervisor on duty
- issuing NOTAMs, when necessary.

Senior Wildlife Supervisor (FS-5 Assistant Airport Duty Supervisor)
The Senior Wildlife Supervisor reports directly to the Port Authority Wildlife Biologist and the Airport Duty Manager and his/her primary duty is the day-to-day supervision of wildlife management activities and Wildlife Management staff as directed by the Port Authority Wildlife Biologist. The Senior Wildlife Supervisor is responsible for:

- supervising the Wildlife Management staff, including training those employees in the airport's wildlife management practices and policies
- maintaining and ordering wildlife-related equipment
- issuing or recommending NOTAMS to the Airport Duty Manager for wildlife management activities or strike hazards that may impact aircraft safety
- supervising wildlife management contractors
- conducting surface inspections of runways, taxiways, and airside service roads
- conducting nonlethal or lethal wildlife control when necessary
- reporting wildlife attractants to the Port Authority Wildlife Biologist.

Wildlife Supervisor (FS-3 Operations Services Supervisor)
The Wildlife Supervisor reports directly to the Senior Wildlife Supervisor or the Assistant Airport Duty Manager in the absence of the Senior Wildlife Supervisor. The Wildlife Supervisor is responsible for:

- conducting day-to-day wildlife management activities to reduce the threat of wildlife strikes using lethal and nonlethal methods
- supervising the Wildlife Agent
- supervising wildlife management contractors in the absence of the Senior Wildlife Supervisor.
- conducting routine wildlife patrols during which they shall monitor, move, and control wildlife in active airport areas,
- conducting runway and taxiway surface inspections
- investigating all wildlife strikes and submitting strike reports to the FAA Wildlife Strike Database

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- notifying the Senior Wildlife Supervisor and/or the Assistant Airport Duty Manager of wildlife hazards or wildlife management activities that may impact aircraft safety and recommend the issuance of a NOTAM
- coordinating with the Senior Wildlife Supervisor and/or the Airport Duty Manager or Assistant Airport Duty Manager to conduct emergency wildlife management activities
- Reporting wildlife attractants to the Senior Wildlife Supervisor, Airport Duty Manager, and/or the Wildlife Biologist.

Wildlife Agent (AOA)(C-47 Airport Operations Agent)
The Wildlife Agent reports directly to the Wildlife Supervisor and is responsible for:

- conducting day-to-day wildlife management activities to reduce the threat of wildlife strikes using nonlethal methods only (including pyrotechnics)
- conducting routine wildlife patrols during which they shall monitor, move, and control wildlife in active airport areas
- reporting wildlife attractants to the Wildlife Supervisor
- assisting the Wildlife Supervisor with wildlife activities as directed.

Chief Maintenance Supervisor (FM-6) or Landscape Unit Supervisor (FM-4)
The Chief Maintenance Supervisor reports to the Manager of the Maintenance Division and supervises Port Authority Maintenance or contract staff performing any maintenance jobs. The Landscape Unit Supervisor reports to the Chief Maintenance Supervisor and supervises Port Authority landscaping staff and landscaping contractors. The Chief Maintenance Supervisor is responsible for:

- managing grass at a height of 6"-10" where conditions allow or as directed by the Wildlife Management staff
- managing tree and shrub trimming or removal on the airport managing trash and debris removal from the airport
- managing pesticide applications on the airport
- coordinating with Airport Operations or the Wildlife Biologist to conduct maintenance projects for the purpose of reducing or controlling wildlife at the airport.

Landside Operations Supervisors (FS-3 Operations Services Supervisor and FS-4 (74) Operations Group Transportation Supervisor)
The Landside Operations Supervisor reports to the Airport Duty Manager and is responsible for:

- conducting day-to-day wildlife management activities streetside (outside the AOA) to reduce the threat of wildlife strikes using nonlethal methods only (including pyrotechnics)
- conducting routine wildlife patrols during which they shall monitor, move, and control wildlife in streetside areas of the airport
- reporting wildlife attractants to the Senior Wildlife Supervisor, Wildlife Supervisor, or Port Authority Wildlife Biologist
- coordinating with the Wildlife Supervisors as needed to conduct wildlife control in streetside areas of the airport.

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PRIORITIZED ACTIONS – 14 CFR Part 139.337(f)(2)
Prioritized actions identified in the Wildlife Hazard Assessment and target dates for initiation and completion.

Wildlife Population Management – 14 CFR Part 139.337(f)(2)(i)

Gull Hazard Reduction Program
Gulls (*Larus* spp.) pose a risk to aircraft at JFK and since 1991 the airport has conducted an annual reduction program to shoot gulls that are attempting to fly over the airport. In addition to gulls, geese and other waterfowl, starlings and other blackbirds, doves, pigeons, and mammals are also depredated. This program is conducted during the summer breeding season and continues into the fall migration period (the exact timing of this program varies slightly from year to year). Numbers of birds depredated, locations, and effort are recorded to monitor the population.

Target Date for Completion: Ongoing/May-October

Regional Canada Goose Population Management
In 2009, The Port Authority signed a Memorandum of Understanding (MOU) with the City of New York to reduce the threat that resident Canada geese pose to aviation at JFK and LGA. The City and Port Authority have agreed to conduct nest management and/or remove Canada geese from certain public areas within New York City and Nassau County that are located within the 5-mile radius of JFK. The Port Authority anticipates working with the City and neighboring landowners to address hazards posed by Canada geese. The Wildlife Biologist reviews data collected from goose removals, nest and egg treatments, and surveys to determine the effectiveness of the program.

Target Date for Completion: Ongoing/conducted annually

Mute Swan Management
In 2013, The Port Authority of NY & NJ coordinated with NPS and USDA on mute swan management in the Jamaica Bay Wildlife Refuge. NPS will continue with their mute swan egg-oiling program and has authorized The Port Authority and USDA to conduct lethal control of mute swans, pending environmental review.

The Port Authority is coordinating nest management with the City and other neighboring landowners at sites within 5 miles of the airport as needed.

Target Date for Completion: Ongoing/April-July

Wildlife Monitoring
Routine wildlife surveys are conducted at locations on and off the airport. Results are summarized in monthly and annual reports.

Target Date for Completion: Ongoing

Seasonal Wildlife Control Program
The airport uses additional wildlife contractors to supplement Airport Operations staff in dispersing wildlife from the airport, especially the Aircraft Operations Area (AOA). The wildlife contractors use nonlethal (pyrotechnics, acoustics, vehicles, paintball, laser, or

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other methods) and lethal strategies to control wildlife. This program is conducted during May-October.

Target Date for Completion: Annual/May-October

Habitat Modification - 14 CFR Part 139.337(f)(2)(ii)

Turf, Woody Vegetation, and Landscaping

All newly planted airport vegetation will be in accordance with the Port Authority Engineering Department's "Aviation Landscape and Sustainable Design Criteria", or otherwise approved by the Wildlife Biologist. Also, more specific grass seed specification can be found in Engineering Document 02930, Section 02930 "Seeding C-Specification". For more detailed plant lists, please refer to those documents.

Turf will be managed at a height of 6-10 inches (15-25 cm) where conditions allow. Areas of turf will be improved in coordination with construction projects or as needed. Grass will be seeded in bare areas to eliminate or reduce ground-nesting birds. In areas prone to grazing by geese, turf alternatives will be used such as planting of alternative grasses, artificial turf, or reshaping of turf through plantings of shrubs or trees. A new variety of endophytic turf, "Avanex", was planted in a test plot in fall 2014 on Cargo Plaza Road, near the approach to Rwy 13L and will be monitored to determine its effectiveness in deterring grazing by geese.

Fruiting vegetation will be removed to the extent possible. Bayberry maintenance will be conducted annually. Trees and shrubs that promote nesting or roost sites may be thinned or removed and trees will be planted in landside turf areas where feasible to reduce attractiveness to geese. Trees and shrubs in close proximity to Rwy 4R and 31R were removed in fall 2014.

Target Date for Completion: Ongoing

Central Taxi Hold

A large electronic messaging board advises drivers not to feed birds and metal signs in three languages instructing drivers not to feed the birds are installed in prominent locations around the Central Taxi Hold (CTH). Additionally, anti-perching devices were installed on buildings and lighting to reduce perching.

Target Date for Completion: Ongoing

Temporary Standing Water

Large puddles after rain events will be removed where feasible. Repeat ponding in areas will be examined to determine the cause. Drains may be clogged or grading/repaving may be necessary to eliminate the problem. Pumping may be an immediate solution to remove water while a long-term solution/repair is developed. Problem areas are reported to the Port Authority Wildlife Biologist who will communicate the issue with Aeronautical Services Manager, and Maintenance or engineering staff. Drainage was improved in several areas with the rehabilitation of Rwy 4L and associated safety areas.

Target Date for Completion: Ongoing

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Airport Buildings and Perching Structures

Puddles on buildings, roofs and structures will be drained using the most appropriate method available. Recommendations have been made for all new buildings to be designed with improved drainage systems wherever feasible to eliminate the problem in the future and all new (exterior) building construction plans are sent to the Port Authority Wildlife Biologist for review.

Holes or gaps in walls and doors will be filled and hangar and garage doors closed when not in use. If birds begin perching or nesting in or on a building, exclusion devices will be installed. Modifications may include the installation of netting, porcupine wire, or other materials that either totally excludes birds from that location or change the angle of the flat surface to prevent perching or nesting. FAA removed one abandoned shack in 2014.

Mothballed (all utilities have been disconnected) buildings will be sealed and monitored periodically to check for signs of birds. Broken windows or small holes will be repaired to the extent possible to prevent access to birds and other wildlife.

Taxiway delineator/edge reflector caps were designed to deter birds from perching and new delineator/edge reflectors are replaced as needed. The Port Authority has been working with another vendor to develop anti-perching prototypes for glide slope and mandatory signs.

Target Date for Completion: Ongoing

Airport Construction

Construction projects will be kept as neat as possible to avoid attracting wildlife. Food waste will be disposed of in closed trash containers and care will be taken to avoid creating sources of fresh water such as empty drums, buckets, or wheelbarrows. Contractors are educated by the Resident Engineers office at pre-construction meetings about wildlife hazards at the airport and how to avoid them, including not feeding the birds. There is also standard language in all construction contracts regarding wildlife hazards and how to prevent them.

All airport construction plans, including construction projects of airport tenants, that include building exteriors or landscaping are sent to the Wildlife Biologist for review and comment to help prevent the creation of new wildlife attractants.

Target Date for Completion: Ongoing

Trash, Debris, & Feeding

All trash containers in landside and airside areas will be closed containers to prevent access to food waste by wildlife. Construction and other debris will be removed to eliminate cover for small mammals, which are a prey source for raptors.

Signs and other educational methods were installed or distributed to stop feeding of wildlife by the public and by employees. Airport staff will issue verbal warnings to persons involved in feeding wildlife and can issue Breach of Rules

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citations for severe or repeat infractions. The Port Authority Wildlife Biologist or other staff give presentations to the airport community via meetings such as the Chief Pilots' meetings, Kennedy Airport Airlines Management Council (KAAMCO), or snow plan briefings regarding wildlife issues.

The Port Authority's Air Terminal Rules and Regulations includes language prohibiting feeding and watering of animals on airport property (except for police dogs, animals under control of their owner, or animals used for wildlife control programs) and requiring airport tenants that have outdoor garbage containers to have lids that prevent access to wildlife. These rules are provided to all airport tenants and are available on the Port Authority's web site.

Target Date for Completion: Ongoing

Land Use Changes - 14 CFR Part 139.337(f)(2)(iii)

The Port Authority, the City of New York and/or its neighboring landowners will notify the airport of any significant mitigation, restoration, or construction project within a 5-mile radius of the airport. No new wildlife attractants should be created within a 5-mile radius of the airport. The Port Authority and the City of New York have a Memorandum of Understanding (MOU) to help coordinate and communicate about any developments that may be impacted by FAA Advisory Circular (AC) 150/5200-33 (current edition) on hazardous wildlife attractants. Information is also provided at airport task force meetings or through communications with the Port Authority's Office of Environmental and Energy Programs.

Wetlands

Most of the freshwater wetlands east of Runway 4R have been eliminated. Additional work was completed to tie some of the areas into the airport's outfalls for improved drainage.

Tidal wetlands regulated by the United States Army Corps of Engineers cannot be eliminated. JFK focuses control efforts in these areas at low tide to deter feeding, particularly gulls dropping clam shells over the airport. Vegetation is also maintained as close as possible to the shoreline to allow for greater visibility for control efforts and to reduce cover available to wildlife.

Target Date for Completion: Ongoing

Pennsylvania & Fountain Avenue Landfills

The Pennsylvania and Fountain Avenue Landfills, about three miles west of the airport, were closed in 1986. The landfills underwent extensive habitat management work to restore the large areas to northeastern coastal habitat. The site is routinely monitored for Canada goose activity during the summer breeding and molt.

Target Date for Completion: Ongoing

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PERMITS – 14 CFR Part 139.337(f)(3)

Wildlife Permits
Copies of the depredation permits are carried with staff conducting wildlife control on the airport.

Federal Permits
In accordance with 50 CFR Part 10, 50 CFR Part 13, and50 CFR Part 21, the airport maintains a federal permit to nonlethally harass bald eagle and take, trap, or relocate migratory birds, nests and eggs. In accordance with 50 CFR Part 13.22, the airport may continue the activities authorized under an expired permit until the United States Fish & Wildlife Service (USFWS) acts on the application for renewal, as long as the airport has filed the renewal application at least 30 days prior to the expiration of the permit.

State Permits
The airport maintains a state migratory bird depredation license that provides special authorization to take osprey (state-listed species of special concern) and nonlethally disperse state-listed threatened and endangered species. The license also provides special authorization for the airport to trap and relocate raptors, except for state-listed threatened and endangered species. The airport also maintains a state airport air strike hazard permit to take nuisance wildlife that pose a hazard to aircraft.

City Permits
The City of New York requires a permit to trap pigeons within city limits. The Port Authority is exempt from this City requirement on airport property.

Pesticide Permits & Regulations
Pesticide permits may be required for applications of insecticides and rodenticides. These permits are maintained by Airport Maintenance Services or their contractors.

Firearm Permits
The airport has designated a Custodian and Alternate Custodian, who are responsible for the control of all firearms in the custody of the airport's Wildlife Management staff.

ATF Permits
As a government agency, the Port Authority is exempt from ATF requirements to maintain an explosives permit to use pyrotechnics. However, the Port Authority is still required to abide by the ATF storage requirements for Class C explosives.

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RESOURCES – 14 CFR Part 139.337(f)(4)
Identification of resources that the certificate holder will provide to implement the plan.

Personnel
The Airport Operations Division is primarily responsible for wildlife management. Wildlife contractors may also assist the airport with wildlife management.

Wildlife Hazard Task Force
The Port Authority created a Wildlife Hazard Task Force with representatives from regional and national organizations and government agencies. The role of the task force is to provide the best scientific and technical recommendations to help the airports and surrounding landowners to help mitigate wildlife hazards and to ensure that the strategies being employed at the airports are effective, humane, and sufficient. The task force also provides a forum for members to share plans that might have an impact on the airports.

New York City Airports Wildlife Hazard Management Steering Committee
The Port Authority and New York City Mayor's Office created a NYC Airports Wildlife Hazard Management Steering Committee to coordinate efforts and develop regional policies to mitigate wildlife hazards and help implement community-level wildlife management strategies within the City of New York.

Airport Outreach
JFK continues to educate the airport community about wildlife-related topics through various meetings. These meetings may include chief pilot's meetings, snow briefings, FOD/ground ops working groups, and station managers meetings. The purpose of this outreach is to inform the airport community and neighboring landowners about wildlife issues at JFK, share information, and remind them of their role in reducing wildlife hazards at the airport.

Equipment & Supplies
Airport Operations staff keeps wildlife management equipment and supplies at the General Aviation Terminal (GAT) or the Operations trailer at Building 208 at JFK. Firearms, pyrotechnics, and ammunition are secured in safes. Equipment and supplies available to authorized staff include:

- Pyrotechnics
- Pyrotechnic launchers
- Pyrotechnic safe
- Day boxes for pyrotechnics
- Shotguns and live ammunition (12-gauge, 22-caliber Marlin Garden Gun)
- Firearm and pyrotechnic launcher cleaning supplies
- Paintball gun and paintballs
- Green laser
- Helikites (and helium tank)
- Live traps
- Terrapin kit (syringe, caliper, rasp, nail polish, microchips, & microchip scanner)
- Pet carriers
- Heavy-duty leather & kevlar-lined gloves (animal handling)
- Animal graspers (like snake tongs)
- Welbourne cat catcher (net attached to catch pole)
- Catch pole
- Snake tongs
- Snake bag

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- Binoculars
- Wildlife strike collection kits (latex gloves, DNA cards, cotton swabs, alcohol wipes)
- Wildlife strike supplies (plastic bags, labels, hand wipes, etc.)
- Wildlife, insect, & plant identification field guides
- CO^2 chamber and CO^2 tank for euthanasia)
- Heavy-duty freezer
- Clay target launcher and targets

WILDLIFE CONTROL PROCEDURES – 14 CFR Part 139.337(f)(5)
Procedures to be followed during air carrier operations.

Assignment of Duties – 14 CFR Part 139.337(f)(5)(i)
The airport is open 24-hours per day. Wildlife control activities and routine wildlife patrols will be conducted during daylight hours, except as needed for special projects or monitoring. However, staff will be available at any time for emergencies and wildlife strike reporting. Staff coordinate wildlife management activities as needed to mitigate wildlife hazards.

The Wildlife Biologist directs the wildlife management program and may direct day-to-day activities or special projects. The Senior Wildlife Supervisor and/or Wildlife Biologist will review all strike reports for accuracy and update as needed.

The Wildlife Supervisors respond to wildlife strikes, direct day-to-day activities of the Wildlife Agents, supervise contract employees, and conduct routine wildlife patrols. The Wildlife Supervisors enter all wildlife strikes and wildlife control activities into the airport's computerized operations log by the end of each shift.

The Wildlife Agents will conduct daily routine wildlife patrols and may assist the Wildlife Supervisors, Senior Wildlife Supervisor, or Port Authority Wildlife Biologist as requested.

The Landside Operations Group Transportation Supervisors will conduct nonlethal wildlife management during routine patrols for hazardous wildlife on airport property outside the AOA. They will enter all wildlife control activity (species, numbers, type of activity conducted, and location) into the airport's computerized airport operations log by the end of each shift.

Inspections – 14 CFR Part 139.337(f)(5)(ii)
Daily runway surface inspections are conducted at or around sunrise. During the morning runway surface inspection, the Wildlife Supervisor and Wildlife Agent search for carcasses from any unreported wildlife strikes. Additional runway surface inspections are conducted as needed.

During routine wildlife patrols, Wildlife Supervisors and Agents and Landside Operations Group Transportation Supervisors disperse or depredate wildlife that are creating or may create a hazard to aircraft. Additionally, staff search for any wildlife-related problem, such as the presence of attractants, and rectify

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the problem or report it to the Senior Wildlife Supervisor or Port Authority Wildlife Biologist.

Wildlife Hazard Control Measures – 14 CFR Part 139.337(f)(5)(iii)
Before conducting any wildlife control activities for the first time, staff must read and understand all conditions for control in the airport's wildlife permits. Staff should read all new or updated permits when they are issued to ensure that they are familiar with the most current permit conditions.

Bird Control

- Harassment

Harassment is generally the first step in controlling bird hazards. Wildlife Management staff use pyrotechnics and other legal, nonlethal methods to disperse birds. Care is taken to disperse birds away from active runways. If harassment methods are ineffective, lethal control may be used in accordance with state and federal permits.

Federally listed threatened and endangered species may not be harassed without prior approval from USFWS.

- Relocation

In accordance with federal and state permits, the airport is authorized to trap and relocate raptors except for eagles and threatened and endangered species.

- Lethal Control

Wildlife Management staff use lethal control when nonlethal control efforts are ineffective, when there is an immediate threat to aircraft safety, or to reinforce nonlethal control methods or as part of a specific wildlife management program. Trapped birds may be euthanized. Nests and eggs found on the airport may be destroyed. All lethal control and nest and egg destruction must be conducted in accordance with state and federal permits. Birds and nests and eggs not specifically listed on the airport's federal depredation permit may be taken when posing a direct threat to human safety, in accordance with the emergency take clause of the permit. **Threatened, endangered, and species of special concern are excluded from this emergency take clause and may not be killed under any circumstances.**

Some circumstances may require birds to be depredated even before harassment methods are attempted. Because of the substantial hazards posed by geese, swans, and gulls, immediate lethal control will be considered.

Staff shall attempt to retrieve all birds shot or found dead and dispose of the carcasses in accordance with the airport's depredation permits. ***Staff shall immediately freeze and hold carcasses of all threatened and endangered species found dead, and shall notify NYSDEC Endangered Species Unit in accordance with the airport's state depredation permit.***

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Mammal Control

- Harassment

Mammals may be harassed using any available, legal method. Because of the substantial hazard posed by deer and coyotes, immediate lethal control will be considered.

- Lethal Control

Nuisance mammals, as defined in the airport's Airport Air Strike Hazard Permit, may be depredated in accordance with the permit. Trapped animals must be euthanized and may not be relocated from airport property. Mammal carcasses shall be disposed of in accordance with the airport's Airport Air Strike Hazard Permit.

- Domestic Cats and Dogs

Domestic animals will be captured and returned to their owners or taken to a shelter. If absolutely necessary, domestic animals may be depredated. Lethal control is appropriate only when all other non-lethal methods have been attempted or there is an immediate threat to human safety.

Other Wildlife Control

Other wildlife, such as turtles, will be moved from runways, taxiways, and associated safety areas and relocated on site and/or managed in accordance with the airport's state permits. Federally or state-listed threatened or endangered species will be managed in accordance with all federal and state laws and airport permits.

Insect Control

Insecticides are applied as needed to control grasshoppers or other insects.

Communication with Air Traffic Control Tower (ATCT) – 14 CFR Part 139.337(f)(5)(iv)

Procedures & Training

Staff receive initial training in proper radio procedures during on-the-job training and movement area driver training. Recurrent training is provided via Part 139 computer kiosk training.

Staff will monitor the runways, taxiways, and associated safety areas and take action as needed. Staff will notify the Air Traffic Control Tower (ATCT) when wildlife or wildlife control activities may affect aircraft or their flight path. If necessary, staff will close the runway until the wildlife condition is mitigated and/or issue a Notice-to-Airmen (NOTAM). Before resuming operations on any closed runway, staff will conduct an inspection of the runway and disperse any wildlife, if present. In the event of significant bird activity or a reported birdstrike, the ATCT will inform the Airport Duty Manager who will respond accordingly.

ATCT will be notified of special projects such as spotlight or nest surveys, large roost dispersals, or the start of the gull hazard reduction program. Notification will be made in writing or verbally over the telephone.

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Equipment

All vehicles driven in the movement area are equipped in accordance with the airport's Airport Certification Manual (ACM) and Letter of Agreement (LOA) covering vehicle operation in the movement area.

REVIEW OF WILDLIFE HAZARD MANAGEMENT PLAN – 14 CFR Part 139.337(f)(6)
Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described in 14 CFR Part 139.337(b)(1), (b)(2), and (b)(3).

The WHMP will be reviewed once every 12 consecutive months by representatives from all staff offices responsible for implementing the WHMP. Upon completion of the annual WHMP review, the airport will complete an annual review report detailing the results of the review, a list of attendees, and review coordinator. The report will be kept on file. Following a triggering event as described in 14 CFR Part 139.337(b)(1), (b)(2), and (b)(3), the WHMP will be reviewed monthly by the Port Authority Wildlife Biologist and a report on the details of the event(s) kept on file. If necessary, the WHMP will be revised based on this review.

Management Plan Effectiveness – 14 CFR Part 139.337(f)(6)(i)
The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity.

The effectiveness of the airport's WHMP will be evaluated on a continual basis by the Wildlife Biologist and during the annual review of the plan. The Wildlife Biologist will provide an annual summary of wildlife strikes, wildlife depredation, significant events, and data from standardized wildlife surveys. In addition, the Wildlife Biologist will review and summarize all relevant reports related to wildlife management activities at JFK. The Wildlife Biologist will also share information from the Wildlife Hazard Task Force, New York City Airports Wildlife Hazard Management Steering Committee, and Birdstrike USA/Canada Meeting.

Aspects to Reevaluate – 14 CFR Part 139.337(f)(6)(ii)
Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated.

The Port Authority Wildlife Biologist will identify changes in bird or mammal species through monitoring surveys, strike records, or wildlife control activities. The Port Authority Wildlife Biologist will modify the WHMP as needed to continually reduce wildlife hazards.

A new wildlife hazard assessment will be conducted if there is a noticeable increase in damaging wildlife strikes despite wildlife control measures or significant changes in habitat or land use that are not monitored with existing wildlife monitoring or surveys.

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TRAINING – 14 CFR Part 139.337(f)(7)
A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by paragraph (d) of this section.

All newly appointed supervisors receive on-the-job training for their position, which, in addition to a review of the topics below, includes airport familiarization, proper ATCT communications techniques and driver training, use of the NOTAM system, ACM familiarization, and review of Operations Procedures and LOAs. Newly appointed Wildlife Supervisors receive on-the-job training from senior staff members and/or the Wildlife Biologist. The topics and length of this training varies based on the experience level of the new employee. The training will conclude once the new employee has demonstrated an ability to independently perform all wildlife management job functions.

Staff positions that are not specifically listed below are not required to receive annual wildlife hazard management training and/or firearms and pyrotechnics training unless they temporarily fill a vacant position has authority and responsibilities for implementing this WHMP (14 CFR Part 139.337(f)(1)). Before filling a vacant position, staff must be current in all required wildlife hazard management, firearms, and pyrotechnics training that is required for that position.

Wildlife Management Training
Staff responsible for implementing the WHMP must take initial and annual recurrent training in wildlife hazard management taught by a qualified airport wildlife biologist. This training is based on the airport's WHMP, the WHA, and other topics as recommended in FAA Advisory Circular 150/5200-36 (current edition) and must be initially completed before the individual can participate in wildlife hazard management and thereafter on a recurrent basis every 12 consecutive calendar months.

Staff required to receive initial and recurrent wildlife management training include:

- Aeronautical Services Manager
- Wildlife Biologist
- Chief Operations Supervisor (FS-9)
- Assistant Chief Operations Supervisor (Construction) (FS-8)
- Airport Duty Manager (FS-8)
- Assistant Airport Duty Manager (FS-5)
- Senior Wildlife Supervisor (FS-5)
- Landside Operations Supervisor (FS-3 & FS-4)
- Wildlife Supervisor (FS-3)
- Wildlife Agent (AOA)
- Chief Maintenance Supervisor (FM-6)

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Pyrotechnics Training
Before using pyrotechnics, staff must receive initial training and thereafter on a recurrent basis every 12 consecutive calendar months. Initial and recurrent training covers safety and handling of pyrotechnics and live fire exercises as recommended in FAA Advisory Circular 150/5200-36 (current edition).

Staff required to receive initial and recurrent pyrotechnics training include:

- Airport Duty Manager (FS-8)
- Assistant Airport Duty Manager (FS-5)
- Senior Wildlife Supervisor (FS-5)
- Landside Operations Supervisor (FS-4)
- Wildlife Supervisor (FS-3)
- Wildlife Agent (AOA

Firearms Training
Before using firearms, staff must receive initial training and thereafter on a recurrent basis every 12 consecutive calendar months. Initial and recurrent training covers safety and handling of firearms and live fire exercises as recommended in FAA Advisory Circular 150/5200-36 (current edition).

Staff required to receive initial and recurrent firearms training include:

- Airport Duty Manager (FS-8)
- Assistant Airport Duty Manager (FS-5)
- Senior Wildlife Supervisor (FS-5)
- Wildlife Supervisor (FS-3)

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APPENDIX A – REFERENCES

United States Fish & Wildlife Service (Regional Office)
300 Westgate Center Drive
Hadley, MA 01035
Contact: Migratory Bird Permit Specialist
(413) 253-8641

United States Department of Agriculture, Animal & Plant Health Inspection Service, Wildlife Services (NY State Office)
572 Third Ave. Extension
Rensselaer, NY 12144
(518) 477-4837
Contact: State Director
Assistant State Director

United States Department of Agriculture, Animal & Plant Health Inspection Service, Wildlife Services, National Wildlife Research Center
C/o Plum Brook Station
6100 Columbus Ave., Rm. 229
Sandusky, OH 44870-9660
(419) 625-0242
Contact: Field Station Leader
Research Scientist

Federal Aviation Administration (Regional Office)
1 Aviation Plaza
Jamaica, NY 11434-4809
Contact: Lead Airport Certification Inspector, Safety & Standards Branch
(718) 553-3343

Federal Aviation Administration (Headquarters)
Office of Safety & Standards
800 Independence Ave. SW
Washington, D.C. 20591
Contact: Staff Wildlife Biologist
(202) 267-3778

Federal Aviation Administration Technical Center (Research & Development)
AAR-410
Pomona, NJ 08405
Contact: Project Manager, Wildlife & Pavement
(609) 485-8816

Federal Aviation Administration (JFK Control Tower)
Contact: Manager, JFK Control Tower
(718) 656-0335

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National Park Service
Gateway National Recreation Area
Floyd Bennett Field, Bldg. 69
Brooklyn, NY 11234
Contact: Coordinator, Jamaica Bay Unit
(718) 338-3338 x238
Jamaica Bay Wildlife Refuge
(718) 318-4340

New York State Department of Environmental Conservation (Region 2 Office)
47-40 21st Street
Hunter's Point Plaza
Long Island City, NY 11101
Contact: Region 2 Biologist
(718) 482-4922

New York State Department of Environmental Conservation (State Office)
Special Licenses Unit
625 Broadway
Albany, NY 12233-4752
Contact: Special Licenses Unit
(518) 402-8985

New York State Department of Environmental Conservation (Pathologist)
Wildlife Health Unit
108 Game Farm Road
Delmar, NY 12054
Contact: Pathologist
(518) 478-30323034

New York City Police Department, License Division
Firearms Control Section
Room B11
120-55 Queens Blvd.
Kew Gardens, NY 11424
Contact: Sgt. Yvette Ward
(718) 520-9300

Bird Banding Laboratory
Patuxent, MD
(800) 327-BAND
(301) 497-5790

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APPENDIX B – WILDLIFE CONTROL/WILDLIFE STRIKE/TOUR REPORT/LANDSIDE WILDLIFE REPORT COMPUTER LOGS

Wildlife Staff can complete these forms in the field. GPS locations can be assigned to each entry and staff have the ability to attach photographs to reports.

Wildlife Control Form

Wildlife Control - Entered By: lfrancoe

Related Item(s): <NONE> GO

Modification(s): <NONE> GO

Date/Time Entered: 5/9/2014 15:50

Event Date Time: 05/09/2014 15:50

Entry Last Updated:

Entry Closed:

Form Event | Routing

Enter date and time in the Event Date Time field (above)

Airport:

Species (Dominant): Online Bird ID Guide

Action Taken

Observed: # Harassed: # Eggs:

Depredated/Euthanized: # Nest:

Trapped: # Relocated: # Released on site:

Other Species (Optional)

Species (Secondary):

Observed: # Harassed:

Depredated/Euthanized:

Trapped:

Method: # Pyros or Ammo Used:

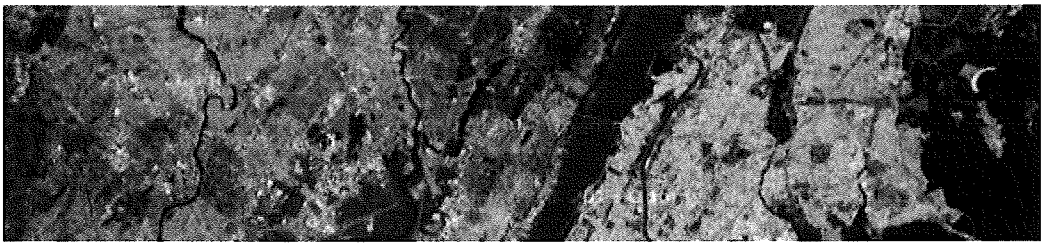
Method #2: # Pyros or Ammo Used:

Duration of Control:

Location:

Other Comments:

ONLY USE NUMBERIC CHARACTERS



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Wildlife Strike Form

Attach File:

Desc.

Browse...

Attach File

Wildlife Strike

Date Time Entered 8/10/2010 4:02 PM

Event Date Time 8/10/2010 ... 4:02 PM ...

Related Item <NONE> GO

Modifications <NONE> GO

Entered By jkolodzinski

Print

Save

Name of Carrier	Aircraft Make/Model	Engine Make/Model
Aircraft Registration	Date of Incident	Time of Incident
Flight Number	Wildlife/Bird Remains ☐ Collected ☐ Sent to Smithsonian	
Airport Name/ID	Runway Used	Location If En Route and/or Distance from Airport (nearest Town/Reference & State/Airport)
Height (AGL) ft	Speed (IAS) kts	

Phase of Flight

Parts of Aircraft Struck

	S	D
A. Radome	☐	☐
B. Windshield	☐	☐
C. Nose	☐	☐
D. Engine #1	☐	☐
E. Engine #2	☐	☐
F. Engine #3	☐	☐
G. Engine #4	☐	☐

☐ Bird(s) Ingested? (Check for Yes)

(Cont')

	S	D
H. Propeller	☐	☐
I. Wing/Rotor	☐	☐
J. Fuselage	☐	☐
K. Land Gear	☐	☐
L. Tail	☐	☐
M. Lights	☐	☐
N. Other	☐	☐

If "Other" Explain

Effect on Flight

☐ None
☐ Aborted Take-Off
☐ Precautionary Landing
☐ Engine Shutdown
Other

Sky Condition

Precipitation

☐ Fog
☐ Rain
☐ Snow
☐ None

Bird/Other Wildlife Species

(Only include confirmed identifications. Speculations, such as pilot comments, should be included in the remarks section below.)

Number Seen and/or Struck

Number	Seen	Struck
1	☐	☐
2-10	☐	☐
11-100	☐	☐

Size of Bird(s)

Pilot Warned of Birds/Wildlife? Yes

Remarks

Aircraft time out of service hours	Estimated cost of repairs or replacement (US$)	Estimated other costs (US$) (e.g., revenue loss, fuel, and lodging or rescheduling, etc.)

Reported By	Title	Date Reported 8/10/2010	FAA Confirmation Number

Email Phone



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Tour Report

Wildlife Tour Report - Entered By: lfrancoe

Related Item(s): <NONE> GO

Modification(s): <NONE> GO

Date/Time Entered: 5/9/2014 16:00

Event Date Time: 05/09/2014 16:00

Entry Last Updated:

Entry Closed:

Form Event | Routing

Wildlife Tour Summary

(To be completed by the wildlife supervisor and wildlife agent once per tour)

Airport:

Tour:

RWY	Time(s) of inspection

Select times when low or no wildlife activity was observed*

Time Period	Condition
00:00 - 01:59	
02:00 - 03:59	
04:00 - 05:59	
06:00 - 07:59	
08:00 - 09:59	
10:00 - 11:59	
12:00 - 13:59	
14:00 - 15:59	
16:00 - 17:59	
18:00 - 19:59	
20:00 - 21:59	
22:00 - 23:59	

*Periods of low or no wildlife activity are defined as periods of time when no wildlife control actions are required.

- Firearms Cleaned
- Pyro Launcher Cleaned

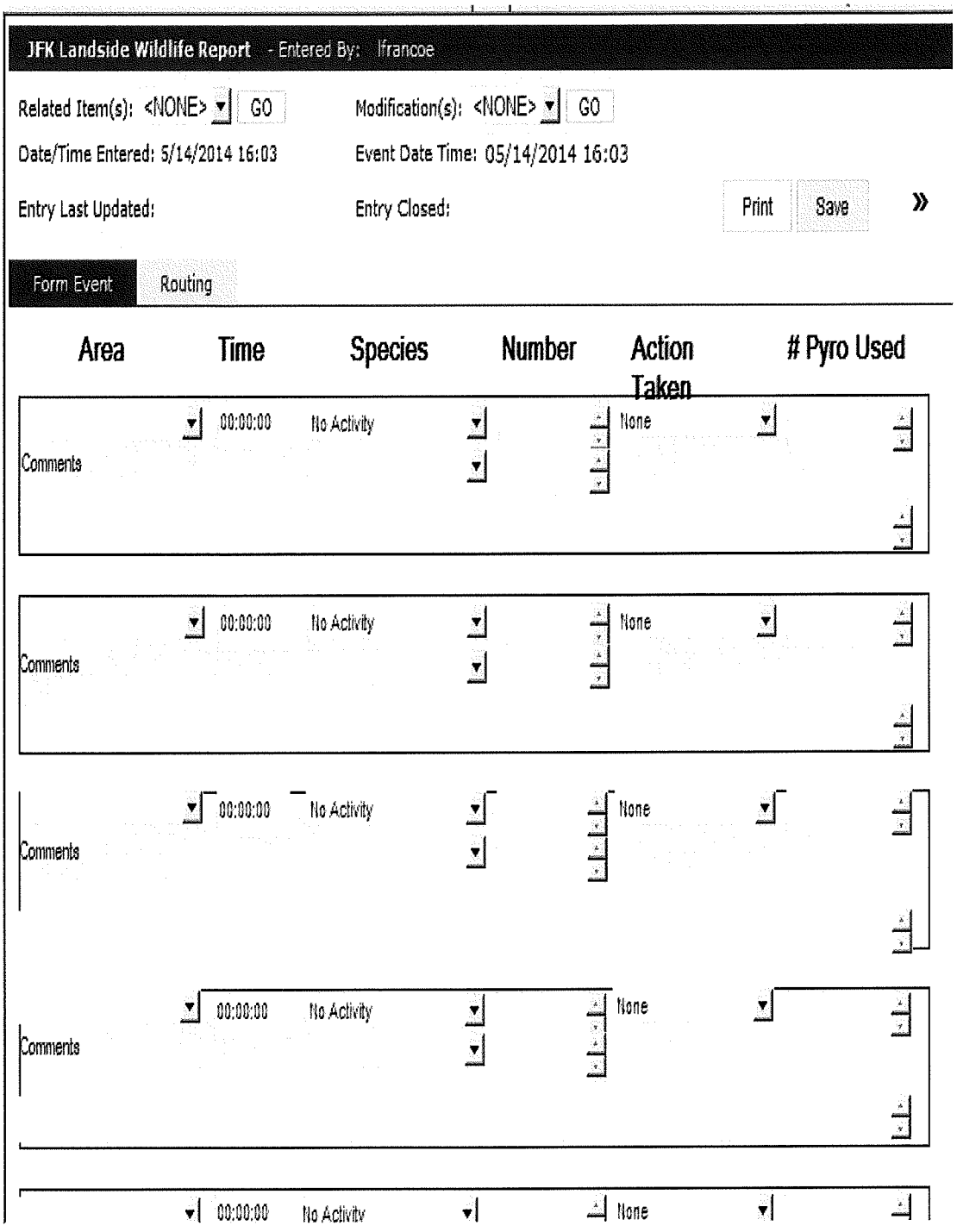
Noteworthy observations, runway inspections, and other comments:

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Landside Wildlife Report



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APPENDIX C - PERMITS

Federal Depredation Permit ..... C – 2

State Depredation Permit ..... C – 7

State Airport Air Strike Hazard Permit ..... C – 12

Federal Eagle Depredation Permit ..... C – 14

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APPROVED: Frank J. Lopano

DATE: AUG 15 2017

DEPREDATION AT AIRPORTS

Permit Number: MB816581-0

Effective: 03/01/2017 Expires: 02/28/2018

Issuing Office:

Department of the Interior
U.S. FISH AND WILDLIFE SERVICE
Migratory Bird Permit Office
P.O. Box 779
Hadley, MA 01035-0779
Tel: 413-253-8643 Fax: 413-253-8424

CHIEF, MIGRATORY BIRD PERMIT OFFICE - REGION 5

Permittee:

PORT AUTHORITY OF NY AND NJ
dba J.F. KENNEDY INTERNATIONAL AIRPORT
AVIATION DEPARTMENT, 4 WORLD TRADE CENTER
C/O LAURA FRANCOEUR
150 GREENWICH STREET, 18TH FLOOR
JAMAICA, NY 10006

Name and Title of Principal Officer:
LAURA FRANCOEUR - WILDLIFE BIOLOGIST

Authority: Statutes and Regulations: 16 USC 703-712; 50 CFR Part 13, 50 CFR 21.41.

Location where authorized activity may be conducted:
ALL PROPERTY BELONGING TO J.F. KENNEDY INTERNATIONAL AIRPORT, JAMAICA, NY

Reporting requirements:

1) Annual Report is due with next renewal. Report forms can be found at: <http://www.fws.gov/migratory birds/mbpermits.html>.
2) Supplemental Report on the relative success of any trapping and relocation efforts per condition (K) of this permit is due with next renewal.

Conditions and Authorizations:

A. General conditions set out in Subpart B of 50 CFR 13, and specific conditions contained in Federal regulations cited above, are hereby made a part of this permit. All activities authorized herein must be carried out in accord with and for the purposes described in the application submitted. Continued validity, or renewal of this permit is subject to complete and timely compliance with all applicable conditions, including the filing of all required information and reports.

B. The validity of this permit is also conditioned upon strict observance of all applicable foreign, state, local tribal, or other federal law.

C. Valid for use by permittee named above

D. You are authorized to take, temporarily possess, and transport the migratory birds specified below to relieve or prevent injurious situations impacting public safety. All take must be done as part of an integrated wildlife damage management program that emphasizes nonlethal management techniques, where practical and effective. Lethal take is not to be the primary means of control. Active hazing, harassment or other non-lethal techniques must continue in conjunction with any lethal take of migratory birds. You may not use this authority for situations in which migratory birds are merely causing a nuisance.

(1) The following may be lethally taken:
(a) 5,500 Laughing gulls,
(b) 1,500 Herring gulls,
(c) 1,000 Mourning doves,
(d) 800 Atlantic brant,
(e) 600 Ring-billed gulls,
(f) 400 Great black-backed gull,
(g) 300 Canada geese,

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(h) 300 Double-crested cormorants,
(i) 100 Mallards,
(j) 75 Barn swallows,
(k) 50 American black duck,
(l) 50 Killdeer,
(m) 25 Snow buntings
(n) 25 American robins
(o) 20 American oystercatchers
(p) 20 Snow geese,
(q) 10 Tree swallows
(r) 5 Gadwalls
(s) 5 Cattle egret
(t) 5 Glossy ibis

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2) The following may be live-trapped and relocated:
(a) 50 American kestrels,
(b) 25 Red-tailed hawks,
(c) 20 Osprey,
(d) 15 Snowy owls,
(e) 5 Peregrine falcons,
(f) 5 Northern harrier,
(g) 5 Short-eared owl,
(h) 5 Barn owl.

Alternatively you are authorized to kill these birds, when capture or relocation is not practical or effective.

(3) The following active nests (including eggs) may be destroyed:
(a) 300 Double-crested cormorant nests,
(b) 75 Barn Swallow nests,
(c) 25 American oystercatcher nests,
(c) 10 Killdeer nest,
(d) 5 Gadwall nests,
(e) 5 Mallard nests,
(f) 5 American black duck nests.

Alternatively, authorized to freeze, shake, puncture, or oil (using Egg Oil, 100% food grade corn oil, ADC Tech Note-June 1996) and immediately replace the eggs in these nests for subsequent incubation. (NOTE: you can eliminate inactive (NO EGGS or CHICKS) Osprey nests without a depredation permit; therefore, you should not have active nests on airport property).

(4) Raptors used for hazing other migratory birds as part of the airport's integrated wildlife damage management program must be housed at the airport in appropriate facilities as follows: (a) raptors housed for less than thirty (30) days must be provided with an adequate perch and protected from extreme temperatures and excessive disturbance; and (b) raptors held for longer than thirty (30) days must be provided with facilities described in 50 CFR 21.29(g).

A copy of the Federal permit or Form 3-186A or similar record of acquisition, indicating lawful possession of the raptors used for hazing other migratory birds, must be prominently displayed at or near the mews or weathering area for each bird. Only captive-bred raptors may be used, and must be marked on the metatarsus with a seamless numbered band issued by the USFWS. Eagles may not be used for these purposes.

State restrictions: Peregrine falcons and other bird species are listed as endangered/threatened by New York State law and therefore may not be taken, unless otherwise authorized by the New York Department of Environmental Conservation.

E. You are authorized In emergency situations only to take, trap, or relocate any migratory birds, nests and eggs, including species that are not listed in Condition D (except bald eagles, golden eagles, or endangered or threatened species) when the migratory birds, nests, or eggs are posing a direct threat to human safety. A direct threat to human safety is one which involves a threat of serious bodily injury or a risk to human life.

You must report any emergency take activity to your migratory bird permit issuing office by **FAXING to 413-253-8424** within 72 hours after the emergency take action. Your report must include the species and number of birds taken, the method of take, and a complete narrative description of the circumstances under which you determined an emergency existed. In doing so, you shall discuss species behaviors that created the hazard or risk being addressed; location of the birds relative to the aircraft or airport operations; duration of bird presence in the area where the emergency existed; timing and amount of practical non-lethal measures attempted prior to the lethal take, as well as results.

F. You are authorized to salvage and temporarily possess migratory birds found dead or taken under this permit for (1) disposal, (2) transfer

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Effective: 03/01/2017 Expires: 02/28/2018

to the U.S. Department of Agriculture, (3) diagnostic purposes, (4) purposes of training airport personnel, (5) donation to a public scientific or educational institution as defined in 50 CFR 10.12, (6) donation to persons authorized by permit or regulation to possess them, or (7) donation of migratory game birds only to a public charity (those suitable for human consumption), Any dead bald eagles or golden eagles salvaged must be reported within 48 hours to the National Eagle Repository at (303) 287-2110 and to the migratory bird permit issuing office at **413-253-8424(fax)**. The Repository will provide directions for shipment of these specimens.

G. You may not salvage and must immediately report to U.S. Fish and Wildlife Service Office of Law Enforcement any dead or injured migratory birds that you encounter that appear to have been poisoned, shot, electrocuted, have collided with industrial power generation equipment, or were otherwise killed or injured as the result of potential criminal activity. See USFWS OLE contact information below.

H. You may use the following methods of take: (1) Shotguns (1a) other types of firearms by USDA only; (2) nets; (3) registered animal drugs (excluding nicarbazin), pesticides and repellents; (4) falconry abatement; and (5) legal lethal and live traps (excluding pole traps). Birds caught live may be euthanized or transported and relocated to another site approved by the appropriate State wildlife agency, if required. When using firearms, you may use rifles or air rifles to shoot any bird when you determine that the use of a shotgun is inadequate to resolve the injurious situation. You may use paint ball guns to haze birds or deter birds only when other methods of hazing are ineffective.

Anyone who takes migratory birds under the authority of this permit must follow the American Veterinary Medical Association Guidelines on Euthanasia when euthanization of a bird is necessary (http://www.avma.org/issues/animal_welfare/euthanasia.pdf).

I. You may temporarily possess and stabilize sick and injured migratory birds and immediately transport them to a federally licensed rehabilitator for care.

J. The following subpermittees are authorized: **Employees of the Port Authority of NY & NJ; employees of Falcon Environmental Services and employees of USDA/APHIS/Wildlife Services.** In addition, any other person who is (1) employed by or under contract to you for the activities specified in this permit, or (2) otherwise designated a subpermittee by you in writing, may exercise the authority of this permit.

K. REPORTING: Along with the above Annual Report, you shall annually report on the relative success of any trapping and relocation efforts undertaken pursuant to Conditions D(2) and E of this permit. Such report shall at a minimum: include the dates and species for which trapping and relocation efforts occurred, whether or not successful; specify the number of trapping attempts for each species and an the relative effectiveness described in terms of both trapping success, relocation success, and number of birds that return to the Airport once relocated.

L. You and any subpermittee(s) must comply with the attached Standard Conditions for Migratory Bird Depredation Permits. **These standard conditions are a continuation of your permit conditions *and must remain with your permit.***

For suspected illegal activity, immediately contact USFWS Law Enforcement at: Valley Stream, NY: 516-825-3950

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APPROVED: Frank J. Lopano

DATE: AUG 15 2017

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FEDERAL AVIATION ADMINISTRATION

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FEDERAL AVIATION ADMINISTRATION

APPROVED: Frank J. Lopano

DATE: AUG 15 2017

LICENSE

Under the Environmental Conservation Law (ECL)

Licensee and Facility Information

License Issued To:
LAURA C FRANCOEUR
THE PORT AUTHORITY OF NY AND NJ
4 WORLD TRADE CENTER, 150 GREENWICH ST FL 18
NEW YORK, NY 10006

(718) 244-3773
COUNTY: QUEENS
REGION: 2

Facility:
JFK INTERNATIONAL AIRPORT
JOHN F KENNEDY EXPRY
JAMAICA, NY 11430

DEC Contact Information

DIVISION OF FISH, WILDLIFE AND MARINE RESOURCES
SPECIAL LICENSES UNIT
625 BROADWAY, ALBANY, NEW YORK 12233-4752
PHONE: (518) 402-8985 FAX: (518) 402-8925
WEBSITE: www.dec.state.ny.us

License Authorizations

Depredation Licenses - Airport
License # 42

New License Effective Date: 4/14/2017 Expiration Date: 4/13/2018

NYSDEC Approval

By acceptance of this license, the licensee agrees that the license is contingent upon strict compliance with the ECL, all applicable regulations, and all conditions included as part of this license.

License Regulations

6 NYCRR Part 182

Issued License

FEDERAL AVIATION ADMINISTRATION
APPROVED:
DATE: AUG 15 2017

ECL 11-0535
6 NYCRR Part 175
ECL 11-0521
ECL 11-0505 (5)

DEPREDATION LICENSES - AIRPORT - LICENSE CONDITIONS

1. DEPA – Authorization for Non-lethal Control Methods The licensee is authorized to use department approved non-lethal control methods on migratory birds, including state listed endangered or threatened species or species of special concern (6 NYCRR Part 182), that are creating or will create a hazard to human health or safety at JFK International Airport Queens County, New York.

2. DEPA – Authorization for Lethal Control Methods – JFK The licensee is authorized to use lethal control methods pursuant to methods and take limits provided by Federal License MB816581-0 on migratory birds, except endangered or threatened species or species of special concern (6 NYCRR Part 182), when non-lethal control methods have failed to deter birds from entering JFK International Airport airspace or when immediate removal of birds is required to protect human health or safety. When lethal control measures incorporate shooting, only non-toxic shot may be used.

The following nests (including eggs) may be removed:
1. treatment of nests and eggs of Canada geese (Branta canadensis);
2. 300 nests of double-crested cormorants Phalacrocorax auritus);
3. 25 nests of American oystercatchers (Haematopus palliates);
4. 5 nests of gadwall (Anas strepera);
5. 5 nests of mallard (Anas platychyncos);
6. 5 nests of American black duck (Anas rubripes)
7. 10 nests of killdeer (Charadrius vociferus);
8. 75 nests of barn swallows (Hirundo rustica).
9. The licensee may also remove inactive nests (no eggs or chicks) of Osprey (Pandion haliaetus).

FEDERAL AVIATION ADMINISTRATION
APPROVED: Frank J. Lopano
DATE: AUG 15 2017

3. DEPA - Authorization for Lethal Control Methods Exception The licensee is authorized to take no more than 5 Cattle egret (Bubulcus ibis), 50 Glossy ibis (Plegadis Falcinellus), 20 Osprey (Pandion haliaetus) on airport grounds when non-lethal control measures have failed and the animal has landed on a runway in use or poses a direct threat to human safety.

4. DEPA - Federal Emergency Authorization with Exception - NYNJPA The licensee is authorized in emergency situations only to take, using shotguns not larger than 10 gauge any migratory bird, (except bald eagles, golden eagles or endangered or threatened species with the exception of species listed in Condition DEPA - Authorization for Lethal Control Methods Exception or authorized by Condition DEPA – Live Trap and Relocation) when the migratory birds, are posing a direct threat to human safety. A direct threat to human safety is one which involves a threat of serious bodily injury or a risk to human life.

5. DEPA – Control Measures Control measures shall include non-lethal methods designed to frighten migratory birds from the authorized location(s).

6. DEPA - Live Trap and Relocation The licensee, pursuant to methods and limits provided by Federal License MB816581-0, is authorized to live trap, transport and release migratory birds at locations other than

where the birds were acquired, provided the licensee has written permission from the land owner or land manager where the birds are to be released. Additionally, the licensee may kill these birds when capture and relocation is not practical or effective when non-lethal control methods have failed to deter these birds from entering JFK International Airport airspace or when immediate removal of birds is required to protect human health and safety.

7. DEP – ALL – License not Valid Without Federal Permit This license is not valid without a corresponding Federal Permit from the US Fish and Wildlife Service. The licensee shall comply with all terms and conditions of the Federal Permit.

8. DEPA – Training Requirement Prior to Use of Lethal Control Methods Only persons who have received training in species identification and wildlife control techniques within the previous two (2) years are authorized to use lethal control methods pursuant to this license.

9. DEPA – No Take of Non - Target Species This license does not authorize the taking of any non-target species. In the event such species are taken, the licensee shall cease activities and contact the New York State Department of Environmental Conservation's Regional Wildlife Manager at

Regional Wildlife Manager
NYSDEC Region 2 Headquarters
47-40 21st St
Long Island City, NY11101 -5401

10. DEPA – Retrieval and Disposal of Carcasses The licensee shall attempt to retrieve birds shot or found dead on the property and properly dispose of the carcasses by donation to public, scientific and/or educational institutions, or by prompt burial and/or incineration.

11. DEPA – Reporting Endangered or Threatened Species Found Dead The licensee shall immediately freeze and hold the carcasses of any endangered or threatened species found dead, and shall notify the NYSDEC Endangered Species Unit (518) 402-8863 within three (3) business days of finding the carcass.

12. DEP –ALL – Designated Agents The licensee may designate agents to conduct activities authorized by this license. Such designations shall be made in writing by sending a list with the name and address of the person(s) the licensee wishes to designate as an agent to the NYSDEC Special Licenses Unit at the address listed on the front of this license. This list shall be current and on file at the NYSDEC Special Licenses Unit. The licensee is responsible for all actions taken by designated agents under this license.

13. Authorized Designated Agents The following Designated Agents are authorized: Port Authority employees or anyone under contract with the Port Authority to conduct wildlife management.

14. DEPA – Laughing Gull Nesting Colony Census – JFK The licensee shall conduct a census of the laughing gull (Larus atricilla) colony at Joco, East High Meadow and Silver Hole Marshes, Gateway National Recreation Area, Jamaica Bay, Queens County, prior to or immediately after implementation of shooting and prior to June 15.

15. DEPA – Status Report Requirement – JFK The licensee shall submit an annual status report that identifies specific activities that have been undertaken to reduce bird attractants both on and off the airport. Activities to reduce bird attractants shall include:

1. vegetation management;
2. insect control;
3. solid waste management;
4. water retention management;

FEDERAL AVIATION ADMINISTRATION
APPROVED: Frank J. Lopano
DATE: AUG 15 2017

5. removal of food sources and garbage from the airport;
6. landscape management.

The licensee shall update the previous year's report and identify activities accomplished, those still ongoing and those actions still in the planning stage. Estimated time frames shall be provided.

16. DEPA – Reporting Requirement - Regional Manager The licensee shall file a written annual report prior to the expiration date of this license. Such annual report shall contain: a) name of the licensee, b) license number, c) number of birds shot or found dead on the property by species, d) any band numbers or other markings present on birds shot or found dead, and e) number of individuals shooting. The licensee shall send this report to

Regional Wildlife Manager
NYSDEC Region 2 Headquarters
47-40 21st St
Long Island City, NY11101 -5401

FEDERAL AVIATION ADMINISTRATION
APPROVED: Frank J. Pisani
DATE: AUG 15 2017

The licensee shall consult with the Regional Wildlife Manager as deemed appropriate.

17. DEP - ALL – Licensee Shall Submit copies of Federal Reports The licensee shall submit copies of all reports required under their Federal Permit to the NYS DEC Special Licenses Unit at the address listed on the front of this license prior to the expiration of this license.

GENERAL CONDITIONS - Apply to ALL Authorized Licenses

1. GC – Licensee Shall Read All Conditions The licensee shall read all license conditions prior to conducting any activities authorized pursuant to this license.

2. GC – License is Not Transferrable This license is not transferrable and is valid only for the person identified as the licensee.

3. GC – Licensee Responsible for Federal, State or Local Permits/Licenses The licensee is responsible for obtaining any and all necessary, corresponding Federal, State or local permits or licenses prior to conducting any activity authorized pursuant to this license.

4. GC – Reasons for Revocation This license may be revoked for any of the following reasons:

i. licensee provided materially false or inaccurate statements in his or her application, supporting documentation or on required reports;
ii. failure by the licensee to comply with any terms or conditions of this license;
iii. licensee exceeds the scope of the purpose or activities described in his or her application for this license;
iv. licensee fails to comply with any provisions of the NYS Environmental Conservation Law, any other State or Federal laws or regulations of the department directly related to the licensed activity;
v. licensee submits a check, money order or voucher for this license or application for this license that is subsequently returned to the department for insufficient funds or nonpayment after the license has been issued.

5. GC – Licensee Shall Carry Copy of License The licensee shall carry a copy of this license or a document provided by the department, if relevant, when conducting activities pursuant to this license.

6. GC – Licensee Shall Notify of Change of Address The licensee shall notify the Special Licenses Unit in writing, by mail or email, within five (5) days of the official change of residence.

7. GC – Licensee is Liable for Designated Agents If designated agents are authorized pursuant to this license, the licensee shall be liable and responsible for any activities conducted by designated agents pursuant to this license or any actions by designated agents resulting from activities authorized by this license.

8. GC – Licensee Renewal The licensee shall submit a written request for the renewal of this license prior to the expiration date listed on the license. The licensee shall include accurate and complete copies of any required reports with their renewal request. This renewal paperwork shall be sent to:

NYSDEC
Special Licenses Unit
625 Broadway
Albany, NY 12233-4752.

This license is deemed expired on the date of expiration listed on the license.

NOTIFICATION OF OTHER LICENSEE OBLIGATIONS

MN– Licensee is Liable
The licensee shall be liable and responsible for any activities conducted under the authority of this license or any actions resulting from activities authorized by the license.

MN – Access by Law Enforcement
The licensee shall allow representatives of the NYS DEC Division of Law Enforcement to enter the licensed premises to inspect his or her operations and records for compliance with license conditions.

Trespassing Prohibited
This license is not a license to trespass. The licensee shall obtain permission from the appropriate landowner/land manager prior to conducting activities authorized pursuant to this license

FEDERAL AVIATION ADMINISTRATION
APPROVED: Frank J. Esposito
DATE: AUG 15 2017

E. Biological Resources Filings and Correspondence

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Office of Natural Resources, Region 2
47-40 21st Street, Long Island City, NY 11101
P: (718) 482-6464 I F: (718) 482-4502
www.dec.ny.gov

August 23, 2018

Kathryn Lamond
Port Authority of New York/New Jersey
4 World Trade Center, 18th floor
150 Greenwich Street
New York, NY 10007

Re: Part 182 Endangered/Threatened Species Consultation Request for
Reconstruction of Runway 13L-31R and Associated Taxiways Project
John F. Kennedy International Airport
Queens County, New York

Dear Ms. Lamond:

I've reviewed the Port Authority's Part 182 Endangered/Threatened Consultation Request for the reconstruction of Runway 13L-31R and Associated Taxiways Project at the JFK International Airport, prepared by VHB Engineering, Surveying, Landscape Architecture and Geology, P.C., and dated July 20, 2018.

The Department concurs that the proposed activities will not adversely affect the upland sandpiper, short-eared owl, or northern harrier. The Department also concurs that habitat for the piping plover, red knot, roseate tern, and seabeach amaranth does not exist on the site.

Sincerely,

Ken Scarlatelli
Regional Natural Resources Supervisor

Encl.

CC: David Kennedy, VHB
Elizabeth Thompson, VHB
Sam Yee Y Chang, DEC
Tamara Greco, DEC
Steven Watts, DEC

November 22, 2017

VIA ELECTRONIC MAIL

Ref: 26209.01

Ms. Andrea Chaloux
Information Services
New York Natural Heritage Program
New York State Department of Environmental Conservation
625 Broadway, 5th Floor
Albany, NY 12233-4757

Re: NYNHP Records Request
John F. Kennedy Airport
Rehabilitation of Runway 13L-31R and Associated Taxiways

Dear Ms. Chaloux:

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) has been retained by The Port Authority of New York & New Jersey (PANYNJ) to prepare an Environmental Assessment (EA) for proposed improvements to Runway 13L-31R and the associated taxiways at John F. Kennedy International Airport, Queens County, New York. PANYNJ's project will (1) rehabilitate the runway's substandard conditions to ensure safety; (2) introduce Airplane Design Group (ADG) VI standards and associated taxiway improvements to allow aircraft A380 operations; and (3) increase the runway's operating efficiency by implementing a high-speed-exit taxiway between existing Taxiways V and W.

The Federal Aviation Administration (FAA) is serving a lead agency for the review of the EA. In order to ensure that the EA will identify and evaluate all potentially significant issues, we are requesting copies of any New York Natural Heritage Program records for rare plants, animals (including records of known, occupied northern long-eared bat [*Myotis septentrionalis*] roosts or hibernacula), natural communities or significant wildlife habitats at or in the vicinity of the subject property, as depicted on the enclosed project location and detail maps.

Thank you for your cooperation in this matter. If additional information is required, or if you have any questions, please do not hesitate to contact me at (631) 787-3400 or rmarino@vhb.com.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Raymond Marino
Project Scientist
RM
enc.

\\vhb\proj\NewYorkCity\26209.01 JFK Runway 13L-31R EA\tech\Natural and Cultural Resources\Biological Resources\NYNHP\NYNHP Request Letter 11-22-17-FINAL.docx

www.vhb.com
Engineers | Scientists | Planners | Designers
100 Motor Parkway
Suite 135
Hauppauge, New York 11788
P 631.787.3400
F 631.813.2545

From: dec.sm.NaturalHeritage
To: Marino, Raymond
Subject: RE: Info Request
Date: Friday, December 1, 2017 11:05:07 AM
Attachments: image001.gif
2017_1463.pdf

Dear Mr. Marino,

In response to your request, please see the attached letter and report.

For future requests, we invite you to use our online Project Screening Request Form (www.nynhp.org/ProjectScreening), which allows online submission of information requests. Alternatively, you may continue to submit requests to our dedicated e-mailbox, NaturalHeritage@dec.ny.gov.

Sincerely,

Colleen Lutz

Assistant Biologist
NY Natural Heritage Program
625 Broadway, 5th Floor
Albany, NY 12233-4757
www.nynhp.org
518-402-8913

The New York Natural Heritage Program is a partnership between the New York State Department of Environmental Conservation and the State University of New York College of Environmental Science and Forestry.

From: Marino, Raymond [mailto:RMarino@VHB.com]
Sent: Wednesday, November 22, 2017 10:05 AM
To: dec.sm.NaturalHeritage <NaturalHeritage@dec.ny.gov>
Subject: Info Request

Attached please find a records request for a property located at John F. Kennedy Airport, Queens, New York. Please contact me at this E-mail of the telephone number below if you require any additional information.

Thank you,

Raymond Marino
Environmental Scientist

VHB_Seccafico_emailsignature

100 Motor Parkway
Suite 135
Hauppauge, NY 11788
P 631.787.3456 **| F** 631.813.2545
rmarino@vhb.com

Engineers | Scientists | Planners | Designers
www.vhb.com

This communication and any attachments to this are confidential and intended only for the recipient(s). Any other use, dissemination, copying, or disclosure of this communication is strictly prohibited. If you have received this communication in error, please notify us and destroy it immediately. VHB Engineering, Surveying and Landscape Architecture, P.C. is not responsible for any undetectable alteration, transmission error, conversion, media degradation, software error, or interference with this transmission.
VHB Engineering, Surveying and Landscape Architecture, P.C. | info@vhb.com

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To: November 22, 2017
Consultation Code: 05E1LI00-2018-SLI-0108
Event Code: 05E1LI00-2018-E-00238
Project Name: John F. Kennedy Airport Rehabilitation of Runway 13L-31R and Associated Taxiways

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967
(631) 286-0485

Project Summary

Consultation Code: 05E1LI00-2018-SLI-0108

Event Code: 05E1LI00-2018-E-00238

Project Name: John F. Kennedy Airport Rehabilitation of Runway 13L-31R and Associated Taxiways

Project Type: TRANSPORTATION

Project Description: The Port Authority of New York & New Jersey (PANYNJ) is proposing improvements to Runway 13L-31R and the associated taxiways at John F. Kennedy International Airport, Queens County, New York. PANYNJ's project will (1) rehabilitate the runway's substandard conditions to ensure safety; (2) introduce Airplane Design Group (ADG) VI standards and associated taxiway improvements to allow aircraft A380 operations; and (3) increase the runway's operating efficiency by implementing a high-speed-exit taxiway between existing Taxiways V and W.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/40.65007045893853N73.77510958561982W



Counties: Queens, NY

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Roseate Tern *Sterna dougallii dougallii* Population: northeast U.S. nesting pop. No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2083	Endangered

Flowering Plants

NAME	STATUS
Seabeach Amaranth *Amaranthus pumilus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8549	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

December 1, 2017

Raymond Marino
VHB Engineering, Surveying and Landscape Architecture, P.C.
100 Motor Parkway Suite 135
Hauppauge, NY 11788

Re: John F. Kennedy Airport- Rehabilitation of Runway 13L-31R and Associated Taxiways
County: Queens Town/City: City Of New York

Dear Mr. Marino:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals that our database indicates occur in the vicinity of the project site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our database is continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 2 Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Colleen Lutz
Assistant Biologist
New York Natural Heritage Program

1463

The following state-listed animals have been documented at the project site.

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about any permit considerations for the project, contact the Permits staff at the NYSDEC Region 2 Office. For information about potential impacts of the project on these species, and how to avoid, minimize, or mitigate any impacts, contact the Wildlife Manager.

A listing of Regional Offices is at http://www.dec.ny.gov/about/558.html.

The following species has been documented at the project site.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*FEDERAL LISTING*	
Upland Sandpiper *Breeding*	*Bartramia longicauda*	Threatened		10924

The following species have been documented along the southeastern edge of project site.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*FEDERAL LISTING*	
Short-eared Owl *Breeding*	*Asio flammeus*	Endangered		211
Northern Harrier *Breeding*	*Circus cyaneus*	Threatened		1641

This report only includes records from the NY Natural Heritage database.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

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F. Coastal Resources Filings and Correspondence

UPS OVERNIGHT

November 28, 2017

Jeffrey Zappieri
Supervisor, Consistency Review Unit
New York State Department of State
Division of Coastal Resources
1 Commerce Plaza, Suite 1010
Albany, NY 12231-0001

SUBJECT: JOHN F. KENNEDY INTERNATIONAL AIRPORT, RUNWAY 13L/31R REHABILITATION: COASTAL ZONE MANAGEMENT PROGRAM CERTIFICATION CONCURRENCE

Dear Mr. Zappieri:

The Port Authority of NY & NJ (Port Authority) is proposing to rehabilitate Runway 13L/31R and undertake rehabilitation and improvements to associated taxiways at John F. Kennedy International Airport near Jamaica Bay, at Jamaica, Borough of Queens, Queens County, New York. The work will consist of milling and overlaying of Runway 13L/31R, crossing taxiways, and portions of Taxiway U and Taxiway YA, upgrading taxiway fillets and geometry to meet Federal Aviation Administration (FAA) standards, installation of a high speed taxiway, realignment of part of Taxiway U, improvement of the Taxiway W, U, V, & B intersection, and construction of Taxiway YA stub.

The Federal Aviation Administration will approve the change to the Airport Layout Plan (ALP) required by the proposed project. The Port Authority has reviewed the subject project in light of the New York State Department of State (NYSDOS) Coastal Zone Management Program (CZMP) policies and the New York City Waterfront Revitalization Program (NYCWRP) policies and determined the project would be in compliance with both and would not cause foreseeable adverse effects on coastal resources.

Enclosed are drawings showing the project location and the proposed areas of work, a completed Federal Consistency Assessment Form (FCAF) including a policy evaluation, and a completed New York City Waterfront Revitalization Program Consistency Assessment Form (NYC WRPCAF) including a policy evaluation to assist in your review of the project.

The project site is located within a developed area that is above the spring high tide line and more than 150' inland of the shoreline. Therefore, the work will not require a permit from the U.S. Army Corps of Engineers nor will a permit from the New York State Department of Environmental Conservation be required.

Engineering Department 20th Floor
4 World Trade Center, 150 Greenwich Street
New York, NY ~~10006~~ 10007

If you have any questions or require any additional information, please contact the undersigned by e-mail at mhelman@panynj.gov or by telephone at (212) 435 - 6112.

Allow me to thank you in advance for your assistance in this matter.

Very truly yours,

Marc Helman
Supervisor, Permits and Governmental Approvals
Environmental Engineering Unit

Enclosures:

1) Project Drawings
2) FCAF w/ policy evaluation
3) NYC WRPCAF w/ policy evaluation

cc: Michael Marrella, NYCDCP

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Federal Consistency Assessment Form

An applicant, seeking a permit, license, waiver, certification or similar type of approval from a federal agency which is subject to the New York State Coastal Management Program (CMP), shall complete this assessment form for any proposed activity that will occur within and/or directly affect the State's Coastal Area. This form is intended to assist an applicant in certifying that the proposed activity is consistent with New York State's CMP as required by U.S. Department of Commerce regulations (15 CFR 930.57). It should be completed at the time when the federal application is prepared. The Department of State will use the completed form and accompanying information in its review of the applicant's certification of consistency.

A. **APPLICANT** (please print)

1. Name: The Port Authority of New York & New Jersey ATTN: Marc Helman
2. Address: 4 World Trade Center, 150 Greenwich St., 20th Floor New York, NY 10007
3. Telephone: Area Code ( ) (212) 435 - 6112

B. **PROPOSED ACTIVITY:**

1. Brief description of activity:

Mill and overlay of Runway 13L-31R, crossing taxiways, Taxiways YA & U, upgrading taxiway/fillet geometry, adding a high speed taxiway, realigning Twy U, improving Twy W, U, V, & B intersection, and constructing Twy YA stub.

2. Purpose of activity:

Purposes: Restore runway to safe condition, improve operational efficiency by adding a high speed taxiway, and upgrade in preparation for A380 operations.

3. Location of activity:

Queens	Jamaica	JFK Int'l. Airport
County	City, Town, or Village	Street or Site Description

4. Type of federal permit/license required: FAA approval of change to airport layout plan.

5. Federal application number, if known: _____

6. If a state permit/license was issued or is required for the proposed activity, identify the state agency and provide the application or permit number, if known:

N/A

C. **COASTAL ASSESSMENT** Check either "YES" or "NO" for each of these questions. The numbers following each question refer to the policies described in the CMP document (see footnote on page 2) which may be affected by the proposed activity.

1. Will the proposed activity result in any of the following:	YES	NO
a. Large physical change to a site within the coastal area which will require the preparation of an environmental impact statement? (11, 22, 25, 32, 37, 38, 41, 43)		✓
b. Physical alteration of more than two acres of land along the shoreline, land under water or coastal waters? (2, 11, 12, 20, 28, 35, 44)		✓
c. Revitalization/redevelopment of a deteriorated or underutilized waterfront site? (1)		✓
d. Reduction of existing or potential public access to or along coastal waters? (19, 20)		✓
e. Adverse effect upon the commercial or recreational use of coastal fish resources? (9,10)		✓
f. Siting of a facility essential to the exploration, development and production of energy resources in coastal waters or on the Outer Continental Shelf? (29)		✓
g. Siting of a facility essential to the generation or transmission of energy? (27)		✓
h. Mining, excavation, or dredging activities, or the placement of dredged or fill material in coastal waters? (15, 35)		✓
i. Discharge of toxics, hazardous substances or other pollutants into coastal waters? (8, 15, 35)		✓
j. Draining of stormwater runoff or sewer overflows into coastal waters? (33)	✓	
k. Transport, storage, treatment, or disposal of solid wastes or hazardous materials? (36, 39)	✓	
l. Adverse effect upon land or water uses within the State's small harbors? (4)		✓

2. Will the proposed activity affect or be located in, on, or adjacent to any of the following:	YES	NO
a. State designated freshwater or tidal wetland? (44)	✓	
b. Federally designated flood and/or state designated erosion hazard area? (11, 12, 17)	✓	
c. State designated significant fish and/or wildlife habitat? (7)	✓	
d. State designated significant scenic resource or area? (24)		✓
e. State designated important agricultural lands? (26)		✓
f. Beach, dune or Barrier Island? (12)		✓
g. Major ports of Albany, Buffalo, Ogdensburg, Oswego or New York? (3)		✓
h. State, county, or local park? (19, 20)	✓	
i. Historic resource listed on the National or State Register of Historic Places? (23)		✓

3. Will the proposed activity require any of the following:	YES	NO
a. Waterfront site? (2, 21, 22)		✓
b. Provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (5)		✓
c. Construction or reconstruction of a flood or erosion control structure? (13, 14, 16)		✓
d. State water quality permit or certification? (30, 38, 40)		✓
e. State air quality permit or certification? (41, 43)		✓

4. Will the proposed activity occur within and/or affect an area covered by a State-approved local waterfront revitalization program, or State-approved regional coastal management program? (see policies in program document*)	YES	NO
	✓	

D. **ADDITIONAL STEPS**

1. If all of the questions in Section C are answered "NO", then the applicant or agency shall complete Section E and submit the documentation required by Section F.

2. If any of the questions in Section C are answered "YES", then the applicant or agent is advised to consult the CMP, or where appropriate, the local waterfront revitalization program document*. The proposed activity must be analyzed in more detail with respect to the applicable state or local coastal policies. On a separate page(s), the applicant or agent shall: (a) identify, by their policy numbers, which coastal policies are affected by the activity, (b) briefly assess the effects of the activity upon the policy; and, (c) state how the activity is consistent with each policy. Following the completion of this written assessment, the applicant or agency shall complete Section E and submit the documentation required by Section F.

E. **CERTIFICATION**

The applicant or agent must certify that the proposed activity is consistent with the State's CMP or the approved local waterfront revitalization program, as appropriate. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program, or with the applicable approved local waterfront revitalization program, and will be conducted in a manner consistent with such program."

CONTACT'S ~~Applicant/Agent's~~ Name: Port Authority of New York & New Jersey ATTN: Marc Helman

Address: 4 World Trade Center, 150 Greenwich Street, 20th Floor New York, NY 10007

Telephone: Area Code ( ) (212) 435 - 6112

CONTACT'S ~~Applicant/Agent's~~ Signature: Marc Helman Date: 28 November 2017

F. **SUBMISSION REQUIREMENTS**

1. The applicant or agent shall submit the following documents to the **New York State Department of State, Office of Planning and Development, Attn: Consistency Review Unit, One Commerce Plaza-Suite 1010, 99 Washington Avenue, Albany, New York 12231.**

a. Copy of original signed form.
b. Copy of the completed federal agency application.
c. Other available information which would support the certification of consistency.

2. The applicant or agent shall also submit a copy of this completed form along with his/her application to the federal agency.

3. If there are any questions regarding the submission of this form, contact the Department of State at (518) 474-6000.

*These state and local documents are available for inspection at the offices of many federal agencies, Department of environmental Conservation and Department of State regional offices, and the appropriate regional and county planning agencies. Local program documents are also available for inspection at the offices of the appropriate local government.

JOHN F. KENNEDY (JFK) INTERNATIONAL AIRPORT
REHABILITIATION OF RUNWAY 13L/31R
NEW YORK STATE DEPARTMENT OF STATE
NEW YORK STATE COASTAL ZONE MANAGEMENT PROGRAM (CZMP)
POLICY EVALUATION

The following addresses questions that were answered "yes" on the New York State Department of State Coastal Management Program Federal Consistency Assessment Form.

Coastal Assessment

1) Will the proposed activity result in any of the following:

j. Draining of stormwater runoff or sewer overflows into coastal waters? (33)

The proposed work may slightly increase the amount of stormwater runoff that enters the John F. Kennedy International Airport (JFK) stormwater system due to a slight increase in impervious area resulting from installation of a new high speed taxiway and slight widening of the taxiway fillets. However, the increased volume is well within the capacity of the JFK stormwater system. A stormwater pollution prevention plan (SWPP), including water quality measures, will protect the quality of stormwater discharged to receiving waters both during and post-construction. Therefore, the proposed project is consistent with this policy.

k. Transport, storage, treatment, or disposal of solid waste or hazardous materials? (36, 39)

The rehabilitation of Runway 13L/31R will generate solid waste in the form of asphalt, soil, and concrete. These materials, if not reusable on-site, would be disposed of in accordance with state and federal requirements at a state-approved site. Storage of such material prior to disposal would be undertaken in a manner to ensure that coastal surface water and groundwater are not impacted. Therefore, the proposed project is consistent with these policies.

2) Will the proposed activity affect or be located in, on, or adjacent to any of the following:

a) State designated tidal or freshwater wetland? (44)

JFK is, except for a portion of its northern side, surrounded by NYSDEC mapped littoral zone (LZ) wetlands. The closest wetlands to the proposed project area are located in Thurston Basin on the northeast corner of the airport. However, the closest part of the proposed project area to these wetlands is a minimum of 2,000 feet away and is separated from the wetlands by a runway (4L/22R), a patrol road, and taxiways. The proposed project would have no impact on functions and values provided by these wetlands or any wetland areas surrounding the airport. Therefore, the proposed project is in compliance with these policies.

b) Federally designated flood and/or state designated erosion hazard area? (11, 12, 17)

The proposed project is located within the FEMA 100-year floodplain. The project is not expected to worsen flooding within or adjacent to Thurston Basin due to the relatively minor change in impervious area resulting from the project. No buildings or other structures will be constructed in the project area. As the site is in a developed area, there are no natural flood protection features that would need to be protected. The proposed project is predominantly maintenance work, resurfacing of a runway, with additional features (high speed taxiway) to

enhance airport operational capacity without increasing flood potential. Therefore, the proposed project is in compliance with these policies.

c. State designated significant fish and/or wildlife habitat? (7)

The proposed project area is located close to the Jamaica Bay Significant Coastal Fish and Wildlife Habitat. However, it is separated from most of the habitat by as least of 5,000 linear feet of terminal buildings, runways, taxiways, and roadways and the proposed work would have no impact on the habitat. Therefore, the project is consistent with this policy.

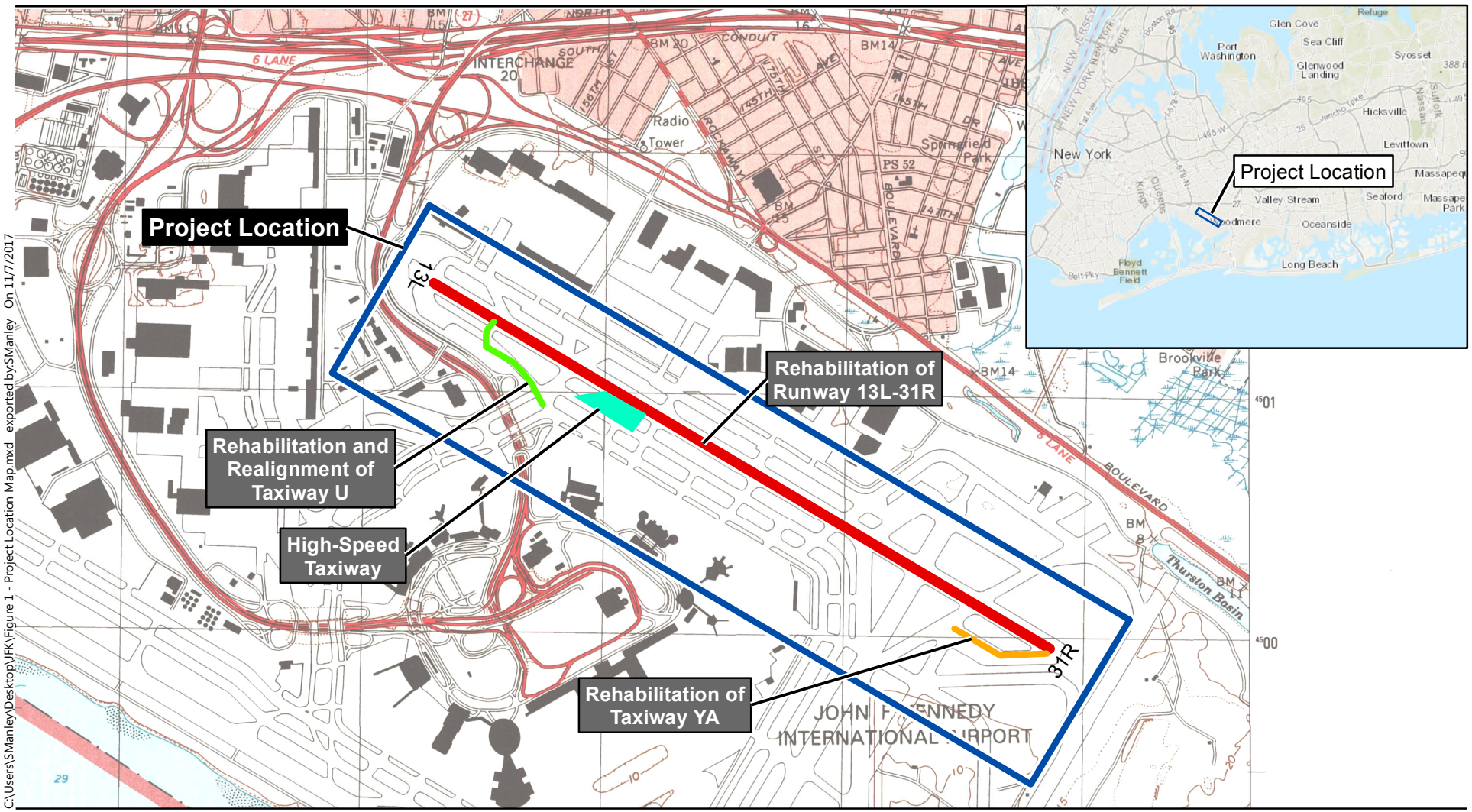
h. State, county, or local park? (19, 20)

The proposed project area is located close to Gateway National Park and Idelwild Park. However, the project area is at least of 5,000 linear feet from Gateway National Park and is separated from the park by of terminal buildings, runways, taxiways, and roadways. The project area is at least 1,500 linear feet from Idelwild Park, from which it is separated by runways, taxiway, and a major public roadway. The proposed work would have no impact on public access to or use of either park. Therefore, the project is consistent with these policies.

4. Will the proposed activity occur within and/or affect an area covered by a State-approved local waterfront revitalization program, or State-approved regional coastal management program?

The proposed project is located within New York City, which has a State-approved local waterfront revitalization program. A copy of the New York City Waterfront Revitalization Program Consistency Assessment Form with responses to policy questions has been provided with this request for concurrence.

The proposed project is consistent with New York City's program. Therefore, the project would also be consistent with New York State's program, as there are no conflicts with any of the state policies.



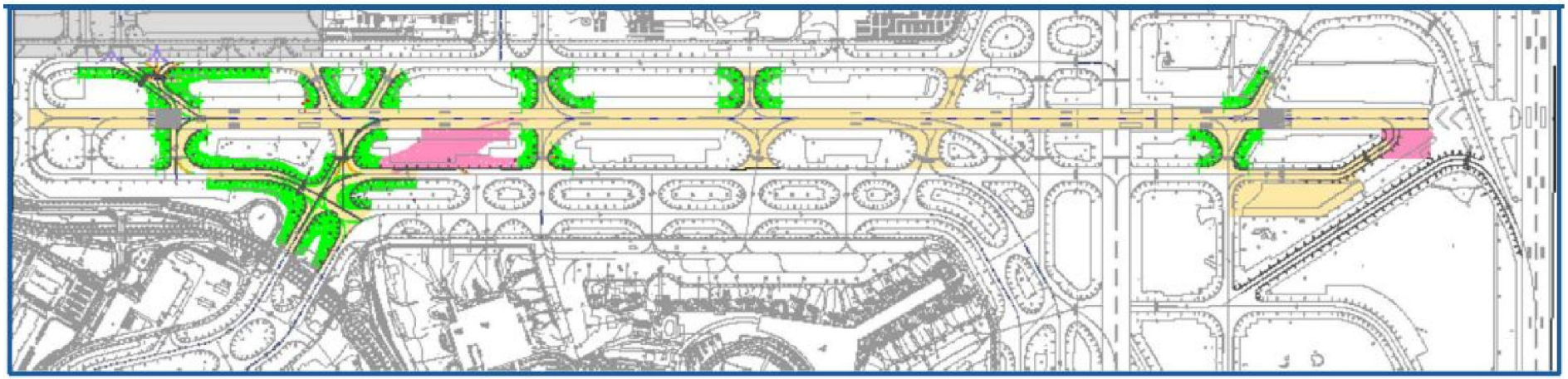
Sources: USGS Jamaica, NY 7.5-minute Quadrangle 1994 (2000 ed.)

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

John F. Kennedy International Airport
Rehabilitation of Runway 13L-31R and Associated Taxiways
DRAFT Environmental Assessment

Figure 1
Project Location

C:\Users\SManley\Desktop\JFK\Figure 2 - Project Location Map Detail.mxd exported by:SManley On 11/7/2017



Legend:

- Mill and Overlay
- New Full Depth Pavement - Fillet
- New Full Depth Pavement - Taxiway

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

John F. Kennedy International Airport
Rehabilitation of Runway 13L-31R and Associated Taxiways
DRAFT Environmental Assessment

Figure 2
Taxiway and Fillet Detail

STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001
WWW.DOS.NY.GOV

ANDREW M. CUOMO
GOVERNOR

ROSSANA ROSADO
SECRETARY OF STATE

January 22, 2018

Marc Helman
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street, 20th Floor
New York, NY 10007

Re: **F-2017-1125 (FAA)**
Port Authority of New York & New Jersey (PANYNJ)
John F. Kennedy (JFK) International Airport
Jamaica, Borough and County of Queens, New York;
Jamaica Bay
Runway 13/ 31 R Rehabilitation;
Change to Airport Layout Plan (ALP)

General Concurrence - No objection to FAA approval

Dear Mr. Helman:

The Department of State (DOS) received the information you submitted regarding the above and has completed its review. The Department of State has no objection to the proposed activities and the required Federal Aviation Administration (FAA) authorization to implement the necessary changes to the airport layout plan (ALP).

The Department of State has determined that this modification of the ALP would not result in coastal zone effects that would be substantially different than those originally reviewed by the Department and that the proposal meets the Department's general consistency concurrence criteria.

This determination is without prejudice to and does not obviate the need to obtain all other applicable license, permits, other forms of authorizations or approvals that may be required pursuant to existing New York State statutes. When communicating with us regarding this matter, please contact us at (518) 474-6000 and refer to our file #F-2017-1125 (FAA).

Jeffrey Zappieri
Supervisor, Consistency Review Unit
Office of Planning and Development

JZ/ TS
Cc: COE/ NY District – Steve Ryba
DEC Region 2 – Steve Watts

UPS OVERNIGHT

November 28, 2017

Michael Marrella
Director, Waterfront and Open Space Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

SUBJECT: JOHN F. KENNEDY INTERNATIONAL AIRPORT, RUNWAY 13L/31R REHABILITATION: WATERFRONT REVITALIZATION PROGRAM CERTIFICATION CONCURRENCE

Dear Mr. Marrella:

The Port Authority of NY & NJ (Port Authority) is proposing to rehabilitate Runway 13L/31R and undertake rehabilitation and improvements to associated taxiways at John F. Kennedy International Airport near Jamaica Bay, at Jamaica, Borough of Queens, Queens County, New York. The work will consist of milling and overlaying of Runway 13L/31R, crossing taxiways, and portions of Taxiway U and Taxiway YA, upgrading taxiway fillets and geometry to meet Federal Aviation Administration (FAA) standards, installation of a high speed taxiway, realignment of part of Taxiway U, improvement of the Taxiway W, U, V, & B intersection, and construction of Taxiway YA stub.

The Federal Aviation Administration will approve the change to the Airport Layout Plan (ALP) required by the proposed project. The Port Authority has reviewed the subject project in light of the New York City Waterfront Revitalization Program (NYCWRP) policies and the New York State Department of State (NYSDOS) Coastal Zone Management Program (CZMP) policies and determined the project would be in compliance with both and would not cause foreseeable adverse effects on coastal resources.

Enclosed are drawings showing the project location and the proposed areas of work, a completed New York City Waterfront Revitalization Program Consistency Assessment Form (NYC WRPCAF) including a policy evaluation and a completed Federal Consistency Assessment Form (FCAF) including a policy evaluation to assist in your review of the project.

The project site is located within a developed area of the airport that is above the spring high tide line and more than 150' inland of the shoreline. Therefore, the work will not require a permit from the U.S. Army Corps of Engineers nor will a permit from the New York State Department of Environmental Conservation be required.

Engineering Department 20th Floor
4 World Trade Center, 150 Greenwich Street
New York, NY ~~10006~~ 10007

If you have any questions or require any additional information, please contact the undersigned by e-mail at mhelman@panynj.gov or by telephone at (212) 435 - 6112.

Allow me to thank you in advance for your assistance in this matter.

Enclosed is a drawing showing the project area, a completed New York City Waterfront Revitalization Program Consistency Assessment Form (NYC WRPCAF)) including a policy evaluation, and a completed Federal Consistency Assessment Form (FCAF)) including a policy evaluation to assist in your review of the project.

The project site is located within a developed area that is inland of the shoreline. Therefore, the work will not require a permit from the U.S. Army Corps of Engineers. The project area is also at an elevation of 10 feet or more above mean sea level. Therefore, it is removed from the New York State Department of Environmental Conservation tidal wetland adjacent areas.

If you have any questions or require any additional information, please contact the undersigned by e-mail at mhelman@panynj.gov or by telephone at (973) 565 - 7564.

Very truly yours,

Marc Helman

Marc Helman
Supervisor, Permits and Governmental Approvals
Environmental Engineering Unit

Enclosures:
1) Project Drawings
2) NYC WRPCAF w/ policy evaluation
3) FCAF w/ policy evaluation

cc: Jeff Zappieri, NYSDOS

FOR INTERNAL USE ONLY Date Received: _____	WRP No. _____ DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: The Port Authority of New York and New Jersey

Name of Applicant Representative: Dr. Marc Helman

Address: 4 World Trade Center, 150 Greenwich Street, 20th Floor New York, NY 10007

Telephone: (212) 435 - 6112 Email: mhelman@panynj.gov

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

Mill & overlay of Runway 13L-31R and crossing taxiways, portion of Taxiway U and Taxiway YA, upgrading taxiway fillets and geometry to meet Federal Aviation Administration standards, installation of a high speed taxiway, realignment of part of Taxiway U, improvement of Taxiway W, U, V, & B intersection, and construction of Taxiway YA stub.

2. Purpose of activity

Purposes of the project are 1) rehabilitation of condition of Runway 13L-31R to ensure safe operating conditions, 2) upgrade to Airplane Design Group (ADG) VI to increase A380 operations, and 3) increase operating efficiency by installing a high speed taxiway.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 14260 / Lot 1

Street Address: _____

Name of water body (if located on the waterfront): near Thurston Basin, Bergen Basin, and Jamaica Bay

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☐ Yes ☑ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☐ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☑ Other, explain: Federal Aviation Administration (FAA) approval: change of Airport Layout Plan (ALP).

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1.	Does the project require a waterfront site?	☐ Yes	☑ No
2.	Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters?	☐ Yes	☑ No
3.	Is the project located on publicly owned land or receiving public assistance?	☐ Yes	☑ No
4.	Is the project located within a FEMA 1% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
5.	Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
6.	Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).*	☑ Yes	☐ No

- ☐ Significant Maritime and Industrial Area (SMIA) *(2.1)*
- ☑ Special Natural Waterfront Area (SNWA) *(4.1)*
- ☐ Priority Maritime Activity Zone (PMAZ) *(3.5)*
- ☐ Recognized Ecological Complex (REC) *(4.4)*
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) *(2.2, 4.2)*

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☐	☐	☑
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☐	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☐
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☐	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☐
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☐
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☐
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☐
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☐
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☐
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☐
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☐
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☐
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☐
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☐
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☐
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☐
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☐
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☐
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☐
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☐
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☐
4.8	Maintain and protect living aquatic resources.	☐	☐	☐

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☑	☐	☐
5.1	Manage direct or indirect discharges to waterbodies.	☑	☐	☐
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☑	☐	☐
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☐	☐	☑
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☐	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☐	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☐
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☐
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☐
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☐
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☐
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☐

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☐
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☐
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☐
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☐

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: The Port Authority of New York & New Jersey ATTN: Marc Helman

Address: 4 World Trade Center, 150 Greenwich Street, 20th Floor New York, NY 10007

Telephone: (212) 435 - 6112 Email: mhelman@panynj.gov

REPRESENTATIVE'S ~~Applicant/Agent's~~ Signature: Marc A Helman

Date: 28 November 2017

JOHN F. KENNEDY (JFK) INTERNATIONAL AIRPORT
REHABILITIATION OF RUNWAY 13L/31R
NEW YORK CITY DEPARTMENT OF CITY PLANNING
NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM (WRP)
POLICY EVALUATION

The following addresses questions Section E (Location Questions) that were answered Yes and Section F (WRP Policy Assessment Questions) that were answered "promotes" or "does not promote" on the New York City Waterfront Revitalization Program Consistency Assessment Form.

Location Questions

4) Is the project located within a FEMA 1% annual chance floodplain? (6.2)

The proposed project site is within the FEMA 100-year floodplain for the John F. Kennedy International Airport (JFK). However, the nature of the project precludes the Port Authority from undertaking the project in a manner that would increase the elevation of the runway to account for potential sea level rise.

Federal Aviation Administration (FAA) Advisor Circular (AC) 150/5300-13 [Airport Design] provides criteria for allowable gradients and elevation differences between runways and taxiways. In general, the FAA's AC requires that gradients and differences in elevation between runways and taxiways should be in the range of 1.5% - 2.0%. Differences greater than those stated in the AC pose a variety of safety hazards.

Raising the elevation of Runway 13L/31R and associated taxiways would require reconstruction at higher elevations most of the runways, taxiways, taxiway fillets, and terminal aprons at the airport. This is beyond the capability of the Port Authority.

However, to address flood protection from sea level rise at JFK, the Port Authority is developing a series actions including installation of tide gates on outfalls and raising of berms protecting parts of the airport.

Based on the foregoing, Policy 6.2 is not applicable to this project.

5) Is the project located within a FEMA 0.2% annual chance floodplain? (6.2)

See response to Location Question 4

6) Is the project located adjacent to or within a special area designation?

Jamaica Bay Special Natural Waterfront Area (SNWA) (4.1)

JFK borders on the Jamaica Bay SNWA. However, the proposed project site is located a minimum of 5,000 feet from the boundary of the airport with the SNWA. Furthermore, the proposed project site is separated from the SMWA by terminal buildings, roadways, runways, and taxiways. The location of the project site is such that there would be no adverse impacts to the SNWA. Therefore, Policy 4.1 is not applicable to the proposed project.

Note: For Question #4, this submittal was edited to "not within the FEMA 100-year floodplain" as noted in Section 3.2.5 of the Draft EA.

WRP Policy Assessment

5) Protect and improve water quality in the New York City coastal area.

5.1) Manage direct or indirect discharges to waterbodies.

The Port Authority was issued State Pollution Discharge Elimination System (SPDES) Permit No. 0008109 by the New York State Department of Environmental Conservation (NYSDEC). The permit requires monitoring (testing) of discharges from the JFK stormwater system and the reporting of that monitoring via monthly discharge monitoring reports (DMRs). To ensure that water quality will not be impaired due to the proposed work, the Port Authority will prepare and institute a Stormwater Pollution Prevention Plan (SWPP) that will protect water quality both during and post-construction. Discharges into the stormwater system will be monitored to ascertain that they meet the requirements of SPDES Permit No. 0008109. Therefore, the proposed project promotes this policy.

5.4) Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.

As noted in the response to Policy Assessment Question 5.1, water quality will be protected by monitoring discharges to the Stormwater system, which is a partial source of water for wetlands near JFK. There are no streams that receive discharges from JFK and the proposed work would not result in discharges to groundwater. Therefore, the proposed project promotes this policy.

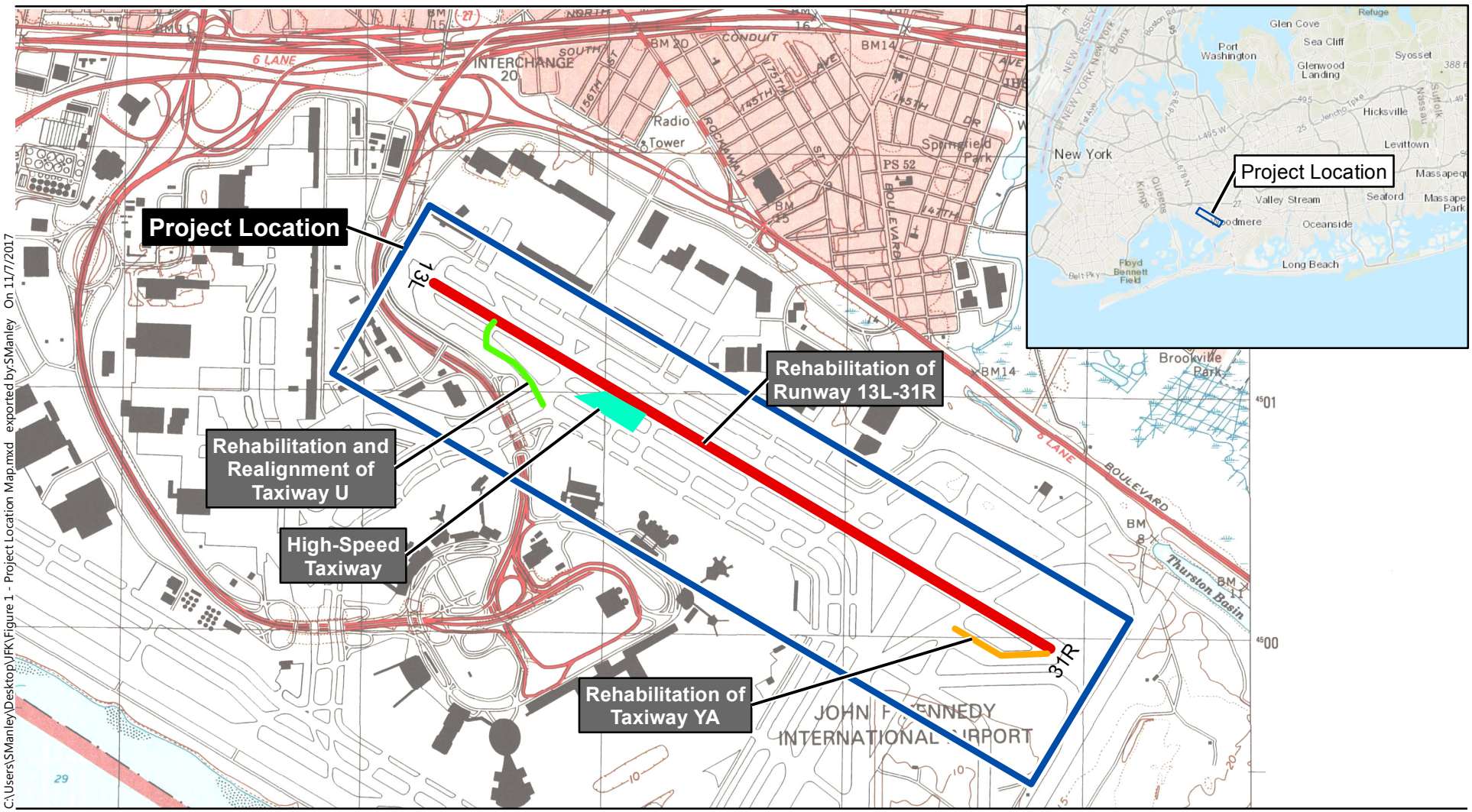
7) Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

7.1) Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

The rehabilitation of Runway 13L/31R will generate solid waste in the form of asphalt, soil, and concrete. These materials, if not reusable on-site, would be disposed of in accordance with state and federal requirements at a state-approved site. Storage of such material, if required, prior to disposal would be undertaken in a manner to ensure that coastal surface water and groundwater are not impacted. Hazardous materials and toxic pollutants are not anticipated to be found at the site, which is a constructed airfield in an area that was not used for industrial or other purposes that would generate hazardous and/or toxic waste. Therefore, the proposed project promotes this policy.

7.3) Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

Solid waste transported from the site, if required, would be undertaken in accordance with state and federal regulations. On-site storage facilities, if required, would be situated away from coastal areas, wetlands, and wetland adjacent zones to protect coastal resources. Therefore, the proposed project promotes this policy.



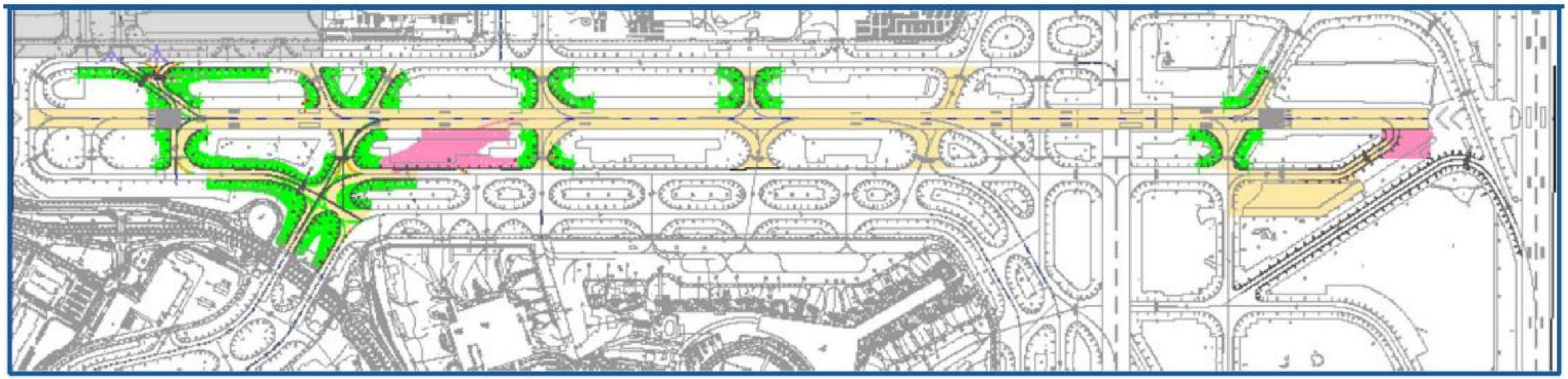
Sources: USGS Jamaica, NY 7.5-minute Quadrangle 1994 (2000 ed.)

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

John F. Kennedy International Airport
Rehabilitation of Runway 13L-31R and Associated Taxiways
DRAFT Environmental Assessment

Figure 1
Project Location

C:\Users\SManley\Desktop\JFK\Figure 2 - Project Location Map Detail.mxd exported by:SManley On 11/7/2017



Legend:

- Mill and Overlay
- New Full Depth Pavement - Fillet
- New Full Depth Pavement - Taxiway

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John F. Kennedy International Airport
Rehabilitation of Runway 13L-31R and Associated Taxiways
DRAFT Environmental Assessment

Figure 2
Taxiway and Fillet Detail

Policy 6.2 Supplemental Information – Narrative

Rehabilitation of Runway 13L-31R and Associated Taxiway Project, John F. Kennedy International Airport (JFK), Queens Borough, New York City, NY

Step 1: Identify Vulnerabilities and Consequences

The goal of Step 1 is to assess the project's vulnerabilities to future coastal hazards and identify what the potential consequences may be from future coastal hazards. Step 1 has four parts lettered 'a' through 'd' in the Guidance (2017). The responses to each part are presented in red following the original text of each part and any associated subparts.

Part (a): Complete the Flood Elevation Worksheet to identify current and future flood elevations in relation to the elevations of the site and project features.

The Flood Evaluation Worksheet is Attachment 1 to this narrative.

Part (b): Identify any project features that may be located below the elevation of the 1% floodplain over the lifespan of the project under any sea level rise scenario. For each feature identified, describe the following:

Under which future sea level rise scenario would the elevation of the feature be below the elevation of the 1% floodplain? For instance, the high, high-mid, low-mid, or low for the 2020s, 2050s, 2080s, or 2100.

None of the major elements (Runway 13L-31R, Taxiways U, V, A, and B, and the High-Speed-Exitway [HSE]) would be below the elevation of the 1% floodplain in the 2020s, 2050s, 2080s, or 2100 (see Attachments 2 and 3).

What would be the general effects on the feature from flooding? Consider how flooding would impact the project's ability to function, what damages and disruptions may occur, and what other consequences may result. For instance, what are potential consequences to the surrounding area if the feature is flooded, such as dispersal of materials stored on the site? Is the project likely to contain occupants who may not be sufficiently mobile to avoid the loss of life or injury during flood and storm events?

The general flooding effects on the features would be the temporary closure of the runways and taxiways including the new HSE. These features might be susceptible to surface disruption from displaced above-ground direction signs or lighting fixtures. No materials are stored on- or adjacent to the runway or the associated taxiways. There are no occupants on the runway or the taxiways or immediately adjacent to these elements.

Part (c) Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean Higher High Water over the lifespan of the project under any sea level rise scenario. For each feature identified, describe the following:

Under which future sea level rise scenario would the elevation of the feature be below the elevation of Mean Higher High Water? For instance, the high, high-mid, low-mid, or low for the 2020s, 2050s, 2080s, or 2100.

None of the major elements (Runway 13L-31R, Taxiways U, V, A, and B, and the High-Speed-Exitway [HSE]) would be below the elevation of the 1% floodplain in the 2020s, 2050s, 2080s, or 2100 (see Attachments 2 and 3).

What would be the general effects on the feature of daily inundation? Consider how flooding would impact the project's ability to function, what damages and disruptions may occur, and what other consequences may result. For instance, what are potential consequences to the surrounding area if the feature is flooded, such as dispersal of materials stored on the site or cutting off key access points? Is the project likely to contain occupants who may not be sufficiently mobile to avoid the loss of life or injury during high tides?

The general daily inundation effects on the features would be the temporary closure of the runways and taxiways. Aircraft will not arrive or depart onto flooded runways and taxiways. For this reason, the Airport will experience flight cancellation and diversions, loss of revenue, and public inconvenience. Temporary flooding of the runway and taxiways will be pervasive downstream from these features but will not significantly affect conditions upslope from the elements. There are no occupants on the runway or the taxiways or immediately adjacent to these elements.

Part (d): Describe how any additional coastal hazards are likely to affect the project, both currently and in the future, such as waves, high winds, or debris.

Is the project located within a Coastal A or V Zone?

The project is not located in a Coastal A or V Zone (see Attachment 2).

Does the project contain any materials or substances that if made insecure from wind, water, or debris would result in a threat to public health or the environment?

The runway and taxiways are marked by above-ground direction signs and some lighting fixtures. These features might be dislodged in high winds or by impact from flying debris. The northern half of the airport, north of the Central Terminal Area (CTA) is protected by the CTA buildings to the south, JFK Expressway (an elevated roadway) to the west, and cargo buildings to the north. The east end of Runway 13L-31R is less protected by the built environment and is theoretically open to storm surge generated from Head-of-the-Bay and Thurston Basin waters. However, the Port Authority is developing plans to protect the interior areas of the Airport from flooding related to sea level rise and the impacts associated with it [e.g. stronger storms with higher storm surges]. The Port Authority plans include installation of tide gates on outfalls around the Airport and raising berms around the facility in areas of the lower elevations including Thurston Basin and Head-of-the-Bay on the perimeter of the Airport.

Step 2: Identify Adaptive Strategies

The goal of Step 2 is to assess how the vulnerability and consequence identified in Step 1 are addressed through the project's design and planning.

Part (a): For any features identified in Step 1(b), describe the following:

How would any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection? For instance, is the project feature located behind a seawall or floodwall? Or is the feature sufficiently surrounded by higher elevation to prevent future inundation? Or is the feature designed with flood-damage resistant materials and vents to allow the feature to flood without experiencing significant damage?

Please see the response to Step 1, Part (d). The proposed project does/does not include the use of flood-damage resistant materials or vents though stormwater does discharge to established outfalls. As noted in Step 1, Part (d), the Port Authority is planning tide gates on the perimeter outfalls and gating has been authorized for the five outfalls adjacent to Bergen Basin, west of the proposed project.

How would any planned adaptive measures protect the feature in the future from flooding? For instance, could the feature be elevated or moved inland by the time the floodplain elevation increases, and is the project being designed to allow such modification in the future? Describe why the actions are not being implemented at this time.

The runway and associated taxiways are in the northern half of the Airport at elevations between approximately 10.0 and 12.5 feet above mean sea level (AMSL). Port Authority is planning to implement both perimeter tide gates and berms to protect facilities within the Airport boundary. As noted in Step 2, Part (a), the first five tide gates have been authorized.

Part (b): For any features identified in Step 1(c), describe the following:

How would any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection? For instance, is the project feature located behind a seawall or floodwall? Or is the feature sufficiently surrounded by higher elevation to prevent future inundation? Or is the feature designed to be inundated at high tide?

Please see the response to Step 1, Part (d)

How would any planned adaptive measures protect the feature in the future from flooding? For instance, could the feature be elevated or moved inland by the time sea levels increase, and is the project being designed to allow such modification in the future? Or could a bulkhead be elevated in the future to protect the site from high tides? Describe why the actions are not being implemented at this time.

Please see the response to Step 2, Part (a)

Part (c): Describe any additional measures being taken to protect the project from additional coastal hazards such as waves, high winds, or debris.

The Port Authority is planning protective measures include tide gates and berms. To the degree allowable by FAA guidance, above-ground signage and light fixtures will have buried footers to lessen the possibility of detachment from high winds, waves, or flying debris.

Part (d): Describe how the project would affect the flood protection of adjacent sites, if relevant. How would the project lead to increased flooding on adjacent sites? How would the project protect upland sites from coastal hazards? Does the project complement or conflict with planned, adjacent flood protection projects?

The project would afford some flood protection to up-gradient sites. The project stormwater disposal design channels some surface water to adjacent grassy areas but it also employs catch basins which direct surface water to outfalls. The project is in an upland setting on the 0.2% floodplain. In and of itself, it will not protect upland sites from coastal hazards though it would afford general protection to up-gradient locations. The project does not conflict with planned, adjacent flood protection projects.

Step 3: Assess Policy Consistency

In Step 3, conclude whether the project is consistent with Policy 6.2 of the Waterfront Revitalization Program.

A project or action would advance the policy when:

- No new vulnerable, critical, or potentially hazardous features would be located within area flooded by current or future high tide, or current or future 1% annual chance flood, over the project's lifespan, or
- All new vulnerable, critical or potentially hazardous features would be protected through flood damage reduction elements or future adaptive measures within the timeframe that they would be needed.

A project or action would hinder the policy when:

- Vulnerable, critical or potentially hazardous features would be introduced in areas that will be flooded by high tide during the project's lifespan and adaptive measures are not feasible.
- Industrial development would not be protected from 2050s high tides or the current 1% annual chance flood.
- Critical infrastructure would not be protected to the elevation of the 1% annual chance storm over its lifespan.
- Shoreline structures would not function as intended with increases in sea levels projected over their lifespan.

Based on the data, the project would advance Policy 6.2. It is not located in a current high tide and it does not appear to be within the 1% annual chance flood zone during the project's

lifespan of 10-15 years. The runway and associated taxiways will be protected from waters to the west, east, and south by the proposed Port Authority system of tide gates and Airport perimeter berms.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. HighTab 4 contains primary results. Tab 5, "Future Flood Level Projections" contains background computations. The remaining tabs contain additional results, to be used as relevant.Non-highlighted cells have been locked.

Background Information	
Project Name	Rehabilitation of Runway 13L-31R and Associated Taxiway Project, John F. Kennedy International Airport (JFK), Queens Borough, New York City, NY
Location	JFK east-west Runway 13L-31R located north of the airport's Central Terminal Area, east of the JFK Expressway, west of Head-of-the-Bay, and south of Rockaway Blvd.
Type(s)	☐ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☑ Over-water Structures ☐ Shoreline Structures ☑ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The Port Authority is committed to improving operational efficiency at JFK by investing in infrastructure improvements at Runway 13L-31R that focus on a Proposed Action with three components. The components are 1) rehabilitate pavement conditions on Runway 13L-31R and associated taxiways and provide taxiway fillets along select taxiway intersections; 2) realign JFK Taxiways U, V and the corresponding intersection of Taxiways U/V/A/B; and 3) provide a new High-Speed-Exit (HSE) taxiway.
Planned Completion date	Jun-20

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet Error."

Last update: June 7, 2017

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	1.90	**1.90**	**NAVD88**	*NYC DCP Flood Hazard Mapper*
1% flood height	0.00	**0.00**	**NAVD88**	*NYC DCP Flood Hazard Mapper*
As relevant:				
0.2% flood height	-9999.00	-9999.00	**NAVD88**	*NYC DCP Flood Hazard Mapper*
MHW	2.44	2.44	**NAVD88**	*Port Authority of New York & New Jersey*
MSL	-0.23	-0.23	**NAVD88**	*Port Authority of New York & New Jersey*
MLLW	-2.92	-2.92	**NAVD88**	*Port Authority of New York & New Jersey*

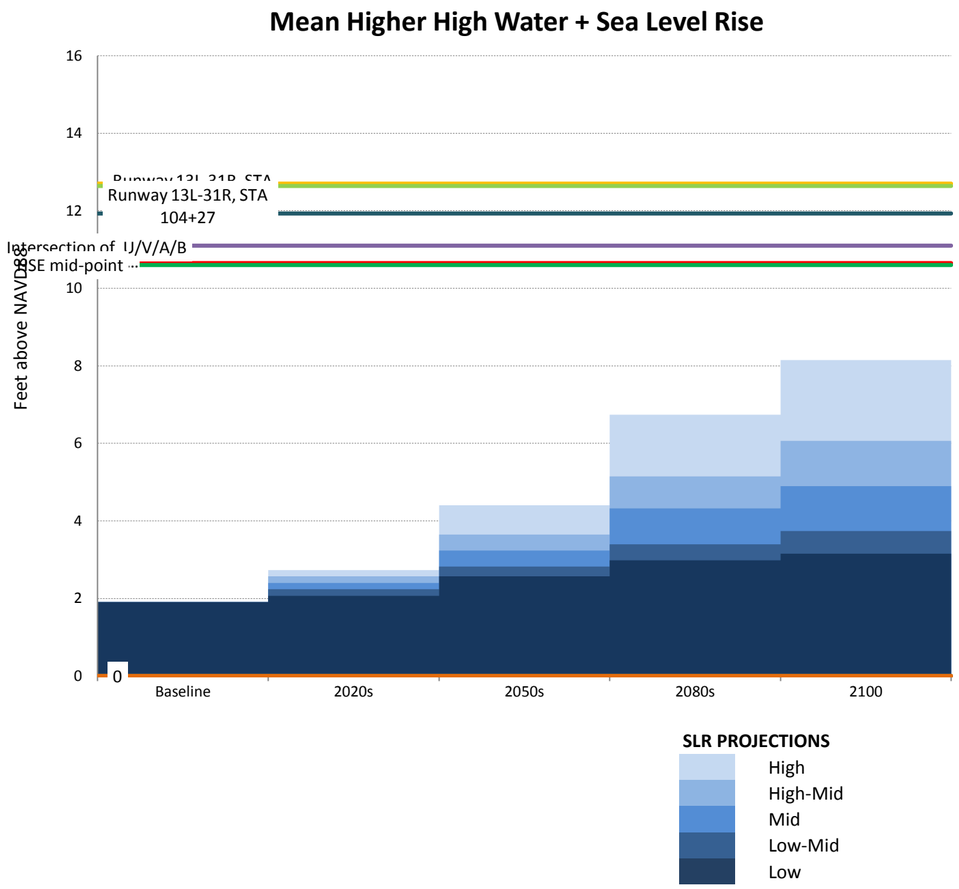
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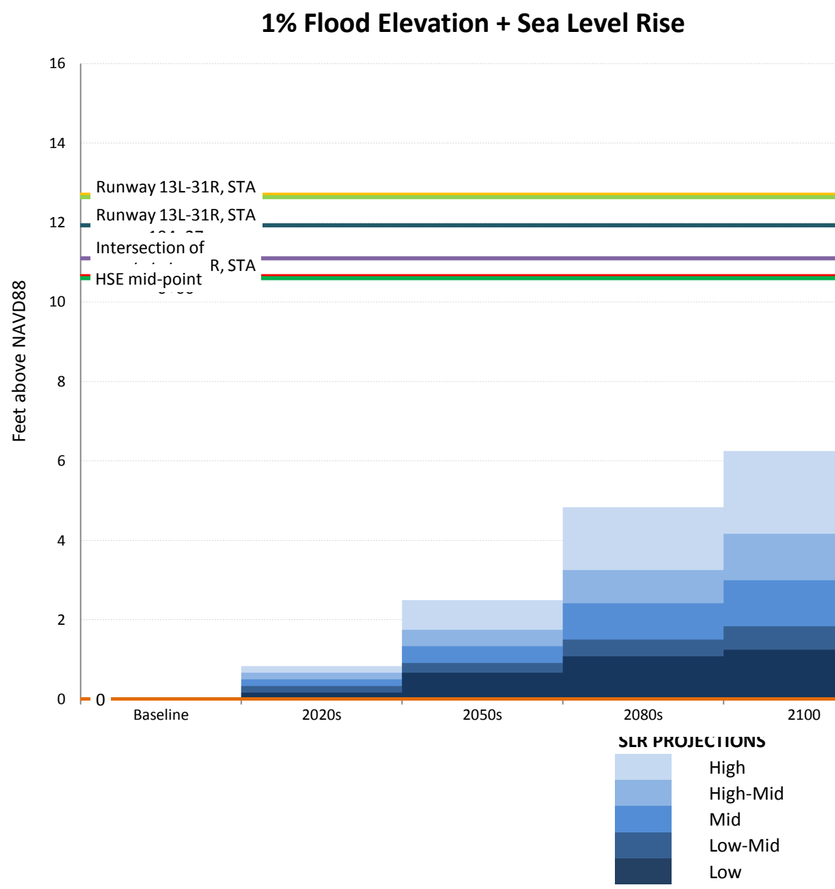
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*
Station	
MLLW	

Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 1% flood height	Ft Above 0.2% flood height
Runway 13L-31R, STA 0+00	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	10	10.7	Feet	NAVD88	*10.7*	*10.7*	*8.8*	*10.7*	*10009.7*
Description of Planned Uses and Materials: Rehabilitation of runway to FAA standards using asphalt concrete mix. Elevation of runway will be raised a maximum of 8-inches above current elevation to accommodate. The elevation rise, however, will not be uniform across the surface of										
Runway 13L-31R, STA 74+50	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	10	12.7	Feet	NAVD88	*12.7*	*12.7*	*10.8*	*12.7*	*10011.7*
Description of Planned Uses and Materials: see above										
Runway 13L-31R, STA 85+97	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	10	12.6	Feet	NAVD88	*12.6*	*12.6*	*10.7*	*12.6*	*10011.6*
Description of Planned Uses and Materials: see above										
Runway 13L-31R, STA 104+27	☑ Vulnerable ☑ Critical ☑ Potentially Hazardous ☐ Other	10	11.9	Feet	NAVD88	*11.9*	*11.9*	*10.0*	*11.9*	*10010.9*
Description of Planned Uses and Materials: see above										
Intersection of U/V/A/B	☐ Vulnerable ☑ Critical ☑ Potentially Hazardous ☐ Other	10	11.1	Feet	NAVD88	*11.1*	*11.1*	*9.2*	*11.1*	*10010.1*
Description of Planned Uses and Materials: to meet the realigned U and V taxiways the intersection of taxiways U/V/A/B will have to be adjusted as well. New area will be open by realignment and the existing pavement will be raised a maximum of 8 inches to meet the										
HSE mid-point	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	10	10.6	Feet	NAVD88	*10.6*	*10.6*	*8.7*	*10.6*	*10009.6*
Description of Planned Uses and Materials: new construction asphalt over concrete. Elevation of the HSE will correspond to that of the intersecting runway segment.										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	10		Feet	NAVD88					
Description of Planned Uses and Materials										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	10		Feet	NAVD88					
Description of Planned Uses and Materials										

Assess project vulnerability over a range of sea level rise projections.





	SLR (ft)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	0.00	0.00	0.00	0.00	0.00	**2014**
2020s	0.17	0.33	0.50	0.67	0.83	**2020s**
2050s	0.67	0.92	1.33	1.75	2.50	**2050s**
2080s	1.08	1.50	2.42	3.25	4.83	**2080s**
2100	1.25	1.83	3.00	4.17	6.25	**2100**

	MHHW+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	1.90	1.90	1.90	1.90	1.90	**Baseline**
2020s	2.07	2.23	2.40	2.57	2.73	**2020s**
2050s	2.57	2.82	3.23	3.65	4.40	**2050s**
2080s	2.98	3.40	4.32	5.15	6.73	**2080s**
2100	3.15	3.73	4.90	6.07	8.15	**2100**

	1%+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	0.00	0.00	0.00	0.00	0.00	**Baseline**
2020s	0.17	0.33	0.50	0.67	0.83	**2020s**
2050s	0.67	0.92	1.33	1.75	2.50	**2050s**
2080s	1.08	1.50	2.42	3.25	4.83	**2080s**
2100	1.25	1.83	3.00	4.17	6.25	**2100**

	0.2%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	-9999.00	-9999.00	-9999.00	-9999.00	-9999.00
2020s	-9998.83	-9998.67	-9998.50	-9998.33	-9998.17
2050s	-9998.33	-9998.08	-9997.67	-9997.25	-9996.50
2080s	-9997.92	-9997.50	-9996.58	-9995.75	-9994.17
2100	-9997.75	-9997.17	-9996.00	-9994.83	-9992.75

	0	1
Runway 13L-31R, STA 0+00	11	10.65
Runway 13L-31R, STA 74+50	13	12.7
Runway 13L-31R, STA 85+97	12.64	12.64
Runway 13L-31R, STA 104+27	11.93	11.93
Intersection of U/V/A/B	11.1	11.1
HSE mid-point	10.6	10.6
0	0	0
0	0	0

SLR (in)

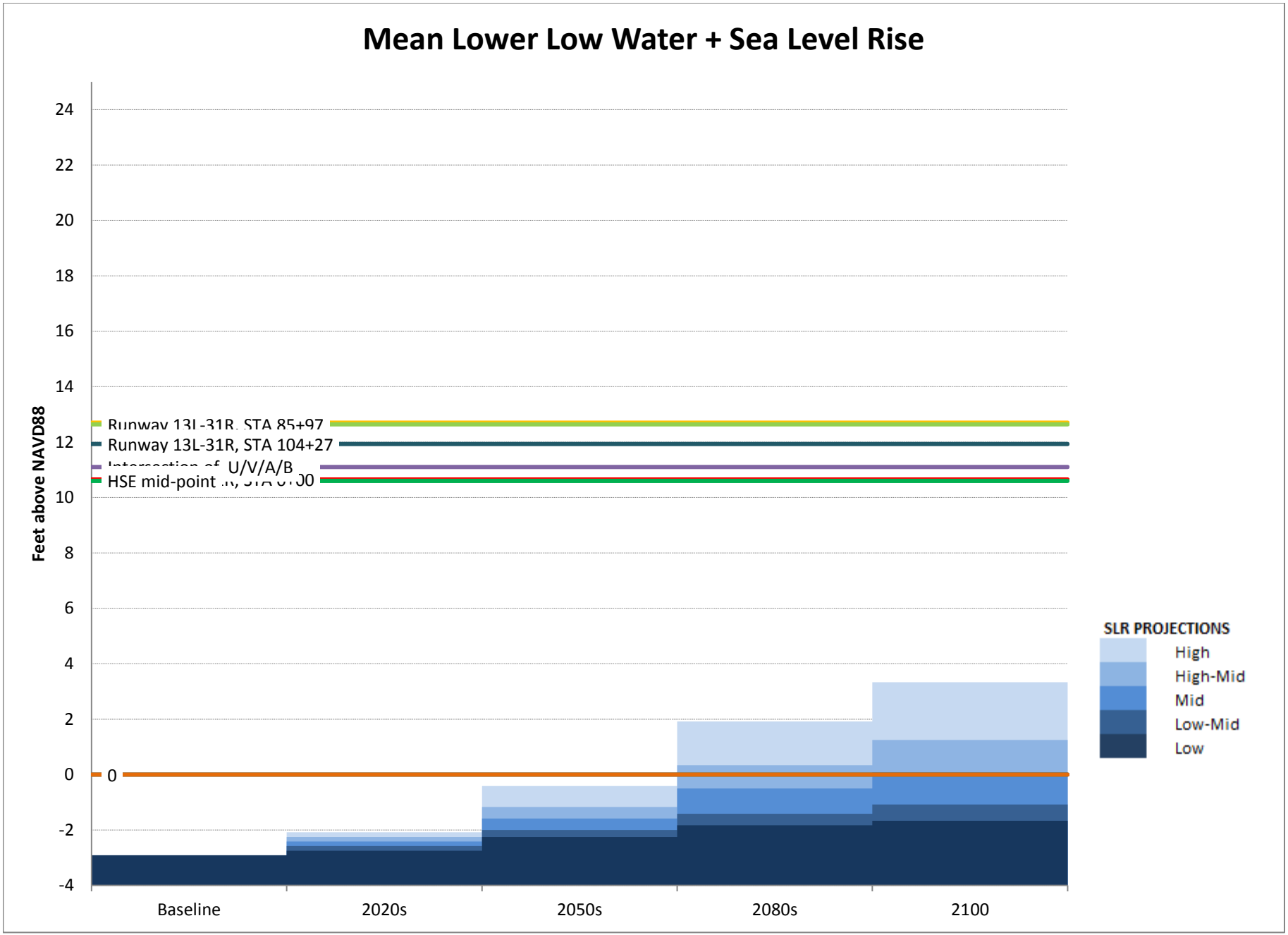
Low	Low-Mid	Mid	High-Mid	High
0	0	0	0	0
2	4	6	8	10
8	11	16	21	30
13	18	29	39	58
15	22	36	50	75

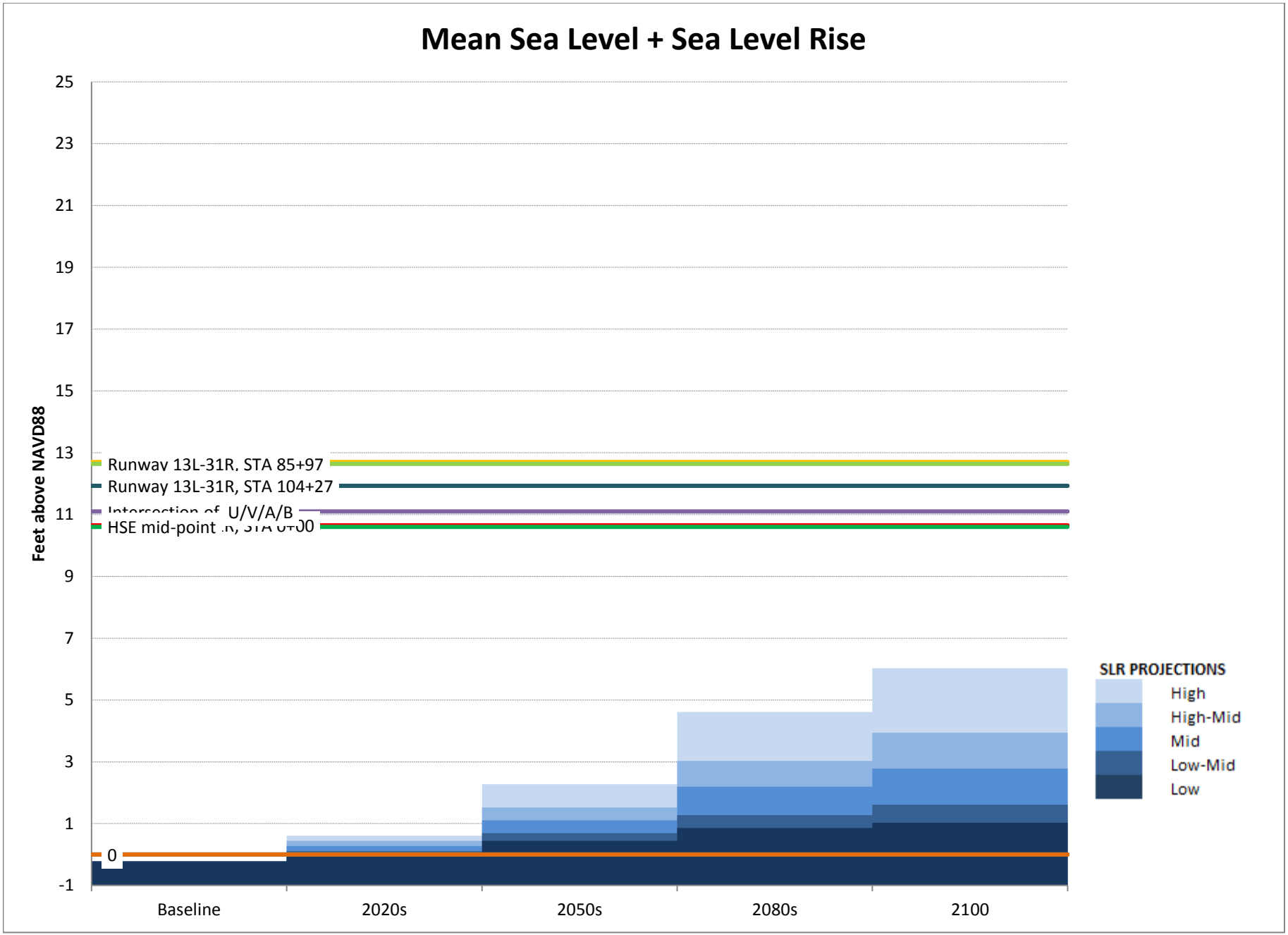
MLLW+SLR (ft above NAVD88)

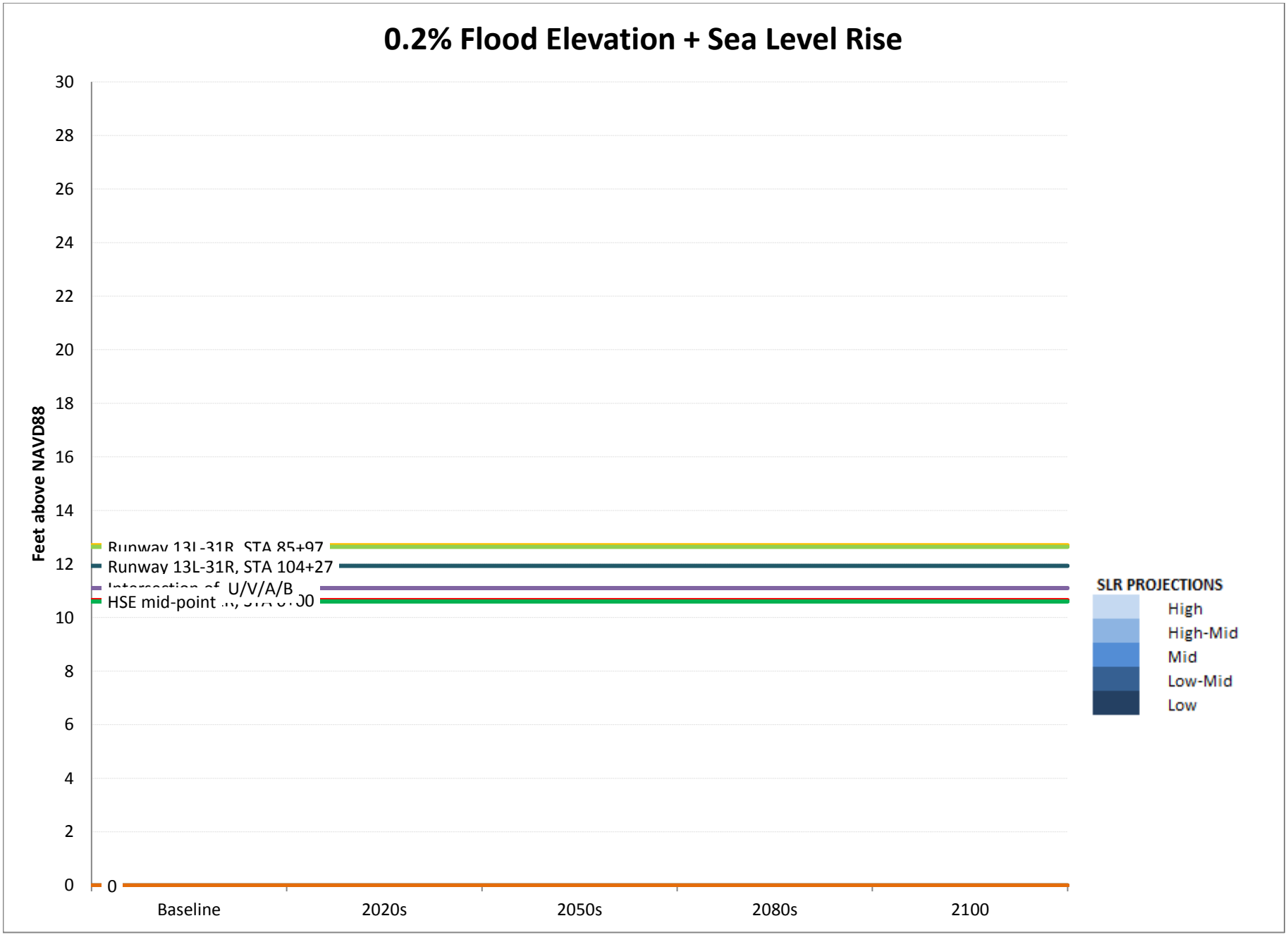
Low	Low-Mid	Mid	High-Mid	High
-2.92	-2.92	-2.92	-2.92	-2.92
-2.75	-2.58	-2.42	-2.25	-2.08
-2.25	-2.00	-1.58	-1.17	-0.42
-1.83	-1.42	-0.50	0.33	1.92
-1.67	-1.08	0.08	1.25	3.33

MSL+SLR (ft above NAVD88)

Low	Low-Mid	Mid	High-Mid	High
-0.23	-0.23	-0.23	-0.23	-0.23
-0.06	0.11	0.28	0.44	0.61
0.44	0.69	1.11	1.53	2.28
0.86	1.28	2.19	3.03	4.61
1.03	1.61	2.78	3.94	6.03


Mean Lower Low Water + Sea Level Rise
Feet above NAVD88
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
Runway 13L-31R, STA 85+97
Runway 13L-31R, STA 104+27
U/V/A/B
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


Mean Sea Level + Sea Level Rise
Feet above NAVD88
25
23
21
19
17
15
13
11
9
7
5
3
1
-1
Runway 13L-31R, STA 85+97
Runway 13L-31R, STA 104+27
Intersection of U/V/A/B
HSE mid-point R, STA 0+00
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
Runway 13L-31R, STA 104+27
HSE mid-point
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

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G. Cultural Resources Filing, Correspondence and Table G-1

Item	**Description**
Sal./First Name	Ms. Carol S.
Last Name	Weed
Title (Optional)	Sr. Project Manager/Natural and Cultural Resources
Organization (Optional)	VHB
Address 1	50 Main Street
Address 2 (Optional)	Suite 360
City	White Plains
State	NY
ZIP	10606
Primary Phone (Optional)	212.857.7327
Alternate Phone (Optional)	646.276.2460
Fax (Optional)	914.761.3759
Email	cweed@vhb.com
Confirm Email	cweed@vhb.com

Item: secondary contact	Description
Sal./First Name	Ms. Elizabeth
Last Name	Thompson
Title (Optional)	Deputy Project Manager
Organization (Optional)	VHB Engineering, Surveying and Landscape Architecture, P.C.
Address 1	One Penn Plaza
Address 2 (Optional)	Suite 715
City	New York
State	NY
ZIP	10119
Primary Phone (Optional)	212.857.7357
Alternate Phone (Optional)	
Fax (Optional)	212.971.7239
Email	elizabeththompson@vhb.com
Confirm Email	elizabeththompson@vhb.com

Item	Description
Sal./First Name	Ms. Kathryn
Last Name	Lamond
Title (Optional)	
Organization (Optional)	The Port Authority of NY & NJ
Address 1	4 World Trade Center
Address 2 (Optional)	
City	New York
State	NY
ZIP	10007
Primary Phone (Optional)	
Alternate Phone (Optional)	
Fax (Optional)	
Email	klamond@panynj.gov
Confirm Email	klamond@panynj.gov

Item	Description
Sal./First Name	Ms. Marie C.
Last Name	Jenet
Title (Optional)	Environmental Specialist
Organization (Optional)	Federal Aviation Administration, New York Airports Division
Address 1	159-30 Rockaway Blvd.
Address 2 (Optional)	Suite 111
City	Jamaica
State	NY
ZIP	11434
Primary Phone (Optional)	718.995.5777
Alternate Phone (Optional)	
Fax (Optional)	
Email	marie.jenet@faa.gov
Confirm Email	marie.jenet@faa.gov

Project Overview **VHB Project # 26209.01**

Item	Description
Project Name	*Rehabilitation of Runway 13L-31R and Associated Taxiway Project*
Project Description	The Port Authority of New York & New Jersey (PANYNJ) proposes the *Rehabilitation of Runway 13L-31R and Associated Taxiway Project* at John F. Kennedy International Airport, Queens County, New York. PANYNJ's project will (1) rehabilitate the runway's substandard conditions to ensure safety; (2) introduce Airplane Design Group (ADG) VI standards and associated taxiway improvements to increase aircraft A380 operations; and (3) increase the runway's operating efficiency by implementing a high-speed-exit taxiway between existing Taxiways V and W. The direct APE will be the runway, certain taxiways, and the HSE taxiway as marked on Figures 1 and 2. A temporary flight procedure will be implemented between September 2018 and November 2019. Noise modelling is currently underway to determine if there are changes in the existing DNL contours (Figure 3) and the ones that would result from the temporary procedure. Federal Aviation Administration (FAA) approval is needed for a modification of design standards to allow ADG VI standards and a change to JFK's airport layout plan (ALP).
Will this project involve ground disturbance?	Yes
Has there been previous ground disturbance on this property?	Yes
If so, briefly describe?	Based on the 1979 NOAA chart and other sources, the original Runway 13L-31R and its taxiways was originally configured differently than today. After 1979, the current configuration was implemented likely in response to the construction of JFK Expressway and terminal reconfigurations. For the past 50 years, the runway and the associated taxiways have been periodically rehabilitated. The existing grassed areas also have been subject to routine maintenance and infrastructure upgrades.
Does the project area have one or more buildings present?	No
Primary Agency	Federal Aviation Administration
Type of Permit/Approval (Optional)	Airport Layout Plan approval
Reference Number (Optional)	

Secondary Agencies (Optional)	NYS DOS; NYS DEC; USFWS

Project Location **VHB Project # 26209.01**

Address, Intersection and **Coordinates**. None

Address: JFK International Airport, Figure 1 will be duplicated on-screen

Intersection: not applicable

Coordinates: not applicable

Identify Built Resources **VHB Project # 26209.01**

Hyperlink	Title	Description	Date of Photo	Interior/Exterior
	none			

Project Level Photos and Attachments **VHB Project # 26209.01**

Photos:

Hyperlink	Title	Description	Date of Photo	Interior/Exterior
01	Photo 1	Runway looking North at approximately mid-runway		Exterior
02	Photo 2	Runway and associated taxiways looking N/NE at the general vicinity of the proposed High-Speed-Exit (HSE) taxiway.		Exterior
03	Photo 3	Grass margin in the vicinity of Taxiway U which will undergo realignment and rehabilitation		Exterior



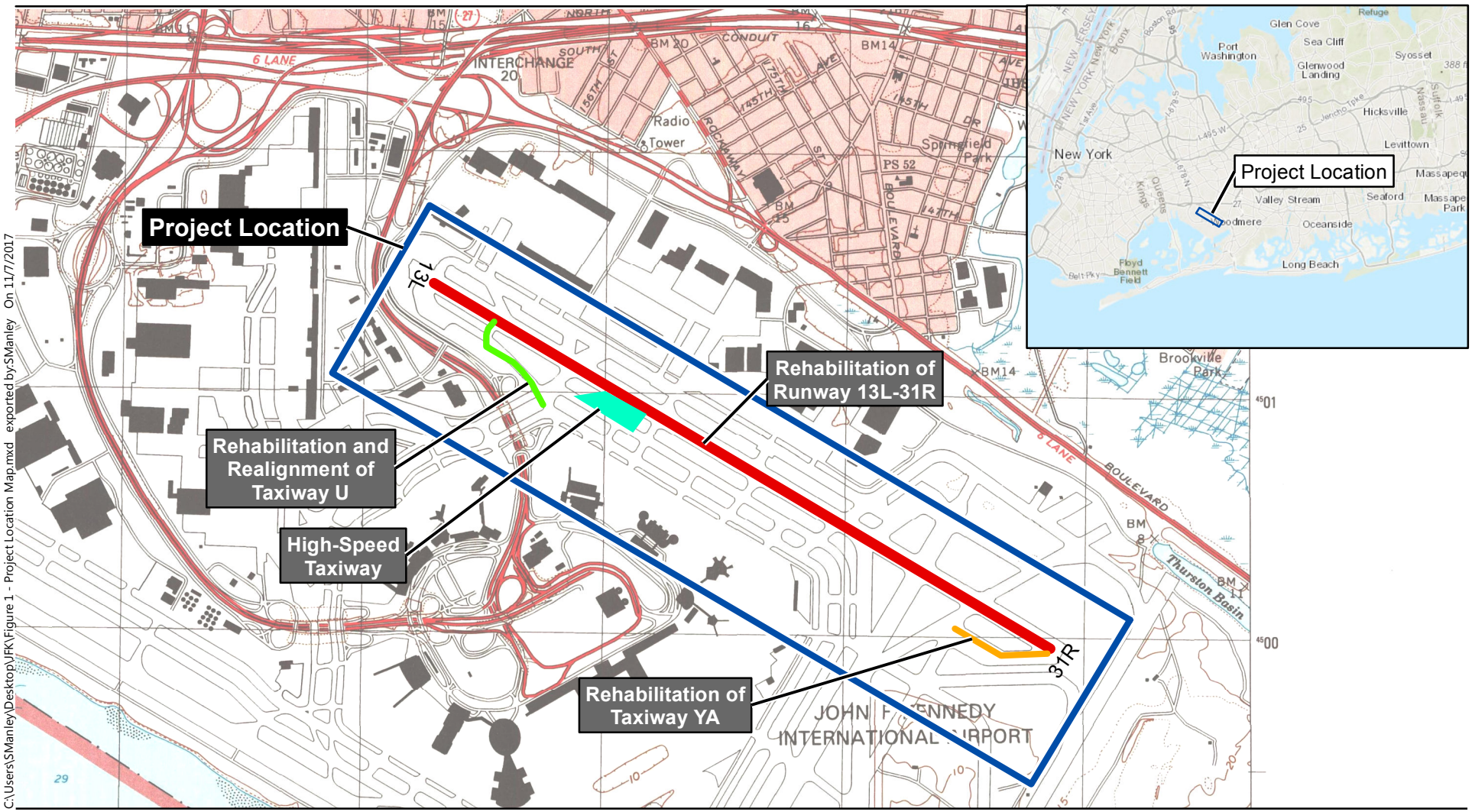




Other Attachments: **VHB Project # 26209.01**

Attachments:

Hyperlink	Type	Description	Source	Date
	Figure 1	Project Location Map	VHB	
	Figure 2	Taxiway and Fillet Detail		
	Figure 3	Existing No Action DNL Contours		



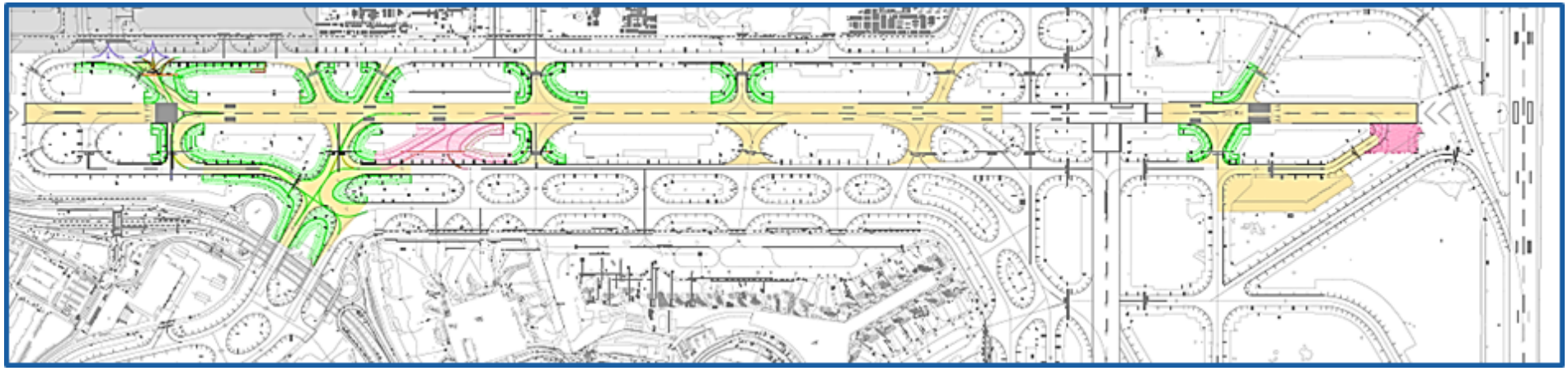
Sources: USGS Jamaica, NY 7.5-minute Quadrangle 1994 (2000 ed.)

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

John F. Kennedy International Airport
Rehabilitation of Runway 13L-31R and Associated Taxiways
DRAFT Environmental Assessment

Figure 1
Project Location Map

C:\Users\SManley\Desktop\JFK\Figure 2 - Project Location Map Detail.mxd exported by:SManley On 11/7/2017



Legend:

- Mill and Overlay
- New Full Depth Pavement - Fillet New Full
- Depth Pavement - Taxiway

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

John F. Kennedy International Airport
Rehabilitation of Runway 13L-31R and Associated Taxiways
DRAFT Environmental Assessment

Figure 2
Taxiway and Fillet Detail



Path: U:\PROJECTS\SAC\17xxx\D171006.00 - JFK Runway 13L- 31R Improvements EA\05 Graphics-GIS-Modeling\GIS\MXD\Fig# 2016 No Action DNL Contours.mxd, sdb 11/14/2017

SOURCE: New York City Department of City planning, MapPLUTO, 15V1 - Tax lot/land use geographic information database, March 2015 - June 2015;
Nassau County Department of Public Works Planning Division; Property Classification and geographic information database, September 2015;
AEDT 2d; ESRI Mapping Services

John F. Kennedy International Airport Runway 13L-31R Rehabilitation EA . 171006

Figure #
No Action
John F. Kennedy International Airport

DRAFT - FOR DELIBERATIVE PURPOSES ONLY

vhb

Memorandum

To: New York State Office of Parks, Recreation and Historic Preservation (Compliance Reviewer)

Date: November 22, 2017

Project #: 26209.01

From: Carol S. Weed, MA (RPA #989090)

Re: Phase IA Cultural Resources Assessment Runway 13L-31R Rehabilitation Project, John F. Kennedy International Airport (JFK), Queens County, New York

This memorandum summarizes the results of the New York Office of Parks, Recreation, and Historic Preservation (NY SHPO) Cultural Resources Information System (CRIS) site file checks conducted October and November, 2017, and on-line map research using the ESRI USGS Historical Topographic Map Collection, the National Oceanic and Atmospheric Administration Historical Chart Section, and the USDA Soil Conservation Service Web Soil Survey in November, 2017. The memorandum concludes with a recommendation for no further archaeological investigation because of setting origin and prior disturbance, and no further consideration of structures because of their typical nature.

The Port Authority of New York & New Jersey (PANYNJ) proposes the Rehabilitation of Runway 13L-31R and Associated Taxiway Project at John F. Kennedy International Airport, Queens County, New York (Figures 1-3, Photographs 1-3). PANYNJ's project will (1) rehabilitate the runway's substandard conditions to ensure safety; (2) introduce Airplane Design Group (ADG) VI standards and associated taxiway improvements to increase aircraft A380 operations; and (3) increase the runway's operating efficiency by implementing a high-speed-exit(HSE) taxiway between existing Taxiways V and W. The direct Area of Potential Effect (APE) will be the runway, certain taxiways, and the HSE taxiway as marked on Figures 1 and 2. A temporary flight procedure will be implemented between September 2018 and November 2019. Noise modelling is currently underway to determine if there are changes in the existing DNL contours (Figure 3) and the ones that would result from the temporary procedure. Federal Aviation Administration (FAA) approval is needed for a modification of design standards to allow ADG VI standards and a change to JFK's airport layout plan (ALP).

Background and Literature Review

No buildings are within the Project site or immediately adjacent to it. The Project site contains a runway, associated taxiways, and infrastructure including stormwater drains and electrical features. These structural features have been rehabilitated and replaced since the JFK Airport was constructed in the 1950s. Based on the CRIS review, these elements are not individually listed or inventoried though JFK Airport as an entity holds a Unique Site Number (USN 08101.000069) in the CRIS system. Based on the 50 percent plans developed by PANYNJ, all rehabilitation of existing elements and all new construction will be confirmed to existing Runway 13L-31R, selected taxiways and their associated grassy areas. The depth of disturbance from rehabilitation and new construction will not exceed six feet below present ground surface which will put the vertical disturbance within fill deposits.

Memorandum

No previous archaeological survey has been done of the project footprint. The project area lies within two Archaeological Sensitivity Areas as defined by NY SHPO. Both of the senstivity areas are linked to New York State Museum (NYSM) archaeological sites that were originally reported by Arthur C. Parker in the early 1900s prior to the filling fo the salf grass marshes along the northside of Jamaica Bay. These two sites carry NYSM numbers 4538 and 4547.

Archaeological sensitivity as it applies to the project site is somewhat moot. Historic maps of the area (1900 USGS *Brooklyn* 15-minute quadrangle; the 1947, 1957, 1966, 1979, 1996 USGS *Jamaica* 7.5-minute quadrangles, and the the show the slow progression of bay filling that began in the early 1900s and that continued until at least 1954. By 1957, the current outline of Thurston Basin, to the northeast of the Project site on the Airport and the original runway configurations at JFK were in place. Based on the mapping, between 1966 and 1996, Runway 13L-31R and its associated taxiways underwent modifications and new taxiways were added. Also added between 1979 and 1996 was the east leg of the JFK Expressway which, in turn, constrained the west end of the Runway 13L-31R and taxiways at that end of the runway. The underlying fill also is confirmed by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) soil units. The USDA identifies the project and adjacent soil map units as LaGuardia-Urban land complex, 3 to 8 percent slopes (LUB); Secaucus artifactual fine sandy loam, 0 to 3 percent slopes (SeA); Urban land – LaGuardia complex, 0 to 3 percent slopes; and Urban land, tidal marsh substratum, 0 to 3 percent slopes (UmA). These soil units are classified by USDA NRCS as "human-transported material" (USDA 2017:13-19).[1]

Recommendations

The subject property is located west of Thurston Basin in the northcentral and northeast area of JFK. It is located on made land generated from sandy dredge spoil and cobbles. The depth of impact from the project will not exceed 6 feet bgs in areas which have already been disturbed by original fill and construction. There seems to be little likelihood that intact, significant archaeological deposits would be disturbed by the proposed action. No further archaeological work is recommended for the project.

Carol S. Weed, MA (RPA): Carol S. Weed
Senior Archaeologist, Principal Investigator
VHB Engineering, Surveying and Landscape Architecture, P.C.
Planning | Transportation | Land Development | Environmental Services
Phone: 212.695.5858 x7327 | Fax: 212.971.7239
Direct: 212.857.7327 | Mobile: 646.276.2460
cweed@vhb.com

[1] USDA NRCS. 2017. Custom Soil Resource Report for Queens County, New York, VHB Project 26209.01. Downloaded from USDA Web Soil Survey, November, 2017.

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

December 07, 2017

Ms. Carol Weed
Senior Archaeologist, Sr. Project Manager/Natural and Cultural Resources
VHB, Inc.
50 Main Street
Suite 360
White Plains, NY 10606

Re: FAA
JFK Airport Rehabilitation of Runway 13L-31R and Associated Taxiway Project
Borough of Queens, Queens County, NY
17PR08001

Dear Ms. Weed:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, the New York SHPO has determined that no historic properties will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Michael F. Lynch, P.E., AIA

Director, Division for Historic Preservation

Table G-1. All Historic Buildings and Structures in the Study Areas

USN	Name	Address	Status
5901.000384	Lawrence High School (1958)	2 Reilly Rd	Not Eligible
5901.000433	No. 2 Elementary School	1920 - 1 Donahue Ave	Not Eligible
5901.000760	Private Residence	97 Soloff Blvd	Not Eligible
5901.000913	Private Residence	1922 - 106 Roosevelt Ave	Not Eligible
5901.000982	Private Residence	10 Charles St	Not Eligible
5901.001081	9 Southeast Beekman Street	9 Southeast Beekman Street 11096	Undetermined
5901.001093	10 West Ave	10 west ave	Undetermined
5901.001131	43 West Avenue, Lawrence	43 West Ave, Lawrence 11559	Not Eligible
5901.001180	47 West Ave	47 WEST AVENUE 11559	Undetermined
5901.001229	69 West Ave	69 west avenue, Lawrence 11559	Undetermined
5901.001273	39 East Ave	39 east avenue, lawrence 11559	Undetermined
5901.001289	8 Beekman street	8 Beekman street, Inwood 11096	Undetermined
5901.001300	17 East Ave	17 east ave, Lawrence 11559	Undetermined
5901.001302	Private Residence	520 Cedarwood Drive 11516	Not Eligible
5901.001323	41 Meadow Road	41 Meadow Road	Undetermined
5901.001330	9 Meyer Avenue	9 Meyers Avenue	Undetermined
5901.001348	6 North Avenue	6 NORTH AVENUE 11559	Not Eligible
5901.001353	695 Park Lane	695 Park LN, Cedarhurst 11516	Undetermined
5901.001369	12 West Ave, lawrence	12 west ave, lawrence 11559	Not Eligible
5901.001415	21 West Avenue	21 West AVE 11559	Undetermined
5901.001417	35 East Ave	35 east ave, lawrence 11559	Undetermined
5901.001423	7 West Ave	7 West Avenue	Undetermined
5901.001431	64A West Avenue	64A West AVE 11559	Undetermined
5901.001446	33 West Ave	33 west ave 11561	Undetermined
5901.001454	3 Bayview	3 BAYVIEW, LAWRENCE 11559	Undetermined
5901.001464	61 West Ave	61 west ave 11559	Undetermined
5901.001483	12 North Avenue	12 North Ave 11559	Undetermined
5901.001490	15 East Ave	15 EAST AVENUE 11559	Undetermined
5901.001491	4 West Ave	4 WEST AVENUE 11559	Undetermined
5901.001534	5 West Ave	5 West Avenue	Undetermined
5901.001541	Meadowmere Park Fire Department	14 Meyer Avenue	Not Eligible
5901.001553	11 East Ave, Lawrence	11 east ave, lawrence 11559	Not Eligible
5901.001599	11 West Avenue	11 West Avenue 11559	Undetermined
5901.001605	3 West Ave	3 west ave 11559	Not Eligible
5901.001625	27 West Avenue	27 West Avenue 11559	Undetermined
5901.001666	4 Meyer Avenue	4 Meyer Avenue 11559	Undetermined
5901.001670	5 East Ave	5 East AVE, Lawrence 11559	Undetermined
5901.001696	30 East Ave	30 East Avenue 11559	Undetermined
5901.001704	23 East Ave	23 East Ave 11559	Not Eligible
5901.001709	71 West Ave, SW	71 West AVE, SW, Lawrence 11559	Undetermined

Table G-1. All Historic Buildings and Structures in the Study Areas

USN	Name	Address	Status
5901.001753	35 West Ave	35 West AVE 11559	Undetermined
5901.001801	1 Reyem Dr., Lawrence	1 Reyem DR, Lawrence 11559	Not Eligible
5901.001909	Meadowmere Park Bridge	Meyer Ave, Lawrence 11559	Not Eligible
5901.001950	19 West Avenue	19 West AVE 11559	Undetermined
5901.001964	29 East Ave	29 East AVE, Lawrence 11559	Undetermined
5901.001968	4 North Avenue	4 North Ave 11559	Undetermined
5901.001977	312 Sprague Road	312 Sprague Road, Inwood 11096	Undetermined
5901.002177	Flower Streets HD	607 Broadway	Eligible
5901.002186	29 Meadow Dr	29 Meadow Dr	Undetermined
5901.002187	7 Brafmans Rd	7 Brafmans Rd	Undetermined
5901.002188	9 Brafmans	9 Brafmans	Undetermined
5901.002189	288 Sheridan	288 Sheridan	Undetermined
5901.002191	134 Jefferson	134 Jefferson	Undetermined
5901.002192	203 Wanser	203 Wanser	Undetermined
5901.002213	17 Oak	17 Oak	Undetermined
5901.002214	(In 65 DNL) Flower Streets HD	5 Rose	Eligible
5901.002215	Flower Streets HD	2 Ivy	Eligible
5901.002216	Flower Streets HD	4 Ivy	Eligible
5901.002217	Flower Streets HD	6 Ivy	Eligible
5901.002218	Flower Streets HD	5 Ivy	Eligible
5901.002219	(In 65 DNL) Flower Streets HD	3 Tulip	Eligible
5901.002220	Flower Streets HD	1 Iris St	Eligible
5901.002221	Flower Streets HD	1 Tulip	Eligible
5901.002222	Flower Streets HD	31 Lotus	Eligible
5901.002223	Flower Streets HD	29 Lotus	Eligible
5901.002224	Flower Streets HD	27 Lotus	Eligible
5901.002225	Flower Streets HD	2 Rose St	Eligible
5901.002303	51 West Ave	51 West AVE 11559	Not Eligible
5901.002313	49 West Ave	49 West AVE 11559	Not Eligible
5901.002483	13 Bayview Ave	13 Bayview Ave, Lawrence 11559	Not Eligible
5901.002555	(In 65 DNL) Flower Streets HD	611 Broadway 11516	Eligible
5901.002556	Flower Streets HD	609 Broadway 11516	Eligible
5901.002557	(In 65 DNL) Flower Streets HD	6 Rose	Eligible
5901.002558	Flower Streets HD	3 Rose	Eligible
5901.002559	Flower Streets HD	1 Rose	Eligible
5901.002560	Flower Streets HD	28 Lotus	Eligible
5901.002561	Flower Streets HD	2 Tulip	Eligible
5901.002562	Flower Streets HD	4 Tulip	Eligible
5901.002563	Flower Streets HD	6 Tulip	Eligible
5901.002564	Flower Streets HD	10 Lotus	Eligible

Table G-1. All Historic Buildings and Structures in the Study Areas

USN	Name	Address	Status
5901.002565	Flower Streets HD	2 Iris	Eligible
5901.002566	Flower Streets HD	4 Iris St	Eligible
5901.002567	(In 65 DNL) Flower Streets HD	6 Iris St	Eligible
5901.002568	(In 65 DNL) Flower Streets HD	5 Iris St	Eligible
5901.002569	Flower Streets HD	3 Iris St	Eligible
5901.002570	Flower Streets HD	18 Lotus	Eligible
5901.002571	Flower Streets HD	18 Lotus	Eligible
5901.002572	Flower Streets HD	4 Rose	Eligible
5901.002573	Flower Streets HD	25 Lotus	Eligible
5901.002574	Flower Streets HD	23 Lotus	Eligible
5901.002575	Flower Streets HD	21 Lotus	Eligible
5901.002576	Flower Streets HD	9 Lotus	Eligible
5901.002578	Flower Streets HD	17 Lotus	Eligible
5901.002579	Flower Streets HD	15 Lotus	Eligible
5901.002580	Flower Streets HD	11 Lotus	Eligible
5901.002800	2 Sherwood	2 Sherwood	Not Eligible
5901.002801	10 Sherwood	10 Sherwood	Not Eligible
5901.002802	16 Sherwood	16 Sherwood	Not Eligible
5901.002803	22 Sherwood	22 Sherwood	Not Eligible
5901.002804	42 Sherwood	42 Sherwood	Not Eligible
5901.002805	15 Sherwood	15 Sherwood	Not Eligible
5901.002806	21 Sherwood	21 Sherwood	Not Eligible
5901.002807	25 Sherwood	25 Sherwood	Not Eligible
5901.002808	East Avenue Ejector Station	348 Rockaway Turnpike 11559	Not Eligible
5909.000001	COPPOLA RESIDENCE	508 Monroe St	Undetermined
5909.000002	WOLTIN Residence	526 Monroe St	Undetermined
5909.000005	GOGEL Residence	396 Oakland Ave	Undetermined
5909.000006	FRIETAS Residence	430 OAKLAND AVE	Undetermined
5909.000019	ST. JOACHIM ROMAN CATHOLIC CHURCH	614 CENTRAL AVE	Eligible
5909.000023	STECHER HOROWITZ SCHOOL OF MUSIC	74 MAPLE AVE	Undetermined
5909.000024	Private Residence	41 LOCUST AVE	Undetermined
5909.000028	TEMPLE BETH -EL	40 Locust	Eligible
5909.000036	American Legion, Post 339	207 Grove	Undetermined
5909.000037	VACANT BARN	240 GROVE AVE	Undetermined
5909.000038	GITHEN RESIDENCE	254 LINWOOD AVE	Undetermined
5909.000039	MOSS RESIDENCE	304 LINWOOD AVE	Undetermined
5909.000042	FRITZ RESIDENCE	254 Oak wood Ave	Undetermined
5909.000043	WALKOF RESIDENCE	255 OAKWOOD AVE	Undetermined
5909.000044	COULER Residence	247 PROSPECT AVE	Undetermined
5909.000045	MANNION Residence	568 West Broadway	Undetermined

Table G-1. All Historic Buildings and Structures in the Study Areas

USN	Name	Address	Status
5909.000047	415 Arbuckle Ave	415 Arbuckle Ave	Undetermined
5909.000053	KRAMER RESIDENCE	444 Argyle rd	Undetermined
5909.000054	ROSENHAL RESIDENCE	454 Argyle Rd	Undetermined
5909.000056	PUGLIESE Residence	485 Arlington	Undetermined
5909.000057	BEATTIE Residence	496 Arlington Rd	Undetermined
5909.000059	LEVINE Residence	511 Albemarle Rd	Undetermined
5909.000060	FISHER Residence	512 Albemarle	Undetermined
5909.000061	ABRAHMS Residence	537 Albemarle Rd	Undetermined
5909.000071	ST. JOACHIM RECTORY	614 CENTRAL AVE	Eligible
5909.000072	(POSSIBLY RELATED TO ST. JOACHIM SCHOOL)	124 MCGLYNN PL	Eligible
5909.000073	ST. JOACHIM SCHOOL	620 CENTRAL AVE	Eligible
5909.000077	536 Arlington Rd, Cedarhurst	536 Arlington rd, cedarhurst 11516	Not Eligible
5909.000080	Private Residence	1952 - 449 Peninsula Blvd	Not Eligible
5909.000081	Lawrence High School	2 Reilly Rd	Undetermined
5909.000082	545 Arlington Rd	545 Arlington Rd	Not Eligible
5909.000084	480 Arlington Road	480 Arlington Road 11516	Undetermined
5909.000092	Cedarhurst WPCP	Hanlon Drive at Peninsula Boulevard	Not Eligible
5909.000093	472 Bayview Avenue	472 Bayview Avenue 11516	Undetermined
5909.000097	499 Bayview Avenue	499 Bayview Avenue 11516	Undetermined
5909.000100	525 Lincoln Street, Cedarhurst	525 Lincoln Street, Cedarhurst 11516	Undetermined
5909.000102	542 Oceanpoint Avenue, Cedarhurst	542 Oceanpoint Avenue, Cedarhurst 11516	Undetermined
5909.000104	397 Arbuckle Ave	397 Arbuckle Ave	Not Eligible
5909.000110	438 Cedarhurst Ave	438 Cedarhurst Ave	Not Eligible
5909.000111	434 Cedarhurst Ave	434 Cedarhurst Ave	Not Eligible
5909.000112	392 Oakland	392 Oakland	Not Eligible
5909.000121	579 Park	579 Park	Not Eligible
5909.000123	265 Grove	265 Grove	Not Eligible
5909.000128	278 Linwood	278 Linwood	Not Eligible
5909.000129	279 Linwood	279 Linwood	Not Eligible
5909.000131	61 Locust	61 Locust	Not Eligible
5909.000132	37 Locust	37 Locust	Not Eligible
5909.000133	87 Prospect	87 Prospect	Not Eligible
5909.000134	81 Prospect	81 Prospect	Not Eligible
5909.000135	73 Prospect Ave	73 Prospect Ave	Not Eligible
5909.000136	67 Prospect	67 Prospect	Not Eligible
5909.000137	698 Broadway	698 Broadway	Not Eligible
5909.000138	686 Broadway	686 Broadway	Not Eligible
5909.000143	379 Arbuckle Ave	379 Arbuckle Ave	Not Eligible
5909.000144	385 Arbuckle Ave	385 Arbuckle Ave	Not Eligible
5909.000145	391 Arbuckle Ave	391 Arbuckle Ave	Not Eligible

Table G-1. All Historic Buildings and Structures in the Study Areas

USN	Name	Address	Status
5909.000146	409 Arbuckle Ave	409 Arbuckle Ave	Not Eligible
5993.000004	319 West Ivy Hill Road, Woodmere	319 West Ivy Hill Road, Woodmere 11598	Not Eligible
8101.000069	John F. Kennedy International Airport	JOHN F. KENNEDY INTERNATIONAL AIRPORT	Undetermined
8101.007165	Trans World Airlines - International Terminal	Van Wyck Expressway 11430	Listed
8101.007210	[Demolished] CONGREGATION DERECH EMUNOH SYNAGOGUE	199 BEACH 67TH ST	Eligible
8101.007245	Warehouse	182-22 150TH AVE	Not Eligible
8101.007256	Public School (PS) 52 Queens	178-37 146th Terrace 11434	Eligible
8101.009136	175-15 Rockaway Blvd	175-15 ROCKAWAY BLVD	Undetermined
8101.009232	P.S. / M.S. 333 Goldie Maple Academy	3-65 56th Beach Street 11692	Eligible
8101.009362	Public School (PS) 124	129-15 150TH AVE	Not Eligible
8101.009368	Radisson Hotel	130-135 140TH ST	Not Eligible
8101.009536	Public School (PS) 42 Q	488 Beach 66th Street 11692	Eligible
8101.009543	Existing Monopole Cell Tower	154-09 146TH AVE	Undetermined
8101.009609	132-10 South Conduit Ave	132-10 South Conduit Ave	Not Eligible
8101.011188	PRIVATE RESIDENCE, 1945	133-28 VAN WYCK EXPRESSWAY	Not Eligible
8101.011189	PRIVATE RESIDENCE, 1935	133-24 VAN WYCK EXPRESSWAY	Not Eligible
8101.011190	PRIVATE RESIDENCE, 1950	133-35 135TH Pl	Not Eligible
8101.011191	MULTI-FAMILY RESIDENCE, CA. 1930	135-17 135TH AVE	Not Eligible
8101.011192	PRIVATE RESIDENCE, CA. 1920	133-31 135TH Pl	Not Eligible
8101.011193	PRIVATE RESIDENCE, CA. 1901	135-12 135TH ST	Not Eligible
8101.011255	PRIVATE RESIDENCE, 1930	176-11 145th DR	Not Eligible
8101.011265	Private Residence	133-16 VAN WYCK EXPRESSWAY	Not Eligible
8101.011277	Private Residence	129-04 142ND ST	Not Eligible
8101.011278	Private Residence	130-16 149TH ST	Not Eligible
8101.011280	Private Residence	145-07 167TH ST	Not Eligible
8101.011300	Private Residence	153 BEACH 59TH ST	Not Eligible
8101.011302	Private Residence	228-39 MENTONE AVE	Not Eligible
8101.011318	Commerical Building	241-02 140th Ave	Not Eligible
8101.011322	JFK BUS DEPOT, 1952	165-25 147TH AVE	Not Eligible
8101.011324	Far Rockaway Bus Depot, 1916	49-19 ROCKAWAY BEACH BLVD	Not Eligible
8101.011338	Public School (PS) 105-Q, 1961	420 Beach 51st St	Not Eligible
8101.011340	Private Residence	128-32 146th ST	Not Eligible
8101.011350	Commerical Building	161-15 Rockaway Blvd	Not Eligible
8101.011441	PRIVATE RESIDENCE, 1920	146-19 181st St	Not Eligible
8101.011469	PRIVATE RESIDENCE, 1925	147-01 SUTTER AVE	Not Eligible
8101.011473	PRIVATE RESIDENCE, 1955	144-43 226th St	Not Eligible
8101.011474	PRIVATE RESIDENCE, 1950	146-44 222th St	Not Eligible
8101.011487	ROCKAWAY FIREHOUSE	58-03 Rockaway Beach Blvd 11692	Not Eligible
8101.011508	138-55 230th Pl	138-55 230th Pl	Not Eligible
8101.011726	Queens Library, Arverne Library	312 Beach 54th Street 11692	Not Eligible

Table G-1. All Historic Buildings and Structures in the Study Areas

USN	Name	Address	Status
8101.011814	Arverne Housing Coop (6 bldgs.)	353 Beach 57th street 11692	Not Eligible
8101.011853	Former International Hotel - Bldg 144	Van Wyck Expressway 11430	Undetermined
8101.011856	Rockaway Maintenance garage	3-70 Beach 75th Street 11692	Not Eligible
8101.011874	433 Beach 64th ST, Queens	433 Beach 64th ST 11692	Undetermined
8101.011886	Jamaica Wastewater Treatment Plant	150-20 134th Street 11430	Not Eligible
8101.011888	312 Beach 63rd Street, Queens	312 Beach 63rd Street 11692	Undetermined
8101.011900	Carleton Manor	71-15 Beach Channel Drive	Undetermined
8101.011917	Ocean Bay Houses (NYCHA, 1951)	Beach 54 Street	Undetermined
8101.011920	Ocean Bay Apartments (Bayside; NYCHA, 1961)	434 Beach 54th Street	Not Eligible
8101.011923	69-23 Hessler AVE, Queens	69-23 Hessler AVE, Queens	Undetermined
8101.011928	Joseph Addabbo Health Center	62-00 Beach Channel Drive 11692	Not Eligible
8101.011945	155-100 Bayview Avenue	155-100 Bayview Avenue 11422	Undetermined
8101.011959	Lot 54 - 360 Beach 54 Street 11691	Lot 54 - 360 Beach 54 Street 11691	Not Eligible
8101.011960	Lot 55 - 366 bEACH 54TH sT 11691	Lot 55 - 366 bEACH 54TH sT 11691	Not Eligible
8101.011961	Lot 58 - 53-15 Beach Channel Drive 11691	Lot 58 - 53-15 Beach Channel Drive 11691	Not Eligible
8101.011962	Lot 64 - 53-05 Beach Channel Dr 11691	Lot 64 - 53-05 Beach Channel Dr 11691	Not Eligible
8101.011963	Lot 66 - 53-01 Beach channel dr 11691	Lot 66 - 53-01 Beach channel dr 11691	Not Eligible
8101.012120	130th Avenue Bridge BIN 2-23174-0	30th Avenue over BLP Southbound - 130th Avenue	Not Eligible
8101.012121	130th Avenue Bridge BIN 2-23173-0	130th Avenue over the Belt Parkway Northbound	Not Eligible
8101.012122	Francis Lewis Blvd Bridge BIN 2-23170-0	Francis Lewis Blvd over Belt Parkway Westbound	Not Eligible
8101.012124	Francis Lewis Bridge BIN 2-23169-0	Francis Lewis Blvd over BLP Eastbound - Francis Lewis Blvd	Not Eligible
8101.012149	American Legion, Post 483	240-08 135th Ave 11422	Not Eligible

H. Public Notifications

Ad Number: 5896564-1
Insertion Number:
Size: 2 x 5
Color Type: 4 Colors
Client Name: Miller Adver... / PO# R9250019 PORT AU
Advertiser: PORT AUTHORITY /NY & NJ
Section/Page/Zone: Classified/CS033/ISL
Description:

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This E-Sheet confirms that the ad appeared in NY Daily News on the date and page indicated. You may not create derivative works, or in any way exploit or repurpose any content displayed or contained on the electronic tearsheet.

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Employment

Help Wanted General

★★★HANDYMAN WANTED★★★ Must have clean drivers license. Must be able to do light plumbing and carpentry. 4-day work week. $700 per week. 100% Medical & Dental, 401K, Uniforms, Paid Vacations. Sick and Holidays. Apply in person: Monday-Friday between 9 am & 7 pm at: Call-A-Head Corp., 304 Cross-bay Boulevard, Queens, NY 11693. 304 Cross-bay Boulevard, Queens, NY 11693.

BOILER INSTALLERS Must install residential Gas Fired Boilers, HW Tanks & Troubleshoot. Must have own tools & valid drivers lic. Call 718-375-3320

Data Entry Full Time Must Be Detailed Oriented, Have Computer Skills, Responsible, And Ready To Learn New Skills. Callahead Offers: Paid Vacation, Holidays, 401K, and Health and Dental Benefits.Please Apply In Person Monday- Friday, 9:00 AM-7:00 PM At 304 Crossbay Blvd., Queens, NY 11693

Drivers

DRIVERS (TRUCK) Rte avail at CALLAHEAD CORP. No CDL req, 4 Day Work Wk (enjoy 3 days off). Run your own route. Yr round. No lay offs, fam med., dental, uniforms, 2 wks vaca. Will train! Swing driver $1000 per week includes $100 wkly bonus program. Route driver $900 per week, includes $100.00 wkly bonus of $100, O/T and raise every 6 months. 4a-2:30p. Apply in person, M-F, 9a-7p at 304 Crossbay Blvd, Queens New York 11693.

Auction, Garage, Moving

ASTORIA - TAG SALE - Sept 29 & 30- 10am-4pm Furniture & household items. 21-71 37st. Near Ditmars Blvd

Pets

Pets

♥ MALTESE ♥ - PUPPIES Adorable, Male & Females, Toy & Teacup sizes. Call or Text 718 704-6773

♥ YORKIES ♥ - ADORABLE Puppies, Male & Female, Toy & Teacup sizes CALL/Text TRACY 718-306-4136

SHIH-TZU - PUPPIES Toy & Imperial Sizes, Males & Females, All Colors Call or Text 718 887-5433.

Real Estate

EQUAL HOUSING OPPORTUNITY

PUBLISHER'S NOTE

All real estate advertised herein is subject to the Federal Fair Housing Act of 1968 and state and local fair housing laws. The Fair Housing Act makes it illegal to advertise any preference, limitations or discrimination on the basis of race, color, religion, sex, handicap, familial status, or national origin or an intention to make any such preference, limitation or discrimination. State or local laws may make unlawful advertising that discriminates on the basis of age, marital status or sexual orientation. The Daily News will not knowingly accept any advertising for real estate which violates the law. The law requires that all dwellings advertised are available on an equal opportunity basis. If you have a question regarding housing discrimination, call Long Island Housing Services at 1 (800) 660-6920 in Long Island or the Anti-Discrimination Center at (212) 346-7600 in New York City. To file a complaint call HUD toll-free at (800) 669-9777 or the New York City Commission on Human Rights at (212) 306-7500.

Rooms for Rent

★ NORTHEAST BX ★ - Large Furn'd Room. Share Kitchen & Bath. $170/wk. Male Pref'd. Owner 347-777-6474 / 718-655-1272

Rooms for Rent

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EAST FLATBUSH-unfurnished room - $750/mo, share kit/bath. Credit/background check Owner gesamuels@gmail.com, 347-295-9411

FORDHAM & UNIVERSITY - Furn'd Room, Share Kit & Bth, $850/mo. Principals Only. Call Owner 347-258-0500

Norwood Bronx - Super Lux Huge Fully Furn'd Room, Pvt Entr, Kit & Bth, Queen Bed, All Util, WiFi, 55" & 32" HDTVs included in Rent, Nonsmoking Male pref'd. $275/wk. Call Owner 929-777-5353

Parkchester Area Furnd Rm - Share kit/bth. Nr all. No smkr/pets. male prf $185/wk util incl. 2wks rent+sec. Owner 646-659-2104

RICHMOND HILL - Furn'd Room, Share Kit/Bth, Nonsmoker pref'd, $185/wk, 2 wks sec + 1 wks rent. Call Owner 917-667-1786

Rental - Bronx

Pelham Bay - 3 Br Apt, Nr 6 Train/Buses/Hwys, No Smoking, Credit/Refs Ck. $2000/mo. 1 mo rent + 1 mo sec. Call Owner 718-892-3708

Rental - Brooklyn

★ ★CANARSIE/Paerdegat ★ ★ - Ultra Modern 2 Br, 1.5 Bth Apt, LR, DR, Tenant pays own util. $1850/mo. Owner 516-488-1720

BED STUY ★ Halsey/Throop - Lge 2 Br Apt, Hwd flrs, S/S Appls, Ceiling Fans, Nr Transp/Shops, Crdt Ck. $2395/mo. Owner 646-369-7142

CYPRESS HILLS - Newly Renov 3 Br, Full Bth Apt on 1st flr in 2 Fam, Gas Incl. Nr A/C Sbwy, $1900/mo. Call Owner 516-208-3649

CYPRESS HILLS - NEW Lge 2 Br, hwd flrs on 2nd flr. Free H/HW, Walk to Shops/Bus, A, J Train. $1850/mo. Owner 917-974-2057

E. Flbsh & All Bklyn Areas - Stu $1200 +, 1 Br $1300 +, 2 Br $1400 +, 3 Br $1800 + & 4 Br $2000 +. C21 Achievers 718-758-0600

Rental - Long Island

Sayville - 2 Br, 1 Bth Apt, Deck, Hi Ceils, Credit/Refs ck. Nonsmoker/No Pets pref'd, $2200/mo 1 mo rent + 1 mo sec, Owner 917-670-0150

Rental - Queens

LAURELTON - New Constr, 3 Br, Full Bath, S/S Appls, Granite Cntrs, Nr Transp & Mall, $2250/mo. Call Owner 347-724-3524

Rental - Other Areas

Union City, NJ 1 blk to NYC Bus - 2.5 Bdrm Apt, LR, EIK on 2nd Flr in 2 Fam, $1400/mo, 1 mo rent + 1 mo sec. Owner 201-472-8966

Sale - Bronx

WAKEFIELD 3219 Seymour Ave - S/D. 2 Fam, Brick, 3 / 3 + Walk-in, Bkyd, Gar & Parking. Selling As Is with Tenants. NO ACCESS. ALL CASH DEAL ONLY. $420K. Call Owner 347-260-8780

Properties Out of State

ALLENTOWN PA - Beautiful Big 1 Fam home, NY too expensive? $329K. Call Owner for Appointment 347-613-2283

Lots & Acreage



POCONO MT Views Up to 1 Acre - Off Rte 80, Nr Lake Harmony & Camel Back, Mins to Jim Thorp Village, 0% intr., $500 Dn, $150/mo, Balance $6900 Owner 973-222-1803

Business, Office Space & Industrial

ELMHURST - GREAT LOCATION 42-37 Hampton Street Medical Office for Rent Call Mgt 718-520-2600

Transportation

Transportation Miscellaneous & Services

2006 HARLEY DAVIDSON ULTRA Classic, Blue & Silver, Chrome, Bluetooth, Many Xtras, Like New, 32,900 mi, $9500. Owner 917-744-3267

Notices

Legal Notices

11 CEDARFIELD LLC Art. Of Org. Filed Sec. of State of NY 8/31/2018. Off. Loc.: Suffolk Co. SSNY designated as agent upon whom process against it may be served. SSNY to mail copy of process to c/o William A. Slutsky, P.C, 118-21 Queens Blvd. Suite 520, Forest Hills, NY 11375. Purpose: Any lawful act or activity.

Notice of Formation of 1516 BEDFORD AVENUE, LLC Arts. of Org. filed with Secy. of State of NY (SSNY) on 09/13/18. Office location: Richmond County. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to Frederick C. Biehl, III, Esq., 75 Eisenhower Pkwy., Ste. 110, Roseland, NJ 07068. Purpose: Real estate.

Notice of Formation of Rockabill 65th Street LLC. Arts. of Org. filed with Secy. of State of NY (SSNY) on 8/23/18. Office location: Queens County. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: 2 Hudson Place, 5th Fl., Hoboken, NJ 07030. Purpose: any lawful activity.

Five Horsemen LLC. Filed 9/11/18. Office: Queens Co. SSNY designated as agent for process & shall mail to: Ronald Chien, 25-10 Ulmer St 2/fl, Flushing, NY 11354. Purpose: General.

Treasure Island Storage will sell at Public Auction under New York Lien law for cash only on **October 12, 2018** at 10:00AM and on such succeeding days and times as may be necessary at **183 Lorraine St., Brooklyn, NY 11231** the property described as household goods and other effects belonging to: Traci Robertson #1116; Annette Gauthier #1162; Johnny Mendez/Johnny Mendez II #1306; Marcos Rocha #1601; John J. Creamer #2161; Crystal Reynolds #2306; Sergio Ferreira #2545; Providencia Santiago #2818; Tanya Ross/Tanya Ross-Chandler #4038; Miriam Rosenfeld/Miraim Rosenfeld #5083; Jody Rosen #5135. Donald Bader, DCA #865815 & Patrick Williams, DCA #1377072, Auctioneers as Agents.
Public Notice is hereby given, that beginning on the date, as enumerated below and continuing from day to day, until all items are sold, **Storage Post Self Storage** will sell at public sale, to the highest bidder for cash, goods for which a lien on the same is claimed. The following goods, household items, electronics, wares, merchandise, furniture, tools, and misc. items for storage and other charges for which a lien on the same is claimed, to wit:
Date of Sale: 10/12/2018
Time of Sale: 9:00am
Loc.: www.StorageAuctions.com
Location (Facility Address):
32 Grand Avenue, Bklyn, NY 11205
C/O Everyday Health Inc/ Norman E Daley #B8227, Darlene Agosto/Deep Down Productions #B6MA, Lee Azzarello #B4429, Krystle Brown #B3335, Jacqueline Emigh #B6G4, Vicky Figueroa #B4750, Bryan Mcdowl/Freelanced Union B3435, Yuna Ngal #B3723, Adebayo Ogunsanya #B257, Peter Rivera #B4742, Monica Sayers #B347, George Walker #B832 & #B835, Rebecca Garcia #B2218. A $100 per unit cleaning deposit will be collected at the time of sale and returned when the unit is left broom clean. All sales are with reserve and are subject to prior cancellation. Sale rules and regulations are available at the time of sale.

NYC Boss Fitness, LLC. Filed 3/15/18. Office: Richmond Co. SSNY designated as agent for process & shall mail to: C/O Jonathan Mcbratney, 51 Monahan Ave, Staten Island, NY 10314. Purpose: General.

Legal Notices

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY, REQUEST FOR COMMENT and NOTICE OF PUBLIC INFORMATION SESSIONS
Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ
John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor Jamaica, NY 11430
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center, 18th Floor NY, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00 PM on Monday October 29, 2018. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Runway 13L-31R Reconstruction and Associated Taxiways project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Monday, October 29, 2018. Comments must be received by 5:00 PM on Monday October 29, 2018, in order to be considered. Written comments on the Draft EA can also be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

INFORMATION SESSIONS

Additional information regarding this project, an opportunity to ask questions about the project, and an opportunity to provide written comments will be available through two Information Sessions. The details of the dates, times, and locations are listed below.

DATE: Monday October 15, 2018
TIME: 6:00PM – 8:00PM
LOCATION: Queens Library at Peninsula
92-25 Rockaway Beach Boulevard
Rockaway Beach, NY 11693
Phone: (718) 634-1110

DATE: Tuesday October 16, 2018
TIME: 6:00PM – 8:00PM
LOCATION: Crowne Plaza
138-10 135th Avenue
Jamaica, NY 11436
Phone: (718) 530-1160

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.

New York State Department of Environmental Conservation
Notice of Complete Application

Date: 09/13/2018
Applicant: PORT AUTHORITY OF NEW YORK & NEW JERSEY
4 WORLD TRADE CENTER
150 GREENWICH ST, NEW YORK, NY 10007
Facility: JFK INTERNATIONAL AIRPORT
JOHN F KENNEDY EXPRY, JAMAICA, NY 11430
***Application ID*:** 2-6308-00019/00160
Permits(s) Applied for: 1 - Article 15 Title 15 Long Island Well Temporary Dewatering
Project is located: in QUEENS COUNTY
Project Description: The Department has made a tentative determination to approve this application for a new permit to operate a temporary construction dewatering and treatment system with a proposed maximum withdrawal of 4,000,000 gallons per day at the applicant's facility, JFK International Airport, in Jamaica, Queens. The applicant proposes to install two 10 ft x 8ft in-line chambers, one of which will contain a 78" flap gate with a sediment sump, for backflow prevention at outfall #006. Pumped and treated groundwater is to be directed to JFK's stormwater collection system, which discharges to Bergen Basin via existing NY/NJ PA outfall #006. Groundwater will be treated and discharged in accordance with existing SPDES permit #NY0008109.
Availability of Application Documents: Filed application documents, and Department draft permits where applicable, are available for inspection during normal business hours at the address of the contact person. To ensure timely service at the time of inspection, it is recommended that an appointment be made with the contact person.
State Environmental Quality Review (SEQR) Determination: Project is an Unlisted Action and will not have a significant impact on the environment. A Negative Declaration is on file. A coordinated review was not performed.
SEQR Lead Agency: None Designated
State Historic Preservation Act (SHPA) Determination: Evaluation using a Structural-Archaeological Assessment Form or other information has concluded that the proposed activity will not impact registered, eligible or inventoried archaeological sites or historic structures.
Coastal Management: This project is located in a Coastal Management area and is subject to the Waterfront Revitalization and Coastal Resources Act.
Availability For Public Comment: Comments on this project must be submitted in writing to the Contact Person no later than 10/04/2018 or 15 days after the publication date of this notice, whichever is later.
Contact Person: Caitlyn P. Nichols, NYSDEC, 47-40 21st St, Long Island City, NY 11101-5401, (718) 482-4997.

206-17 LORI DRIVE LLC, Arts. of Org. filed with the SSNY on 07/31/2018. Office loc: Queens County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 197-25 Jamaica Ave, Hollis, NY 11423. Purpose: Any Lawful Purpose.

Notice of Formation of CR 16 LLC. Arts. of Org. filed with Secy. of State of NY (SSNY) on 7/5/18. Office location: Queens County. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: The LLC, 157-50 81st Street, Howard Beach, NY 11414. Purpose: any lawful activity.

Notice of formation of SME BUSINESS SOLUTIONS, LLC. Articles of Org. filed with the Secretary of State of New York (SSNY) on 08/16/2018. Office located in Richmond County. SSNY has been designated for service of process. SSNY shall mail copy of any process served against the LLC to: Michelle Emokpae, 15 Bailey Place, Staten Island, NY 10303. Purpose: Any lawful activity or purpose.

24-12 24th Ave Realty LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/11/2018. Cty: Queens. SSNY desig. as agent upon whom process against may be served & shall mail process to Law Offices Of Michael P. Giampilis, P.C., 94 Willis Ave., Mineola, NY 11501. General Purpose.

Ocean Fly LLC. Filed 7/31/18. Office: Richmond Co. SSNY designated as agent for process & shall mail to: Fei Yang / Rong Hai Gao, 29 Bowling Green Pl, Staten Island, NY 10314. Purpose: General.

Daley Home Care, LLC. Filed 3/21/18. Office: Richmond Co. SSNY designated as agent for process & shall mail to: 95 Taft Ave. Apt. 2, Staten Island, NY 10301. Registered Agent: United States Corporation Agents, Inc., 7014 13th Ave Ste 202, Brooklyn, NY 11228. Purpose: General.

Client Name:
Advertiser:
Section/Page/Zone: D/D030/QU
Description:
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Publication Date: 09/28/2018
This E-sheet confirms that the ad appeared in Newsday on the date and page indicated.Derivative works or any exploitation or repurposing of any content displayed or contained herein is strictly prohibited.

Legal Notice # 21421627
SUPREME COURT - COUNTY OF QUEENS
U.S. BANK NATIONAL ASSOCIATION, AS TRUSTEE FOR THE CSAB MORTGAGE LOAN TRUST 2006-2, Plaintiff -against- LILIANA PINEDO-CAM, et al Defendant(s). Pursuant to a Judgment of Foreclosure and Sale entered herein and dated July 27, 2018, I, the undersigned Referee will sell at public auction at the Queens County Supreme Courthouse, 88-11 Sutphin Blvd., in Courtroom # 25, Jamaica, NY on October 19, 2018 at 10:00 a .m. premises situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows: BEGINNING at a point on the westerly side of 31st Street, distant 380 feet northerly from the corner formed by the intersection of the westerly side of 31st Street and the northerly side of Franconia Avenue; being a plot 100 feet by 40 feet by 100 feet by 40 feet. Block: 5428 Lot: 60.
Said premises known as 43-40 171ST STREET, FLUSHING, NY
Approximate amount of lien $697,667.12 plus interest & costs.
Premises will be sold subject to provisions of filed Judgment and Terms of Sale.
If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney.
Index Number 713364/2015.
DOMINIC A. VILLONI, ESQ., Referee
David A. Gallo & Associates LLP
Attorney(s) for Plaintiff
99 Powerhouse Road, First Floor, Roslyn Heights, NY 11577
File# 8325.1201

Legal Notice # 21425222
SUPREME COURT - COUNTY OF QUEENS
CITIMORTGAGE, INC., Plaintiff -against- HOPELYN HARVEY, BRANDON DALEY, et al Defendant(s). Pursuant to a Judgment of Foreclosure and Sale entered herein and dated April 18, 2016, I, the undersigned Referee will sell at public auction at the Queens County Supreme Courthouse, 88-11 Sutphin Blvd., in Courtroom # 25, Jamaica, NY on November 2, 2018 at 10:00 a.m. premises situate, lying and being in the Borough of Queens, City and State of New York, designated on the Tax Map of the City of New York for the Borough of Queens, as said Tax Map was on July 23, 1974, Lot 85, October 1, 1981 Lot 88, being more bounded and particularly described as follows: BEGINNING at a point on the division line between the lots 96 and 97 on the easterly side of Marsden; being a plot 97.00 feet by 26.00 feet by 97.00 feet by 26.00 feet. Said premises known as 115-58 MARSDEN STREET, JAMAICA, NY
Approximate amount of lien $449,176.88 plus interest & costs. Premises will be sold subject to provisions of filed Judgment and Terms of Sale.
If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney.
Index Number 11631/2014.
GUY R. VITACCO JR., ESQ., Referee
David A. Gallo & Associates LLP
Attorney(s) for Plaintiff
99 Powerhouse Road, First Floor, Roslyn Heights, NY 11577
File# 4722.1875

Legal Notice # 21415866
SUPREME COURT OF THE STATE OF NEW YORK - COUNTY OF QUEENS
NATIONSTAR MORTGAGE LLC D/B/A CHAMPION MORTGAGE COMPANY,
V.
KENNETH JOHNSON, AS HEIR AND DISTRIBUTEE OF THE ESTATE OF ADELLE JOHNSON, ET. AL.
NOTICE OF SALE
NOTICE IS HEREBY GIVEN pursuant to a Final Judgment of Foreclosure dated June 08, 2018, and entered in the Office of the Clerk of the County of Queens, wherein NATIONSTAR MORTGAGE LLC D/B/A CHAMPION MORTGAGE COMPANY is the Plaintiff and KENNETH JOHNSON, AS HEIR AND DISTRIBUTEE OF THE ESTATE OF ADELLE JOHNSON, ET AL. are the Defendant(s). I, the undersigned Referee will sell at public auction at the QUEENS COUNTY COURTHOUSE, 88-11 SUTPHIN BLVD., COURTROOM #25, JAMAICA, NY 11435, on October 12, 2018 at 10:00AM, premises known as 119-26 221ST STREET, CAMBRIA HEIGHTS, NY 11411: Block 12780, Lot 79:
ALL THAT CERTAIN PLOT, PIECE OR PARCEL OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS THEREON ERECTED, SITUATE, LYING AND BEING IN THE ST. ALBANS 4TH WARD, BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK
Premises will be sold subject to provisions of filed Judgment Index # 703316/2015.
Gregory M. LaSpina, Esq. - Referee. RAS Boriskin, LLC 900 Merchants Concourse, Suite 310, Westbury, New York 11590, Attorneys for Plaintiff.
For sale information, please visit www.auction.com or call (800) 280-2832.

Legal Notice # 21416550
Notice of formation of Unparalleled Review Services, LLC. Articles of Organization filed with the Secretary of State of New York SSNY on February 28th 2018. Office located in queens. SSNY has been designated for service of process. SSNY shall mail copy of any process served against the LLC in 220-02 hempstead avenue jamaica, NY 11429. Purpose: any lawful purpose.

Legal Notice # 21417262
SUPREME COURT – COUNTY OF QUEENS
MASPETH FEDERAL SAVINGS AND LOAN ASSOCIATION, Plaintiff against
DAVID D. SINGH, et al Defendant(s).
Pursuant to a Judgment of Foreclosure and Sale entered on August 7, 2018.
I, the undersigned Referee will sell at public auction at the Queens County Supreme Courthouse, 88-11 Sutphin Boulevard, Court Room # 25, Jamaica, N.Y. on the 12th day of October, 2018 at 10:00 a.m. premises described as follows: All that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the 4th Ward of the Borough of Queens, City and State of New York, being more particularly bounded and described as follows: BEGINNING at a point on the westerly side of 128th Street (Warren Street), distant 100 feet northerly from the corner formed by the intersection of the westerly side of 128th Street (Warren Street) and the northerly side of 133rd Avenue (Blake Avenue); RUNNING THENCE westerly parallel with 133rd Avenue, 100 feet; RUNNING THENCE northerly parallel with the westerly side of 128th Street, 30 feet; RUNNING THENCE easterly again parallel with 133rd Avenue and part of the distance through a party wall, 100 feet to the westerly side of 128th Street; RUNNING THENCE Southerly along the said westerly side of 128th Street, 30 feet to the point or place of BEGINNING.
Said premises known as 130-50 128th Street, South Ozone Park, N.Y. 11420.
(Block: 11765, Lot: 60).
Approximate amount of lien $ 600,658.58 plus interest and costs.
Premises will be sold subject to provisions of filed judgment and terms of sale.
Index No. 702536-16. Joseph N. Misk, Esq., Referee.
Law Offices of Mark L. Cortegiano, Esq.
Attorney(s) for Plaintiff
65-12 69th Place
Middle Village, N.Y. 11379
(718) 894-9500

Legal Notice # 21417768
Notice of Formation of 34-35 70th Street Joint Venture LLC. Arts. of Org. filed with Secy. of State of NY (SSNY) on 8/15/18. Office location: Queens County. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: Dunnington, Bartholow & Miller LLP, Attn: L. Teitel, Esq., 250 Park Ave., Ste. 1103, NY, NY 10177. Purpose: any lawful activity.

Legal Notice # 21418622
SUPREME COURT OF THE STATE OF NEW YORK - COUNTY OF QUEENS
U.S. BANK NATIONAL ASSOCIATION, AS TRUSTEE, SUCCESSOR IN INTEREST TO BANK OF AMERICA, NATIONAL ASSOCIATION, AS TRUSTEE, SUCCESSOR BY MERGER TO LASALLE BANK NATIONAL ASSOCIATION, AS TRUSTEE FOR MORTGAN STANLEY MORTGAGE LOAN TRUST 2006-16AX, MORTGAGE PASS-THROUGH CERTIFICATES, SERIES 2006-16AX,
V.
MICHAEL EASTMAN; ET. AL.
NOTICE OF SALE
NOTICE IS HEREBY GIVEN pursuant to a Final Judgment of Foreclosure dated January 17, 2018, and entered in the Office of the Clerk of the County of Queens, wherein U.S. BANK NATIONAL ASSOCIATION, AS TRUSTEE, SUCCESSOR IN INTEREST TO BANK OF AMERICA, NATIONAL ASSOCIATION, AS TRUSTEE, SUCCESSOR BY MERGER TO LASALLE BANK NATIONAL ASSOCIATION, AS TRUSTEE FOR MORTGAN STANLEY MORTGAGE LOAN TRUST 2006-16AX, MORTGAGE PASS-THROUGH CERTIFICATES, SERIES 2006-16AX is the Plaintiff and MICHAEL EASTMAN; , ET AL. are the Defendant(s). I, the undersigned Referee will sell at public auction at the QUEENS COUNTY COURTHOUSE, 88-11 SUTPHIN BLVD. COURTROOM #25, JAMAICA, NY 11435, on October 12, 2018 at 10:00AM, premises known as 2262 MOTT AVENUE, FAR ROCKAWAY, NY 11691: Block 15661, Lot 18: ALL THAT CERTAIN PLOT, PIECE OR PARCEL OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS THEREON ERECTED, SITUATE, LYING AND BEING IN THE BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK Premises will be sold subject to provisions of filed Judgment Index# 016931/2007.LUCILLE DIGIROLOMO, Esq. -Referee. RAS Boriskin, LLC 900 Merchants Concourse, Suite 310, Westbury, New York 11590, Attorneys for Plaintiff.

Legal Notice # 21409911
NOTICE OF FORMATION of limited liability company (LLC) Name: HAIR RENOVATION & NAILS STUDIO LLC. Articles of Organization filed with Secretary of State of New York (SSNY) on 07/26/2018. Office location: Queens County. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to: HENRY MALDONADO 135-03 LEFFERTS BLVD SOUTH OZONE PARK, NY 11420. Purpose: any lawful purpose.

Legal Notice # 21418600
Notice of formation of The Mysterious Gamer LLC. Articles of Organization filed with the Secretary of State of New York SSNY On 07/17/2018. Office located in Queens. SSNY has been designated for service of process. SSNY shall mail copy of any process served against the LLC 4706 49th street suite 1A Woodside NY 11377 Purpose: any lawful purpose.

Legal Notice # 21425016
NOTICE OF SALE
SUPREME COURT - COUNTY OF QUEENS
DEUTSCHE BANK NATIONAL TRUST COMPANY, AS TRUSTEE UNDER THE POOLING AND SERVICING AGREEMENT RELATING TO IMPAC SECURED ASSETS CORP., MORTGAGE PASS-THROUGH CERTIFICATES, SERIES 2007-2,
Plaintiff(s),
Against
Index No.: 706277/15
JULIAN HAMLET, GEORGINA WALKER A/K/A GEORIGINA WALKER, ET AL.,
Defendant(s)
Pursuant to a Judgment of Foreclosure and Sale, duly entered 3/17/2017, I, the undersigned Referee, will sell at public auction in Courtroom #25 of the Queens County Supreme Court, 88-11 Sutphin Boulevard, Jamaica, NY 11435 on 10/26/2018 at 10:00 am, premises known as 143-60 110th Avenue, Jamaica, NY 11435, and described as follows:
ALL that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the 4th Ward of the Borough and County of Queens, City and State of New York, and designated on the tax maps of the Queens County Treasurer as Section 52 Block 11937 Lots 90 and 92
The approximate amount of the current Judgment lien is $761,136.64 plus interest and costs. The premises will be sold subject to provisions of the aforesaid Judgment of Foreclosure and Sale; Index # 706277/15.
If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney.
Richard Spivack, Esq., Referee.
Leopold & Associates, PLLC, 80 Business Park Drive, Suite 110, Armonk, NY 10504
Dated: 9/7/2018 JJL

Legal Notice # 21417648
SUPREME COURT OF THE STATE OF NEW YORK - COUNTY OF QUEENS
DEUTSCHE BANK NATIONAL TRUST COMPANY, AS TRUSTEE FOR AMERIQUEST MOTGAGE SECURITIES INC., ASSET-BACKED PASS-THROUGH CERTIFICATES, SERIES 2006-R1,
V.
BONNIE MILLER; ET. AL.
NOTICE OF SALE
NOTICE IS HEREBY GIVEN pursuant to a Final Judgment of Foreclosure dated November 20, 2017, and entered in the Office of the Clerk of the County of Queens, wherein DEUTSCHE BANK NATIONAL TRUST COMPANY, AS TRUSTEE FOR AMERIQUEST MOTGAGE SECURITIES INC., ASSET-BACKED PASS-THROUGH CERTIFICATES, SERIES 2006-R1, is the Plaintiff and BONNIE MILLER; ET AL. are the Defendant(s). I, the undersigned Referee will sell at public auction at the QUEENS COUNTY COURTHOUSE, 88-11 SUTPHIN BLVD., COURTROOM #25, JAMAICA, NY 11435, on October 19, 2018 at 10:00AM, premises known as 18-64 FLUSHING AVE, QUEENS, NY 11385: Block 3394, Lot 21:
ALL THAT CERTAIN PLOT, PIECE OR PARCEL OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS THEREON ERECTED, SITUATE, LYING AND BEING IN THE BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK
Premises will be sold subject to provisions of filed Judgment Index # 2076/2009.
Charles Forchelli, Esq. - Referee. RAS Boriskin, LLC 900 Merchants Concourse, Suite 310, Westbury, New York 11590, Attorneys for Plaintiff.

Legal Notice # 21417690
NOICE OF FORMATION of 4110 PARKING LOT, LLC, Art. of Org. filed with Secretary of State of NY SSNY pn 06/09/2017. Office location: Queens County, SSNY designated for service of process. SSNY to mail copy of process served against it to: 4108 Astoria Blvd., Astoria, NY 11103. Purpose: any lawful process.

Legal Notice # 21419145
Notice of formation of OPTWISE CONSULTING LLC. Articles of Organization filed with the Secretary of State of New York SSNY on AUGUST 17TH, 2018 Office located in QUEENS. SSNY has been designated for service of process. SSNY shall mail copy of any process served against the LLC C/O 5718 LAWRENCE ST, FLUSHING, NY 11355. Purpose: any lawful purpose.

Legal Notice # 21426082
Notice of Formation of 44 Groshon Avenue LLC. Arts of Org. filed with New York Secy of State (SSNY) on 9/20/18. Office location: Queens County. SSNY is designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: 82-42 234th St, Bellerose Manner, NY 11427. Purpose: any lawful activity.

Legal Notice # 21415648
SUPREME COURT OF THE STATE OF NEW YORK - COUNTY OF QUEENS
DEUTSCHE BANK NATIONAL TRUST COMPANY ON BEHALF OF THE CERTIFICATE-HOLDERS OF MORGAN STANLEY ABS CAPITAL I INC. TRUST 2005-HE3 MORTGAGE PASS-THROUGH CERTIFICATES SERIES 2005-HE3,
V.
ELSA M. PERDOMO; ET. AL.
NOTICE OF SALE
NOTICE IS HEREBY GIVEN pursuant to a Final Judgment of Foreclosure dated June 07, 2010, and entered in the Office of the Clerk of the County of Queens, wherein DEUTSCHE BANK NATIONAL TRUST COMPANY ON BEHALF OF THE CERTIFICATE-HOLDERS OF MORGAN STANLEY ABS CAPITAL I INC. TRUST 2005-HE3 MORTGAGE PASS-THROUGH CERTIFICATES SERIES 2005-HE3 is the Plaintiff and ELSA M. PERDOMO; ET AL. are the Defendant(s). I, the undersigned Referee will sell at public auction at the QUEENS COUNTY COURTHOUSE, 88-11 SUTPHIN BLVD., COURTROOM #25, JAMAICA, NY 11435, on October 12, 2018 at 10:00AM, premises known as 132-14 HORACE HARDING EXPRESSWAY, FLUSHING, NY 11367: Block 6451, Lot 37:
ALL THAT CERTAIN PLOT, PIECE OR PARCEL OF LAND, SITUATE LYING AND BEING IN THE BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK
Premises will be sold subject to provisions of filed Judgment Index # 20704/2006.
Nora C. Marino, Esq. - Referee. RAS Boriskin, LLC 900 Merchants Concourse, Suite 310, Westbury, New York 11590, Attorneys for Plaintiff.

Legal Notice # 21421938
SUPREME COURT - COUNTY OF QUEENS
CITIMORTGAGE, INC., Plaintiff -against- JOHN OROZCO AKA JOHNNY OROZCO, ROSITA OROZCO, if they are living and if they are dead etc..., et al Defendant(s). Pursuant to a Judgment of Foreclosure and Sale entered herein and dated February 22, 2016, I, the undersigned Referee will sell at public auction at the Queens County Supreme Courthouse, 88-11 Sutphin Blvd., in Courtroom # 25, Jamaica, NY on October 19, 2018 at 10:00 a.m. premises situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows: BEGINNING at a point on the westerly side of 107th Street, distant 376.00 feet South of 34th Street; being a plot 95.00 feet by 26.00 feet by 95.00 feet by 26.00 feet.
Said premises known as 34-40 107TH STREET, CORONA A/K/A NORTH CORONA, NY
Approximate amount of lien $788,319.29 plus interest & costs.
Premises will be sold subject to provisions of filed Judgment and Terms of Sale.
If the sale is set aside for any reason, the Purchaser at the sale shall be entitled only to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney.
Index Number 33951/2009.
MERYL KOVIT, ESQ., Referee
David A. Gallo & Associates LLP
Attorney(s) for Plaintiff
99 Powerhouse Road, First Floor, Roslyn Heights, NY 11577
File# 5025.1001

Legal Notice # 21426084
Notice of Formation of VP Capital Holdings LLC. Arts of Org. filed with New York Secy of State (SSNY) on 7/26/17. Office location: Queens County. SSNY is designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: 420 Lexington Ave, Ste 2320, NY, NY 10170. Purpose: any lawful activity.

Legal 2142701401

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY, REQUEST FOR COMMENT and NOTICE OF PUBLIC INFORMATION SESSIONS
Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ John F. Kennedy International Airport General Manager's Office Building 14, 2nd Floor Jamaica, NY 11430 Hours: 08:00 am to 04:00 pm	The Port Authority of NY & NJ Aviation Department 4 World Trade Center, 18th Floor New York, NY 10007 Attn: Kathryn Lamond Hours: 09:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00 PM on Monday October 29, 2018. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Runway 13L-31R Reconstruction and Associated Taxiways project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Monday, October 29, 2018. Comments must be received by 5:00 PM on Monday October 29, 2018, in order to be considered. Written comments on the Draft EA can also be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

INFORMATION SESSIONS

Additional information regarding this project, an opportunity to ask questions about the project, and an opportunity to provide written comments will be available through two Information Sessions. The details of the dates, times, and locations are listed below.

DATE:	Monday October 15, 2018	DATE:	Tuesday October 16, 2018
TIME:	6:00PM – 8:00PM	TIME:	6:00PM – 8:00PM
LOCATION:	Queens Library at Peninsula 92-25 Rockaway Beach Blvd. Rockaway Beach, NY 11693 Phone: (718) 634-1110	LOCATION:	Crowne Plaza 138-10 135th Avenue Jamaica, NY 11436 Phone: (718) 530-1160

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.

Legal Notice # 21425703
U.S. Army Corps of Engineers Public Information Sessions
Atlantic Coast of New York East Rockaway Inlet to Rockaway Inlet and Jamaica Bay Hurricane Sandy Reformulation Coastal Storm Risk Management Study
The U.S. Army Corps of Engineers, New York District, in cooperation with the non-federal and local sponsors, the New York State Department of Environmental Conservation and the City of New York, respectively, will be holding public meetings to provide study information and solicit comments on the Revised Draft Hurricane Sandy General Reevaluation Report (HSGRR), Draft Environmental Impact Statement (DEIS) and General Conformity (GC) Determination which supports the draft Statement of Conformity (dSOC) for the Atlantic Coast of New York, East Rockaway Inlet to Rockaway Inlet, and Jamaica Bay Reformulation Study. The Revised Draft HSGRR incorporates comments received on the 2016 Draft HSGRR and is updated to reflect the subsequent changes to the Recommended Plan for addressing coastal storm risk for the communities surrounding Jamaica Bay and along the Atlantic Shorefront of the Rockaway peninsula. The following public meetings have been scheduled to discuss issues and receive comments from stakeholders:
Thursday, October 4, 2018
Rockaway Waterfront Alliance RISE Center,
58-03 Rockaway Beach Blvd., Far Rockaway (Arverne), NY 11692
Wednesday, October 10, 2018
Village of Cedarhurst Hall,
200 Cedarhurst Avenue
Cedarhurst, NY 11516

All sessions will follow the same schedule:
Welcome & Poster Session: 6:00 p.m. – 6:30 p.m.
Presentation: 6:30 p.m. – 7:00 p.m.
Comments, Questions, and Discussion: 7:00 p.m. – 7:45 p.m.
Second Poster Session & Wrap Up: 7:45 p.m. – 8:15 p.m.
Comments can be submitted in writing, by October 22, 2018, to: Daria Mazey, U.S. Army Corps of Engineers New York District, Planning Division-Environmental Branch, 26 Federal Plaza, New York, NY 10278-0090 or by email to: **Ms. Daria .S.Mazey@usace.army.mil** . More information is available at: **http://www.nan.usace.army.mil/Missions/Civil-Works/Projects-in-New-York/East-Rockaway-Inlet-to-Rockaway-Inlet-Rockaway-Beach/**. If you require special assistance at the meetings or additional information, please contact the Public Affairs Office at 917-790-8007 or Mr. Dan Falt at **Daniel.T.Falt @usace.army.mil**.

Legal Notice # 21422766
NOTICE OF FORECLOSURE SALE OF COOPERATIVE APARTMENT SECURITY
PLEASE TAKE NOTICE, by virtue of a default in a Proprietary Lease between **Saxony Towers Realty Corp.,** ("Secured Party", hereinafter referred to as "Lessor") and **Estate of Alexander Ger c/o Igor Ger, Executor** (hereinafter referred to as "Lessee"), in accordance with its rights as Lessor pursuant to the Proprietary Lease and By-Laws of the Apartment Corporation, the Lessor, by **VICTOR RAWNER, DCA#1224356**, Auctioneer, will conduct a public foreclosure sale of the security consisting of 99 shares of capital stock of Lessor, all rights, title, and interest in and to a Proprietary Lease to **Apartment 2H**, in the building known as and by **88-11 34th Street, Jackson Heights, New York 11372**. The sale will be held on **Friday, October 26, 2018, at 12:30 P.M., at the FRONT STEPS OF QUEENS COUNTY SUPREME COURT AT 88-11 SUTPHIN BOULEVARD, JAMAICA, NEW YORK.**
Lessor reserves the right to bid, to set the minimum sales amounts for each cooperative security, and to reject any and all bids. Lessor makes no warranties or representations and the apartment is sold in its current as is condition, subject to the terms of sale. Ten (10%) percent deposit by bank or certified check is required at the auction and must be made payable to **Saxony Towers Realty Corp**. Balance due upon closing within thirty (30) days. Each bidder will have to make his or her own inquiry regarding the apartment and any liens or debts in connection therewith. The successful purchaser shall be required to reside in and occupy the premises.
Such sale shall be subject to the terms of the sale.
Dated: **September 12, 2018**
Forchelli, Curto, Deegan, Schwartz, Mineo & Terrana, LLP
Attention: Robert Chicco, Esq.
333 Earle Ovington Boulevard, Suite 1010
Uniondale, New York 11553

Ζητούνται Υπάλληλοι

The National Herald is expanding its coverage and has opportunities for journalists knowledgeable about the Greek-American community. We're seeking a full-time CORRESPONDENT from the CHICAGO area and freelance WRITERS across the country who can deliver comprehensive and incisive pieces able to work under the demands of today's fast-paced world and skilled in social media. Please email a bio and sample of your work to secretary@ekirikas.com

117779/2/9-30

The National Herald is seeking full or part time SALESPEOPLE for selling subscriptions for our english language printed and online Editions, over the phone and or in person. Looking for committed, driven people preferably with experience but will consider those who are enthusiastic and have initiative. Commensurate salary plus commission. Please email to: secretary@ekirikas.com

117786/2/9-30

The National Herald is seeking freelance SALES PEOPLE in the Advertising Department, both in its headquarters in New York and in its Athens office, for selling ads on our websites and English language edition, preferably with experience but will consider those who are enthusiastic and have initiative. Please email to: secretary@ekirikas.com (New York) and production@ekirikas.com (Athens)

117780/2/09-30

Ζητούνται για άμεση πρόσληψη σε σουβλατζίδικο/gyro place στην ASTORIA, LONG ISLAND CITY: 1) ΨΗΣΤΗΣ, 2) ΣΕΡΒΙΤΟΡΟΣ/Α, 3) ΑΤΟΜΟ για το counter/register. Πλήρης ή μερική απασχόληση. Για περισσότερες πληροφορίες τηλ.: (929) 332-9809.

117812/20645/10-4

ASTORIA/QUEENS - Woodwork/ Design shop, seeks (exp.) PERSON for general duties and computer knowledge. Must have great communication skills (written & oral) Call Liz at (646) 701-2996 or email interior@nycmillwork.com

117810/8804/10-8

Busy urology practice with three main office locations in MANHASSET, JACKSON HEIGHTS, and ASTORIA, looking:
1) Full time front desk RECEPTIONIST. Responsibilities include: answering phones, scheduling appointments, verifying insurance, authorizations, etc. Experience a plus.
2) Experienced full time certified MEDICAL ASSISTANT. Responsibilities include: recording patient history for medical staff review, taking patient vitals, collecting specimens including blood, assisting physicians and nurses with examinations and procedures, maintaining orderliness and cleanliness of examination rooms, etc. We offer competitive salary and benefits. For consideration, please email resume to:
progressiveurology@gmail.com
or fax to 516-487-2947.

117811/8632/10-9

Η Eco Remodeling ζητά για άμεση πρόσληψη δίγλωσσο ΤΟΠΟΘΕΤΗΤΗ ΤΕΧΝΙΤΗ για παράθυρα και πόρτες ευρωπαϊκού τύπου. Η εργασία θα είναι κυρίως στη Νέα Υόρκη και στις γύρω περιοχές. Αποστείλατε βιογραφικό:
Fax: (610) 660-7191
e-mail: ch02000@msn.com
και (215) 327-4618.
Ζητήσατε Cinde και μιλήστε Ελληνικά.

117777/19768/10-19

RECEPTIONIST/MEDICAL ASSISTANT for Ophthalmologist's office in Astoria. Part time or full time. Tel.: (718) 204-5100. Please email your resume to: Pilavas@gmail.com

117806/473/10-3

ΜΠΟΓΙΑΤΖΗΔΕΣ πεπειραμένοι και προσεκτικοί να γνωρίζουν πολύ καλά από κοψίματα, πλασταρίσματα και skin coat. Πλήρης απασχόληση. Για περισσότερες πληροφορίες τηλεφωνήστε στο (347) 608-5577 και ζητήστε τον Γιώργο.

117805/573/10-3

ΓΡΑΜΜΑΤΕΑΣ για πλήρη απασχόληση σε τεχνικό γραφείο στην ΑΣΤΟΡΙΑ. Να μιλά και να γράφει άπταιστα αγγλικά και λίγα ελληνικά. Τηλέφωνο: (917) 696-6524 από τις 10 π.μ.-10 μ.μ.

117797/18537/9-28

Η GREENVALE TOWNHOUSE DINER στο 49 GLEN COVE ROAD, GREENVALE NY 11548 ζητά για άμεση πρόσληψη ΣΕΡΒΙΤΟΡΟΥΣ/ ΣΕΡΒΙΤΟΡΕΣ, ΜΑΓΕΙΡΟΥΣ, BUSBOYS όλοι έμπειροι για πλήρη απασχόληση. Αποταθείτε προσωπικά ή τηλεφωνήστε στο (516) 625-5300 ζητήστε τον Σάββα.

117798/20959/9-28

CABINET MAKERS και INSTALLERS πεπειραμένοι για πλήρη απασχόληση στην ASTORIA. Πολύ καλός μισθός για τα κατάλληλα άτομα. Τηλ.: (718) 392-3505 ή στείλτε email: design@nycmillwork.com

117796/8804/10-4

Η Εργολαβική Εταιρία Vaggelas Construction GROUP στην CORONA, QUEENS ζητά για άμεση πρόσληψη πεπειραμένους ΜΠΟΓΙΑΤΖΗΔΕΣ και ΜΑΡΑΓΚΟΥΣ. Επίσης ΟΔΗΓΟΙ και ΒΟΗΘΟΙ. Απαραίτητη άδεια εργασίας. Μισθός αναλόγως προσόντων. Για περισσότερες πληροφορίες τηλ.: (917) 709-9698 ή στο email hr@vaggelasconstruction.com

Vaggelas Construction GROUP, in CORONA, QUEENS is seeking full time experienced PAINTERS and CARPENTERS. Also DRIVERS and LABORERS. Compensation is based upon experience. Must have social security and US working papers. For further details and information on primary responsibilities, call (917) 709-9698 or e-mail: hr@vaggelasconstruction.com

117792/19710/10-4

Ζητούνται Υπάλληλοι

MEDICAL ASSISTANT. GYN Practice in LAKE SUCCESS. Full time. Greek and English speaking. Computer skills required. Send Resumes to MedAssistantResumes@gmail.com

117808/17170/10-22

RECEPTIONIST for a GYN Practice in Lake Success. Full-time. Greek and English speaking. Computer skills required. Send Resumes to MedReceptionistResumes@gmail.com

117809/17170/10-22

Ζητούν Εργασία

Σοβαρή, υπεύθυνη και εργατική κυρία που μιλά καλά ελληνικά ζητά να εργαστεί ως εσωτερική ΟΙΚΙΑΚΗ ΒΟΗΘΟΣ ή να φροντίζει ηλικιωμένους. Διαθέτει συστάσεις. Τηλ.: (917) 600-6572 ζητ. Ντίνα.

148301/20958 /9-28

Ζητούν να αγοράσουν

Ιδιώτης ενδιαφέρεται άμεσα για αγορά ΚΤΙΡΙΟΥ 6 ΟΙΚΟΓΕΝΕΙΩΝ και άνω στην ASTORIA ή στις γύρω περιοχές. Τηλεφωνήστε στον Κωνσταντίνο στον αριθμό: (718) 687-2428. Οχι μεσίτες.

168004/15256/3-13

Πωλήσεις Επιχειρήσεων

ACT NOW REALTY
ΕΥΚΑΙΡΙΕΣ!!!

•BROOKLYN DINER 170 καθίσματα με άδεια ποτού, καλή λίστα. Εισπράξεις στις 40 S. Ο ιδιοκτήτης χρηματοδοτεί. Μεγάλη και πολύ καλή ευκαιρία.

•BROOKLYN, ROCKAWAY BEACH, μικρό DINER-RESTAURANT in the upper 30s. Καλή λίστα, καλές business για 2 συνεταίρους. Διατίθεται σε τιμή ευκαιρίας. Ο ιδιοκτήτης συνταξιοδοτείται.

• MANHATTAN (Lexington Area), CAFE/DELICATESSEN, λειτουργεί επί 30 χρόνια με του ίδιους ιδιοκτήτες, καλό για 2 συνεταίρους. Λίστα 10 και μισό χρόνια. Τιμή $600,000's συζητήσιμα. Ο ιδιοκτήτης χρηματοδοτεί.

• MANHATTAN, UPPER EAST SIDE, μικρή DINER, 10 χρόνια λίστα, $8,500 ενοίκιο τον μήνα. Πωλείται λόγω διαφωνίας συνεταίρων σε πολύ χαμηλή τιμή. Τηλεφωνήστε για πληροφορίες.

• STATEN ISLAND 400+καθίσματα, 40+χρόνια λίστα, gross $4.5 εκατομμύρια με $5 εκατομ. τον χρόνο. Αφθονο πάρκινγκ. Ζητούν $3.8 εκατομμύρια με 1/3 προκαταβολή. Ο ιδιοκτήτης χρηματοδοτεί το υπόλοιπο. ΜΟΝΟ ΣΟΒΑΡΟΙ ΑΓΟΡΑΣΤΕΣ!

• PA/ ALLENTOWN: Italian Pizza/ Restaurant, με άδεια ποτού, 100 εσωτερικά και 100 εξωτερικά καθίσματα. Business, Liquor License and Building for SALE. Call for more information.

•SOUTH NEW JERSEY corner DELI/PIZZERIA, Free Standing Building, ζητούν $450,000

• NORTH NEW JERSEY/DINER, με άδεια ποτού, 5 acres περίπου, 280 +καθίσματα. Πωλούνται οι business, το property και η άδεια ποτού.

• PA, DINER 350 καθίσματα, σε 2.5 acres, εβδομ. εισπρ. $70's. Πωλούνται οι business και το property. Τηλεφωνήστε για πληροφορίες.

ΔΙΑΘΕΤΟΥΜΕ ΚΑΙ ΑΛΛΑ DINERS ΚΑΙ RESTAURANTS ΣΤΗ ΠΕΡΙΟΧΗ
Πέστε μας τι επιθυμείτε και τι διαθέτετε και εμείς θα σας το βρούμε.
Ζητήστε τον κ. Πάρη
ACT NOW REALTY
Tel.: (718) 981-5800
ή στό κινητό (718) 619-7985
Fax: (718) 981-5801

200142/16167/12-31

NEW ENGLAND LOCATIONS

1) MAINE: FAST FOOD PIZZERIA, nice store, college town, downtown location. Εισπράξεις περίπου $1,000.000.00 τον χρόνο. Μεγάλη λίστα, ενοίκιο $3,500.00 τον μήνα. Πωλούνται οι business $475.000.00 με τα 1/2 κάτω.

2) PIZZERIA/FAST FOOD μέσα σε Shopping Center. 45 λεπτά δυτικά (west) από BOSTON. Εισπράξεις $28,000.00 την εβδομάδα. Ενοίκιο $2,150.00 τον μήνα. Πωλούνται οι business $650,000.00 με τα μισά προκαταβολή.

3) CAPE COD MASSACHUSETTS, κεντρικός δρόμος, italian style pizza, liquor license. Εισπράξεις $2,500.000 τον χρόνο, πολύ κερδοφόρα επιχείρηση. Πωλούνται οι business για $1,150,000 με τα μισά προκαταβολή.

4) HYANNIS, CAPE COD MA. Πωλείται Εμπορικό Κτίριο με 3 καταστήματα σε Main Street. 4800 Sq. Ft., εισόδημα $85,000 ετησίως. Βρίσκεται μεταξύ 2 ξενοδοχείων. Πωλ. για $950.000.00

5) PIZZERIA 15 λεπτά βόρεια της Βοστώνης και μέσα σε Shopping Center. Πάνω από $2,000.000.00 τον χρόνο. Ενοίκιο $5,000.00 τον μήνα nnn. Πωλούνται οι business για $950,000.00 με τα μισά προκαταβολή.

6) PIZZERIA/with delivery Μέσα σε Shopping Center, εισπράξεις $7,000.00 την εβδομάδα. Ενοίκιο $2,400.00 τον μήνα. Πωλούνται οι business για $125,000.00 με τα μισά κάτω.

7) MANCHESTER NH: GRILL/PIZZERIA. Κεντρικός δρόμος. Εισπράξεις $1,100.000.00 τον χρόνο. Parking για 30 αυτοκίνητα. Πωλούνται οι business για $450,000.00. Το κτίριο έχει και δεύτερο μαγαζί (nail salon). Πωλείται και το κτίριο για $545,000.00 Brick Building πολλά χρόνια οι ίδιοι ιδιοκτήτες.

OLYMPIC GROUP REALTY
(508) 274-1916
Nassos G. Prapas Owner/Broker

207496/623/12-31

Πωλήσεις Επιχειρήσεων

ΕΥΚΑΙΡΙΑ!!!
Πωλείται DINER στο LONG ISLAND, NY, πρόσφατα ανακαινισμένη, με τον ίδιο ιδιοκτήτη 30 χρόνια. Ιδανικό για 2 συνεταίρους. Μόνο σοβαρά ενδιαφερόμενοι. Περισσό- τερες πληροφορίες: (516) 343-2413 ή (516) 414-3762. Αφήστε μήνυμα.

204345/8093/11-27

UPSTATE NEW YORK, πάνω στη λίμνη Champlain και 2-3 μίλια από τα σύνορα με τον Καναδά, I-87, και 45 λεπτά από το Downtown Montreal, πωλείται όμορφη PIZZARIA /GRILL με το ΑΚΙΝΗΤΟ από τον ιδιοκτήτη. Πάνω από 130 καθίσματα και πάρκινγκ άνω των 80 αυτοκινήτων. Πολύ καλές εισπράξεις με προοπτική για πρωινό. Για πληροφορίες τηλ. (603) 841-0904 Θωμάς και (518) 572-7880 Κωνσταντίνος.

204329/17432/10-20

METRO ATLANTA High Grossing Volume Diner; $1.8 million in annual sales. Gross profit of over $200,000.00 PLUS owner operated salary. Absentee owner, highly motivated seller. Asking $695,000.00 some owner finance available.
RESTAURANT for sale in Suburb of METRO ATLANTA. Operating for 15 years. Currently grossing $1.4 Million annual sales. Gross profit of $150,000 plus owner operated salary. Asking $295,000.00 Please call Billy (678) 459-8733.

204344/1161/11-26

ΠΟΛΥ ΚΑΛΗ ΕΥΚΑΙΡΙΑ!!!
Ο ιδιοκτήτης συνταξιοδοτείται HICKSVILLE, NEW YORK, Family GYRO RESTAURANT, σε εξαιρετική κατάσταση, ανοικτό 6 ημέρες, από τις 11 π.μ.-9 μ.μ., 24 καθίσματα και πάρκινγκ. Εβδομαδιαίες εισπράξεις $9,000 και πάνω. Τιμή $150,000 ή $100,000 μετρητά. Μόνο οι σοβαρά ενδιαφερόμενοι τηλεφωνήστε στο (516) 444-0565 ή στο (516) 827-5033 και ζητήστε τον Peter.

204343/20177/11-26

PITTSBURGH, MA., εξαιρετική τοποθεσία, πωλείται RESTAURANT, πλήρως ανακαινισμένο και με σταθερή πελατεία. Σερβίρει breakfast και lunch με προοπτική και για dinner. Οχι delivery. 73 καθίσματα, πάρκινγκ για 45 αυτοκίνητα, απεριόριστη λίστα, εβδομαδιαίες εισπράξεις $13,000.00, ενοίκιο $2,500.00. Τιμή $200,000 ή η καλύτερη προσφορά. Προκαταβολή $100,000.00. Ο ιδιοκτήτης συνταξιοδοτείται. Για περισσότερες πληροφορίες τηλεφωνήστε (978) 502-5045 ζητήστε τον Γιάννη ή την Ντίνα από τις 2 μ.μ.-6 μ.μ.

204339/11535/11-07

ΜΕΓΑΛΗ ΕΥΚΑΙΡΙΑ!!!
RESTAURANT/PIZZERIA κοντά στο NASHVILLE, TN. Καθιερωμένη επιχείρηση 40 χρόνια και πλήρως ανακαινισμένη με 96 καθίσματα μέσα και 54 έξω. Απεριόριστη λίστα. Εισπράξεις $1,200.000.00 τον χρόνο. Τιμή $750,000.00. Είναι ανοικτό 5 1/2 ημέρες την εβδομάδα. Πολύ καλή ευκαιρία για 2 συνεταίρους. Ο ιδιοκτήτης συνταξιοδοτείται και φεύγει για Ελλάδα. Τηλ.: (727) 504-6329 ζητ. τον Νίκο

204326/17501/10-10

COMMERCIAL REALTY GROUP, INC.

CENTRAL PENNSYLVANIA

RESTAURANT & SPORTS BAR - Γνωστή και επικερδής επιχείρηση. 4,482 SF κτίριο με χωρητικότητα 160 καθίσματα. Outdoor patio. Η πώληση περιλαμβάνει την επιχείρηση, την άδεια ποτού, τον εξοπλισμό και το Real Estate. Ο ιδιοκτήτης χρηματοδοτεί. **PRICE: $1,500,000.00**

FAMILY STYLE RESTAURANT - Γνωστή και καθιερωμένη επιχείρηση. Εξαιρετική τοποθεσία. 100 καθίσματα. Η πώληση περιλαμβάνει την επιχείρηση και τον εξοπλισμό. **PRICE: $395,000.00**

SPECIALTY MARKET - 3,000 SF σε τουριστική περιοχή. Εξαιρετικοί όροι λίστας. Η πώληση περιλαμβάνει την επιχείρηση, τον εξοπλισμό και food inventory. **PRICE: $145,000.00**

RESTAURANT (IN VIRGINIA) - 5,200 SF κτίριο. 205 καθίσματα. Πολυσύχναστη τοποθεσία κοντά σε πολυκαταστήματα. Καθιερωμένο εστιατόριο με πάνω από $2,5 εκατομμύρια σε ετήσιες πωλήσεις. Η πώληση περιλαμβάνει την επιχείρηση και τον εξοπλισμό. Αδεια μόνο για μπύρα και κρασί. **PRICE: $1,300,000.00**

DINER - Γνωστή και καθιερωμένη επιχείρηση πάνω από 25 χρόνια σε πολυσύχναστο εμπορικό κέντρο κοντά σε δρόμο μεγάλης κυκλοφορίας. Καλοί όροι λίστας. Η πώληση περιλαμβάνει την επιχείρηση και τον εξοπλισμό. **PRICE REDUCED: $145,000.00**

FORMER RESTAURANT - Ετοιμοπαράδοτο. 4,264 SF γωνιακό κτίριο σε 0.34 acres. Στο 1ο πάτωμα RESTAURANT και στο δεύτερο όροφο μεγάλο διαμέρισμα. Η πώληση περιλαμβάνει τον εξοπλισμό, και το Real Estate. **PRICE REDUCED: $285,000.00**

COMMERCIAL REALTY GROUP, INC.
1300 Market Street, Suite 305
Lemoyne, PA 17043
(717) 761-8106 EXT. 104
THOMAS MALLIOS, BROKER
www.commercialrealtygroupinc.com

2040RE/321/12-31

Πωλήσεις Οικιών

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12 μ.μ.-2 μ.μ.

Tottenville, SI - Μεγαλοπρεπής κατοικία 2 οικογενειών. Εκπληκτική είσοδο σε φουαγιέ διπλού ύψους. Δωμάτια ψυχαγωγίας με μπάρ. Τραπεζαρία με γρανιτένια θερμαινόμενα δάπεδα. Ευρύχωρη κουζίνα με πάγκο από γρανίτη, ανοξείδωτες συσκευές και 3/4 μπάνιο. Μεγάλο σαλόνι με τζάκι και γυάλινες συρόμενες πόρτες που σας οδηγούν στην υπέροχη αυλή με εξωτερική πισίνα και υπαίθρια κουζίνα. Στον δεύτερο όροφο βρίσκονται τρία μεγάλα υπνοδωμάτια και 2 μπάνια. Υπόγειο πλήρως τελειωμένο με summer kitchen, 3/4 μπάνιο και άφθονο χώρο για τους επισκέπτες σας. Ξεχωριστό διαμέρισμα ενός υπνοδωματίου με ιδιωτική πλαϊνή είσοδο. Πάρκινγκ για 4 αυτοκίνητα. Αξίζει να το δείτε!

Bay Ridge - Μονοκατοικία στο Bay Ridge, Brooklyn. Ευρύχωρη σαλοτραπεζαρία, μεγάλη κουζίνα, 1.5 μπάνια, 3 μεγάλα υπνοδωμάτια. Ξύλινα δάπεδα, αναβαθμισμένες συσκευές, πάγκος από γρανίτη. Υπόγειο με ξεχωριστή είσοδο, 3/4 μπάνιο και laundry. Community drive με ιδιωτικό γκαράζ.

Bay Ridge -Υπέροχη τούβλινη κατοικία 2 οικογενειών. 1ος όροφος: 2 υπνοδωμάτια + 1.5 μπάνια. 2ος όροφος: 3 υπνοδωμάτια + 1 μπάνιο. Πλήρες υπόγειο και γκαράζ. Επιπλέον χώρος και στους δύο ορόφους που μπορεί να χρησιμοποιηθεί και ως υπνοδωμάτιο.

Σκεφτόσαστε για την πώληση του ακινήτου σας; Ο κατάλληλος επαγγελματίας μπορεί να κάνει όλη την διαφορά. Καλέστε με για μια δωρεάν ανάλυση της τοπικής αγοράς για να μάθετε την πραγματική αξία της ιδιοκτησίας σας.
718-645-1665
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224318/20835/10-17

Πωλήσεις στην Ελλάδα

Πωλείται επιχείρηση ΕΣΤΙΑΤΟΡΙΟΥ στο κέντρο της ΑΘΗΝΑΣ, στο ΣΥΝΤΑΓΜΑ ή ζητείται συμμετοχή/συνέταιρος έως 50%. 642 τμ, διαμπερές (η μια πλευρά βλέπει την οδό Μητροπόλεως και η άλλη την Πετράκη), με τραπέζια στον πεζόδρομο, με όλες τις άδειες λειτουργίας, κλπ. Προτεινόμενο και στον μεγαλύτερο ταξιδιωτικό ιστότοπο TripAdvisor. Τον Μάιο 2018 κλείνει ένα χρόνο λειτουργίας. Σοβαρές προτάσεις. Τηλ. (01130) 6987-500-053

A/A 33/10-05

Δικηγόροι

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PETER J. KOULIKOURDIS
Member of NY, NJ, CT & DC Bars.
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707313/1949/12-31

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777848/374/21-31

Legal Notice

IN THE CIRCUIT COURT, SEVENTH, JUDICIAL CIRCUIT IN AND FOR VOLUSIA COUNTY, FLORIDA CASE NO.: 2018-11932 FMCI DIVISION: 03 In Re:The Marriage of Raul Legarreta, Petitioner and Humildes Carmen Vargas, Respondent NOTICE OF ACTION FOR DISSOLUTION OF MARRIAGE TO: Humildes Carmen Vargas 220 Jackson Ave, Mineola, NY 11501 YOU ARE HEREBY NOTIFIED that an action has been filed against you and that you are required to serve a copy of your written defenses, if any, on petitioner or petitioner's attorney Katiria Rodriguez Toro, 301 N Pine Meadow Dr., Suite D, Debary, FL 32713 on or before November 6, 2018 and file the original with the Clerk of the Circuit Court at P.O. Box 6043, DeLand, FL 32721-6043 before service on Petitioner or immediately thereafter. If you fail to do so, a Default may be entered against you for the relief demanded in the petition. Copies of all court documents in this case, including orders, are available at the Clerk of the Circuit Court's office. You may review these documents upon request. You must keep the Clerk of the Circuit Court's Office notified of your current address. (You may file Florida Family Law Form 12.915, Notice of Current Address.) Future papers in this lawsuite will be mailed to the address on record at the Clerk's Office. WARNING: Rule 12.285, Florida Family Law Rules of Procedure, require certain automatic disclosure of documents and information. Failure to comply can result in sanctions, including dismissal or striking of pleadings. Dated: September 21, 2018. LAURA E. ROTH, CLERK OF THE CIRCUIT COURT By: Lisa Sheppard, Depute Clerk ( ) Posted @ the City Island Courthouse and the Deland Courthouse (x) Party to publish for four consecutive weeks and return final proof of publication to the Clerk.

278201/20976

ΚΗΔΕΙΑ

Τον πολυαγαπημένο μας σύζυγο, πατέρα, παππού, αδελφό και θείο



ΜΙΧΑΗΛ ΦΟΥΝΤΟΥΛΑΚΗ

από την Μάζα Αποκορώνου Χανίων Κρήτης
ετών 81

που απεβίωσε την Πέμπτη 27 Σεπτεμβρίου 2018
κηδεύουμε το Σάββατο 29 Σεπτεμβρίου
από το νεκροπομπείο
McLaughlin and Sons Funeral Home, Inc.
9620 3rd Ave., Brooklyn, NY 11209, Tel.: (718) 238-3600
Ωρες επισκέψεων: Παρασκευή 28 Σεπτεμβρίου, 5-9 μ.μ.

Η Νεκρώσιμη Ακολουθία θα τελεστεί στον Ιερό Ναό του Τιμίου Σταυρού 8401 Ridge Blvd., Brooklyn, NY 11209 το Σάββατο 29 Σεπτεμβρίου και ώρα 9:00 π.μ.

ΟΙ ΤΕΘΛΙΜΜΕΝΟΙ:
Η σύζυγος
ΑΝΔΡΙΑΝΗ ΦΟΥΝΤΟΥΛΑΚΗ
Τα παιδιά
ΣΤΕΛΙΟΣ ΦΟΥΝΤΟΥΛΑΚΗΣ
ΜΑΡΙΑ ΦΟΥΝΤΟΥΛΑΚΗ ΓΕΩΡΓΑΚΟΠΟΥΛΟΥ
Τα εγγόνια
ΠΗΝΕΛΟΠΗ ΓΕΩΡΓΑΚΟΠΟΥΛΟΥ
ΑΡΙΣΤΕΙΔΗΣ ΓΕΩΡΓΑΚΟΠΟΥΛΟΣ
Τα αδέλφια
ΝΙΚΟΣ ΦΟΥΝΤΟΥΛΑΚΗΣ
ΕΥΑΓΓΕΛΙΑ ΠΑΛΙΟΥΔΑΚΗ
ΓΙΩΡΓΟΣ και ΖΑΜΠΙΑ ΦΟΥΝΤΟΥΛΑΚΗ
ΒΟΥΛΑ και ΕΜΜΑΝΟΥΗΛ ΒΑΝΤΑΡΑΚΗΣ
ΟΛΓΑ ΚΟΡΚΙΔΑΚΗ
Τα ανίψια και οι λοιποί συγγενείς και φίλοι εδώ στην Ελλάδα και στην Αυστραλία.

~~~~~~

Αντί ανθέων παρακαλούνται όσοι επιθυμούν να αποστείλουν δωρεά στην μνήμη του στο: PEDIATRIC CANCER SWEET SALLY SUNSHINE https://helpinghandsawo.org/projects/loving-support-for-the-kabel-family/

804348/16819

Legal Notice/Auction Notice

GARAGEMAN'S LIEN SALE 10/8/18 10am 4124 Bstn Rd Bx 15 Chevr 1C3CCCABXFN641906 re:Clark,D,A; 11am 98 Wsnr Av Nwbrg 06 Suzuk JS1GT76A362117139 re:Davila,J, A; 10 Ford 1FAHP3GN0AW218591 re:Romeo,A, P;15 Honda JH2RC6942FK100743 re:Davila, J,A; 12pm 187 Rt 303 Orngbrg 15 Infin JN1BY1AP2FM541963 re:Esurance; Publ.: 9/21/18 & 9/28/18.

278171/11385

Legal Notice/Auction Notice

Illitch Dussek, Auctioneer, DCA Lic # 1421508 Sells on 10/15/18 9AM @ 1431 Utica Ave., Bklyn, NY 2007 Toyota JTDKB20U473268298 Re:Suthapa; 9:30AM 2012 Volvo YV1622FS5C2039100 Re:Mosley. Publish: Friday, September 28, 2018 & Friday, October 05, 2018.

278204/16966

Legal Notice/Auction Notice

GARAGEMAN'S LIEN SALE P. Novella DCA Lic #1339795 SELL 10/16/2018 09:00am 21 Cook St Brooklyn 2016 Lexus JTHCZ1BL0GA004181 RE: Toyota Lease Trust; 2007 Nissan 5N1BV28U17N129984 RE: Bota Lydia; 1980 Chevrolet 1Z373AD446911 RE: Pacheco, Michael; 10:00am 1975 Eastchester Rd Bronx 2007 Toyota 1NXBR32E07Z856549 RE: Der Evan Al Ghin Chiang; Publ.: 9/28 & 10/5/18.

278202/17115

Μικρές Αγγελίες
Τηλ.: (718) 784-5255
Φαξ.: (718) 472 0510

Legal Notice

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY, REQUEST FOR COMMENT and NOTICE OF PUBLIC INFORMATION SESSIONS
Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ
John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center, 18th Floor
New York, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00 PM on Monday October 29, 2018. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Runway 13L-31R Reconstruction and Associated Taxiways project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Monday, October 29, 2018. Comments must be received by 5:00 PM on Monday October 29, 2018, in order to be considered. Written comments on the Draft EA can also be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

INFORMATION SESSIONS

Additional information regarding this project, an opportunity to ask questions about the project, and an opportunity to provide written comments will be available through two Information Sessions. The details of the dates, times, and locations are listed below.

DATE: Monday October 15, 2018
TIME: 6:00PM – 8:00PM
LOCATION: Queens Library at Peninsula
92-25 Rockaway Beach Blvd.
Rockaway Beach, NY 11693
Phone: (718) 634-1110

DATE: Tuesday October 16, 2018
TIME: 6:00PM – 8:00PM
LOCATION: Crowne Plaza
138-10 135th Avenue
Jamaica, NY 11436
Phone: (718) 530-1160

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.

278200/28
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正面未受損「不算毀損」遭坊間嘲諷

斬首蔣公銅像 法官放過獨派



本報訊

陽明山花鐘廣場的蔣介石銅像遭到獨派的「台灣建國工程隊」成員郭志剛等人2次斬首破壞，士林地院27日就郭志剛與林廷穎在去年6月被檢方依妨害公務、毀損起訴的破壞行為，認為告訴不合法，以及銅像未經台北市政府公園路燈管理處列入財產登記，判決公訴不受理。全案仍可上訴。





■獨派成員郭志剛（上圖左）、林廷穎（上圖右）破壞陽明山公園的蔣公銅像（左圖）；八田與一銅像遭前台北市議員李承龍以手鋸砍下，李承龍被判刑5月確定（右圖）。 網上圖片

郭志剛得知結果在臉書貼文說：「司法最後一絲良心，在這！」網友卻指法官最好確定每一個公物、牌匾都有完整的財產登記，否則公務機關未列入財產登記的，都可去損毀了。《中國時報》報道，該銅像是由日本落合國際獅子會、北市信義國際獅子會共同興建，郭志剛等人去年4月21日晚間帶著菜刀等將蔣公銅像斬首，北市公園路燈工程管理處提告，士檢依妨害公務等罪起訴。

士院開庭時，郭表示自己是為了去威權化信仰，還說要把蔣公頭帶回家當尿桶，法院認為郭不得以一己之私，擅自移除銅像，且將銅像頭部占為私用是事實，依加重竊盜罪判刑8月。

未料，同年6月14日晚間，郭志剛與林廷穎再度駕車到陽明山公園，持乙炔噴槍燒熔並切割甫修復的蔣介石銅像頸部，被依損壞公務員職務上掌管物品罪及毀損罪送辦並起訴。

士院審理認為，毀損案屬告訴乃論，告訴人並須具有意思能力，北市政府是公法人，公園路燈工程管理處雖是市府工務局下設機關，卻不是公法人，所以5月31日發函北市府諭知補正，由北市府作為告訴人，但市府置之不理，因此告訴不合法。合議庭並認為，銅像頸部後方有大片油漆遭燒熔及切割痕跡，但正面未受損，且銅像只是供後人瞻仰遺容，整體完好，難認定達毀損既遂程度。

此外，銅像未在財產清冊中有登記紀錄，係由公園路燈工程管理處的下級單位花卉試驗中心負責維護管理，屬「原先由他人捐贈未編入財產清冊內之他人捐贈既有雕塑品」，非管理處職務上所掌管物品，判決公訴不受理。

看顏色判決 毀損司法公信力

獨派成員郭志剛、林廷穎「斬首」蔣公銅像，被法官判決公訴不受理，相較於郭前次同樣毀損銅像被重判8個月，以及八田與一銅像被斬首也依毀損罪判刑5月，法官如此「辨色判決」，強替被告找下台階，不僅造成社會觀感不良，更斲傷司法公信力。

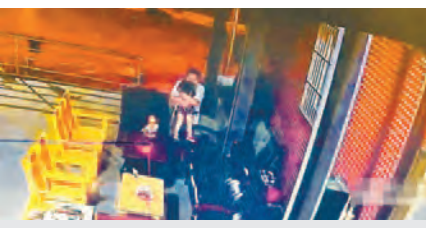
公共場所的銅像，基本上就是「物」，管理、維護上有固定的機關、單位或個人，《中國時報》分析稱，所以，造成「物」的毀損，就構成刑法毀損罪的要件，固然屬告訴乃論之罪，但不該拘泥於告訴人身分，忽視其行為所造成的實質危害。

士林地院5月將郭志剛判刑8月，就告訴人及是否為公務員職務上所掌管物品，明白表示被破壞的銅像雖未列入公燈處的財產清冊，但銅像的維護、管理都是由公燈處花卉試驗中心負責處理，堪認銅像是由公燈處所支配管領，至為明確。但同一場所的銅像，相同的犯罪事實、被告、毀損標的、審判法院，判決結果卻截然不同，士院對郭的第2次破壞犯罪，不但認定告訴不合法，連公務員職務上掌管物品罪也加以否定。

再者，統派的李承龍鋸下八田與一銅像頭部拿著拍照後，就將頭放回原處後離去，犯罪行為與郭志剛何異？

強吻4歲女童 男子涉猥褻送辦

行政院政務委員唐鳳胞弟唐宗浩，被控19日晚間在新北市某宮廟旁猥褻4歲女童，短短4分鐘內強吻4次，過程中還疑似伸出舌頭，遭女童母親發現後制止。女童雙親事後調出監視器畫面報案提告強制猥褻罪，警方26日傳喚唐到案，唐辯稱沒有惡意，只是抱女童而已，警訊後將全案函送士林地檢署偵辦。唐鳳辦公室27日表示，此事已進入司法程序，沒有評論。



■唐宗浩涉嫌猥褻4歲女童，監視器畫面拍下唐宗浩第2次將女童抱起並強吻。 網上圖片

34歲唐宗浩，小學4年級開始都在體制外就學，與唐鳳一樣從小聰明過人，擁有優異的數學天賦，多年來透過網絡自學程式，後來更出書介紹程式語言。《中國時報》報道，唐宗浩現任自主學習促進會資訊長，也是島內實驗教育和自學共學團的推動者之一，外界稱他「唐老師」，鋒芒雖不及唐鳳耀眼，但在教育界頗有名氣。

本月19日下午6時許，唐宗浩在新北市某宮廟涉嫌熊抱、舌吻4歲女童，女童母親發現後趕緊帶著孩子離開，原以為孩子只是被唐男抱起，但女童母親事後調閱監視器才驚見，女童竟被唐男強吻4次，氣得於22日持監視器畫面向警方報案提告。

女童父親得知後在臉書PO文，唐還主動留言回應，強調只是想跟小孩玩沒有惡意，一時沒多留意適當性，就把孩子抱起又放下，向小孩與媽媽致歉。

據監視器畫面顯示，唐原在宮廟空地看3歲兒子玩耍，1名年輕媽媽帶著2名女兒前來後，唐視線隨即盯著女童不放，趁女童媽媽照顧小女兒之際，竟當兒子的面，抱起正玩耍的4歲女童強吻。

女童當下未哭喊，但不斷擺頭閃躲，還頻頻擦嘴，沒想到唐又抱起女童親吻，還疑伸出舌頭。唐未就此收手，反再趁女童媽媽轉身瞬間，3度強吻坐在欄杆上的女童，直到第4次才被女童媽媽撞見喝斥制止，並帶著女童離開。新北警方受理後，通報社工介入，26日傳喚唐宗浩說明，全案刻由檢警擴大偵辦中。

62歲退休師錄取電工普考

為圓夢也希望當兒子榜樣！62歲退休多年的林建郎，5年前重拾書本投入公職考試，即便被監考官誤認是陪考，他也不在意，今年順利錄取電力工程普考，還要拚年底電機技師特考；希望透過取得技師資格、把自己這電機半桶水裝滿。

從事教職32年的林建郎，原在霧峰農工教授電機科目。《中國時報》報道，他說因聽前輩提及「考過電機技師才算真正精通電機」，深感自己只是「半桶水」；7年前教職退休後，幾經思考決定「將半桶水裝滿」。5年前毅然投入書本、希考到電機技師資格圓夢。

林建郎說，一開始都自己念書，雖當多年老師，但許多新知識是以前沒讀過；5年來考了不下10次；前面4年每次拿到試題大約只有一半看懂，去年下定決心到補習班加強自我。

林建郎指出，透過補習班老師教學範圍更多元！因年紀大記憶力大幅衰退，以前聽懂後約可記得1、2個月，現在1至2天就忘了；後來聽老師建議拿著筆記天天看，普考時8成題目都看懂。

該科普考錄取分數為57.83。林建郎考到59.17分！他笑說這些考試是拿來練手的，11月電機技師特考才是真正目標；希望今年一舉圓夢、也是考給兒子看。



■62歲的退休教師林建郎重拾書本，5年來考了不下10次，終於順利考取普考。 網上圖片

民法增「意定監護」自己選監護人照料

行政院會27日通過《民法》部分條文修正草案，同性伴侶將可適用。其中有關成年人監護制度，在現行「法定監護」外新增「意定監護」選項，當事人意思能力還健全時，可與受任人約定，在當事人受監護宣告時，受任人同意擔任監護人，以替代法院依職權選定的監護人。

去年曾有同性伴侶擔心身後事無法按心願進行，希望透過打官司辦理結婚登記，由配偶安排身後事，包括遺體捐贈。《中國時報》報道，法務部次長陳明堂表示，《民法》「意定監護」若經立院通過，目前處理範圍僅限於生者的「身心照護、財產管理」，原則上「管生不管死」，在生的權益將可受到保障，同性伴侶也可適用，但遺體捐贈事涉衛福部，非法務部權責。陳明堂說，「意定監護」的受任人並非完全不限制，例如，當事人選的監護人是錯誤的，法院裁定時也會考量當事人的最佳利益，如果選的是「阿里不達」的對象，法院也可以否決。

法務部解釋，現行成年人監護制度是在當事人喪失意思能力後才啟動機制，無法充分符合受監護的當事人意願；而意定監護制度，是在當事人意思能力還健全時，與受任人約定，在當事人受監護宣告時，受任人同意為擔任監護人，以替代法院依職權選定的監護人。

兒子在家跳樓亡 家長控校方霸凌

台北市民權國中罹患妥瑞氏症的王同學，去年底在住家頂樓跳樓身亡。王生的家長27日在人本教育基金會協助下召開記者會，指控校方及師長管教不當、甚至長期霸凌，才逼兒子走上絕路。他們要求監察院調查台北市民權國中不當管教學生及台北市教育局怠惰失職。

人本教育基金會表示，王生去年9月進民權國中讀國一，因和2名同社團的同學發生衝突，學校召開了性平會，校長朱毋我竟稱王生是「小孩子騙大人」，朱毋我還對王生喝斥：「你就是有病，就是要吃藥」。《中國時報》報道，性平會後，學校禁止王生參與第8節課及晚自習，且當周每天需「抽離」到學務處，放學時必須由家長親自接王生回家。據學校同學表示，王生被抽離到學務處的期間，他們目睹生教組長對王生大吼大罵，有時午餐還沒吃完就被叫去罵；生教組長更多次將孩子強留在門後與牆壁間的空間中，以禁閉罰站方式處罰孩子，並用力踹門板發生巨大聲響。

人本說，去年12月7日放學後，王生被施姓導師留校完成期中考的罰抄寫，王生寫完即離開教室，導師緊追出來，過程中王生試圖打開雨傘要逼退老師，被老師認為是要攻擊他。老師一到校門口看到等待王生的王媽媽，立即控訴王生要攻擊他等等，王生回嘴否認。王媽媽忍不住打王生一巴掌，想讓王生冷靜下來。回到家後，孩子把書包一丟說了「東西還你」就跑走，從自家頂樓跳下。

王媽媽說，她打兒子巴掌後感到很自責，但隨後就聽聞兒子在學校長期被霸凌，甚至還曾被關在教室櫃子旁的狹小空間內。王爸爸則說，兒子患有妥瑞氏症，師長不體諒還帶頭霸凌他，導致他身心受打擊而走上絕路。台北市教育局表示，該案經專案小組訪談、調閱資料，無法判斷校方是否有不當管教，但因未盡到督導責任，兼任生教組長的代理老師已不續聘、學務主任調離現職。

N17J19AK

紐約州州長風暴恢復辦公室

根據聯邦登記公告 FR–5696–N–11，針對社區發展街區撥款災後恢復項目行動計劃的第 21 號紐約州行動計劃修正案（APA）

當州長風暴恢復辦公室修改有關正在規劃或正在進行的風暴恢復和防災項目的某些細節時，聯邦住房和城市發展部要求出台一份詳細的行動計劃修正案（APA）來記錄這些變動，並將其發布供公眾知悉並獲取公眾意見。本通知涉及 HUD 於 2013 年 4 月 25 日批準的該州最初行動計劃的第 21 號修正案。

APA 21 將解決以下問題：

A. 紐約崛起社區重建計劃：紐約州正在釐清符合資格的活動 – 正在進行或正在推進的已批準項目 – 包括 2013 年 3 月 5 日聯邦登記公告（FR–5696–N–01）中規定的活動。

B. 涵蓋基礎設施項目：紐約州根據聯邦涵蓋項目要求，紐約州向 HUD 提供有關托特維爾海岸線（Tottenville) 保護項目的更多信息。這些信息只是將向 HUD 匯報項目的最新動態；沒有對海岸線保護項目的範圍進行任何變動。

我們歡迎公眾對第 21 號行動計畫修正案（APA 21）提供意見和建議，公眾意見徵詢期為 2018 年 9 月 28 日下午 5 點至 2018 年 10 月 28 日下午 5 點。在 http://stormrecovery.ny.gov 上可以找到 APA 21 的英文、西班牙語、俄羅斯與和中文版本，並將向任何有需要的人提供免費提供復印件。民眾可以寄送電子郵件至 info@stormrecovery.ny.gov 或致電：1–855–NYS–SANDY（855–697–7263）索取。此外，行動計劃和先前的第 1 至 20 號修正案可在該州網站 http://stormrecovery.ny.gov 上查閱。

州長風暴恢復辦公室將舉行公聽會，讓所有感興趣的人有機會就 APA 21 提出口頭和書面意見。

公聽會將於下列時間地點舉行：

2018 年 10 月 11 日
下午 6 點至 8 點
Catholic Charities of Staten Island
6581 Hylan Blvd
Staten Island, NY 10309

評論也可以在公聽會上以書面形式提交，或通過網站 http://stormrecovery.ny.gov 提交，或通過信件寄至州長風暴恢復辦公室，抬頭為：Public Comments，64 Beaver Street， PO Box 230，New York，NY 10004，有聽力困難者請打聽障傳譯線 212–480–6062。 APA 21 的公眾意見征詢期將於 2018 年 10 月 28 日下午 5 點截止，2018 年 10 月 28 日下午 5 點後收到的評論將不予考慮。

公聽會設有方便行動障礙者的通道。如有翻譯需要，可致電 1–855–NYS–SANDY（855–697–7263）或發送電郵至 info@stormrecovery.ny 聯系州長風暴恢復辦公室，屆時將提供手語翻譯服務和 / 或其他口譯服務。上述服務要求應不遲於公聽會舉辦前三（3）天提出。

如果天氣惡劣，所有公聽會日期、時間和地點都可能發生變化。公聽會時間表變更的信息將至少在公聽會開始時間前兩小時在上述網站上公布。

Governor's Office of Storm Recovery

THE PORT AUTHORITY OF NY & NJ

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Phone: (718) 530-1160

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N18I26IK

Astoria Building Collapse



Photo Carmelo Perrone

The Ionion Marble building with collapsed roof and front wall, at 48-01 25th Avenue.

The roof and front section of an Astoria commercial building collapsed spilling debris inside the structure and along a sidewalk on 25th Avenue, authorities said.

Fire officials said the roof and outer wall at Ionion Marble at 48-01 25th Avenue came crashing down at about 4 am on September 27.

Department of Buildings (DOB) inspectors and engineers who responded to the site determined that the front section of the building, including the approximately 40-foot by 25-foot roof, collapsed prompting DOB to issue a violation to the owner for failure to maintain the building. DOB also issued a full vacate order for the site.

DOB inspectors determined that the remaining structure is stable and not in danger of collapse, an agency spokesperson said.

The property owners have hired an engineer and a contractor to clear debris from the site, to partially demolish the collapsed portion and install a construction fence around the affected section of the building.

No one was inside the building at the time of the collapse and no one was injured, a fire spokesperson said.—**Liz Goff**

Hunt Homeless Man In Subway Stabbing

Police are searching for a homeless man who stabbed a 49-year-old good samaritan in the chest when the victim intervened in an argument he was having with a woman on a Forest Hills subway platform.

Police said the victim saw the pair arguing on the northbound F train platform at the 75th Avenue station in Forest Hills at about 6 pm on September 27, and tried to break up the dispute.

The homeless man approached the victim, pulled a knife, stabbed him in the chest and fled in an unknown direction, police said.

The victim staggered up the subway stairs and passed four storefronts before collapsing on the sidewalk, police said.

Police officers responding to 911 calls found the victim covered with blood on the sidewalk.

A team of EMS medics took the victim to Jamaica Hospital Center, where he was listed in severe but stable condition.

No arrests have been made.

Police said it is unclear if the woman and the suspect have a prior relationship.

Anyone with information is urged to call the CrimeStoppers Hotline at 800-577-TIPS or click on www.nypdcrimestoppers.com.—**Liz Goff**

VOTE NYC
Board of Elections in the City of New York

WE ARE **HIRING!**

The Board of Elections in the City of New York is hiring Poll Workers to serve at poll sites across New York City. Become an Election Day Worker and you can **earn up to $500** for completing the training course, passing the exam and working two Election Days.

ELECTION INSPECTOR

REQUIREMENTS
- Registered voter residing in the City of New York
- Enrolled in the Democratic or Republican party
- Able to read and write English

DUTIES
- Prepare the poll site for voters
- Assist voters during the voting process
- Close the poll site
- Canvass and report election results
- Assist other poll workers as needed

TRAINING
- All Inspectors must attend a training class and pass the exam

SALARY
- Earn $200 per day
- Earn $100 for training (Note: You will only be paid for Training if you pass the exam and work on Election Day.)

You can earn up to $500 for completing the training course, passing the exam and working two Election Days.

INTERPRETER

REQUIREMENTS
- A permanent U.S. resident over 18 years of age and a resident of New York City
- Fluent in English and the interpreter's language
- Spanish interpreters needed in all boroughs
- Chinese interpreters needed in Manhattan, Brooklyn & Queens
- Korean, Hindi and Bengali interpreters needed in Queens. For Hindi Interpreters: Please note on your application if you can also speak Punjabi.
- Does not have to be a registered voter

DUTIES
- Assist non-English speaking voters by translating voting information into covered languages during the voting process

TRAINING
- All Interpreters must attend a training class and pass the exam

SALARY
- Earn $200 per day
- Earn $25 for training (Note: You will only be paid for Training if you pass the exam and work on Election Day.)

You can earn up to $425 for completing the training course, passing the exam and working two Election Days.

HOURS/LOCATION
- 5:00 a.m. until the polls are closed and results reported, which will be after 9:00 p.m.
- Must be willing to travel within the borough for assignment to a poll site

HOW TO APPLY
Visit **pollworker.nyc/2018** to apply. If you have any questions, call **866-VOTE-NYC** (866-868-3692).

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Some green taxis in Queens are expected to join the fray as the Taxi & Limousine Commission experiments with some of the benefits of app-based car dispatch. FILE PHOTO

Car app co. seeking Queens green taxis

Riders also sought for pilot TLC fare demo

by Michael Gannon
Editor

The Taxi & Limousine commission last month began running a two-year trial called Flex-Fare in which participating yellow and green taxis have the option of offering customers flat fees in advance to see how app dispatch can help them compete against the ride-share cars.

Now one of the three app companies involved is taking the experiment —and the competition — up a notch.

Waave Inc. announced last week that it plans to sign up green taxis in the outer boroughs, as well as riders who want to take an opportunity to comparison-shop.

Myle Technology and Wapanda Inc. also are in the TLC study. Among the options for riders using one of the three companies is that of setting a pre-arranged flat fee rather than using the meter.

The TLC said metered rides are not going away, but if one has gotten a "binding fare quote" when using one of the app services, the meter will not be turned on.

Daniel Iger, CEO of Waave, told the Chronicle that moving to the outer boroughs will benefit drivers, riders and his company.

"Yellow and green taxis are still there; they just need the right tools," Iger said in a telephone interview.

In a press release sent last week, Iger said he sees an opportunity comes from the very reason green taxis were created in the first place — to service areas where yellow taxi presence was lacking.

He told the Chronicle that riders will be able to check a given yellow or green car ride against those from established apps like Lyft and Uber.

"I want them to compare," he said.

The company said wait times might be a little longer than usual as the program starts, but that they should get quicker as more drivers sign up.

He also said yellow and green taxi drivers, equipped with modern tools, will see their incomes rise.

TLC Commissioner Meera Joshi, in a statement issued by the agency on Tuesday, also saw the opportunity for a win-win outcome.

"The Flex-Fare pilot lets yellow and green cabs offer passengers the best of both worlds," Joshi said. "Passengers get the quick convenience of a taxicab, and the price certainty of a for-hire vehicle, while drivers can offer a new product that is already popular with many riders."

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MLA-10/4/18

Kew Willow Books at one year

continued from page 12

According to Noboa, the shop seems to attract both casual passersby and book lovers from farther away.

Repeat customers included Elaine Howes and Bill Rosenthal, a couple from Rego Park, who stop by on an average of once a month.

"Usually we stop in here whenever we're in the neighborhood," Rosenthal said. "Sometimes we come in for a particular book. We like the emphasis on local authors very much."

"I'm thrilled there's an independent book store. They've ordered things for me before, which is nice," Howes said.

And, Castillo said, she and her partners also present off-site events, at locations such as Queens College, the Queens Library and meet-the-author book signings. All in all, she added, things have been going "pretty well." An online component is planned for the near future.

As for Noboa, she wanted everyone to know "how grateful we are," saying, "We would not be here without the community and we're here for the community. A thousand thank-yous to everyone who supports us."

For the latest news visit qchron.com

108th Pct. rolls out neighborhood policing program

Western Queens residents turn out to get to know their local law enforcement officers

BY MARK HALLUM

The 108th Precinct joined many other precincts across the city with the rollout of its Neighborhood Coordination Officers program Monday.

NYPD's NCO program, launched in 2015, has been a proven approach to reducing crime across the city and mending fences between law enforcement and the communities they serve after policies such as "stop and frisk" created division.

Residents of Sunnyside, Woodside and Long Island City, all served by the 108th, turned out in force for the introduction of the program at Sunnyside Community Services —located at 43-31 39th St. — and listened to Chief of Patrol Rodney Harrison talk about how the specialized group of cops will serve four different sectors of the command.

"If you just take a look at what we've seen repeated on a regular basis, New York City is one of the safest cities in the country. People are beginning to take a look at us and say, hey, NYPD, you went from certain types of and a certain amount of crime and now you're not having those numbers anymore. What is it that you're doing?" Harrison said. "We're No. 52 [in the country] when it comes to the murder rate. When you look at other cities that are struggling, we're doing a pretty good job as a whole."

The 108th Precinct, under the command of Deputy Inspector Ralph Forgione, was split into four parcels with four NCOs assigned to each.

In the northwestern section of the precinct's coverage, officers will be assigned to an area divided by Skillman Avenue and Queens Boulevard. The next section will run from Skillman to 43rd Street, with the last two being east of 43rd and divided north and south by Queens Boulevard.

Northern Boulevard forms the northern boundary of the command, while Newtown Creek leads the southern boundary through Maurice Avenue.



The house was packed at Sunnyside Community Services for the introduction of the 108th Precinct's NCO program. Photo by Bruce Adler

The precinct ends around 69th Street in the east.

The NCO program allows residents to reach the officers assigned to their sector by either email, a phone call or a text message. During the community meeting, many residents met the cops who they will be communicating with directly for the first time.

The 108th Precinct's NCO program is one of the last in the city to be rolled out by NYPD and follows the 111th Precinct in April and 112th in August of this year.

"I'm sure everybody has had a negative situation with the police department; that's why we're doing this," Harrison added.

NCOs go through a special two-week criminal investigation course, followed by other specialized information-gathering and community outreach courses as well as a mediation course.

Harrison said the program was started as a means of mending fences with communities after negative policies such as "stop and frisk" as well as controversial incidents where deadly force had been employed had fractured the relationship between residents and peace officers.

Reach reporter Mark Hallum by e-mail at mhallum@cnglocal.com or by phone at (718) 260–4564.

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NEWS OPINION 8 ENTERTAINMENT 16 CLASSIFIED 29 SERVICE 37 OBITUARIES 40 SPORTS 42

Crime watch

Phone tips to **1-800-577-TIPS**
Text tips to **274637** (CRIMES) then enter **TIP577**

Exposed in Ridgewood



Police are looking for a man who exposed himself to a woman in Ridgewood last month. On September 14 at 7 a.m., the suspect showed his genitals to a 25-year-old woman near the intersection of Stephen Street and Wyckoff Avenue before running off. He is described as 35 years old, 5'10" and 200 pounds.

F train stabbing

A man stabbed a fellow strap-hanger on a subway train in Forest Hills. On September 26 at 5 p.m., the suspect and a 49-year-old man were on the F train when they got into a verbal dispute. It escalated, and the suspect pulled out a knife and stabbed the victim in the chest and leg. He left the train at the 75th Avenue stop on Queens Boulevard. The victim was taken to Jamaica Hospital, treated and released. His attacker is in his mid-40s, 6' tall and 220 pounds.



Pomonok break-in

Two men made off with a haul when they robbed a home in the Pomonok section of Queens. On September 1, sometime between the hours of 2:30 p.m and 2:30 a.m., the pair forced open the front door of a 27-year-old woman's home near 162nd Street and 71st Avenue. They left with $10,000 in cash and $44,000 worth of jewelry. They fled the location in a light-colored SUV. Both men are between 25 and 40 years old, with one described as 5'11 and 250 pounds, and the other 5'9" and 160 pounds.





Have you passed Gass?

Police have identified the suspect wanted in connection with four bank robberies in Queens. Since August 17, police say Justin Gass robbed banks in Maspeth, Astoria, Sunnyside and Jackson Heights. The 39-year-old Gass is described as 5'9" and 200 pounds, and police say he is known to frequent the neighborhoods of the 104th Precinct, which include Glendale, Ridgewood, Maspeth and Middle Village.



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Forest Hills, NY
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THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY, REQUEST FOR COMMENT and NOTICE OF PUBLIC INFORMATION SESSIONS
Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

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Rockaway Beach, NY 11693
Phone: (718) 634-1110

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TIME: 6:00PM – 8:00PM
LOCATION: Crowne Plaza
138-10 135th Avenue
Jamaica, NY 11436
Phone: (718) 530-1160

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VOTE NYC
Board of Elections in the City of New York

WE ARE HIRING!

The Board of Elections in the City of New York is hiring Poll Workers to serve at poll sites across New York City. Become an Election Day Worker and you can **earn up to $500** for completing the training course, passing the exam and working two Election Days.

ELECTION INSPECTOR

REQUIREMENTS
- Registered voter residing in the City of New York
- Enrolled in the Democratic or Republican party
- Able to read and write English

DUTIES
- Prepare the poll site for voters
- Assist voters during the voting process
- Close the poll site
- Canvass and report election results
- Assist other poll workers as needed

TRAINING
- All Inspectors must attend a training class and pass the exam

SALARY
- Earn $200 per day
- Earn $100 for training (Note: You will only be paid for Training if you pass the exam and work on Election Day.)

You can earn up to $500 for completing the training course, passing the exam and working two Election Days.

INTERPRETER

REQUIREMENTS
- A permanent U.S. resident over 18 years of age and a resident of New York City
- Fluent in English and the interpreter's language
- Spanish interpreters needed in all boroughs
- Chinese interpreters needed in Manhattan, Brooklyn & Queens
- Korean, Hindi and Bengali interpreters needed in Queens
  For Hindi Interpreters: Please note on your application if you can also speak Punjabi.
- Does not have to be a registered voter

DUTIES
- Assist non-English speaking voters by translating voting information into covered languages during the voting process

TRAINING
- All Interpreters must attend a training class and pass the exam

SALARY
- Earn $200 per day
- Earn $25 for training (Note: You will only be paid for Training if you pass the exam and work on Election Day.)

You can earn up to $425 for completing the training course, passing the exam and working two Election Days.

HOURS/LOCATION
- 5:00 a.m. until the polls are closed and results reported, which will be after 9:00 p.m.
- Must be willing to travel within the borough for assignment to a poll site

HOW TO APPLY
Visit **pollworker.nyc/2018** to apply. If you have any questions, call **866-VOTE-NYC** (866-868-3692).

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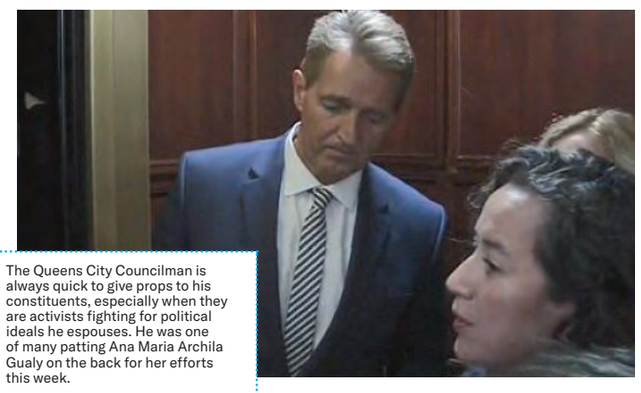
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The Week In Tweets



@JimmyVanBramer

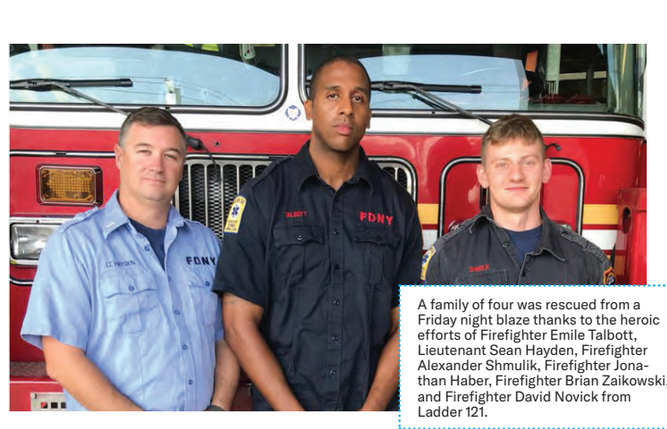
So proud of Ana Maria Archila Gualy of #Astoria, #Queens who was one of two women in that elevator calling out @JeffFlake this morning. Such a powerful moment. Talk about #QueensValues



The Queens City Councilman is always quick to give props to his constituents, especially when they are activists fighting for political ideals he espouses. He was one of many patting Ana Maria Archila Gualy on the back for her efforts this week.

@FDNY

#FDNY members from #Ladder121 rescued a family of four from an all-hands fire in Queens last Friday night. Read more: https://on.nyc.gov/2Rg9Q0n



A family of four was rescued from a Friday night blaze thanks to the heroic efforts of Firefighter Emile Talbott, Lieutenant Sean Hayden, Firefighter Alexander Shmulik, Firefighter Jonathan Haber, Firefighter Brian Zaikowski, and Firefighter David Novick from Ladder 121.



@DRichards13

Celebrated a summer free of shootings in Edgemere this weekend with Rock Safe Streets @_ShelteringArms. COMMUNITY-LED-EFFORTS+JOBS+YOUTHPROGRAMMING=STRONG/SAFECOMMUNITIES #RockSafeStreets #CureViolence #FarRockaway



A summer free of shootings in Far Rockaway is definitely worth a shout out to the dedicated community members working to keep the streets safe. Bravo!



@MeekPhill

We never got to see David Wright and Tim Tebow play together.



Even on David Wright's big day the classic sarcasm of Mets' fans was on full display

Who Won The Week



Ana Maria Archila

Co-Executive Director at the Center for Popular Democracy

Rarely in this modern U.S. political environment are we reminded that one powerful voice from an activist can make a difference. This week, Ana Maria Archila, an Astoria resident and longtime activist in Queens, reminded us that publicly appealing to elected officials can work. Alongside another New Yorker, 23-year-old Maria Gallagher of Westchester, Archila confronted U.S. Senator Jeff Flake of Arizona — the two of them strongly stating their opposition to Brett Kavanaugh's nomination to the U.S. Supreme Court with compelling personal stories. Their voices were heard. And, while Flake says lots of voices persuaded him to publicly state he wanted the FBI to investigate Kavanaugh further before he was comfortable supporting him, Archila's bold confrontation of the Senator will forever be the etched in the annals of Capitol Hill history. For this, she wins the week.

Masthead

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OMG!

Las fotos más curiosas de la semana

EE
Fotos: Instagram.com



Ahora sin manos

Andreu Lacondeguy realiza una espectacular maniobra en una de las pista de Bike Park en Les Angles. El complejo de Les Angles cuenta con diez pistas en las que se salva un desnivel de 500 metros, con trazados para todos los niveles. Foto: Instagram.com/andreulacondeguy.



Policias y perros

Por segundo año consecutivo ,desfilan cachorros que en el futuro servirán en la Unidad Canina de los Carabineros de Chile. Los pequeños animalitos eran cargados por las oficiales en unas mochilas especiales térmicas, ya que tenían solo 45 días de edad. Foto: Instagram.com/reuters



Sismo en Japón

Un fuerte sismo de magnitud 6,7 sacudió las cercanías de la ciudad de Sapporo, en la isla de Hokkaido, norte de Japón el pasado 6 de septiembre. El sismo causó deslizamientos de tierra en la isla de Hokkaido, donde varias casas quedaron sepultadas. Foto: Instagram.com/epaphotos.



El golfo Pérsico

Ricky Arnold fotografió el hermoso espectáculo que ofrece el golfo Pérsico durante la noche. Foto: Instagram.com/astro_ricky.



Serpiente con dos cabezas

El raro reptil, de la especie llamada cabeza de cobre, fue encontrada en el norte de Virginia. Foto: Instagram.com/CNN.

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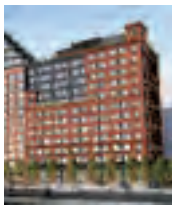


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This building is being constructed through the Inclusionary Housing and Multifamily Rental Mixed Programs of the New York City Department of Housing Preservation and Development.

Who Should Apply?

Individuals or households who meet the income and household size requirements listed in the table below may apply. Qualified applicants will be required to meet additional selection criteria. Applicants who live in New York City receive a general preference for apartments.

- A percentage of units is set aside for applicants with disabilities:
  - Mobility (5%)
  - Vision/Hearing (2%).
- Preference for a percentage of units goes to:
  - Residents of **Manhattan Community Board 4** (50%)
  - Municipal employees (5%)

AVAILABLE UNITS AND INCOME REQUIREMENTS

	Unit Size	Monthly Rent[1]	Units Available		Household Size[2]	Annual Household Income[3] *Minimum – Maximum[4]*
80% AREA MEDIAN INCOME (AMI) UNITS	Studio	$1,091	2	→	1 person	$39,292 - $58,480
	1 bedroom	$1,375	9	→	1 person	$49,098 - $58,480
					2 people	$49,098 - $66,800
	2 bedroom	$1,660	10	→	2 people	$58,903 - $66,800
					3 people	$58,903 - $75,120
					4 people	$58,903 - $83,440
	3 bedroom	$1,910	3	→	3 people	$68,023 - $75,120
					4 people	$68,023 - $83,440
					5 people	$68,023 - $90,160
					6 people	$68,023 - $96,800
100% AREA MEDIAN INCOME (AMI) UNITS	Studio	$1,377	3	→	1 person	$49,098 - $73,100
	1 bedroom	$1,733	9	→	1 person	$61,372 - $73,100
					2 people	$61,372 - $83,500
	2 bedroom	$2,089	13	→	2 people	$73,612 - $83,500
					3 people	$73,612 - $93,900
					4 people	$73,612 - $104,300
	3 bedroom	$2,407	1	→	3 people	$85,063 - $93,900
					4 people	$85,063 - $104,300
					5 people	$85,063 - $112,700
					6 people	$85,063 - $121,000
125% AREA MEDIAN INCOME (AMI) UNITS	Studio	$1,735	3	→	1 person	$61,371 - $91,375
	1 bedroom	$2,180	8	→	1 person	$76,698 - $91,375
					2 people	$76,698 - $104,375
	2 bedroom	$2,626	14	→	2 people	$92,023 - $104,375
					3 people	$92,023 - $117,375
					4 people	$92,023 - $130,375
165% AREA MEDIAN INCOME (AMI) UNITS	Studio	$2,165	6	→	1 person	$76,115 - $120,615
	1 bedroom	$2,717	11	→	1 person	$95,109 - $120,615
					2 people	$95,109 - $137,775
	2 bedroom	$3,270	10	→	2 people	$114,103 - $137,775
					3 people	$114,103 - $154,935
					4 people	$114,103 - $172,095

[1] Tenant Responsible for electricity.
[2] Household size includes everyone who will live with you, including parents and children. Subject to occupancy criteria.
[3] Household earnings includes salary, hourly wages, tips, Social Security, child support, and other income. Income guidelines subject to change.
[4] Minimum income listed may not apply to applicants with Section 8 or other qualifying rental subsidies. Asset limits also apply.

How Do You Apply?
Apply online or through mail. To apply online, please go to nyc.gov/housingconnect. To request an application **by mail, send a self-addressed envelope to: 540 West 53rd Street c/o Wavecrest Consulting LLC, 87-14 116th Street, Richmond Hill, NY 11418**. Only send one application per development. Do not submit duplicate applications. Do not apply online and also send in a paper application. Applicants who submit more than one application may be disqualified.

When is the Deadline?
Applications must be postmarked or submitted online no later than **December 7, 2018**. Late applications will not be considered.

What Happens After You Submit an Application?
After the deadline, applications are selected for review through a lottery process. If yours is selected and you appear to qualify, you will be invited to an appointment for eligibility to continue the process of determining your eligibility. Appointments are usually scheduled from 2 to 10 months after the application deadline. You will be asked to bring documents that verify your household size, identity of members of your household, and your household income.

Español Presente una solicitud en línea en nyc.gov/housingconnect. Para recibir una traducción de español de este anuncio y la solicitud impresa, envíe un sobre con la dirección a: **540 West 53rd Street c/o Wavecrest Consulting LLC, 87-14 116th Street**, Richmond Hill, NY 11418. En el reverso del sobre, escriba en inglés la palabra "SPANISH." Las solicitudes se deben enviar en línea o con sello postal antes de 7 de diciembre 2018.

简体中文 访问 nyc.gov/housingconnect 在线申请。如要获取本广告及书面申请表的简体中文版，请将您的回邮信封寄送至：**540 West 53rd Street c/o Wavecrest Consulting LLC 87-14 116th Street, Richmond Hill, NY 11418. 信封背面**请用英语注明"CHINESE"。必须在以下日期之前在线提交申请或邮寄书面申请2018年12月7日。

Русский Чтобы подать заявление через интернет, зайдите на сайт: nyc.gov/housingconnect. Для получения данного объявления и заявления на русском языке отправьте конверт с обратным адресом по адресу **540 West 53rd Street c/o Wavecrest Consulting LLC, 87-14 116th Street, Richmond Hill, NY 11418.** На задней стороне конверта напишите слово "RUSSIAN" на английском языке. Заявки должны быть поданы онлайн или отправлены по почте (согласно дате на почтовом штемпеле) не позднее 7 декабрь 2018.

한국어 nyc.gov/housingconnect 에서 온라인으로 신청하십시오. 이 광고문과 신청서에 대한 한국어 번역본을 받아보시려면 반송용 봉투를 **540 West 53rd Street c/o Wavecrest Consulting LLC, 87-14 116th Street, Richmond Hill, NY 11418**으로 보내주십시오. 봉투 뒷면에 "KOREAN" 이라고 영어로 적어주십시오. 2018년12월7일까지 온라인 신청서를 제출하거나 소인이 찍힌 신청서를 보내야 합니다.

Kreyòl Ayisyien Aplike sou entènèt sou sitwèb nyc.gov/housingconnect. Pou resevwa yon tradiksyon anons sa a nan lang Kreyòl Ayisyen ak aplikasyon an sou papye, voye anvlòp ki gen adrès pou retounen li nan: **540 West 53rd Street c/o Wavecrest Consulting LLC, 87-14 116th Street, Richmond Hill, NY 11418**. Nan dèyè anvlòp la, ekri mo "HATIAN CREOLE" an Anglè. Ou dwe remèt aplikasyon yo sou entènèt oswa ou dwe tenbre yo anvan dat desanm 7, 2018.

العربية تقدم بطلب عن طريق الإنترنت على الموقع الإلكتروني nyc.gov/housingconnect. للحصول على ترجمة باللغة العربية لهذا الإعلان ولنموذج الطلب الورقي، أرسل مظروف بحمل اسمك وعنوانك إلى: **540 West 53rd Street c/o Wavecrest Consulting LLC, 87-14 116th Street, Richmond Hill, NY 11418**. على الجهة الخلفية للمظروف، اكتب باللغة الإنجليزية كلمة "ARABIC". يجب إرسال نماذج الطلبات عن طريق الإنترنت أو ختمها بختم البريد قبل 7 ديسمبر، 2018.

Mayor Bill de Blasio • HPD Commissioner Maria Torres-Springer

THE PORT AUTHORITY OF NY & NJ

NOTICE OF ADDITIONAL INFORMATION SESSION

Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

A Notice was made on September 27, 2018 in accordance with the National Environmental Policy Act (NEPA), regarding the availability of a Draft Environmental Assessment (EA) for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways project at John F. Kennedy International Airport (JFK) for public review and comment. The Draft EA document for this project is available at the following locations until the close of the comment period, which is 5:00 PM on Monday, October 29, 2018.

The Port Authority of NY & NJ
John F. Kennedy
International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center
18th Floor NY, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Runway 13L-31R Reconstruction and Associated Taxiways project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Monday, October 29, 2018. Comments must be received by 5:00 PM on Monday October 29, 2018, in order to be considered. Written comments on the Draft EA can also be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

INFORMATION SESSIONS

Additional information regarding this project, an opportunity to ask questions about the project, and an opportunity to provide written comments will be available through Information Sessions. Following the publication of the Notice for the Draft EA on September 27, 2018, an additional Information Session was added in Nassau County, NY. The details of the dates, times, and locations of all three Information Sessions are listed below.

DATE: Monday October 15, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Queens Library at Peninsula
92-25 Rockaway Beach Boulevard
Rockaway Beach, NY 11693
Phone: (718) 634-1110

DATE: Tuesday October 16, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Crowne Plaza
138-10 135th Avenue
Jamaica, NY 11436
Phone: (718) 530-1160

DATE: Wednesday October 17, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Cradle of Aviation Museum
Charles Lindbergh Blvd
Garden City, NY 11530
Phone: 516-572-4111

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.



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Legal Notice # 21417472
74 Laurel Avenue Properties LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/24/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to Maria Aughavin, 31 Beechwood Dr., Glen Head, NY 11545. General Purpose.

Legal Notice # 21418464
1 LINCOLN LLC, Arts. of Org. filed with the SSNY on 08/28/2018. Office loc: Nassau County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: Gaurav Wahi, 32 N. Fordham Road, Hicksville, NY 11801. Purpose: Any Lawful Purpose.

Legal Notice # 21429804
EXCEL WEALTH ADVISORS LLC, Arts. of Org. filed with the SSNY on 10/03/2018. Office loc: Nassau County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 100 Garden City Plaza, Ste 432, Garden City, NY 11530. Purpose: Any Lawful Purpose.

Legal Notice # 21418475
486 GREENSUN, LLC, Arts. of Org. filed with the SSNY on 08/29/2018. Office loc: Nassau County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 456 Merrick Rd, Lynbrook, NY 11563. Purpose: Any Lawful Purpose.

Legal Notice # 21418477
232 New Hampshire, LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 8/20/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to Joanne Pagnanelli, 232 New Hampshire Ave., Massapequa, NY 11758. General Purpose.

Legal Notice # 21419346
Tanzanite Realty LLC. Filed 7/31/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: 1478 Prospect Ave, East Meadow, NY 11554. Registered Agent: United States Corporation Agents, Inc., 7014 13th Ave Ste 202, Brooklyn, NY 11228. Purpose: General.

Legal Notice # 21419596
Dance Music Consultant LLC. Filed 7/11/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: 2324 Atlantic Blvd 2nd Fl, Wantagh, NY 11793. Registered Agent: United States Corporation Agents, Inc., 7014 13th Ave Ste 202, Brooklyn, NY 11228. Purpose: General.

Legal Notice # 21420066
SP NEST, LLC, Arts. of Org. filed with the SSNY on 02/09/2018. Office loc: Nassau County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 22 Jericho Tpke Ste 108, Mineola, NY 11501. Purpose: Any Lawful Purpose.

Legal Notice # 21420372
Notice of formation of Wish 5T LLC. Arts. of Org. filed with SSNY on 8/24/18. Office: Nassau County. SSNY designated agent of LLC upon whom process against it may be served. SSNY shall mail copy of process to LLC, c/o H. Wishnevski, 638 Bond Ct, N. Merrick, NY 11566. Purpose: any lawful purpose.

Legal 2142992701

THE PORT AUTHORITY OF NY & NJ

NOTICE OF ADDITIONAL INFORMATION SESSION

Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R
AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

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Jamaica, NY 11430
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The Port Authority of NY & NJ
Aviation Department
4 World Trade Center
18th Floor NY, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Runway 13L-31R Reconstruction and Associated Taxiways project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Monday, October 29, 2018. Comments must be received by 5:00 PM on Monday October 29, 2018, in order to be considered. Written comments on the Draft EA can also be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

INFORMATION SESSIONS

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Garden City, NY 11530
Phone: 516-572-4111

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.

Legal Notice # 21417482
Chooch E, LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 8/23/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 32 Midwood Dr., Plainview, NY 11803. General Purpose.

Legal Notice # 21429768
PUBLIC HEARING NOTICE
PLEASE TAKE NOTICE that a public hearing will be held as to the following matter:
Agency: Board of Appeals
Village of North Hills
Date: October 23, 2018
Time: 7:30 p.m.
Place: Village Hall, One Shelter Rock Road, North Hills, New York
Subject: Case No. 18-08za. Application of Spruce Pond at North Hills Condominium, Shelter Rock Road, North Hills, New York to install a six (6) foot high fence along the Shelter Rock Road perimeter of Spruce Pond Condominium, which installation requires the following relief: (a) an accessory use permit pursuant to Village Code §215-25(E) (2) (h) to permit the fence; (b) a special permit pursuant to Village Code §215-33(A) to permit the fence; and (c) a variance of Village Code §215-33(A)(1), in that the fence will be six (6) feet in height, where the maximum height is four (4) feet. Premises are designated as Section 3, Block 206, Lot 3 on the Nassau County Land and Tax Map. The Board of Appeals, as putative Lead Agency, has not yet classified this action nor made a determination as to environmental significance under the State Environmental Quality Review Act. At the said time and place, all interested persons may be heard with respect to the foregoing matters. Any person having a disability which would inhibit attendance at or participation in the hearing should notify the Village Administrator at least three business days prior to the hearing, so that reasonable efforts may be made to facilitate such attendance and participation. All relevant documents may be inspected at the office of the Village Administrator, One Shelter Rock Road, North Hills, New York, during regular business hours. Dated: September 27, 2018 BY ORDER OF THE BOARD OF APPEALS Douglas Weigler, Chair 4159620

Legal Notice # 21418436
The Millennials Hub, LLC Arts of Org. filed SSNY 5/2/18. Office: Nassau Co. SSNY design agent for process & shall mail to 48 Radcliffe Ave Farmingdale, NY 11735 RA: US Corp Agents, Inc. 7014 13 Ave #202 Brooklyn, NY 11228 General Purpose

Legal Notice # 21418469
2040 Merrick LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 4/1/1999. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to c/o Plaza Realty, 2 Roosevelt Ave., Ste. 101, Syosset, NY 11791. General Purpose.

Legal Notice # 21419338
CNSB, LLC. Filed 4/27/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: 8 Van Buren Pl, Baldwin, NY 11510. Registered Agent: United States Corporation Agents, Inc., 7014 13th Ave Ste 202, Brooklyn, NY 11228. Purpose: General.

Legal Notice # 21424815
MAXCARE HEALTH LLC, Arts. of Org. filed with the SSNY on 08/17/2018. Office loc: Nassau County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 76 Shelter Lane, Roslyn, NY 11577. Purpose: Any Lawful Purpose.

Legal Notice # 21424955
201 CIR, LLC, Arts. of Org. filed with the SSNY on 09/18/2018. Office loc: Nassau County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: Hovik Nalbandian, 81 Irving Place, 1F, NY, NY 10003. Purpose: Any Lawful Purpose.

Legal Notice # 21429861
62-07 DECOSTA LLC, Arts. of Org. filed with the SSNY on 10/03/2018. Office loc: Nassau County. SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: David Chait, P.O. Box 99, Merrick, NY 11566. Purpose: Any Lawful Purpose.

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Legal Notice # 21418425
Darvako Group, LLC Arts of Org. filed SSNY 8/17/16. Nassau Co. SSNY design agent for process & shall mail to 78 Captains Rd North Woodmere, NY 11581 General Purpose

Legal Notice # 21419372
Pinewood Of Sullivan County, LLC. Filed 6/21/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: 324 Post Ave. Apt 11b, Westbury, NY 11590. Registered Agent: Arnold Sabino, 91 Mackey Ave, Port Washington, NY 11050. Purpose: General.

Legal Notice # 21419486
Yorkmont Properties, LLC. Filed 7/19/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: 45 Locust Ave, Glen Head, NY 11545. Registered Agent: United States Corporation Agents, Inc., 7014 13th Ave Ste 202, Brooklyn, NY 11228. Purpose: General.

Legal Notice # 21420086
EZ Mosquito Control, LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 7/24/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 409 Arbuckle Ave., Cedarhurst, NY 11516. General Purpose.

Legal Notice # 21422049
NYQ MYRTLE LLC. Arts of Org filed with Sec. of State of New York (SSNY) 08/15/2018.Office in Queens Co. SSNY desig. agent of LLC upon whom process against it may be served & shall mail process to the LLC, 6711 Myrtle Ave, Glendale, NY 11385. Purpose: General

Legal Notice # 21422140
Calla Group LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 9/6/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to William Hayden, 107 Calla Ave., Floral Park, NY 11001. General Purpose.

Legal Notice # 21424229
Cold Domain LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 9/12/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to Yazhou Zhou, 10 kettlepond Rd., Jericho, NY 11753. General Purpose.

Legal Notice # 21418486
Shad Island LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 8/24/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 3966 Long Beach Rd., Island Park, NY 11558. General Purpose.

Legal Notice # 21422261
Zizer, LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/8/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 14 Milton St., Hicksville, NY 11803. General Purpose.

Legal Notice # 21424344
1671 Lincoln Place LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 1/16/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to Joshua Soufeh, 31 Laurel Dr., Great Neck, NY 11021. General Purpose.

Legal Notice # 21424804
AMVNY Solutions, LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/2/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to: 300 Edwards St., Apt. 4BW, Roslyn Heights, NY 11577-1184. General Purpose.

Legal Notice # 21424820
LSS 0131 LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/29/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to: 41 Overlook Terrace, Roslyn Heights, NY 11577. General Purpose.

Legal Notice # 21425077
Reirog Capital Holdings LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 9/19/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 609 South 11th St., New Hyde Park, NY 11040. General Purpose.

Legal Notice # 21425081
Pbj Realty Company III LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 6/28/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to Stephen J. Candon, 10 W. Beech St., Long Beach, NY 11561. General Purpose.

Legal Notice # 21415920
Barrels of Information LLC Filed 8/9/18 Office: Nassau Co. SSNY designated as agent for process & shall mail to: c/o Law firm of Elias C. Schwartz, 343 Great Neck Road, Great Neck, NY 11021 Purpose: all lawful

Legal Notice # 21418429
Eastern Shine Management LLC Arts of Org. filed SSNY 1/7/16. Office: Nassau Co. SSNY design agent for process & shall mail to 23 Walnut Ln Hicksville, NY 11801 General Purpose

Legal Notice # 21418440
Haddonfield Properties LLC Arts of Org. filed SSNY 8/14/18. Office: Nassau Co. SSNY design agent for process & shall mail to Anthony Porretto 1093 Merillon Ave Westbury, NY 11590 General Purpose

Legal Notice # 21419257
HUNTINGTON MEDICAL PRACTICE P.L.L.C. Filed 6/11/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: 66 W Merrick Rd 2nd Fl, Valley Stream, NY 11580. Purpose: MEDICINE.

Legal Notice # 21419267
Real Love Jones Consulting LLC. Filed 8/1/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: Kim Evans, 1024 Mahopac Rd, West Hempstead, NY 11552. Purpose: General.

Legal Notice # 21419268
RBD CUSTOM WEB DEVELOPMENT LLC. Filed 7/31/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: C/O Karen Bressner, 1040 Washington Ave, Plainview, NY 11803. Purpose: General.

Legal Notice # 21419477
OB INVESTIGATIONS, LLC. Filed 7/13/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: C/O Julie O'brien, 250 N Village Ave. #b3, Rockville Centre, NY 11570. Purpose: General.

Legal Notice # 21419510
F Street Holdings LLC. Filed 6/1/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: Silverton Management Inc., 3487 Silverton Ave, Wantagh, NY 11793. Purpose: General.

Legal Notice # 21419618
Long Island Expert Home Inspections LLC. Filed 7/25/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: C/O Lorin Rothbell, 492 N Syracuse Ave, Massapequa, NY 11758. Purpose: General.

Legal Notice # 21419643
17 Broadway Realty LLC. Filed 8/14/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: Veronica Sympson Krendel, 61 Marion Street, Lynbrook, NY 11563. Purpose: General.

Legal Notice # 21419670
BLR Reviews LLC. Filed 7/24/18. Office: Nassau Co. SSNY designated as agent for process & shall mail to: Burton L Rochelson, 15 Sintsink Dr W, Port Washington, NY 11050. Purpose: General.

Legal Notice # 21424081
South Nassau 195 North Village, RVC, LLC with SSNY on 8/28/18. Office: Nassau. SSNY desg as agent for process & shall mail to: One Healthy Way, Attn: Mark Bogen, Oceanside, NY, 11572. Any lawful purpose.

Legal Notice # 21424826
Maria's Property Realty LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 5/16/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to: 3546 Bertha Dr., Baldwin, NY 11510. General Purpose.

Legal Notice # 21426655
2 Times 2 LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 6/5/2018. Cty: Nassau. SSNY desig. as agent upon whom process against may be served & shall mail process to 587 5th Ave., 8th Fl., NY, NY 10017. General Purpose.

Legal Notice # 21429845
LEGAL NOTICE
NOTICE OF PUBLIC HEARING
SOUTH HEMPSTEAD FIRE DISTRICT
ANNUAL BUDGET FOR 2019

WHEREAS, on the 6th day of September, 2018, pursuant to Section 105 of the Town Law and Section
181 of the Town Law, the Board of Fire Commissioners of the South Hempstead Fire District confirmed
that the Annual Fire District Budget Hearing will be conducted with reference to the Annual Fire District
Budget for the fiscal year 2019 on Tuesday, October 16, 2018 commencing at 7:00 P.M. at the Fire District
Building located at 555 May Street, South Hempstead, New York, and
WHEREAS, the Board of Fire Commissioners is required to adopt a proposed budget at least 21 days before October 16, 2018 so that it is available for public inspection prior to the budget hearing.
NOW THEREFORE, BE IT RESOLVED that the Board of Fire Commissioners of the South Hempstead Fire District has adopted a proposed Annual Fire District Budget for 2019 as of this date for purposes of discussion and review at the Budget Hearing to be held on October 16, 2018 and a copy of the proposed budget is available at the office of the Town Clerk of the Town of Hempstead and at the office of the South Hempstead Fire District Secretary at 555 May Street, South Hempstead, New York where it may be inspected by any interested person during office hours. In addition, a copy of the proposed budget is posted on the fire district's website, and copies of the proposed budget will be available on the night of the said hearing.
NOW, THEREFORE BE IT FURTHER RESOLVED that the Board of Fire Commissioners of the South Hempstead Fire District will hold the Annual Fire District Budget Hearing to be conducted with reference to the Annual Fire District Budget for fiscal year 2019 on Tuesday October 16, 2018 commencing at 7:00 P.M. at the Fire Headquarters Building located at 555 May Street, South Hempstead, New York.
NOTICE IS HEREBY GIVEN that the aforesaid budget will be presented to the residents and taxpayers of the South Hempstead Fire District and to the Board of Fire Commissioners of the South Hempstead Fire District, for their respective consideration at this public hearing and for the purpose of considering the said budget and hearing all persons interested in the subject concerning same on, Tuesday, October 16, 2018 commencing at 7:00 P.M. at the Fire Headquarters Building located at 555 May Street, South Hempstead, New York.
Dated: September 27, 2018
South Hempstead, New York
BOARD OF FIRE COMMISSIONERS
SOUTH HEMPSTEAD FIRE DISTRICT
TOWN OF HEMPSTEAD

ATTEST:
TRICIA SCHIELDS
SOUTH HEMPSTEAD FIRE DISTRICT
SECRETARY/TREASURER

Legal Notice # 21429731
INVITATION TO BID

NOTICE is hereby given that the SYOSSET FIRE DISTRICT will receive bids for the following categories:
For the PROPOSED EXTERIOR ALTERATIONS at 50 Cold Spring Road, Syosset, NY 11791.
Sealed bids must be received on or before **Wednesday, November 21, 2018 @ 11:00 AM by the SYOSSET FIRE DISTRICT** located at 50 Cold Spring Road, Syosset, New York 11791 at which time all bids received will be opened publicly and read aloud in accordance with §103(2), of the General Municipal Law. No bids will be accepted thereafter.
Bidding Documents, Information for Bidders, Form of Bids, Plans and Specifications may be picked up or viewed at the Syosset Fire District, located at 50 Cold Spring Road, Syosset, NY 11791 between the hours of 9:00 am and 4:00 pm starting on **Tuesday, October 9, 2018.**
A set of documents and specifications may be obtained from **the above-mentioned location only upon the payment of a $100.00 refundable deposit, certified/bank check only payable to "Syosset Fire District".**
A Mandatory site walk-through is scheduled for Wednesday, October 24, 2018 at 2:00 pm at the project site where there will be a representative from the Architect's office and the Fire District to review the proposed work and to answer questions of a general and technical nature as relating to the bidding documents or procedures.
All bids must be accompanied by a bond with sufficient sureties to be approved by the "Syosset Fire District" in the amount of 10% of the bid price. If the bid is accepted, the bidder will enter into a contract in accordance with the bid and will furnish a suitable security bond in the sum of the amount of the contract, conditioned on the faithful and prompt completion of the work specified in the contract. If the bidder neglects or refuses to execute the contract and furnish the bonds, the deposit of 10% of the bid price shall be forfeited and retained by the Syosset Fire District as liquidated damages or, in the case of a bid bond, the Syosset Fire District shall enforce payment of the bond for its benefit.
Exclude from all bids New York State Sales Tax on materials or supplies purchased for this project.
Bids are to be enclosed in a separate sealed envelope, which shall be clearly marked:
Syosset Fire District
Bid # SFD 18034-01
50 Cold Spring Road Proposed Exterior Alterations
The Syosset Fire District reserves the right to waive any informalities or irregularities in, to accept or reject any or all bids, to award the contract to other than the lowest bidder, or to advertise anew if in the judgment of the Syosset Fire District it is in their best interests to do so. No bidder shall withdraw his bid within 90 days after the formal opening thereof.
By Order of
The Board of Fire Commissioners
Syosset Fire District
Karen Borrelli
Secretary

Legal Notice

THE PORT AUTHORITY OF NY & NJ

NOTICE OF ADDITIONAL INFORMATION SESSION

Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R
AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

A Notice was made on September 27, 2018 in accordance with the National Environmental Policy Act (NEPA), regarding the availability of a Draft Environmental Assessment (EA) for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways project at John F. Kennedy International Airport (JFK) for public review and comment. The Draft EA document for this project is available at the following locations until the close of the comment period, which is 5:00 PM on Monday, October 29, 2018.

The Port Authority of NY & NJ
John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center
18th Floor NY, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Runway 13L-31R Reconstruction and Associated Taxiways project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Monday, October 29, 2018. Comments must be received by 5:00 PM on Monday October 29, 2018, in order to be considered. Written comments on the Draft EA can also be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

INFORMATION SESSIONS

Additional information regarding this project, an opportunity to ask questions about the project, and an opportunity to provide written comments will be available through Information Sessions. Following the publication of the Notice for the Draft EA on September 27, 2018, an additional Information Session was added in Nassau County, NY. The details of the dates, times, and locations of all three Information Sessions are listed below.

DATE: Monday October 15, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Queens Library at Peninsula
92-25 Rockaway Beach Boulevard
Rockaway Beach, NY 11693
Phone: (718) 634-1110

DATE: Tuesday October 16, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Crowne Plaza
138-10 135th Avenue
Jamaica, NY 11436
Phone: (718) 530-1160

DATE: Wednesday October 17, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Cradle of Aviation Museum
Charles Lindbergh Blvd
Garden City, NY 11530
Phone: 516-572-4111

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.

278219/28

Στο «Επίκεντρο» της ανθρώπινης δύναμης

ΑΘΗΝΑ. (Γραφείο Εθνικού Κήρυκα). Αν μπορεί ένα καταπιεσμένο, κακοποιημένο και άστεγο ανήλικο κορίτσι στην Ινδία να σταθεί στα πόδια του, να κάνει μια καινούργια αρχή και να αποτελέσει πρότυπο για μια ολόκληρη κοινωνία, τότε μπορεί να ορθοποδήσει ο καθένας και στην Ελλάδα.

Αυτό το ελπιδοφόρο μήνυμα επιδιώκει να περάσει στους κατοίκους του Κολωνού, το «Επίκεντρο», ένα Κέντρο Ενδυνάμωσης της Action Aid, που προσφέρει σε συνεργασία με πρωτοπόρες οργανώσεις κι εξειδικευμένους επαγγελματίες, δωρεάν καινοτόμα προγράμματα και υπηρεσίες για παιδιά, εφήβους κι ενήλικες.

Οπως τονίζει στο «Αθηναϊκό-Μακεδονικό Πρακτορείο Ειδήσεων» («ΑΜΠΕ») η υποδιευθύντρια της Action Aid Ελλάς και διευθύντρια Προγραμμάτων, Νάταλι Βαλάκη «ξεκινήσαμε το 'Επίκεντρο' στον Κολωνό γιατί θεωρήσαμε ότι υπάρχει μια πολύ μεγάλη ανάγκη ουσιαστικής υποστήριξης των ανθρώπων στην ελληνική κοινωνία λόγω οικονομικής κρίσης. Να μην μπαίνουν δηλαδή συνεχώς σε μοντέλα αναπαραγωγής μιας πρόσκαιρης ελεημοσύνης, θα λέγαμε, αλλά μιας ουσιαστικής παρέμβασης στην ζωή τους».

Οπως εξηγεί, «η φιλοσοφία της Action Aid, κι εδώ στην Ελλάδα αλλά και παγκοσμίως, είναι να στηρίζουμε τους ανθρώπους στο να σταθούν οι ίδιοι στα πόδια τους και να ανακτήσουν τη ζωή τους παίρνοντας το μέλλον στα χέρια τους αξιοποιώντας τις δικές τους δυνάμεις και δεξιότητες. Αυτό κάνουμε στο 'Επίκεντρο'. Εκείνο που μας διαφοροποιεί από άλλες παρεμβάσεις στην Ελλάδα είναι ότι καταρχήν προσφέρουμε προγράμματα και υπηρεσίες για όλη την οικογένεια και φυσικά είναι όλα δωρεάν».

Ειδικότερα, υπάρχουν προγράμματα στα οποία οι ενήλικες μπορούν να καλυφθούν με υπηρεσίες όπως λογιστή, νομικής βοήθειας, ανεύρεσης εργασίας και ψυχοκοινωνική υποστήριξη, ενώ τα παιδιά έχουν μια πληθώρα ενεργειών από προγράμματα πιο επιμορφωτικά μέχρι και προγράμματα που στοχεύουν περισσότερο στην ψυχαγωγία. Από ρομποτική μέχρι θέατρο, ή ακόμη και ενισχυτική διδασκαλία, μαθήματα αγγλικών και ηλεκτρονικών υπολογιστών.

«Θέλουμε οι άνθρωποι να ξεπεράσουν οι ίδιοι τα προβλήματά τους αλλά και να δημιουργήσουν μικρές ομάδες που θα προσπαθούν να λύνουν τα προβλήματα της περιοχής τους», τόνισε στο «ΑΜΠΕ» η κ. Βαλάκη.

Σε αυτό το πλαίσιο οι υπεύθυνοι του «Επίκεντρου», Ελενα Αλεξανδροπούλου-Χαραμή και Γιώργος Χατζηιωαννίδης έκαναν ένα ταξίδι στην Ινδία προκειμένου να εκπαιδευτούν σε αντίστοιχα προγράμματα και να μεταφέρουν την εμπειρία τους και τα κατάλληλα «εργαλεία» στην τοπική πραγματικότητα.



Το «Επίκεντρο», ένα Κέντρο Ενδυνάμωσης της Action Aid, προσφέρει σε συνεργασία με πρωτοπόρες οργανώσεις, δωρεάν καινοτόμα προγράμματα και υπηρεσίες για παιδιά, εφήβους κι ενήλικες.

«Πρόκειται για έναν εντελώς διαφορετικό, έναν άγνωστο κόσμο», δηλώνει στο «ΑΜΠΕ» η υπεύθυνη προγραμμάτων για τους ενήλικες στο «Επίκεντρο», Ελενα Αλεξανδροπούλου-Χαραμή. Οπως περιγράφει, «αυτό που βιώνεις επί του πρακτέου, δεν έχει καμία σχέση με την πραγματικότητα. Επισκεφθήκαμε μεγαλουπόλεις, όπως το Νέο Δελχί και πόλεις επαρχιακές, όπως το Λακανάου και το Μποπάλ. Οι αντιθέσεις είναι απίστευτες. Υπάρχει πολύς πλούτος και πολλή φτώχεια. Συνειδητοποιείς πόσο προνομιούχος είσαι. Εκεί, οι άνθρωποι ζουν -σε πολλές περιπτώσεις- μαζί με τα ζώα και με τα σκουπίδια».

Εξίσου εντυπωσιακό, όμως, είναι και το γεγονός της τεράστιας προσπάθειας που καταβάλουν ορισμένες κοινωνικές ομάδες, κυρίως με ίδια πρωτοβουλία, αλλά και με την αρωγή διεθνών οργανισμών, όπως είναι η Action Aid, λέει η κ. Αλεξανδροπούλου-Χαραμή.

«Δεν θα ξεχάσω ποτέ, μία εικόνα που με συγκλόνισε. Εχουμε βγει βραδάκι, με τον Γιώργο (Χατζηιωαννίδη), ψάχνοντας ένα μέρος για να φάμε. Και σε κάποια στιγμή, βλέπουμε στο απέναντι πεζοδρόμιο, ένα παιδί -ήταν δεν ήταν δέκα ετών- να κοιμάται στη βάση ενός βουνού από σκουπίδια, από τα οποία τρέφεται μία αγελάδα. Προσπαθώντας να συνειδητοποιήσουμε το σοκ, αντιλαμβανόμαστε τους οδηγούς των αυτοκινήτων, αλλά και τους περιπολούντες αστυνομικούς, να μας ρωτούν εάν χαθήκαμε κι εάν θέλουμε να μας μεταφέρουν κάπου. Γιατί, το να κυκλοφορεί ένα ζευγάρι Δυτικών εκείνη την ώρα στον δρόμο, δεν είναι σύνηθες φαινόμενο. Κι όμως, οι άνθρωποι αυτοί είναι χαρούμενοι. Με αυτά που έχουν. Με όσα έχουν».

Ζάεφ: Οσο το συντομότερο εφαρμοσθεί η Συμφωνία των Πρεσπών, τόσο το καλύτερο

ΣΚΟΠΙΑ. «Ολοι συμφωνούμε ότι όσο το συντομότερο εφαρμοσθεί η Συμφωνία, τόσο το καλύτερο και για τις δύο χώρες, αφού η Συμφωνία καθαυτή έχει πολλά οφέλη» αναφέρει ο πρωθυπουργός της πΓΔΜ, Ζόραν Ζάεφ, σε συνέντευξή του στο «Euronews», σημειώνοντας πως βρίσκεται σε διαρκή επαφή με τον πρωθυπουργό Αλέξη Τσίπρα και τόνισε ότι εστιάζουν στην επόμενη φάση, την επικύρωση της Συμφωνίας από το Κοινοβούλιο.



BORIS GRDANOSKI/ΑΣΟΣΙΕΪΤΕΝΤ ΠΡΕΣ

Ο πρωθυπουργός της πΓΔΜ, Ζόραν Ζάεφ.

Υπογράμμισε πως είναι πολύ ικανοποιημένος με το αποτέλεσμα του δημοψηφίσματος και πως το μήνυμα που αυτό στέλνει είναι «να πάμε στο Κοινοβούλιο και να το εφαρμόσουμε». Η «Μακεδονία» δεν χρειάζεται εκλογές, αναφέρει ο Ζάεφ, τονίζοντας πως «η Οικονομία είναι σε εξαιρετική κατάσταση και δεν χρειάζεται να προκηρύξουμε εκλογές, εκτός αν είμαστε υποχρεωμένοι». Ο Ζόραν Ζάεφ, αφού επαναλαμβάνει πως η ένταξη στο ΝΑΤΟ και την Ευρωπαϊκή Ενωση παραμένει προτεραιότητα της κυβέρνησής του, απευθύνει έκκληση για νηφαλιότητα και υπευθυνότητα ενώπιον της χώρας και του μέλλοντός της και εκφράζει την βεβαιότητα ότι οι βουλευτές θα πράξουν ό,τι επιτάσσει η υποχρέωσή τους προς την χώρα.

«Είμαι ικανοποιημένος με την επιτυχία της ύψιστης δημοκρατικής διαδικασίας, όπου όλοι οι αποφασισμένοι πολίτες ρίχνουν την ψήφο τους και έχουν λόγο για την κατεύθυνση την οποία παίρνει η χώρα μας. Στην προκειμένη περίπτωση, περισσότερο από το 91% έδωσε ένα ξεκάθαρο μήνυμα σε εμάς του πολιτικούς για να πάμε στο Κοινοβούλιο και να το εφαρμόσουμε. Κατ' αυτήν την έννοια, τα μηνύματα του επιτρόπου Χαν και ολόκληρης της Ευρωπαϊκής Ενωσης είναι μία διακριτική και σαφής παρακίνηση προς τους βουλευτές να ολοκληρώσουν αυτό που ξεκίνησε, και αυτό περιμένουμε να συμβεί. Είμαστε απολύτως προσηλωμένοι. Συζητούμε διότι είμαι πεπεισμένος ότι η αντιπολίτευση τάσσεται επίσης υπέρ της Ευρωπαϊκής Ενωσης και του ΝΑΤΟ. Δεν έχω αμφιβολία γι' αυτό. Αυτό που πρέπει να γίνει είναι να σταματήσουν αυτοί οι πολιτικοί υπολογισμοί, ώστε να μπορέσουμε να ολοκληρώσουμε αυτήν την διαδικασία για την χώρα μας», αναφέρει ο κ. Ζάεφ.

«Εάν αποτύχουν όλοι οι δυνατοί τρόποι στο Κοινοβούλιο, τότε οι εκλογές θα είναι αναγκαίες. Αλλά η 'Μακεδονία' δεν χρειάζεται εκλογές, Η 'Μακεδονία' είναι σε καλή κατάσταση τώρα. Θα ανοίξουμε ένα κεφάλαιο τον Ιούνιο, θα καταλάβουμε την θέση μας στα τραπέζια στις Βρυξέλλες και το ΝΑΤΟ με την έναρξη της επικύρωσης του υπογεγραμμένου πρωτοκόλλου στα Κοινοβούλια των 29 κρατών-μελών του ΝΑΤΟ. Είναι μία καλή περίοδος. Οικονομικά, η 'Μακεδονία' είναι σε εξαιρετική κατάσταση και δεν χρειάζεται να προκηρύξουμε εκλογές, εκτός αν είμαστε υποχρεωμένοι. Και ξεκάθαρα, εάν προκηρύξουμε εκλογές, η πλειοψηφία των δύο τρίτων, δηλαδή 80 βουλευτές είναι ο προφανής και λογικός στόχος... Για μία ακόμη φορά δράττομαι της ευκαιρίας για να απευθύνω έκκληση για νηφαλιότητα και υπευθυνότητα ενώπιον της χώρας και του μέλλοντός της και πιστεύω ότι οι βουλευτές θα πράξουν ό,τι επιτάσσει η υποχρέωσή τους προς την χώρα», αναφέρει ο Πρωθυπουργός της πΓΔΜ.

«Αντάλλαξα μηνύματα με τον πρωθυπουργό και φίλο μου Αλέξη Τσίπρα. Χαιρέτισε το δημοψήφισμα και το 90% των θετικών ψήφων και προφανώς περιμένει την συνέχιση της διαδικασίας. Συζητήσαμε για μία ακόμη φορά όλες τις εναλλακτικές που περιέγραψα σε αυτήν την συνέντευξη. Υπάρχει αρκετός χρόνος, αλλά όλοι συμφωνούμε ότι όσο το συντομότερο εφαρμοσθεί η Συμφωνία, τόσο το καλύτερο και για τις δύο χώρες, αφού η Συμφωνία καθαυτή έχει πολλά οφέλη. Τα υπουργεία Εξωτερικών των δύο χωρών βρίσκονται σε διαρκή επικοινωνία, όπως και οι κυβερνήσεις μας, και είμαστε επικεντρωμένοι στην επόμενη φάση που είναι η εφαρμογή της Συμφωνίας στο Κοινοβούλιο» υπογραμμίζει ο Πρωθυπουργός της πΓΔΜ στη συνέντευξή του στο «Euronews».

Σοβαρές καταγγελίες για την ΕΡΤ

ΑΘΗΝΑ. (Γραφείο Εθνικού Κήρυκα). Σε σοβαρές καταγγελίες για την κατάσταση στην ΕΡΤ προχωρά στην ανοιχτή του επιστολή προς τον υπουργό Ψηφιακής Πολιτικής Νίκο Παππά, ο εντεταλμένος σύμβουλος Προγράμματος, Σπύρος Κρίμπαλης.

Μεταξύ άλλων, ο εντεταλμένος σύμβουλος Προγράμματος της ΕΡΤ, η θητεία του οποίου λήγει σε λίγες ημέρες, κάνει λόγο για «στρατηγική ήττα» της ΕΡΤ και κατηγορεί ευθέως τον υπουργό Ν. Παππά: «Μια ήττα που οφείλεται στο δικό σας στρατηγικό σχέδιο», αναφέρει και τον εγκαλεί για συναλλαγή με την ΠΟΣΠΕΡΤ.

Ο Σπύρος Κρίμπαλης κάνει λόγο για «μια αλαζονική, μικρόψυχη και αστοιχείωτη διοίκηση μαζί με μια άκρως επιθετική παραδιοίκηση υπό τον κ. Παναγιώτη Καλφαγιάννη», οι οποίοι, όπως γράφει, «λειτουργούν σαν ενιαίο σύστημα εξουσίας που θυμίζει περισσότερο εμπόλεμη φατρία παρά ορθολογική εταιρική δομή. Βασικό δόγμα της φατρίας 'όποιος δεν είναι μαζί μας είναι εναντίον μας και άρα πρέπει να εξοντωθεί με κάθε τρόπο'. Στόχος της η εκμετάλλευση της δημόσιας ραδιοτηλεόρασης ως μέσο εξυπηρέτησης ποικίλων ιδιοτελών και συντεχνιακών συμφερόντων, σε βάρος της ποιότητας, της αξιοπιστίας και της αντα-ποδοτικότητας του προγράμματος».

Σημειώνει δε, ότι «από την τοποθέτηση του κ. Κωστόπουλου πέρσι τον Ιούλιο έως σήμερα αυτό το σύστημα εξουσίας έχει εξαπολύσει έναν ανελέητο πόλεμο 'ανακατάληψης' της ΕΡΤ εξοστρακίζοντας σταδιακά όλα τα έμπειρα και ικανά στελέχη με μοναδικό κριτήριο αν ανήκουν στην σφαίρα επιρροής της φατρίας ή όχι».

Από τον εντεταλμένο σύμβουλο Προγράμματος, Σπύρο Κρίμπαλη

Επικαλούμενος δημόσιες καταγγελίες δύο άλλων κορυφαίων στελεχών της ΕΡΤ, ο κ. Κρίμπαλης κάνει λόγο για εκκωφαντική απουσία επιχειρησιακού σχεδίου, ραγδαία απαξίωση του προγράμματος, γενικευμένη αναξιοκρατία, καθεστώς αδιαφάνειας και μη λογοδοσίας, αλλά και «άνευ όρων παράδοση στον 'λούμπεν πελατειακό συνδικαλισμό' και την επιστροφή στο πιο σκοτεινό παρελθόν της ΕΡΤ 'έτσι όπως το ονειρευτήκαμε στους χειρότερους εφιάλτες μας'».

Αναφερόμενος στην επιτροπή προγράμματος υπό τον κ. Μπιρσίμ και μετά υπό τον κ. Σιούλα, ο κ. Κρίμπαλης καταγγέλλει ότι μπλόκαραν τις ανανεώσεις αξιόλογων εκπομπών για να προωθήσουν ρουσφέτια. «Χαρακτηριστικό της ασυδοσίας και της κραυγαλέας έλλειψης σχεδιασμού είναι ότι το φετινό budget του προγράμματος εξαντλήθηκε στη μέση της χρονιάς, δηλαδή τον περασμένο Μάιο!», συμπληρώνει. Καταγγέλλει ακόμη ότι οι εσωτερικές παραγωγές της ΕΡΤ καρκινοβατούν και ότι οι μεικτές παραγωγές είναι μονόδρομος.

Ακόμη, υποστηρίζει ότι μόνον οι εκλεκτοί της «φατρίας» παίρνουν εκπομπές, ενώ κάνει απίστευτες καταγγελίες και ως προς την επιλογή στελεχών. «Η θέση του διευθυντή προγράμματος καλύφθηκε από μια υποψήφια χωρίς καμία προϋπηρεσία σε θέση ευθύνης και με σαφώς λιγότερα προσόντα έναντι άλλων υποψηφίων. Παράλληλα οι ικανότατοι προϊστάμενοι των πιο νευραλγικών τμημάτων του προγράμματος αντικαταστάθηκαν από άπειρους ή και ανίδεους υποψήφιους με μοναδικό κριτήριο το Ποσπερτόμετρο - το όργανο που μετράει πόσο κοντά βρίσκεσαι στην ΠΟΣΠΕΡΤ», υποστηρίζει.

«Οι αγορές δεν εμπιστεύονται τον Τσίπρα»

ΑΘΗΝΑ. (Γραφείο Εθνικού Κήρυκα). Για την αποκατάσταση της εμπιστοσύνης στην Οικονομία προϋπόθεση είναι η πολιτική αλλαγή, αναφέρει ο αντιπρόεδρος της Νέας Δημοκρατίας, Κωστής Χατζηδάκης, σε συνέντευξή του στην κυριακάτικη «Κόντρα».

Δηλώνει ότι δεν υπάρχει περίπτωση συνεργασίας με τον ΣΥΡΙΖΑ και κάνει λόγο για κακή θεατρική παράσταση όσον αφορά στην αντιπαράθεση ΣΥΡΙΖΑ-ΑΝ.ΕΛ. για την πΓΔΜ.

«Οι αγορές δεν έχουν εμπιστοσύνη στην πολιτική της κυβέρνησης Τσίπρα. Το 'κλειδί' για τις επενδύσεις είναι η αποκατάσταση της εμπιστοσύνης στην Οικονομία. Και αυτό προϋποθέτει πολιτική αλλαγή. Μια άλλη κυβέρνηση, μια κανονική ευρωπαϊκή κυβέρνηση, φιλική στην επιχειρηματικότητα και στις επενδύσεις. Και η οποία θα εφαρμόσει ένα άλλο μείγμα πολιτικής με λιγότερους φόρους και εισφορές και λιγότερες δαπάνες», αναφέρει ο κ. Χατζηδάκης.

«Δεν υπάρχει περίπτωση συνεργασίας της Νέας Δημοκρατίας με τον ΣΥΡΙΖΑ. Εκτός από τις τεράστιες ιδεολογικές και προγραμματικές διαφορές που υπάρχουν ανάμεσά μας, ο ίδιος ο ΣΥΡΙΖΑ δεν το θέλει και το δείχνει με όλους τους τρόπους όλα αυτά τα χρόνια.

Ωστόσο, έχουμε ξεκαθαρίσει ότι η Νέα Δημοκρατία ακόμα και αν έχει αυτοδυναμία στις επόμενες εκλογές θα απευθύνει πρόσκληση σε όλες τις μεταρρυθμιστικές φιλοευρωπαϊκές δυνάμεις του τόπου για να σχηματίσουμε μια πλατιά συμμαχία. Μια κυβέρνηση 'Εθνική Ελλάδος' που θα έχει τους καλύτερους», τονίζει ο αντιπρόεδρος της ΝΔ.



ΕΥΡΩΚΙΝΗΣΗ

Ο αντιπρόεδρος της Νέας Δημοκρατίας, Κωστής Χατζηδάκης.

Για την αντιπαράθεση ΣΥΡΙΖΑ-ΑΝ.ΕΛ. σχετικά με την πΓΔΜ αναφέρει πως «οι περισσότεροι πλέον αντιλαμβάνονται ότι οι δήθεν αντιπαραθέσεις ανάμεσα στον ΣΥΡΙΖΑ και τους ΑΝ.ΕΛ. για το Σκοπιανό είναι μια κακή θεατρική παράσταση για να δικαιολογηθεί η παραμονή τους στην εξουσία».

Για το θέμα των συντάξεων εκφράζει την ελπίδα να μην περικοπούν και αναφέρεται στις προτάσεις της ΝΔ όπως της ανέπτυξε ο Κυριάκος Μητσοτάκης στη ΔΕΘ στη Θεσσαλονίκη που προβλέπουν την εθνική σύνταξη που βασίζεται στην αλληλεγγύη των γενεών, την μείωση των ασφαλιστικών εισφορών και στην ενίσχυση των ασφαλιστικών ταμείων.

Για τη συνάντηση της εκπροσώπου Τύπου της ΝΔ, Μαρίας Σπυράκη, με τον πρωθυπουργό της πΓΔΜ Ζόραν Ζάεφ, ο κ. Χατζηδάκης αναφέρει ότι «όλο αυτό ήταν μια ατυχής προσπάθεια αντιπερισπασμού του ΣΥΡΙΖΑ», διότι την ίδια μέρα δημοσιεύθηκαν τα πρακτικά του Συμβουλίου Πολιτικών Αρχηγών στα Σκόπια στα οποία, σύμφωνα με τον κ. Χατζηδάκη, «οι Σκοπιανοί είπαν ξεκάθαρα ότι η μόνη τους ελπίδα είναι ο κ. Τσίπρας και η κυβέρνησή του. Και κατέστησαν επίσης σαφές ότι στη Νέα Δημοκρατία δεν μπορούν να ελπίζουν».

Σκοτώθηκε ο Γ. Κατσιάπης, σύζυγος της Μαργαρίτας Λάτση

ΑΘΗΝΑ. (Γραφείο Εθνικού Κήρυκα). Αδιευκρίνιστες εξακολουθούν να παραμένουν οι συνθήκες κάτω από τις οποίες έχασε τη ζωή του ο Γιώργος Κατσιάπης, σύζυγος της Μαργαρίτας Λάτση, στις αρχές της περασμένης εβδομάδας στο Μονακό.

Ενώ οι αρχικές πληροφορίες έκαναν λόγο για τροχαίο δυστύχημα, χωρίς να διευκρινίζεται πού συνέβη και κάτω από ποιες συνθήκες, τις τελευταίες ημέρες ήρθαν στο φως ανεπιβεβαίωτες πληροφορίες από διάφορες πλευρές που κάνουν λόγο για ζαλάδα του Γιώργου Κατσιάπη και πτώση του από το μπαλκόνι του σπιτιού του. Το μοιραίο συνέβη την Κυριακή 30 Σεπτεμβρίου αλλά η είδηση του θανάτου έγινε γνωστή δύο ημέρες αργότερα, στις 2 Οκτωβρίου.

Να σημειωθεί ότι ο Γιώργος Κατσιάπης ζούσε στο Μονακό τα τελευταία χρόνια με την σύζυγό του, Μαργαρίτα. Οι δυο τους ήταν παντρεμένοι από το 1996.

Ο Γιώργος Κατσιάπης ήταν επί σειρά ετών διευθυντής στην εταιρεία χρηματοοικονομικών υπηρεσιών EFG Eurofinanciere d' Investissements SAM, μια εταιρεία που λειτουργούσε και λειτουργεί ως ένας από τους πολλούς επενδυτικούς βραχίονες του ομίλου της Eurobank.

Η Μαργαρίτα Λάτση, που είναι η μικρότερη κόρη του Γιάννη Λάτση και αδελφή της Μαριάννας και του Σπύρου, καλείται τώρα να αντιμετωπίσει το τραγικό συμβάν.

Ο Γιώργος Κατσιάπης περιγράφεται από τους φίλους και τους συγγενείς του ως ένας πολύ χαμηλών τόνων άνθρωπος που δεν αγαπούσε ιδιαίτερα τις κοσμικότητες.

Με την Μαργαρίτα Λάτση, μικρότερη αδελφή της Μαριάννας και του Σπύρου Λάτσην είχαν αποκτήσει δύο παιδιά, τον Γιάννη που είχε πάρει το όνομα του αξέχαστου παππού του, του «Καπετάν Γιάννη» Λάτση και την Τατιάνα.

邀社區領袖與會研討 籲熟悉歷史

《排華法案》電影放映 重視移民權益非常重要

本報記者王慶偉 三藩市報道

矽谷地區的薩拉托加(Saratoga)圖書館8日下午舉行紀錄片《排華法案》放映會，並邀請三位多年來積極爭取移民權益的華裔社區領袖與會研討，三藩市大學教授鄧新源指出，華人移民要熟悉排華法案這段歷史，就會懂得要多參與政治及公共事務，以捍衛社區權益。



■薩拉托加圖書分館7日下午放映《排華法案》。 記者王慶偉攝



■三藩市大學教授鄧新源表示，在大選之前了解「排華法案」歷史很重要，華人應積極參與公共事務及投票。 記者王慶偉攝

三藩市大學教授鄧新源、薩拉托加-洛斯蓋多斯校區教委張琛、亞美社區協進會(AACI)主席高莉共同參與了7日的研討會。

鄧新源擁有法律教授和移民律師雙重資格，熟悉亞裔移民歷史，並著有多本移民政策及種族關係著作。高莉在AACI 曾擔任多項重要職位，服務亞裔社區。張琛多年來為亞裔爭取主流社會權益。

紀錄片《排華法案》由公共電視台製作，講述美國在1882年針對華人的排華法案，暫停華人的移民來美，拒絕所有華人勞工進入美國、在美國的華人移民不能成為公民；法案的修正案拒絕離開美國的華人勞工離開美國之後再返回。該法案是美國通過的第一部針對特定族群的移民法，直到1965年才停止。2011年奧巴馬總統任內，由國會參眾兩院通過道歉案，就「排華法案」向全體在美華人致歉。

鄧新源表示，放映這個電影的目的是要教育1965年後來美的移民，因為從1965年以後來美國的移民，對於美國之前發生的排華法案不太清楚，這是這部電影的目的，讓大家知道在1965年之前、華人移民當時在這裏的掙扎和奮鬥，以及許多華人不可能移民來美。

他指出，這部電影在這個時候放映，尤其在大選之前，非常重要；因為了解移民的權益，是要移民在平時就多參與政治及公共事務。「很多的美國政治家都是移民、由移民所組成，」他表示，很多華人移民擔心的是移民、公民的等待名單；但更重要的是：要了解1965年之前美國發生對待特定族裔的法案，現在也有可能發生在其它族裔，或發生類似的事件，如現在政府嚴格對待拉美裔，「所以很重要知道這段時間的歷史。」

他指出，特朗普政府現在正在刪減拉美裔家庭移民，政府只要高技能、高科技的人才來美，而華裔社區則注重家庭團聚，並且申請個人的親戚、子女或父母來美國，但特朗普政府卻想減少、刪減這類移民的申請；只想著重專業人才如醫生、工程師、科學家。

新機場附近業主身家漲 智庫倡向其徵稅作基建

自政府2014年宣布興建西雪梨機場以來，附近一帶的樓價大升，鄰近市郊Luddenham的房屋中位價更升了167%。有經濟學家認為，這些業主就想「沒買彩票卻中六合彩」，政府應向他們徵特別地稅，用以補貼區內的基建開支。

在新機場所在的百里溪，鄰近市郊之中樓價最低的是Leppington，房屋中位價為77萬元，比4年前聯邦政府宣布新機場計劃以來升了30%。

百里溪以西7公里、雪梨市中心以西42公里的Luddenham，更在4年間勁升了167%，房屋中位價達147萬元，比全雪梨的中位價114萬2,500元還要高。

地產傳媒Domain報道，當年政府宣布新機場計劃後，Nirmal Patel跟5個朋友合資135萬元，在百里溪以南約9公里的Bringelly買了2.3公頃土地。他說，如果有人開價3倍，他們便會出售，「我們樂意保留它，自行發展。不過，如果有人給我們500萬元而我們樂意的話，便會離場(出售)。」

澳洲獨立智庫Per Capita的經濟學家史密夫(Warwick Smith)則認為，私人地主不值得擁有這筆橫財，因為他們沒為政府的基建做出貢獻，「這顯然是不公平或不合適的，就像沒買彩票而中六合彩一樣。」

他續說：「住在百里溪昂貴得像住在內城區，那是荒謬的——因為住在內城區有各種好處，那裏有就業機會，所有交通基建都由該處而擴散。」史密夫建議，政府向當地業主徵收廣闊基礎土地稅或暴利稅(windfall tax)，「這對一些房屋(的業主)想必有負面影響。我們可以將從(新機場計劃中)得益的業主中，以暴利稅補償那些受負面影響的。政府徵收的(稅款)實際上可支付當地基建，或使房屋更可負擔。」 本報雪梨訊



■Luddenham房屋中位價4年勁升167%，如今比雪梨整體還要貴。 網圖

總理：雪梨最大廣告板 支持在歌劇院宣傳賽馬

在雪梨歌劇院(Sydney Opera House)風帆頂上宣傳賽馬風波，總理莫理遜(Scott Morrison)稱，歌劇院是雪梨「最大的廣告板」，他亦樂意在另一地標海灣大橋(Harbour Bridge)上推廣活動。

紐省省長貝莉珍妮安(Gladys Berejiklian)上周五命令雪梨歌劇院管理層，允許賽馬局(Racing NSW)宣傳本月13日舉行的「顛峰盃」(The Everest)，在歌劇院風帆頂上投射獎盃、各騎師的綵衣及馬匹的檔位。

7日出席Bathurst 1000賽車活動的莫理遜向記者稱：「這(顛峰賽)是年度盛事，為何不在雪梨最大的廣告板上宣傳。

這些活動在省份及城市衍生巨大的經濟機會。如果能吸引更多人參加，我會在海灣大橋宣傳Bathurst 1000。」

他稱，在歌劇院推廣「顛峰盃」賽事「不過是常識」，「我不知道人們為何這般保護它。老實說，我認為不需費腦筋。」

貝莉珍妮安7日否認屈服於電台主持阿倫．鍾斯(Alan Jones)的批評，而對歌劇院施壓，她經過「多周的談判」才介入。她稱，最終宣傳設計跟省府原本收到的較含蓄，「不會投射任何標誌或名字——唯一的字句是獎盃上的字。這跟過往做法一致，不論是其他體育賽事或藝術展示。」

鍾斯上周抨擊歌劇院總裁Louise Herron拒絕在樓頂投射顛峰盃的宣傳字句或標誌，並稱如她不合作，應該被革職。 本報雪梨訊

THE PORT AUTHORITY OF NY & NJ

NOTICE OF ADDITIONAL INFORMATION SESSION

Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R
AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

A Notice was made on September 27, 2018 in accordance with the National Environmental Policy Act (NEPA), regarding the availability of a Draft Environmental Assessment (EA) for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways project at John F. Kennedy International Airport (JFK) for public review and comment. The Draft EA document for this project is available at the following locations until the close of the comment period, which is 5:00 PM on Monday, October 29, 2018.

The Port Authority of NY & NJ
John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center
18th Floor NY, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Runway 13L-31R Reconstruction and Associated Taxiways project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Monday, October 29, 2018. Comments must be received by 5:00 PM on Monday October 29, 2018, in order to be considered. Written comments on the Draft EA can also be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

INFORMATION SESSIONS

Additional information regarding this project, an opportunity to ask questions about the project, and an opportunity to provide written comments will be available through Information Sessions. Following the publication of the Notice for the Draft EA on September 27, 2018, an additional Information Session was added in Nassau County, NY. The details of the dates, times, and locations of all three Information Sessions are listed below.

DATE: Monday October 15, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Queens Library at Peninsula
92-25 Rockaway Beach Boulevard
Rockaway Beach, NY 11693
Phone: (718) 634-1110

DATE: Tuesday October 16, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Crowne Plaza
138-10 135th Avenue
Jamaica, NY 11436
Phone: (718) 530-1160

DATE: Wednesday October 17, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Cradle of Aviation Museum
Charles Lindbergh Blvd
Garden City, NY 11530
Phone: 516-572-4111

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.

N18J05JA

鬼王節遊行因雨取消 溫市嘩鬼頻呼掃興

第五屆溫哥華鬼王節(又稱萬聖節)大遊行和博覽會(Vancouver Halloween Parade and Expo)原在星期日舉行，但因為下大雨，大遊行臨時取消，博覽會則照常舉行。部分已化妝到場市民都感到遺憾，不過，相關表演還是吸引不少市民駐足觀賞，提前感受鬼王節氣氛。

溫哥華鬼王節大遊行和博覽會節目總監Raymond He指出，鬼王節大遊行，原定星期日中午在溫市中心豪街(Howe St.)夾德雷克街(Drake St.)起步，但因雨勢甚大，基於安全考慮，才決定臨時取消，並撤除原本封路的措施，讓豪街(Howe St.)車輛通行。

按中國動漫電影《凹凸世界》打扮成安莉潔的Lisa告訴《星島日報》記者，她原本與妹妹花了很長時間化妝，希望能參加鬼王節大遊行，到了現場才發現活動取消，讓她們非常失望。中國國際學生李同學，看到現場有打扮成《星球大戰》電影中的戰士，立刻要求合影留念，他指，自己是這部電影的超級粉絲。



■韓國美少女舞團的精采演出。

此外，藝術表演中午12時到下午7時，在溫哥華美術館廣場前舉行，包括重金屬化妝樂隊Alive N' KISSin'和 2Shadows，遊戲樂隊 Opus Arise，以及超人氣動漫舞蹈團體Sigma Anime Dance and Cosplay 和 Flying Dance Studio等藝術團體，相繼為大眾帶來精采演出。

室內展覽於卑詩大學(UBC)溫哥華市中心洛遜廣場舉行，參觀市民可以通過角色扮演從主辦方申請獎金。洛遜廣場上，也有韓國美少女舞團的勁舞演出，吸引大批市民圍觀。

溫哥華鬼王節大遊行和博覽會每年約有近十萬人次參加，本屆演出人員原超過1,000人，義工超過200名，主辦方溫哥華國際鬼王節協會是慈善組織，在鬼王節期間禁止血腥裝扮，希望通過藝術形式，將鬼王節還原成家庭歡慶的健康節日。 本報溫哥華記者張文慈

聖地牙哥法服團體協助 被拘留移民付保釋金

許多非法移民因經濟能力不足，無法支付當局保釋金，只能選擇留在拘留所中與家人分離。根據《洛杉磯時報》、《聖地牙哥聯合論壇報》等媒體7日報道，開南加首例，聖地牙哥地區的法服聯合團體計劃協助被拘留的移民付保釋金，未來受惠者可涵蓋聖地牙哥縣與帝國縣(Imperial County)等地移民。

這項基金名為「國境獲得免費保釋基金，主要是由「聖地牙哥移民權利聯營組織」等組織所籌組發起，目的在協助聖地牙哥縣、帝國縣的移民，而這也是南加地區第一個專為移民籌設的保釋基金。

「聖地牙哥移民權利聯營組織」主席賽拉諾(Lilian Serrano)表示，不少移民的經濟能力都不如一般民眾，當因觸法被拘留時，對整個家庭的經濟壓力更如雪上加霜，尤其是許多被拘留的非法移民通常是家中經濟支柱，比如一個家庭的父親被抓去關，其妻兒連房租都快付不起，更遑論付律師費或保釋金。

賽拉諾指出，這些無依無靠的移民家庭，只能想方設法向鄰居借錢，並將家中值錢物品賣掉兌現；她也舉自身親戚為例，她有親戚曾因身分問題遭當局拘留，而在獲釋多年後，仍需償付當年借來的保釋金。

據悉，移民拘留中心並非一般監獄，不是用來關犯罪的罪犯，而是留置在等候移民法庭、被當局認為可能危及社區，或是之前沒有出席相關聽證會的移民，每人最低的保釋金為1500元。

本報洛杉磯訊



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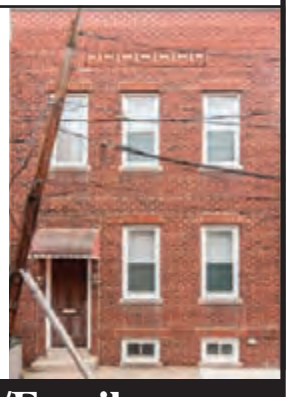


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First Central Savings Bank Gives Talk On Tax Law Changes



(L. to r.): Joe Vaccaro/Amorelli Realty, Michael Serao SVP Chief Administrator/First Central Savings Bank, Paul Halvatzis/Amorelli Realty, Dillon DePinto/Amorelli Realty.

First Central Savings Bank (19-19 Francis Lewis Blvd.) held a meeting on Thursday, September 27 to discuss new tax laws, changes and benefits, and how they affect individuals in business. Michael Serao, first senior vice-president and chief administrative officer of First Central Savings Bank was a warm and lively host. He introduced the guest speaker, Ryan Ragano, CPA, who was very informative in his explanations and answered many questions.

THE PORT AUTHORITY OF NY & NJ

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Phone: 516-572-4111

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THE PORT AUTHORITY OF NY & NJ

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MLA-07/07

Ozone Park shelter plan

continued from page 8

candidate for state attorney general, Public Advocate Letitia James, whose efforts he called compassionate and heroic.

Esposito claims he has as many as six sources familiar with the plan providing him information about the change in the city's thinking.

"I've gotten this from reputable sources," he said, but he added he could not publicly identify these sources as, "people could get hurt." Esposito further claimed that he has heard rumors that a new site for the facility that would house 113 men has already been selected. He could not provide any information beyond saying the relocation would be to a neighborhood that is "not residential."

When contacted to comment on Esposito's Facebook post, Addabbo was supportive without providing an official confirmation that construction had stopped. "We have to continue until we get the final word," the senator said. "When you put all the pieces of the puzzle together, hopefully the city changes the plan to help the homeless population," he said.

According to the DHS, the puzzle of housing the homeless has not changed.

"This facility, which will be the first traditional shelter in this community district, will serve single adult men experiencing mental health challenges offered to those individuals who have roots in this community and Queens more broadly," the department said. "Our 'Turning the Tide' plan to address the citywide challenge of homelessness commits to opening new high quality sites like this, so that we can phase out stop-gap measures, like the use of commercial hotel locations, which dates back to the 1960s, once and for all.

"As a result, the one commercial hotel location currently in use in this district will be phased out as part of our borough-based plan, which prioritizes people and communities while offering our homeless neighbors the opportunity to be sheltered in their home boroughs closer to their support networks and communities they last called home."

Councilman Erich Ulrich (R-Ozone Park) responded to the situation through a statement via spokeswoman Natalia Kozikowska. The statement read, "Since learning the news, Councilman Ulrich has been vocal about his opposition to the City's plan, which would place 113 males with mental illness just blocks away from an elementary school. The Councilman believes Ozone Park is a compassionate community that wants to be part of the solution. He continues to work with the Mayor and DHS Commissioner Steven Banks to alter the slated population at the shelter."

A court date for the lawsuit against the city is set for Oct. 22.

Shelter rally

continued from page 8

going to keep fighting until we win."

A representative for Rep. Nydia Velazquez (D-Brooklyn, Manhattan, Queens) said, "We are opposed to the population being designated for the site. The community is willing to take on the right population. Anyone here can be homeless tomorrow."

Jeanne Shannon, principal of St. Elizabeth, added, "It is important for us to show that as a community we're opposed to the proposed clientele. We would welcome people from other walks of life who need help."

She urged the crowd to "continue to fight with us so we can change the narrative of this story."

As the event was getting underway, Howard Beach residents Michael and Maryann Melendez, their two young children in tow, expressed concern over the proposed shelter.

"There are so many schools here," Michael Melendez said. "A lot of elderly here. They came here long ago. You're endangering them."

Eunice Alleyne, who has lived in Ozone Park for 26 years, agreed, saying, "They have a lot of schools. Kids have to pass by. Parents aren't home to take them to school and bring them back."

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Lasak enters DA race



BY SHANE MILLER
smiller@queensledger.com

Gregory Lasak ended a 14-year tenure as a Supreme Court Justice just last month, but he is already looking for the next challenge.

Lasak announced on Tuesday that he will run for Queens District Attorney in 2019.

"My experiences make he uniquely qualified for this position," he said during a phone interview shortly after the announcement was made public. "I know the office, from the personnel to its strengths and weaknesses."

Lasak is a lifelong Queens residents. Born and raised in Woodside, he attended Holy Cross High School and graduated from Queens College. He raised his family in Richmond Hill.

After graduating from New York Law School, he went to work as an assistant district attorney in Queens at the age of 24. Over the next 25 years, he would rise in the ranks to chief of the Homicide Bureau and executive assistant for the Major Crime Division.

A video announcing his candidacy features Dwayne Palmer and his brother, Lamar. At the age of 19, Lamar was wrongfully arrested for the robbery and assault of a woman in Queens Village. He was looking at nine years behind bars.

Dwayne reached out to Lasak, and against the wishes of his own office, the police and court system, Lasak agreed to reinvestigate the case, eventually exonerating Lamar.

Overturning wrongful convictions would become a hallmark of Lasak's career, as prisoners, lawyers and others began reaching out to him to reopen their case. His work would eventually earn him accolades from Barry Scheck of The Innocence Project.

"You shouldn't be afraid to have your conviction scrutinized," he said. "That could be you or me in that cell, it's just the right thing to do."

If elected, Lasak would work to make the DA's office more reflective of the population of Queens County, and that means diversifying the staff. He would also stop prosecuting low-level arrests like possession of small amounts of marijuana and fare-beating to free up resources to prosecute violent crimes and other major offenses.

Lasak says he isn't worried about changing the culture of assistant district attorneys who may be focused on securing prosecutions.

"When I worked in the DA's office, I led by example," he said. "I'm not worried about changing the mindset."

Lasak said his days working on wrongful prosecutions taught him to not be afraid to question how things are being done.

"You are going against the detective who investigated the case, the district attorney who wrote it up, the grand jury who decided there was enough evidence, the judge in the case, a jury of peers, and the appellate judge who upheld the ruling," he said. "That's a lot of people to go against."

Another person he will have to go against is Councilman Rory Lancman, who recently announced that he would also be running for the seat. The current district attorney, Richard Brown, has until spring to decide if he will seek reelection.

Lasak said his qualifications speak for themselves.

"My experiences make he uniquely qualified for this position," he said. "He's a career politician, I'm a former prosecutor and judge with decades of experience."

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If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html.

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TIMES: 6:00PM – 8:00PM
LOCATION: Queens Library at Peninsula
92-25 Rockaway Beach Boulevard
Rockaway Beach, NY 11693
Phone: (718) 634-1110

DATE: Wednesday October 17, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Cradle of Aviation Museum
Charles Lindbergh Blvd
Garden City, NY 11530
Phone: 516-572-4111

DATE: Tuesday October 16, 2018
TIMES: 6:00PM – 8:00PM
LOCATION: Crowne Plaza
138-10 135th Ave., Jamaica, NY 11436
Phone: (718) 530-1160

Sign language and translation services can be made available at the Information Sessions. If you are in need of assistance or require a reasonable accommodation, contact Kathryn Lamond at klamond@panynj.gov at least ten (10) days prior to the Information Sessions.

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Remembering Ms. Colombia

By ARIEL HERNANDEZ



"The way he portrayed himself elicited a lot of different reactions. Some people embraced him, while others looked at him in disgust. But for me, I thought he was this amazing figure that was here to be himself."

Last Friday, the streets of Jackson Heights were packed with people of all colors, religions and sexualities, gathered to celebrate the life of Ms. Colombia—a person everyone knew and loved; a person who embraced every day of life.

Ms. Colombia, 64, was born Oswaldo Gómez in Colombia, and immigrated to Queens in the 1990s to escape drug wars and violence in his native country.

"I decided to come to the United States for my own freedom, because by the time I left my country, nobody can dress like this—they'd kill you," Ms. Colombia said in an interview with No Your City in 2015. "I like to be free. Free and honest from God."

Ms. Colombia would wear bright-colored fluffy dresses, colorful tutus and tights, a colored long beard and a handmade hat with flowers of all colors topped with a live pigeon and parrot. Completing his outfit was his companion, his all-white pup, that too was known for the colorful hair dye on its ears, tail and paws.

While many categorized Ms. Colombia as transgender, he never labeled himself. He never cared which pronoun people used or how they referred to him.

"They ask me, 'Are you homo?' 'Are you gay?' 'Are you lesbian?' I say no, I am a human being from another planet," Ms. Colombia said.

Gómez became Ms. Colombia more than 20 years ago, when he was informed by his doctor that he had AIDS and only had one year to live.

From that moment on, Ms. Colombia decided to live every day as if it were his last, never looking at the past but instead only looking forward. He attributed his survival for more than two decades with the deadly disease to his happiness.

On Oct. 4, Ms. Colombia was found dead at Jacob Riis Park, his favorite place, according to friends, which accounted for his nickname of the Queen of Riis Park. According to police, at approximately 3:30 a.m. his body was found in the water near Beach 149th Street. Police believe there was no foul play and that the beloved Ms. Colombia drowned.

While medical examiners are still investigating, members of the Queens community are not mourning the death of Ms. Colombia. Rather, they are reflecting on his life and celebrating the emblematic individual that he was.

"Ms. Colombia, aka Oswaldo Gómez, was an iconic figure in the LGBT community and beyond," said Councilman Danny Dromm (D-Jackson Heights). "She was beloved by all who saw her in the streets, at parades and in the neighborhood wearing her colorful outfits and a bird on her shoulder. Her cheerfulness and ability to bring a smile to the faces of all who met her will be missed by all New Yorkers. I remember marching with Ms. Colombia at the first Queens Pride Parade and at other parades across the city, including the India Day Parade and the Chinese New Year Parade, among others. While life did not always treat Ms. Colombia with all the respect she was due, New Yorkers will remember Ms. Colombia as a hero to everyone. May Ms. Colombia rest in peace."

Andrés Duque, blogger of Blabbeando and co-founder of the former Colombian Lesbian and Gay Association, recounted his first encounter with Ms. Colombia, whom Duque nicknamed "La Paisa" because he immigrated from the Paisa region of Colombia. Ms. Colombia marched with the Colombian Lesbian and Gay Association in both the Queens and Manhattan pride parades in 1996, and eventually became a member.

"During that point of time, it wasn't kind of normal like it is today to see people dress the way La Paisa did," said Duque. "The way he portrayed himself elicited a lot of different reactions. Some people embraced him, while others looked at him in disgust. But for me, I thought he was this amazing figure that was here to be himself."

One of Duque's fondest memories of "La Paisa" was in the early 2000s, when Duque, who at the time led a coalition of gay Latino organizations, decided to walk in the city's annual Puerto Rican Day Parade with other members of the LGBTQ community, including La Paisa.

"I remember we wanted to make sure that it was a very visible contingent," said Duque. "I remember how intimidating it was walking into that huge crowd, because I wasn't sure what kind of reaction we'd get. We were huddled on 5th Avenue. A lot of people applauded us, but some yelled homophobic names and started throwing water bottles at us. I could never forget how La Paisa just threw himself at the crowds with his big smile. People would should homophobic things at him but he would just laugh and joke and didn't let anything get to him. He was so forceful in terms of knowing we're going to get negative reactions, but to him it didn't matter. He was like, 'We're here and we're going to face you.'"

Duque, who learned of Ms. Colombia's death on Twitter, said that approximately three years ago, rumors had surfaced on social media that Ms. Colombia had passed away. Duque said it wasn't until last month, when he bumped into La Paisa at the Roosevelt Avenue subway station, that he learned the rumors weren't true. He began spreading the word that Ms. Colombia was still alive.

While Ms. Colombia was known for his colorful clothes, beard and conspicuous presence in the community, Duque said when he encountered Ms. Colombia at the subway station, he was dressed in a masculine manner—wearing shorts and a blazer with no colored hair. Duque said he looked a bit frail but "seemed fine."

In recent years, Ms. Colombia seemed to have "retired from his character," Duque added. He wasn't present at any parades and was rarely seen in the community.

"He created this character that sustained him in his life," said Duque. "He was this figure that everyone knew. You could never miss him walking down the street. He would stop people in the streets and would make over a thousand jokes a minute. People loved it. Some of his jokes were raunchy and some milder, but people reacted to it and loved him for it. He became a known presence in the neighborhood that was embraced."

Duque, a member of the LGBTQ community and immigrant from Colombia, said he identified with "Ms. Colombia" and his life story.

"I think that in general, people who saw him on the street truly knew who he was or how he was," said Duque. "All they knew was the character. He was a character then and he's a character now. He was an amazing person that will be missed not just by the Queens LGBTQ community, but all over the world."

Last Friday, Dromm gathered in front of the Jackson Heights Post Office with members of Make the Road New York, the Caribbean Equality Project, Generation Q, GMHC, elected officials and over a hundred local residents for a memorial vigil for Ms. Colombia. Dromm reflected on his very first encounter with Ms. Colombia, at the Queens LGBTQ Pride Parade more than 20 years before.

"Ms. Colombia's colorful outfits, flamboyancy and great sense of fun always brought a smile to everyone's face," said Dromm. "She was unafraid to be out and proud about who she was. May her life serve as a reminder to all of us to live our truths, and may she rest in peace."

Reach Ariel Hernandez at ahernandez@queenstribune.com or @reporter_ariel.



THE PORT AUTHORITY OF NY & NJ

NOTICE OF ADDITIONAL INFORMATION SESSION

Draft Environmental Assessment
RECONSTRUCTION OF RUNWAY 13L-31R
AND ASSOCIATED TAXIWAYS
John F. Kennedy International Airport, Jamaica, New York

A Notice was made on September 27, 2018 in accordance with the National Environmental Policy Act (NEPA), regarding the availability of a Draft Environmental Assessment (EA) for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways project at John F. Kennedy International Airport (JFK) for public review and comment. The Draft EA document for this project is available at the following locations until the close of the comment period, which is 5:00 PM on Monday, October 29, 2018.

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John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center
18th Floor NY, NY 10007
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H-23

¿TIENE UN ESPACIO IDEAL PARA FIESTAS Y LO QUIERE ALQUILAR?



ANUNCIELO EN NUESTRA SECCION DE CLASIFICADOS

El Especialito

201-348-1959

¡Y GANE DINERO!

¿TIENE UN WAREHOUSE VACIO Y NO SABE QUE HACER CON EL?



ANUNCIELO EN NUESTRA SECCION DE CLASIFICADOS

El Especialito

201-348-1959

¡Y GANE DINERO!

I. Comments on the Draft EA & Responses to Comments

Comments on the Draft EA and Responses to Comments

The following individuals provided comments on the Draft EA for the Reconstruction of Runway 13L-31R and Associated Taxiways project:

- Letter 1: Helene Cole
- Letter 2: Lawrence Hoppenhauer
- Letter 3: Unknown commenter (email address only given)
- Letter 4: Robert A. Larssan
- Letter 5: Chiedu Uzoigwe
- Letter 6: Carl Baessler
- Letter 7: Robert A. Larssan
- Letter 8: Lawrence Hoppenhauer
- Letter 9: John DePaolo Jr.
- Letter 10: Jackie Dellanno
- Letter 11: Jana Goldenberg
- Letter 12: Elaine Miller
- Letter 13: Patricia Ziegler
- Letter 14: Stacey Vargas
- Letter 15: Craig S. Lombardo
- Letter 16: Unknown commenter (email address only given)
- Letter 17: Tom Piccoli
- Letter 18: Mandi Licul
- Letter 19: Diane Cavanagh
- Letter 20: Dan Mercuri
- Letter 21: Michael Jacobs
- Letter 22: Tal Savariego
- Letter 23: Carol Schor
- Letter 24: Michael Gerrard
- Letter 25: Hillary Siemsen
- Letter 26: Maureen Quinn
- Letter 27: Jen
- Letter 28: John Ross
- Letter 29: Mayor Edwin A. Fare; Mayor Patricia Ann Norris-McDonald; Mayor Bruno F. Romano; Mayor Alan C. Beach; Mayor Dominick A. Longobardi

Letter 1

Lamond, Kathryn

From: Helene Cole
Sent: Thursday, October 04, 2018 5:58 PM
To: JFKEA
Subject: JFK Runway 13L-31R"

I have been negatively impacted by the Runway Project. I have planes coming at all times of the day- early morning at 5 am and evening ending at 1 PM.
This is affecting my life. Can't sleep and my dogs are hiding and I live in Brookville- not exactly next door to JFK. But the planes are so low you might as well be on the runway.
I am pleading for some relief. I am a born and bred gal from Long Island- proud to be almost 67 years and never left. But you are throwing out good tax paying citizens without thought!
Help!!
--
Helene Cole, M.D.

Letter 2

Lamond, Kathryn

From: Lawrence Hoppenhauer
Sent: Friday, October 05, 2018 4:37 PM
To: JFKEA
Subject: JFK Runway 13L-31R

Question:

In Table C-5, PREFERRED ALTERNATIVE (CONCRETE RUNWAY) CONSTRUCTION PERIOD SCENARIO OPERATIONAL ASSUMPTIONS, I have a question about the numbers. For example; Time Period: Mar 18-Nov 1; Operation Type: Arrivals; Runway End: 13L.

1. It states that 864 arrivals would be assigned to runway 13R. The 864 arrivals, is that over a period of time, from Mar. 18 to Nov 1? If not, where are the 864 arrivals coming from?
2. When the Table states arrivals at 22L will increase 35% during same time period, where does the base number come from that will be increased by 35%?

I appreciate your attention to these questions. Will I get a timely response?

Respectfully,
Larry Hoppenhauer

Lawrence Hoppenhauer

Town of Hempstead
Executive Director
Town-Village Aircraft Safety &
Noise Abatement Committee (TVASNAC)

Letter 3

Lamond, Kathryn

From:
Sent: Friday, October 05, 2018 8:02 PM
To: JFKEA
Subject: Hi Kathryn

What's the impact of neighborhoods within a 10 mike radius In Terms of environmental factors such as pollution and noise control?

Sent from my iPhone

Lamond, Kathryn

From: Robert A. Larssan
Sent: Monday, October 15, 2018 11:47 AM
To: JFKEA
Subject: 31 R

We don't have company over on weekends, because of noise from approaching aircraft. Is this anyway to live?
Robert A Larssan

Island Park, N.Y.

Letter 5

COMMENT SHEET

NAME: Chiedu Ufoigwe

ADDRESS: Nott Ave

EMAIL: _____

COMMENTS:

I am concerned about the potential increase in noise in east of the Rockaways and Rosedale. Rosedale is currently in a high noise area and resident ~~are~~ have expressed their concern for noise midigation. I ~~hope the~~ believe the Port Authority should engage ~~in~~ the communities most impacted by the study working with elected officials, ~~to~~

Written comments on the Draft EA may be submitted:

- ✓ In-person at the Public Information Sessions;
- ✓ Through email to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R"; or
- ✓ By sending comments to:

The Port Authority of NY & NJ
Aviation Department
Attn: Kathryn Lamond
4 World Trade Center, 18th Floor
New York, NY 10007

Letter 6

COMMENT SHEET

NAME: Carl Baessler

ADDRESS: [redacted], Atlantic Beach, NY 11509

EMAIL: [redacted]

COMMENTS:

A very comprehensive study. Unfortunately, communities east and northeast of the airport will be affected or impacted during the Summer of 2018 as opposed to partial closings with the alternate/original plan. It is unfortunate, but necessary. Concrete is the better choice.

Written comments on the Draft EA may be submitted:

- ✓ In-person at the Public Information Sessions;
- ✓ Through email to JFKEA@panynj.gov with the subject heading "JFK Runway 13L-31R"; or
- ✓ By sending comments to:

The Port Authority of NY & NJ
Aviation Department
Attn: Kathryn Lamond
4 World Trade Center, 18th Floor
New York, NY 10007

Letter 7

Lamond, Kathryn

From: Robert A. Larssan
Sent: Wednesday, October 17, 2018 6:48 PM
To: JFKEA
Subject: JFK Runway 13L-31R

I live in Harbor Isle in Island Park, 11558. The noise is intolerable. You have taken a beautiful community and made it an undesirable place to live! When we moved here 23 years ago, it wasn't like this!
Robert A. Larssan

Island Park, N.Y.

Letter 8

Lamond, Kathryn

From: Lawrence Hoppenhauer
Sent: Thursday, October 18, 2018 1:00 PM
To: JFKEA
Subject: JFK Runway 13L - 31R

Follow Up Flag: Follow up
Flag Status: Flagged

I attended the public information session last evening at the Cradle of Aviation Museum, Garden City, NY.
First of all, I want to thank the Port Authority for scheduling this session in Nassau County. Hopefully, going forward more notice will be given to ensure greater participation from stakeholders. I also want to thank all the people who were the subject matter experts at the public session. They were all very professional and helpful in getting a more complete picture of the project. Even addressing questions on a wide range of topics that I hear being asked by some in attendance.

My comments are the following:

- For other runway reconstruction projects in the past, the airlines were asked for their cooperation by reducing their schedules in and out of JFK. I am told that this has also happened for this reconstruction project. Have the airlines committed to a reduction in schedules? How many flights will normal operations be reduced by? I trust that specific documentation exists for their intended co-operation in this request.

- My other question is, what mitigation efforts will be attempted by the FAA to lessen the impact of increased operations at the other runways not under construction? For example, will departures be encouraged to do a fast climb to lessen the noise impact on communities below that will now have large increases in air traffic? Will high altitude approaches be allowed, for the same reason? Since the Noise Exposure Map will be impacted for a limited time, increasing the 65 DNL area, this would be an opportune time to attempt the procedures mentioned above, that are practiced in many other airports in the world.

- My other concern is with the process followed by the Port Authority in announcing and scheduling the public information sessions. To my knowledge, the Environmental Assessment report was released around Sept. 27th, with the 30 day clock for comments ending Oct. 29th. If the Port Authority is interested in receiving the publics feedback on such issues, more advanced notice needs to be given. of the public information sessions This would require cooperation with the FAA. There should be ways that the Environmental Assessment could be released, say 60 days prior to the expected public session, and that the Port Authority could publicize the information session 50-60 days before they would occur. Many organizations who would have specific interest in projects such as this, would then be able to communicate with members and explain what the information sessions are about. Also, the Port Authority can not expect the average person to see the Public Notices in papers, which lists the web address to find documents. This fulfils a legal requirement, but not a practical one. The New York Communiity Airport Roundtable would also be a space where this issue could

be discussed and ideas shared to make important meetings like these more available to the public.

- Related to the previous comment, the Port Authority website is well know for NOT being able to find what your looking for. For example, a search within the Port Authority's own website for the Environmental Assessment, or anything about public information sessions related to reconstruction of runway 13L - 31R, yields no helpful results. People, including myself, are told to go the Port Authority website to find the documentation on something, find the website useless for getting results.

Thank you for the opportunity to offer these comments.

Respectfully,
Larry Hoppenhauer

Lawrence Hoppenhauer

Town of Hempstead
Executive Director
Town-Village Aircraft Safety &
Noise Abatement Committee (TVASNAC)

Letter 9

Lamond, Kathryn

From: John DePaolo
Sent: Sunday, October 21, 2018 7:45 AM
To: JFKEA
Subject: JFK Runway 13L-13R

To whom this may concern,

This is my Recommendation for the planned closure of runway 13L-13R. I live in Malverne, NY since 1995. I have not been able to sleep since around 2010 when the powers that be have planes take off over our residences in our area. Our runways face the water, why do you constantly point the planes over land? How do we hear these planes, we live 5 miles from the airport?

1) **Have plane reach a higher altitude faster.** (the pictures on my walls rattle when they come over my house)
2) Have all planes TAKEOFF facing the water.
3) Use the 4R and 4L runways for landing only.

--
John R. DePaolo Jr.

Letter 10

Lamond, Kathryn

From: Jackie Dellanno
Sent: Sunday, October 21, 2018 10:28 AM
To: JFKEA
Subject: JFK Runway 13L-31R

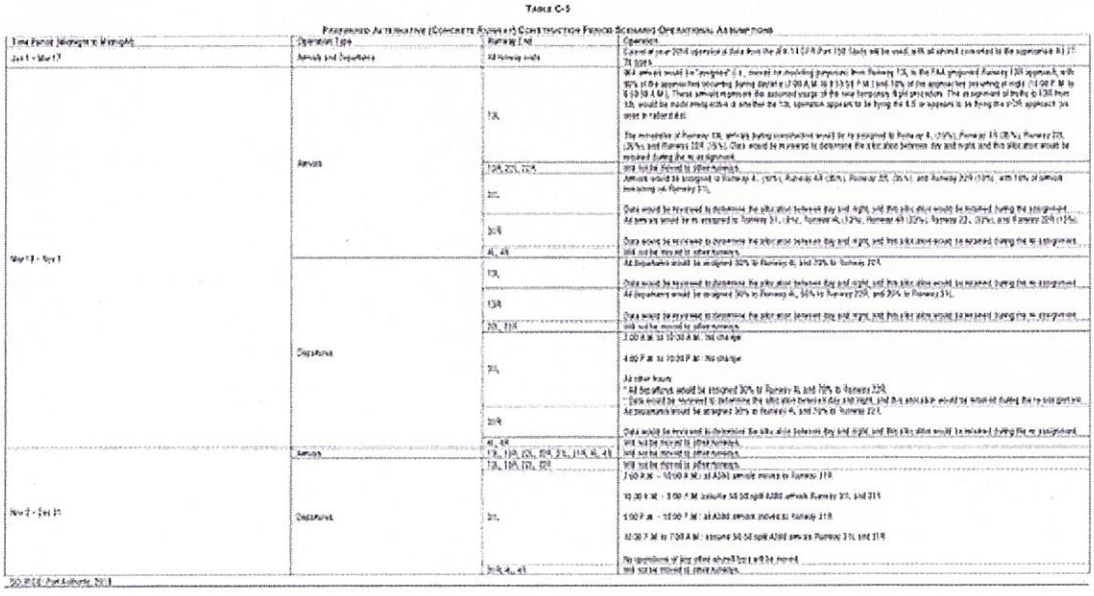
I am wondering why the takeoffs will be going over Malverne. Why Sent from my iPhone

Lamond, Kathryn

From: Jana
Sent: Sunday, October 21, 2018 10:44 AM
To: JFKEA
Cc: Jana Goldenberg
Subject: Public Comment for JFK Runway 13L/31R
Attachments: Video.MOV; Video_1.MOV

Good morning
I live in Nassau County under the horrific abuse courtesy of the 22L arrivals which we named the Arc of Doom.
Once the rehabilitation begins, our lives will never be the same. We are inundated with constant noise that shakes you to your core. The flights are now in a constricted paths over the same homes and communities for days without any relief.
The photo below shows the percentages of potential increases to the other runways. This is not taking into consideration the weather and wind conditions that you claim the ATC follows. We should not be living this way and worked too hard for our homes. Our children are at risk and it's time that you read all the studies proving these facts.
It's time to think about us on the ground instead of the almighty dollar. We were here before the airports and we should be considered when making major decisions.
My health is at risk and am now on daily meds to bring down my stress level and blood pressure. I no longer have a peaceful night's sleep and my family is woken up at all hours of the night. We need to leave our homes just to hear ourselves.
The airlines need to reduce the arrivals and departures during this period of 9 months and the FAA and PA must make them comply.
We need our lives back !!!!
I have also attached videos taken recently over my home. This is unacceptable.
Please respond back to let me know you have received this email regarding the JFK Runway 13L/31R.

Jana Goldenberg



Letter 12

Lamond, Kathryn

From: Elaine Miller
Sent: Sunday, October 21, 2018 10:48 AM
To: JFKEA
Subject: "JFK Runway 13L-31R.
Attachments: DSC_4341.JPG

Good morning,

I just attended the workshop which presented the information for the JFK Runway 13L-31R closure. I, along with other residents of Nassau County, were horrified to find that the communities living under the 22 arrivals and the 4 departures will see an increase for a 9 month period. We would greatly appreciate it if you would explain how and why we should be exposed to an unrelenting stream of jets over our homes? It is unbearable now, I cannot even imagine what is in store for us. We have said this time and time again, the new flight paths and the low altitudes have completely destroyed the quality of our lives and now you want us to take more of it? It is beyond comprehension that the attitude of the PA and the FAA is so indifferent. Your explanation is that this project must be completed and the residents just have to take it. Although we understand that the runways need to be rehabilitated, we do not understand why you do not take any action to redirect the paths so the same people, the same homes, the same communities are not assaulted.

Numerous studies show the detrimental effects of noise and yet the PA and FAA continue to ignore the facts. We have become your collateral damage and yet you remain silent. Attached is a photo of a 4L departure that flies over our homes for hours and hours on end. Now you want us to endure more of this pain?

I will be awaiting your response, or is this just wishful thinking?

Sincerely,
Elaine Miller

Lamond, Kathryn

From: Patricia Ziegler
Sent: Sunday, October 21, 2018 11:52 AM
To: JFKEA
Subject: JFK Runway 13L-31R

Are you out of your flippin' minds? You are not already torturing us enough with departures over Valley Stream?

This NextGen garbage has been a horror for me and my family for the past 10 years, which despite the phony "start date" promulgated by the FAA is when the overflights actually started. Now you want to pile on to what is already an unbearable situation for everyone living under this NextGen departure path?

You may not hear from everyone involved concerning this problem, but that does not mean that fewer people are affected by this. Many residents of Valley Stream are older, elderly, with no access to the internet or knowledge of how to use it. They are therefore unsure of how to register a complaint or able to attend late-evening meetings.

In addition, many other residents must get up early for work the next day, and see no reason to drag ourselves out of the house at night to attend a meeting at which we know we will only be LIED TO by FAA and PA representatives. NEVERTHELESS, thousands of people suffer under this failing scheme, and there is no excuse for the abuse you keep piling on to all of us.

Well, November is coming. It's almost Election Day, and once we have flipped Congress back to a constituency that cares more for the people than it does for corporate profits, things may be changing for you.

Patricia A Ziegler
Valley Stream resident under a Next-gen flight path.

Letter 14

Lamond, Kathryn

From: Stacey Vargas
Sent: Sunday, October 21, 2018 2:40 PM
To: JFKEA
Subject: JFK runway13L-31R

To whom it may concern,
I am requesting that the Port Authority and Kennedy Airport reconsider the renovation plan for 13L-31R. If these plans go through, they will have a dramatic and negative effect on the quality of life in many communities including my own, New Hyde Park.
If the governing bodies would seek support from the resident groups,such as Plane Sense for LI , there could be balanced plans that would present a solution which would/could be considered fair.
Right now, our lives are a constant whirlwind of noise. Planes come a minute to a minute and a half at certain times with no regard for time (all night long), or elevation(low as 1600 feet at times) This results in sleepless nights for children, nervous disposition of pets who can't relax and ,in my case,trips to the doctor.
I am a person who has lived her life with environmental allergy challenges and it has been aggravated to the point that I am being forced to change my treatment plan because they are afraid I am going to develop asthma.
I have worked my entire life to live in this beautiful neighborhood and now I am being punished for my naive belief that I was making my life better.
I am paying twice as much in my property taxes as when I lived in Queens.
The quality of my life as been terribly changed by this issue.

Please allow this plan to be reviewed and changed so that it recognizes the rights of residents who live in the flight path.

Please help!
Stacey Korman Vargas

Sent from my iPhone

Letter 15

Lamond, Kathryn

From: Craig S. Lombardo
Sent: Sunday, October 21, 2018 3:53 PM
To: JFKEA
Subject: Runway 13L-31R

Hello, I was advised there will be additional noise and air pollution beginning in 2019 with a new runway 13L-31R?

What information can you share with us please?

Sincerely,

Craig Lombardo
Rockville Centre, NY

Letter 16

Lamond, Kathryn

From:
Sent: Sunday, October 21, 2018 4:34 PM
To: JFKEA
Subject: JFK Runway 13L-31R

Move the new takeoff runway elsewhere. Malvernites protest the noise factor!!!! We already have enough air traffic over our homes.

Letter 17

Lamond, Kathryn

From: Tom
Sent: Sunday, October 21, 2018 9:06 PM
To: JFKEA
Subject: JFK Runway 13L-31R

I'm writing to provide my public comment regarding the rehabilitation of JFK Runway 13L/31R.

I feel as a resident directly under a JFK arriving 22L/R flight path I have a just reason to provide my opinion and comment.

I have moved to East Hills in April 2017 from Flushing Queens. I moved away from Queens thinking I'd be getting away from noise pollution but in a very unfortunate way I can not say that is true due to JFK arrivals flying directly over my home. Although I live 20+ miles away from JFK I have flights over my home as low as 1,600ft.

When FAA/Port Authority decides to use 22LR for JFK arrivals, my life as well as the lives of thousands of Nassau County residents from Huntington to Valley Stream is a living hell. Minute after minute, hour after hour, planes fly over over homes at approximately 1,700 ft - often times for days on end until there's a shift.

Try living under this when you're home after work and just want peace and quiet. Try living under this when you're not feeling well. Try living under this when you have a family BBQ. Try living under this - period. Noise, plane fumes - health concerns and all.

I understand you need to renovate a runway but you need to give a little too.

NextGen has changed our lives yet you are not trying to manage it as best as possible for your neighbors - and your customers.

If you could just do the following it would make all our lives more bearable and there may not be an issue for this rehabilitation and others:

1 - Dispersion - why must you run the same overhead flight path/waypoints for hours on end as if there isn't another viable flight path you could chose and rotate 1/4 or 1/2 mile away to give residents a break. If I only had a few planes an hour fly over my home as opposed to 50 maybe this wouldn't be an issue. If you have the technology to fly a plane directly over my home for hours on end, then you have the technology to manage multiple flight paths to disperse. A chance a piece. We know we live near an airport, but do your part.

2 - Altitude - I had read an FAA NextGen document which specifies a component of the NextGen initiative is to have arrival procedures with vertical profiles optimized to facilitate a continuous descent. These OPDs (Optimized Descent Profiles) use the planes onboard flight management system (FMS) to fly a continuous descending path without leveling. What does this all mean for us on the ground.....a typical continuous descent approach would have a plane begin its final descent from 12 nautical miles out at an altitude of about 4,000 ft!!!

Based on my hundreds, if not thousands of complaints filed, I see my logs indicate mostly in the 1,700 to 1,900 feet area....some outliers at 1,600 and others at 2,200. Even some at 3,000. What a difference 3,000 ft makes compared to 2,000 ft to our quality of life!!! When I watch the path of these planes on its journey from northeast Nassau to southwest Nassau county the plane is basically level for most of its journey across Nassau county. Why? Why are you going against one of the NextGen components that would help make our lives better.

Basically it appears you have the technology and capability to help us - as far as DISPERSION and ALTITUDE - yet you ignore the things you can do to make it better for us.

Bottom line - I wouldn't have an issue with increased capacity on other runways if you just did your part. Since you do NOT even try - then I have to say I am opposed to any additional flights over Nassau County.

I really would appreciate a response to my (2) items above.

Thanks for your time,

Tom Piccoli

East Hills, NY

Letter 18

Lamond, Kathryn

From: Mandi
Sent: Monday, October 22, 2018 8:36 AM
To: JFKEA
Subject: JFk runway 13L-31R

Hello,

Please stop the use of JFk runway 13L-31R. This will disrupt our nice quiet neighborhood.

Thanks,
Mandi M Licul
Malverne, NY

Letter 19

Lamond, Kathryn

From: Diane Cavanagh
Sent: Monday, October 22, 2018 9:25 AM
To: JFKEA
Subject: JFK runway 13L-31R

I am emailing you as a resident of Lynbrook who has serious concerns about the runway change to Malverne. As a Lynbrook resident, we already have significant air traffic and noise overhead and this will only exacerbate the situation. There needs to be another alternative than to disrupt the lives of tax paying citizens in the Malverne/Lynbrook communities.

Thanks,

Diane Cavanagh
dmcavanagh

Letter 20

Lamond, Kathryn

From: Dan
Sent: Monday, October 22, 2018 10:14 AM
To: JFKEA
Subject: Runway project

Runway13L-13R
https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.facebook.com%2F%3Fref%3Dtn_tnmn&data=02%7C01%7CJFKEA%40PANYNJ.GOV%7Cb79b5813c4b54b6c207908d63828a046%7Cc4484a25d0d84ad0916aa889b6aa7a02%7C0%7C0%7C636758144465021847&sdata=wrhrK%2BfxgiUK0Fxkj2%2BP7e9YVFKtIripEt9fT2dvSqU%3D&reserved=0
During the period of construction and not to mention every day there should be a variation of flight path approaches that could be easily attained for noise relief for residents that get pounded any and night. Dan Mercuri

Sent from my iPad

Letter 21

Lamond, Kathryn

From: Michael Jacobs
Sent: Monday, October 22, 2018 10:24 AM
To: JFKEA
Subject: JFK Runway 13L-31R

I am writing to formally object to the proposed construction on JFK runways 13L-31R.

I do not believe the environmental impact has been adequately studied. Specifically, I believe the North-Shore of Long Island (East Hills/Roslyn) will be bearing a significant increase in noise and pollution due to this proposed plan. I do not believe your studies accurately reflect the true environmental impact to these areas including public parks, historic districts and public education facilities.

I also take issue with the way you are measuring sound using an average versus a maximum exposure - meaning if there are bursts of noise pollution at 100 decibels at 11:30PM it is of little importance that it was quiet the minute before.

Please acknowledge your formal receipt of this letter.

Thank you,

Michael Jacobs

Letter 22

From:	Tal Savariego
To:	JFKEA
Subject:	JFK Runway 13L-31R
Date:	Tuesday, October 23, 2018 9:25:43 AM

To Whom it May Concern,

I am writing regarding the rehabilitation of JFK Runway 13L-31R.

I live in East Hills at 115 Walnut Drive and have repeatedly complained that there are times where flights appear to arrive 1-2 minutes apart and at times VERY low, causing significant noise and nuisance to my family and community.

I request that flights should be dispersed more often in order to create a more reasonable dynamic and quality of life and planes should be required to maintain the minimum altitude (as many appear to do at times).

I also request that our interests be considered during the rehabilitation of Runway 13L-31R and flights should be dispersed and flown over the water instead of through our community during the rehabilitation process and in general.

Please contact me with any questions or feedback.

Thanks

Tal Savariego

Roslyn, NY 11576

Letter 23

From: Carol Schor
To: JFKEA
Subject: jfk runway
Date: Tuesday, October 23, 2018 3:36:23 PM

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please I'm a malverne ny resident and the noise is deafening…can this be rerouted…

Letter 24

October 29, 2018

Kathryn Lamond
The Port Authority of NY & NJ
4 World Trade Center
150 Greenwich Street, 18th Floor
New York, NY 10007

Via e-mail: JFKEA@PANYNJ.GOV

Re: JFK Runway 13L-31R

Dear Ms. Lamond,

This comment on the Draft Environmental Assessment ("EA") for the Reconstruction of Runway 13L-31R and Associated Taxiways Project at John F. Kennedy International Airport ("JFK") is submitted on behalf of the Sabin Center for Climate Change Law of Columbia Law School.

We recommend that the EA: (1) more thoroughly assess the impact that rising sea levels and consequent flooding will have on the newly reconstructed runway infrastructure, (2) set forth more detailed plans to protect against this flooding in the future, and (3) disclose applicable New York State permitting requirements, especially as they relate to work in the water, and set forth a process for complying with them.

The EA has only one paragraph discussing sea level rise; it refers to Appendix F for further details on the Port Authority's evaluation of the relevant risks. In the EA, the Port Authority concludes that the proposed reconstruction project would be above the "the 1% annual chance flood zone" in the years of 2020, 2050, 2080, and 2100, and proposes to mitigate flooding risks by creating a system of tide gates and raising perimeter berms.[1]

Various reports from outside sources have warned of JFK Airport's vulnerability to sea level rise caused by climate change, which necessitates decisive action to protect the airport's runways and other structures from extensive flooding damage. The Regional Plan Association ("RPA"), for example, stated in a 2016 report that JFK "will need to be hardened for the more severe future storm surges."[2] A 2018 update report from RPA stated, "While not impacted by three feet of sea level rise and only marginally by six feet, JFK Airport is still vulnerable to

[1] THE PORT AUTHORITY OF NY & NJ, RECONSTRUCTION OF RUNWAY 13L-31R AND ASSOCIATED TAXIWAYS PROJECT, JOHN F. KENNEDY INTERNATIONAL AIRPORT, DRAFT ENVIRONMENTAL ASSESSMENT (Sept. 2018) at 3-28.
[2] Regional Plan Ass'n, *Under Water: How Sea Level Rise Threatens the Tri-State Region*, 4 (December 2016), *available at* http://library.rpa.org/pdf/RPA-Under-Water-How-Sea-Level-Rise-Threatens-the-Tri-State-Region.pdf.

flooding from what are expected to be more frequent and higher intensity storms."[3] As such, "investments in storm surge mitigation solutions should be employed as part of the airport's redevelopment,"[4] and JFK "will need to be hardened to increase its ability to cope with more frequent storm surges."[5]

Climate Central has also reported on JFK's vulnerability to storm surge, focusing on the economic consequences of this vulnerability. In a 2013 publication, Climate Central highlighted that sea level rise and flooding can lead to "more delays, potentially costing billions of dollars in the years ahead from lost revenue and storm cleanup operations."[6] For example, after Hurricane Sandy, JFK did not resume service until three days after the storm, contributing to the more than 20,000 flights cancelled nationwide (roughly half of those occurring in the New York City area).[7] The report listed JFK among the U.S. airports most vulnerable to sea level rise.

The consulting firm of Michael Baker International made a presentation entitled "Ensuring Continuing Operation of New York City Airports in the Presence of Coastal and Climate Change Hazards" to the Association of State Floodplain Managers Conference in June 2014. Its key conclusions indicated, for JFK Airport, "significant jump in inundation by future year 2055 relative to other airports" and "subsurface backwater flooding issues."[8]

The U.S. Global Change Research Program, a Congressionally-mandated interagency study group, identified JFK in 2014 as one of the U.S. airports most vulnerable to climate change.[9] More recent federal projections indicate the possibility of even higher levels of sea level rise and storm surge.[10]

Despite JFK's clear vulnerability to increased storm surge as sea levels rise, the Port Authority's EA lacks detail in its analysis regarding these dangers. The following are some of the shortcomings of the EA and its accompanying Appendix F:

1. **Lack of detail regarding sea level rise projections:** Appendix F does not reveal what sea level rise projections were utilized. A range of projections exists, from low

[3] Regional Plan Ass'n, *Upgrading to World Class The Future of the Region's Airports Revisited* (June 2018), *available at* http://library.rpa.org/pdf/RPA-Upgrading-to-World-Class-Revisited.pdf, page 36.
[4] *Id.*
[5] Id. at 24.
[6] Andrew Freedman, *U.S. Airports Face Increasing Threat From Rising Seas*, CLIMATE CENTRAL (June 18, 2013), *available at* http://www.climatecentral.org/news/coastal-us-airports-face-increasing-threat-from-sea-level-rise-16126.
[7] *Id.*
[8] Available at http://www.floods.org/Files/Conf2014_ppts/A4_Eberbach.pdf.
[9] Schwartz, H. G., M. Meyer, C. J. Burbank, M. Kuby, C. Oster, J. Posey, E. J. Russo, and A. Rypinski, 2014: Ch. 5: Transportation. Climate Change Impacts in the United States: The Third National Climate Assessment, J. M. Melillo, Terese (T.C.) Richmond, and G. W. Yohe, Eds., U.S. Global Change Research Program, 130-149. doi:10.7930/J06Q1V53, p. 134, available at https://nca2014.globalchange.gov/report/sectors/transportation.
[10] William V. Sweet et al., Global and Regional Sea Level Rise Scenarios for the United States, National Oceanic and Atmospheric Administration, January 2017, available at https://tidesandcurrents.noaa.gov/publications/techrpt83_Global_and_Regional_SLR_Scenarios_for_the_US_final.pdf. *See also* In worst case scenario, Trump's Mar-a-Lago estate and JFK could be underwater by 2100, Circa News, April 27, 2017, available at https://www.circa.com/story/2017/04/27/scitech/in-worst-case-scenario-trumps-mar-a-lago-estate-and-jfk-could-be-underwater-by-2100.

cases to high cases. Most definitive for these purposes are the official projections from the New York State Department of Environmental Conservation, 6 N.Y.C.R.R. Part 490. Under the high case, New York City would experience 75 inches of sea level rise in 2100. The EA should disclose the elevations of the runways out to the year 2100 under each of the scenarios set forth in these projections, and for each of these scenarios, it should discuss not only the static sea levels, but also the frequency and extent of storm surges, and their impacts on infrastructure and operations.

2. **Lack of detail regarding the term "1% floodplain":** The EA should also clarify that is meant by "1% floodplain." It should detail when and how this term was defined, whether it is subject to revision, and the extent, if any, to which it reflects anticipated future sea level rise. Existing FEMA flood maps exclusively look at historic flooding, not future flooding that is anticipated in view of sea level rise.

3. **Lack of findings regarding runway status in 2100:** The EA should discuss the viability of JFK's runways in the year 2100 in view of the sea level rise projections, including the frequency with which the runways would be completely flooded.

4. **Lack of detail regarding proposed tide gate system:** Appendix F mentions that tide gates that will be constructed to mitigate damage from flooding, but there is no description in the entire EA or Appendix F of their design and operations, and whether their construction would require any additional permitting. Appendix F only states that "gating has been authorized for the five outfalls adjacent to Bergen Basin, west of the proposed project."[11]

The Draft Environmental Assessment was prepared pursuant to the National Environmental Policy Act ("NEPA"), because the project will require the approval of the Federal Aviation Administration, Under NEPA, agencies must consider the environmental impacts of sea level rise and associated storm surge, flooding, and erosion risks, as exacerbated by increased frequency and intensity of hurricanes and tropical storms. NEPA's implementing regulations provide that agencies must consider significant and reasonably foreseeable indirect and cumulative environmental impacts.[12] Agencies must define an appropriate baseline for considering projected environmental impacts; such a baseline should incorporate anticipated environmental conditions.[13] Accordingly, the Port Authority must consider sea level rise, the increasing frequency and severity of hurricanes, and their combined effects on storm surge as future baseline environmental conditions. Several federal courts have confirmed that NEPA regulations require federal agencies to evaluate the impacts of a changing climate on their

[11] THE PORT AUTHORITY OF NY & NJ, RECONSTRUCTION OF RUNWAY 13L-31R AND ASSOCIATED TAXIWAYS PROJECT, JOHN F. KENNEDY INTERNATIONAL AIRPORT, DRAFT ENVIRONMENTAL ASSESSMENT (Sept. 2018) at F-26.
[12] See 40 C.F.R. §§ 1508.7 (defining "cumulative impact"), 1508.8 (defining "effects" as including direct and reasonably foreseeable indirect effects), 1508.25(c) (providing that EISs must consider direct, indirect, and cumulative impacts); see also CEQ, Considering Cumulative Effects under the National Environmental Policy Act (1997) [hereinafter "Considering Cumulative Effects Under NEPA"], available at http://1.usa.gov/JLkM2I.
[13] See Considering Cumulative Effects under NEPA, supra note 12, at 41; 40 C.F.R. 1502.15 (defining "affected environment").

actions.[14] Consideration of climate change impacts has accordingly become an essential part of the NEPA process.[15] Furthermore, the withdrawal of the CEQ guidelines by the Trump administration does not affect judicially upheld obligations as was explicitly noted in the withdrawal notice.[16]

The Draft Environmental Assessment does not disclose, though it should, the state and local permits that will be required for the project. (Page 1-10 addresses the required federal approval, but not state approvals.) Any tidal gates or other work in the water, for example, would require approvals under New York State's tidal wetlands program, N.Y. Environmental Conservation Law Article 25, and its Use and Protection of Waters regulations, 6 N.Y.C.R.R. Part 608. These approvals would be subject to the State Environmental Quality Review Act, N.Y. Environmental Conservation Law Article 8 ("SEQRA"). (Preparation of a full environmental impact statement under NEPA could obviate the need for review under SEQRA, but an Environmental Assessment does not.) The New York State Department of Environmental Conservation's regulations under SEQRA were recently amended to require consideration of "measures to avoid or reduce both an action's impacts on climate change and associated impacts due to the effects of climate change such as sea level rise and flooding." 6 N.Y.C.R.R. §617.9(i).

The New York sea level rise projections noted above were mandated by New York's Community Risk and Resiliency Act, Chapter 355 of the Laws of 2014, which requires consideration of these projections in multiple types of state environmental permitting decisions. I also note that the CEQR Technical Manual, which guides environmental reviews conducted by New York City, calls for consideration of rising sea levels and increases in storm surge and coastal flooding.[17]

In view of these shortcomings and requirements, the EA for the Reconstruction of Runway 13L-21R and Associated Taxiways Project should further elaborate on flooding risks related to sea level rise, set forth more detailed measures to mitigate these risks, and address compliance with New York State's environmental regulatory requirements.

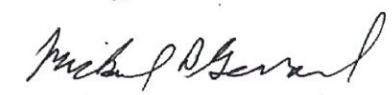
[14] AquaAlliance, et al., v. U.S. Bureau of Reclamation, No. 1:15-CV-754-LJO-BAM, 2018 WL 903746, at *38-*39 (E.D. Cal. Feb. 15, 2018) (finding that the Bureau failed to adequately account for effects of climate change on water management project); Idaho Rivers United v. United States Army Corps of Engineers, No. C14-1800JLR, 2016 WL 498911, at *17 (W.D. Wash. Feb. 9, 2016) (finding the USACE analysis of the effect of climate change on sediment disposition was adequate); Kunaknana v. U.S. Army Corps of Engineers, No. 3:13-CV-00044-SLG, 2015 WL 3397150, at *10-*12 (D. Alaska May 26, 2015) (finding the USACE reasonably concluded, based on a supplemental information report, that a supplemental EIS was not necessary); Kunaknana v. U.S. Army Corps of Engineers, 23 F. Supp. 3d 1063, 1092-98 (D. Alaska 2014) (determining that USACE should consider whether to prepare supplemental EIS for issuance of § 404 permit in light of new information on climate change).

[15] See e.g., AquaAlliance 2018 WL 903746 at *38-*39 ("Nonetheless, the FEIS/R fails to address or otherwise explain how this information about the potential impacts of climate change can be reconciled with the ultimate conclusion that climate change impacts to the Project will be less than significant: . . [T]his amounts to a 'failure to consider an important aspect of the problem'. . .") (internal citation omitted).

[16] Withdrawal of Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews, 82 Fed. Reg. 16576 (April 5, 2017), available at https://www.federalregister.gov/documents/2017/04/05/2017-06770/withdrawal-offinal-guidance-for-federal-departments-and-agencies-on-consideration-of-greenhouse-gas ("The withdrawal of the guidance does not change any law, regulation, or other legally binding requirement.").

[17] CEQR Technical Manual, Chapter 18, p. 18-7, https://www1.nyc.gov/assets/oec/technical-manual/18_Greenhouse_Gas_Emissions_2014.pdf.

Sincerely,



Michael Gerrard
Andrew Sabin Professor of Professional Practice
Director, Sabin Center for Climate Change Law
Columbia Law School

Letter 25

From: Hillary Siemsen
To: JFKEA
Subject: JFK Runway 13L-31R
Date: Monday, October 29, 2018 8:52:58 AM

Dear Sir/Madam:

Silence is golden. A truer statement was never made.

Residents of New Hyde Park, however, know very little of that silence these days. We are under siege from aircraft arriving to JFK at all hours of the day and night, day in and day out. Planes are coming from multiple directions and thundering over us in intervals of less than 90 seconds. Sleep eludes me; and if I manage to sleep at all, I am awakened at 1, 2, 3, 4, 5 am with planes roaring overhead. I have had more sleepless nights due to aircraft noise than I care to remember. This has become a serious and hazardous health issue. I won't even mention the pollution that it brings with it.

I write, of course, to utter my grievances with the prospect of additional aircraft bombardment in light of the forthcoming repairs to Runway 13L-31R.

Perhaps you could take a cue from London, Sydney, and German airports and impose nighttime curfews on all aircraft movement. They seem to have their citizens' best interests in mind.

Nassau county residents pay some of the highest property taxes in the nation. When I think I have to cough up $10,000 in taxes and not even be able to sleep or enjoy my garden in peace it makes me sick.

Route your flights over the ocean and leave us alone to enjoy *silence*.

Very truly yours,

Hillary Siemsen

New Hyde Park, NY 11040

38 New Hampshire Ave.
Massapequa, NY 11758
October29, 2018

Via Email

Ms. Kathryn Lamond
Port Authority of New York and New Jersey
4 World Trade Center, 18th Floor
New York, NY 10007

Letter 26

Subject: Comments on Draft EA - Reconstruction of Runway 13L/31R and Associated Taxiways
John F. Kennedy International Airport, Jamaica, New York

Dear Ms. Lamond:

The following comments and recommendations are submitted on the subject draft environmental document developed to assess the temporary impacts of the reconstruction of JFK runway 13L/31R and associated taxiways. The preferred alternative will close a heavily used arrival runway (13L/31R) for approximately 229 days through the spring, summer, early fall of 2019.

I accept the fact that the runway needs to be rehabilitated and it will therefore be necessary to shift the traffic normally using the runway to the other available runways. My primary concerns are related to:

- nighttime operations between the hours of 10PM and 7 AM where aircraft noise events incur a 10dB noise weighting, in other words, a single event is considered equivalent to 10 events;
- inaccurate assumptions on how arrival traffic will be shifted to the other runways;
- limiting the residential noise impacts to areas within the 65 Ldn during the night time hours during the spring, summer, and late fall when windows will be open; and
- lack of a nighttime preferential arrival runway use program to limit the impacts of noise of low flying landing aircraft on the densely populated areas of Suffolk, Nassau, and Queens.

Night Arrival Operations

It is well known that nighttime operations are much more intrusive than day operations for several reasons, not the least of which is lower ambient noise levels, particularly in suburban areas like the areas northeast and east of the airport in eastern Queens, Nassau and the western portions of Suffolk. As such and as noted in the draft, nighttime operations are assessed a 10 dB noise penalty. I am extremely concerned about the shifting of the noise of night arrival operations to areas east of the airport over the heavily populated areas of Nassau County. In Massapequa, I currently experience intrusive overflights of aircraft landing at JFK on runways 22L/R in the early morning hours. It is likely these overflights will nearly double during the construction.

Runway Use Assumptions

The runway use assumptions during construction for redistribution of arrivals and departures seem to conflict with each other: the assumptions for shifting arrivals from runways 13L and 31R in the preferred

alternative are split evenly between the 4's and the 22's; the assumptions for splitting the departures are 70% to 22R and only 30% to the 4L. This distribution assumption for departures seems to indicate the winds are more from the south and therefore favor use of the 22's for both arrivals and departures. It would seem therefore that the assumed arrival redistribution for the construction period should be more weighted toward the 22's for arrivals, rather than an even split between the 4's and 22's. This would also stand to reason as the predominant winds are southerly during the summer months.

Assessing the Noise Impacts of the Project

While it is recognized that the project's "noise impacts" will be assessed using the 65 Ldn contour, and therefore limited to areas approximately 5 or less miles from the runways, it is appropriate for the Port Authority and FAA to consider the extended low altitude flights paths for arrivals to the various runways. The flight path for arrivals to runways 22L/R starts 20 or 25 flight path miles east from the runways over Suffolk and Nassau Counties. Approaches to the other available runways are far shorter and overfly far fewer residential areas. In fact, the flight pattern for approaches to runways 22L/R have been labelled the "arc of doom" for the extended impacts they have over communities east and northeast of the airport. Massapequa lies near the beginning of this arc where aircraft arriving the 22's fly for extended periods at low altitudes well below 5000 feet in landing configuration, that is landing gear and flaps extended and at lower airspeeds. Approaches to runways 4L/R overfly a minimal portion of the Rockaway peninsula. Approaches to 31L, fly a much shorter flight track over populated areas than the flight tracks for 22L/R arrivals and do have areas of compatible land along the approach path. Unfortunately, since the noise assessment is limited to the 65 Ldn contour, the extended flight pattern over Nassau County for the 22's, which has been an area generating numerous noise complaints, is not considered despite the extended low altitude flight path.

The Project Requires a Nighttime Runway Use Program

Despite the inordinate noise impacts that the project will have on Nassau, and parts of Suffolk and Queens Counties during the nighttime hours, the draft EA offers no proposed runway uses that would minimize the project's impacts and overfly the fewest number of people at low altitudes between 10 PM and 7 AM. It states the following on page 4-39, paragraph 4.12:

"It is important to note that no reasonable runway operations are available to avoid the temporary noise impacts of the construction phase while maintaining efficient operations at JFK with the remaining runways. Due to the temporary nature of the noise impacts and no significant noise impacts when comparing the No Action Alternative to the Preferred Alternative, permanent mitigation measures are not warranted."

I believe this statement is untrue. The most significant noise impacts are at night. Historically, there have been limitations on the use of runways 22L/R for landing at night. There have also been other recommended arrival and departure runways to limit nighttime noise impacts on the communities around the airport: example - arrive runway 4R or 4L, depart runways 31L or 22R. It is recommended that a system be developed for the 7 month construction period that designates noise preferred arrival runways to minimize the extended low altitude overflights of the heavily populated areas east and northeast of the airport. It is further recommended that the runways be used with maximum possible tailwind component (if 4R is operational limited with a tailwind, use runway 4L).

Conclusion

The 229 day closure of one the primary arrival runways at JFK will shift traffic to the other arrival runways. Prevailing winds are likely to favor shifting more traffic to the 22's than the 4's during the spring and summer. The arrival patterns for the 22's overfly parts of Suffolk and Queens and cut a wide swath across Nassau County at low altitudes impacting thousands of homes and tens of thousands of residents. The impacts are particularly severe at night. These impacts can be lessened by developing noise preferred runway use procedures that will minimize the number of people overflown during the more noise sensitive night time hours.

Thank you for the opportunity to comment.

Sincerely,

Maureen Quinn

-----Original Message-----
From: jen ********* [mailto:
Sent: Monday, October 29, 2018 2:00 PM
To: JFKEA <JFKEA@panynj.gov>
Subject: JFK runway 13L - 31 R

Letter 27

Good afternoon,

Was advised to write in protest to the above subject line for Malverne, NY.

Thank you,

Malverne resident
NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.

Letter 28

From: John Ross
To: JFKEA
Subject: JFK Runway 13L-31R
Date: Monday, October 29, 2018 5:00:06 PM

To Whom This May Concern:

My name is John Ross and I live in The greater New Hyde Park area (Manhasset Hills neighborhood). The air traffic over the zip code 11040 is a large problem for the citizens living in the community. We are frequently subject to loud planes at all hours of the day and at night. It is difficult to sleep living under these low flying planes and is a serious quality of life issue.

The JFK renovation will result in more planes over our heads. It does not appear the environmental studies take this community into account.

Sincerely,
John

October 26, 2018

The Port Authority of NY & NJ
4 World Trade Center – 150 Greenwich Street, 18th Floor
New York, NY 10007

Letter 29

Attn: Kathryn Lamond

The proposed construction work of runways 13L and 13R at JFK airport that is scheduled to begin next April will undoubtedly have a negative, potentially disruptive impact upon the tens of thousands of residents of Valley Stream, Malverne, Lynbrook, East Rockaway and Floral Park.

As Mayors of these respective Villages, we have serious concerns about the level of noise that will be produced by the planned re-assignment of air traffic, with the predicted increased number and frequency of flights over these communities.

We seek clarification of the following:

- ✓ What if any, safety enhancements will result from the proposed work?
- ✓ What if any alternative flight patterns have been considered to direct traffic over the ocean and less populated land areas?
- ✓ What consideration has been given to diverting air traffic to nearby airports like LaGuardia and Newark?
- ✓ What if any positive outcome can we expect in the future, once the work is completed, ie. Less overnight takeoffs and landings?
- ✓ What is a realistic timeline for completion of this work?

On behalf of the residents of the Villages of Valley Stream, Malverne, Lynbrook, East Rockaway and Floral Park,we expect and deserve full accountability on the part of the FAA and the Port Authority of New York & New Jersey with assurances that our stated concerns and questions be given due attention and consideration.

Respectfully submitted,

Mayor Edwin A. Fare
Inc. Village of Valley Stream

Mayor Alan C. Beach
Inc. Village of Lynbrook

Mayor Patricia Ann Norris-McDonald
Inc. Village of Malverne

Mayor Dominick A. Longobardi
Inc. Village of Floral Park

Mayor Bruno F. Romano
Inc. Village of East Rockaway

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
1	Helene Cole	Brookville, N.Y.	I have been negatively impacted by the Runway Project. I have planes coming at all times of the day- early morning at 5 am and evening ending at 1 PM. This is affecting my life. Can't sleep and my dogs are hiding and I live in Brookville- not exactly next door to JFK. But the planes are so low you might as well be on the runway. I am pleading for some relief. I am a born and bred gal from Long Island- proud to be almost 67 years and never left. But you are throwing out good tax paying citizens without thought! Help!!	10/4/2018	The Reconstruction of Runway 13L-31R and Associated Taxiways Project has not started. The Project's duration is April 1, 2019 to November 15, 2019. When construction begins, the Port Authority will provide periodic reports on project construction status via the project website so that the public is informed of project progress.
2a	Lawrence Hoppenhauer	Hempstead, N.Y.	In Table C-5, PREFERRED ALTERNATIVE (CONCRETE RUNWAY) CONSTRUCTION PERIOD SCENARIO OPERATIONAL ASSUMPTIONS, I have a question about the numbers. a) For example; Time Period: Mar 18-Nov 1; Operation Type: Arrivals; Runway End: 13L. 1. It states that 864 arrivals would be assigned to runway 13R. The 864 arrivals, is that over a period of time, from Mar. 18 to Nov 1?	10/5/2018	Table C-5 Preferred Alternative (Concrete Runway) Construction Period Scenario Operational Assumptions represents the assumed aircraft operations for calendar year 2019, including the closure of Runway 13L-31R during the Spring, Summer, and Fall of 2019. As described in Section 4.1.2 of the Proposed Project's Environmental Assessment (EA), FAA's Air Traffic Organization is expected to provide a temporary Runway 13R arrival procedure during the Project's construction. The purpose of the temporary procedure is to mitigate reductions in JFK's operational capacity when certain marginal weather conditions (such as low cloud ceilings and/or low visibility) occur during the construction period. During the 13R-31R Runway closure period, it is assumed that 854 arrivals would use the new temporary flight procedure to arrive on Runway 13R. Under normal operations at JFK, those flights would have arrived on Runway 13L.
2b	Lawrence Hoppenhauer	Hempstead, N.Y.	b) If not, where are the 864 arrivals coming from? 2. When the Table states arrivals at 22L will increase 35% during same time period, where does the base number come from that will be increased by 35%. I appreciate your attention to these questions. Will I get a timely response?	10/5/2018	During closure of Runway 13L-31R, it is assumed 35% of aircraft arrivals currently using Runway 31L will be shifted to Runway 22L. This is an assumed shift in aircraft arrivals and not an overall 35% increase in aircraft arrivals to Runway 22L.
3a	Unknown commenter (email address only given)	NP	What's the impact of neighborhoods within a 10 mile radius in terms of environmental factors such as pollution and noise control?	10/5/2018	The EA for the proposed Reconstruction of Runway 13L-31R and Associated Taxiways Project evaluates and identifies the direct (Study Area), indirect (area outside of the direct impact area and defined for each environmental impact category that defines indirect effects), and cumulative impacts that will result from construction and implementation of the Proposed Project. Runway 13L-31R is one of four current runways at JFK Airport. Runway 13L-31R will be temporarily closed from April 1, 2019 to November 15, 2019 for concrete reconstruction. No permanent noise or air emission impacts are anticipated as a result of implementing the Project. However, a shift in noise impacts will occur when the runway is closed for construction (April 1, 2019 to November 15, 2019) due to reassignment of Runway 13L-31R aircraft arrivals and departures to the remaining three runways at JFK Airport. A temporary reduction in Day Night Sound Level (DNL) noise exposure would occur in neighborhoods to the east and west of Runways 13L-31R and 13R-31L, when compared to the normal operations of the airport (No Action Alternative).

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
3b	Unknown commenter (email address only given)	NP	Comment #3a continued (What's the impact of neighborhoods within a 10 mile radius in terms of environmental factors such as pollution and noise control?)	10/5/2018	The temporary reduction in noise exposure surrounding Runway 13L-31R is attributable to the shift in aircraft operations to Runways 4R-22L and 4L-22R while Runway 13L-31R is closed for construction. Conversely, neighborhoods south and north of JFK Airport would experience a temporary increase in DNL noise exposure during construction due to reassignment of aircraft from Runways 13L-31R and 13R-31L to Runways 4L-22R and 4R-22L. In addition, criteria pollutant emissions would increase temporarily during construction. However, the total ozone and PM2.5 pollutants monitored at JFK Airport, as required by the U.S. Environmental Protection Agency, emissions, are below the minimum threshold established by the U.S. Environmental Protection Agency (USEPA)'s National Ambient Air Quality Standards (NAAQS) under the authority of the Clean Air Act. Therefore, the temporary air emissions during construction will not have a significant impact. JFK Airport also adheres to FAA Advisory Circular 150/5370 for all requirements concerning dust, other particulate matter, and emissions associated with construction on-airport.
4	Robert A. Larssan	Island Park, N.Y.	We don't have company over on weekends, because of noise from approaching aircraft. Is this anyway to live?	10/15/2018	Thank you for your comment.
5	Chiedu Uzoigwe	Mott Avenue, N.Y.	I am concerned about the potential increase in noise in east of the Rockaways and Rosedale. Rosedale is currently in a high noise area and resident have expressed their concern for noise mitigation. I believe the Port Authority should engage the communities most impacted by the study working with elected officials.	10/15/2018	The Port Authority will provide information on expected runway usage during construction of the project; brief the public on the progress of the project at community meetings, such as the New York Community Aviation Roundtable; enforce JFK's prohibition of aircraft noise above 112 PNdB for departures in the usual manner throughout the construction period; and provide periodic reports on project construction status via the project website so that the public is informed of project progress. In addition, the Port Authority's Noise Office offers detailed information about airport-related noise through its website: https://www.panynj.gov/airports/aircraft-noise-information.html. The Port Authority has streamlined its noise complaint system by creating a dedicated phone line (800-225-1071) for filing noise complaints for any of its airports. Noise complaints can also be filed using the web form. Each noise complaint received is compiled in a database, verified for accuracy, analyzed, and mapped for reporting. Noise complaint reports are provided to the FAA on a monthly basis to notify them of areas of noise concerns.
6	Carl Baessler	Atlantic Beach, N.Y.	A very comprehensive study. Unfortunately, communities east and northeast of the airport will be affected or impacted during the summer of 2019 as opposed to partial closings with the alternate/original plan. It is unfortunate, but necessary. Concrete is the better choice.	10/17/2018	Thank you for your comment.
7	Robert A. Larssan	Island Park, N.Y.	I live in Harbor Isle in Island Park, 11558. The noise is intolerable. You have taken a beautiful community and made it an undesirable place to live! When we moved here 23 years ago, it wasn't like this!	10/17/2018	Thank you for your comment.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
8a	Lawrence Hoppenhauer	Hempstead, N.Y.	I attended the public information session last evening at the Cradle of Aviation Museum, Garden City, NY. First of all, I want to thank the Port Authority for scheduling this session in Nassau County. Hopefully, going forward more notice will be given to ensure greater participation from stakeholders. I also want to thank all the people who were the subject matter experts at the public session. They were all very professional and helpful in getting a more complete picture of the project. Even addressing questions on a wide range of topics that I hear being asked by some in attendance. My comments are the following: a) For other runway reconstruction projects in the past, the airlines were asked for their cooperation by reducing their schedules in and out of JFK. I am told that this has also happened for this reconstruction project. Have the airlines committed to a reduction in schedules? How many flights will normal operations be reduced by? I trust that specific documentation exists for their intended co-operation in this request.	10/18/2018	The airlines that serve JFK Airport did not reduce their schedules during construction of the last two runway projects (Runways 4L-22R and 4R-22L). The Port Authority met with the airlines to discuss the temporary impacts during construction and recommended the airlines revisit their schedules to reduce temporary impacts. In addition, the Port Authority asked the airlines to consider scaling back aircraft operations during severe weather days. Schedule change requests by the airlines is voluntary. No commitments have been made. Therefore, no written conformation has been provided.
8b	Lawrence Hoppenhauer	Hempstead, N.Y.	b) My other question is, what mitigation efforts will be attempted by the FAA to lessen the impact of increased operations at the other runways not under construction? For example, will departures be encouraged to do a fast climb to lessen the noise impact on communities below that will now have large increases in air traffic? Will high altitude approaches be allowed, for the same reason? Since the Noise Exposure Map will be impacted for a limited time, increasing the 65 DNL area, this would be an opportune time to attempt the procedures mentioned above, that are practiced in many other airports in the world.	10/18/2018	The FAA and the Port Authority coordinated to minimize the temporary noise impacts from the Reconstruction of Runway 13L-31R and Associated Taxiways Project during construction from April 1, 2019 to November 15, 2019. Efforts to minimize temporary noise impacts are identified in Section 4.2.4 of the EA.
8c	Lawrence Hoppenhauer	Hempstead, N.Y.	c) My other concern is with the process followed by the Port Authority in announcing and scheduling the public information sessions. To my knowledge, the Environmental Assessment report was released around Sept. 27th, with the 30 day clock for comments ending Oct. 29th. If the Port Authority is interested in receiving the publics feedback on such issues, more advanced notice needs to be given of the public information sessions. This would require cooperation with the FAA. There should be ways that the Environmental Assessment could be released, say 60 days prior to the expected public session, and that the Port Authority could publicize the information session 50-60 days before they would occur. Many organizations who would have specific interest in projects such as this, would then be able to communicate with members and explain what the information sessions are about. Also, the Port Authority can not expect the average person to see the Public Notices in papers, which lists the web address to find documents. This fulfils a legal requirement, but not a practical one. The New York Community Airport Roundtable would also be a space where this issue could be discussed and ideas shared to make important meetings like these more available to the public.	10/18/2018	According to FAA's 1050.1F, circulation of a Draft EA for public comment is optional. The normal circulation for public comment is 30 days, after FAA review of the Draft EA. Appendix H of the Reconstruction of Runway 13L-31R and Associated Taxiways Project EA provides a copy of all public notices announcing the Draft EA's circulation and 3 public meetings held on October 15th, 16th, and 17th, 2018.
8d	Lawrence Hoppenhauer	Hempstead, N.Y.	d) Related to the previous comment, the Port Authority website is well know for NOT being able to find what your looking for. For example, a search within the Port Authority's own website for the Environmental Assessment, or anything about public information sessions related to reconstruction of runway 13L - 31R, yields no helpful results. People, including myself, are told to go the Port Authority website to find the documentation on something, find the website useless for getting results. Thank you for the opportunity to offer these comments.	10/18/2018	The Reconstruction of Runway 13L-31R and Associated Taxiways Project EA process and circulation for public comment complied with the FAA's Order 1050.1F. A website link to the Draft EA and the location and date of the public information sessions were published in the Draft EA's public notifications (see Appendix H, Public Notifications).

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
9	John DePaolo Jr.	Malverne, N.Y.	This is my recommendation for the planned closure of runway 13L-31R. I live in Malverne, NY since 1995. I have not been able to sleep since around 2010 when the powers that be have planes take off over our residences in our area. Our runways face the water, why do you constantly point the planes over land? How do we hear these planes, we live 5 miles from the airport? 1) Have plane reach a higher altitude faster. (the pictures on my walls rattle when they come over my house) 2) Have all planes TAKEOFF facing the water. 3) Use the 4R and 4L runways for landing only.	10/21/2018	JFK Airport has four runways to accommodate arrivals and departures to/from the east, west, north, and south. The FAA designates runway usage based on safety, weather, surrounding air traffic, and maintenance/construction activities at an airport. According to the FAA, its runway selection criteria in managing air traffic in the region are as follows (in order of decreasing priority): 1) Runway Availability, 2) Prevailing wind and weather patterns, 3) Operational efficiency, and 4) Community noise concerns. At all times, the safe operation of aircraft will be the primary consideration.
10	Jackie Dellanno	Malverne, N.Y.	I am wondering why the takeoffs will be going over Malverne.	10/21/2018	See response to comment #9.
11	Jana Goldenberg	Nassau County, N.Y.	Good morning, I live in Nassau County under the horrific abuse courtesy of the 22L arrivals which we named the Arc of Doom. Once the rehabilitation begins, our lives will never be the same. We are inundated with constant noise that shakes you to your core. The flights are now in a constricted path over the same homes and communities for days without any relief. The photo below (Table C-5 EA) shows the percentages of potential increases to the other runways. This is not taking into consideration the weather and wind conditions that you claim the ATC follows. We should not be living this way and worked too hard for our homes. Our children are at risk and it's time that you read all the studies proving these facts. It's time to think about us on the ground instead of the almighty dollar. We were here before the airports and we should be considered when making major decisions. My health is at risk and am now on daily meds to bring down my stress level and blood pressure. I no longer have a peaceful night's sleep and my family is woken up at all hours of the night. We need to leave our homes just to hear ourselves. The airlines need to reduce the arrivals and departures during this period of 9 months and the FAA and PA must make them comply. We need our lives back!!!! I have also attached videos taken recently over my home. This is unacceptable. Please respond back to let me know you have received this email regarding the JFK Runway 13L/31R. (Video attached in email.)	10/21/2018	The Proposed Project's Environmental Assessment analyzed both an asphalt rehabilitation and concrete reconstruction surface treatment for Runway 13L-31R. The concrete reconstruction required a shorter runway closure time, which minimizes the duration of noise impacts during the temporary closure of Runway 13L-31R from April 1, 2019 to November 15, 2019. The duration of the temporary noise impact to the surrounding community during construction would be approximately 100 fewer days than the asphalt rehabilitation. In addition, Runway 13L-31R will require less frequent maintenance during the 40 year lifespan of the concrete surface, whereas an asphalt rehabilitation is typically performed every 10 years. This implies fewer runway closures over the next 40 years and less noise impacts to the surrounding communities resulting from runway closures. The Port Authority met with the airlines to discuss the temporary impacts during closure of Runway 13L-31R and recommended the airlines revisit their schedules to reduce temporary impacts. In addition, the Port Authority has asked the airlines to consider scaling back aircraft operations during severe weather days. Schedule change requests by the airlines is voluntary. No commitments have been made. Therefore, no written conformation has been provided.
12	Elaine Miller	Nassau County, N.Y.	Good morning, I just attended the workshop which presented the information for the JFK Runway 13L-31R closure. I, along with other residents of Nassau County, were horrified to find that the communities living under the 22 arrivals and the 4 departures will see an increase for a 9 month period. We would greatly appreciate it if you would explain how and why we should be exposed to an unrelenting stream of jets over our homes? It is unbearable now, I cannot even imagine what is in store for us. We have said this time and time again, the new flight paths and the low altitude have completely destroyed the quality of our lives and now you want us to take more of it? It is beyond comprehension that the attitude of the PA and the FAA is so indifferent. Your explanation is that this project must be completed and the residents just have to take it. Although we understand that the runways need to be rehabilitated, we do not understand why you do not take any action to redirect paths so the same people, the same homes, the same communities are not assaulted. Numerous studies show the detrimental effects of noise and yet the PA and FAA continue to ignore the facts. We have become your collateral damage and yet you remain silent. Attached is a photo of a 4L departure that flies over our homes for hours and hours on end. Now you want to endure more of this pain? I will be awaiting your response, or is this just wishful thinking?	10/21/2018	See response to comments #11 and #9. The Port Authority considers the JFK Reconstruction of Runway 13L-31R and Associated Taxiways Project a high priority based on the current condition of the pavement. The Port Authority generally rehabilitates asphalt runways every ten years to maintain state of good repair. However, the last time asphalt Runway 13L-31R was rehabilitated was fourteen years ago (2004). Based on the condition of Runway 13L-31R and the recent history of emergency repairs, the Port Authority reasonably anticipates that future repairs and associated runway closures will be needed unless the proposed reconstruction of Runway 13L-31R is implemented. The Port Authority further anticipates that the frequency of emergency repairs on Runway 13L-31R and its taxiways would increase, as would the frequency of runway closures and the need to reassign aircraft operations to other runways. Eventually, continual deterioration would make Runway 13L-31R unusable. Aircraft operations would shift to the three other Runways at JFK Airport and noise impacts would increase for communities to the north and south of JFK Airport.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
13	Patricia Ziegler	Valley Stream, N.Y.	Are you out of your flippin' minds? You are not already torturing us enough with departures over Valley Stream? This NextGen garbage has been a horror for me and my family for the past 10 years, which despite the phony "start date" promulgated by the FAA is when the overflights actually started. Now you want to pile on to what is already an unbearable situation for everyone living under this NextGen departure path? You may not hear from everyone involved concerning this problem, but that does not mean that fewer people are affected by this. Many residents of Valley Stream are older, elderly, with no access to the internet or knowledge of how to use it. They are therefore unsure how to register a complaint or able to attend late-evening meetings. In addition, many other residents must get up early for work the next day, and see no reason to drag ourselves out of the house at night to attend a meeting at which we know we will only be LIED TO by FAA and PA representatives. NEVERTHELESS, thousands of people suffer under this failing scheme, and there is no excuse for the abuse you keep piling on to all of us. Well, November is coming. It's almost Election Day, and once we have flipped Congress back to a constituency that cares more for the people than it does for corporate profits, things may be changing for you.	10/21/2018	See response to comment #11 regarding minimizing project impacts during temporary construction and comment #5 for information on how to communicate noise complaints with the Port Authority by phone and via the internet.
14	Stacey Vargas	New Hyde Park, N.Y.	To whom it may concern, I am requesting that the Port Authority and Kennedy Airport reconsider the renovation plan for 13L-31R. If these plans go through, they will have a dramatic and negative effect on the quality of life in many communities including my own, New Hyde Park. If the governing bodies would seek support from the resident groups, such as Plane Sense for LI, there could be balanced plans that would present a solution which would/could be considered fair. Right now, our lives are a constant whirlwind of noise. Planes come a minute to a minute and a half at certain times with no regard for time (all night long), or elevation (low as 1600 feet at times) This results in sleepless nights for children, nervous disposition of pets who cant relax and, in my case, trips to the doctor. I am a person who has lived her life with environmental allergy challenges and it has been aggravated to the point that I am being forced to change my treatment plan because they are afraid I am going to develop asthma. I have worked my entire life to live in this beautiful neighborhood and now I am being punished for my naive belief that I was making my life better. I am paying twice as much in my property taxes when I lived in Queens. The quality of my life has been terribly changed by this issue. Please allow this plan to be reviewed and changed so that it recognizes the rights of residents who live in the flight path.	10/21/2018	See response to comment #11 regarding minimizing noise impacts.
15	Craig S. Lombardo	Rockville Centre, N.Y.	Hello, I was advised there will be additional noise and air pollution beginning in 2019 with a new runway 13L-31R? What information can you share with us please?	10/21/2018	See response to comment #3.
16	Unknown commenter (email address only given)	Malverne, N.Y.	Move the new takeoff runway elsewhere. Malvernites protest the noise factor!!!! We already have enough air traffic over our homes.	10/21/2018	Runway 13L-31R is an existing runway at JFK airport that is used by approximately 50% of the arrival aircraft at JFK Airport. The Runway spans from a southeast to northwest direction. See response to comment #9 for additional information regarding runway usage at JFK Airport.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
17a	Tom Piccoli	East Hills, N.Y.	I'm writing to provide my public comment regarding the rehabilitation of JFK Runway 13L/31R. I feel as a resident directly under a JFK arriving 22L/R flight path I have a just reason to provide my opinion and comment. I have moved to East Hills in April 2017 from Flushing Queens. Moved away from Queens thinking I'd be getting away from noise pollution but in a very unfortunate way I can not say that is true due to JFK arrivals flying directly over my home. Although I live 20+ miles away from JFK I have flights over my home as low as 1,600 ft. When FAA/Port Authority decides to use 22LR for JFK arrivals, my life as well as the lives of thousands of Nassau County residents from Huntington to Valley Stream is a living hell. Minute after minute, hour after hour, planes fly over over homes at approximately 1,700 ft. - often times for days on end until there's a shift. Try living under this when you're home after work and just want peace and quiet. Try living under this when you're not feeling well. Try living under this when you have a family BBQ. Try living under this - period. Noise, plane fumes - health concerns and all. I understand you need to renovate a runway but you need to give a little too. NextGen has changed our lives yet you are not trying to manage it as best as possible for your neighbors - and your customers. If you could just do the following it would make our lives more bearable and there may not be an issue for this rehabilitation and others: 1 - Dispersion - why must you run the same overhead flight path/way points for hours on end as if there isn't another viable flight path you could chose and rotate 1/4 or 1/2 mile away to give residents a break.	10/21/2018	The Proposed Project is not related the NextGen procedure implementation. It is a temporary construction project from April 1, 2019 to November 15, 2019 for the reconstruction of Runway 13L-31 and associated taxiways.
17b	Tom Piccoli	East Hills, N.Y.	Comment #17a continued: If I only had a few planes an hour fly over my home as opposed to 50 maybe this wouldn't be an issue. If you have the technology to fly a plane directly over my home for hours on end, then you have the technology to manage multiple flight paths to disperse. A chance a piece. We know we live near an airport, but do your part. 2 - Altitude _ I had read an FAA NextGen document which specifies a component of the NextGen initiative is to have arrival procedures with vertical profiles optimized to facilitate a continuous descent. These OPDs (Optimized Descent Profiles) use the planes onboard flight management system (FMS) to fly a continuous descending path without leveling. What does this all mean for us on the ground.....a typical continuous descent approach would have a plane begin its final descent from 12 nautical miles out at an altitude of about 4,000 ft.!!! Based on my hundred, if not thousands of complaints filed, I see my logs indicate mostly in the 1,700 to 1,900 feet area....some outliers at 1,600 and others at 2,200. Even some at 3,000. What a difference 3,000 ft. makes compares to 2,000 ft. to our quality of life!!! When I watch the path of these planes on its journey from northeast Nassau to southwest Nassau County the plane is basically level for most of its journey from northeast Nassau to southwest Nassau county the plane is basically level for most of its journey across Nassau county. Why? Why are you going against one of the NextGen components that would help make our lives better. Basically it appears you have the technology and capability to help us - as far as DISPERSION and ALTITUDE - yet you ignore the things you can do to make it better for us. Bottom line - I wouldn't have an issue with increased capacity on other runways if you just did your part. Since you do NOT even try - then I have to say I am opposed to any additional flights over Nassau County. I really would appreciate a response to my (2) items above.	10/21/2018	See response to comment #17a.
18	Mandi Licul	Malverne, N.Y.	Please stop the use of JFK Runway 13L-31R. This will disrupt our nice quiet neighborhood.	10/22/2018	Currently, about 50% of JFK arrivals occur along Runway 13L-31R. Runway 13L-31R will be closed from April 1, 2019 to November 15, 2019 for reconstruction. See response to comment #9 for additional information regarding runway usage at JFK Airport.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
19	Diane Cavanagh	Malverne/Lynbrook, N.Y.	I am emailing you as a resident of Lynbrook who has serious concerns about the runway change to Malverne. As a Lynbrook resident, we already have significant air traffic and noise overhead and this will only exacerbate the situation. There needs to be another alternative than to disrupt the lives of tax paying citizens in the Malverne/Lynbrook communities.	10/22/2018	See response to comment #11.
20	Dan Mercuri	NP	Runway13L-13R https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.facebook.com%2F%3Fref%3Dtn_tnmn&data=02%7C01%7CJFKEA%40PANYNJ.GOV%7Cb79b5813c4b54b6c207908d63828a046%7Cc4484a25d0d84ad0916aa889b6aa7a02%7C0%7C0%7C636758144465021847&sdata=wrhrK%2BfxgiUK0Fxkj2%2BP7e9YVFKtIripEt9fT2dvSqU%3D&reserved=0 During the period of construction and not to mention every day there should be a variation of flight path approaches that could be easily attained for noise relief for residents that get pounded day and night.	10/22/2018	See response to comments #9 and #11.
21a	Michael Jacobs	NP	I am writing to formally object to the proposed construction on JFK runways 13L-31R. I do not believe the environmental impact has been adequately studied. Specifically, I believe the North-Shore of Long Island (East Hills/Roslyn) will be bearing a significant increase in noise and pollution due to this proposed plan. I do not believe your studies accurately reflect the true environmental impact to these areas including public parks, historic districts and public education facilities.	10/22/2018	As directed by FAA Order 1050.1F, an Environmental Assessment (EA) was prepared for the Reconstruction of Runway 13L-31R and Associated Taxiways Project and was made available for public comment. The EA describes and assesses the consequences to the human and natural environment that may result from the Project. The document summarizes the direct, indirect, and cumulative impacts that will result from the Proposed Project. It is compliant with NEPA requirements, the Council on Environmental Quality (CEQ) Regulations 40 CFR 1500 and 1508, and FAA Orders 5050.4B NEPA Implementing Instructions for Airport Actions and 1050.1F Environmental Impacts: Policies and Procedures.
21b	Michael Jacobs	NP	I also take issue with the way you are measuring sound using an average versus a maximum exposure - meaning if there are bursts of noise pollution at 100 decibels at 11:30PM it is of little importance that it was quiet the minute before. Please acknowledge your formal receipt of this letter.	10/22/2018	The Aviation Environmental Design Tool (AEDT) is a comprehensive tool that provides information to the FAA (and developed by the FAA) on environmental impacts such as noise and air emissions for individual projects. AEDT was used to evaluate the noise and air emission impacts during construction. Pursuant to FAA Order 1050.1F, Day-Noise Average Sound Level (DNL) was used as the metric for noise impacts during construction. The FAA established DNL as the primary metric for aircraft noise analysis, which represents the total accumulation of all sound energy, but spread out uniformly over a 24-hour period. A 10-decibel penalty is applied to aircraft arriving or departing between 10PM and 7AM. This implies a higher weighting to the DNL metric for aircraft noise occurring between 10PM and 7AM. During construction of the Proposed Project, temporary changes in noise exposure would impact nonresidential noise-sensitive sites. As stated in the EA, twenty-seven (27) noise sensitive sites that are below the DNL 65 dB under the No Action Scenario would be exposed to DNL 65 dB or higher during construction of the Preferred Alternative. Sixteen (16) noise sensitive sites would no longer be exposed to the DNL 65 dB level when compared to the No Action levels. In addition, three parks would be temporarily within the DNL 65dB noise contour during construction. However, the location of each of these parks, adjacent to roadways (some of which are four-lane streets) indicates that quietness is not an attribute of any of them.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
22	Tal Savariego	Roslyn, N.Y.	I am writing regarding the rehabilitation of JFK Runway 13L-31R. I live in East Hills at 115 Walnut Drive and have repeatedly complained that there are times where flights appear to arrive 1-2 minutes apart and at times VERY low, causing significant noise and nuisance to my family and community. I request that flights should be dispersed more often in order to create a more reasonable dynamic and quality of life and planes should be required to maintain the minimum altitude (as many appear to do at times). I also request that our interests be considered during the rehabilitation of Runway 13L-31R and flights should be dispersed and flown over the water instead of through our community during the rehabilitation process and in general. Please contact me with any questions or feedback.	10/23/2018	See response to comments #9 and #11.
23	Carol Schor	Malverne, N.Y.	please I'm a malverne ny resident and the noise is deafening…can this be rerouted…	10/23/2018	See response to comments #9 and #11.
24a	Michael Gerrard	NP	This comment on the Draft Environmental Assessment ("EA") for the Reconstruction of Runway 13L-31R and Associated Taxiways Project at John F. Kennedy International Airport ("JFK") is submitted on behalf of the Sabin Center for Climate Change Law of Columbia Law School. We recommend that the EA: (1) more thoroughly assess the impact that rising sea levels and consequent flooding will have on the newly reconstructed runway infrastructure, (2) set forth more detailed plans to protect against this flooding in the future, and (3) disclose applicable New York State permitting requirements, especially as they relate to work in the water, and set forth a process for complying with them.	10/29/2018	The existing Runway 13L-31R and associated taxiways are located north of JFK Airport's Central Terminal Area above the spring high tide line and more than 150 feet inland of the shoreline. Runway 13L-31R will be elevated to 18 inches thick on a 2-inch asphalt leveling concourse, as stated in Section 2.2.1.3 of the Draft EA. The Proposed Project does not include construction in any body of water. It is approximately 8,800 feet north of Jamaica Bay and is not subject to the Coastal Barrier Resources Act of 1982, as amended by the Coastal Barriers Improvement Act of 1990.
24b	Michael Gerrard	NP	The EA has only one paragraph discussing sea level rise; it refers to Appendix F for further details on the Port Authority's evaluation of the relevant risks. In the EA, the Port Authority concludes that the proposed reconstruction project would be above the "the 1% annual chance flood zone" in the years of 2020, 2050, 2080, and 2100, and proposes to mitigate flooding risks by creating a system of tide gates and raising perimeter berms. Various reports from outside sources have warned of JFK Airport's vulnerability to sea level rise caused by climate change, which necessitates decisive action to protect the airport's runways and other structures from extensive flooding damage. The Regional Plan Association ("RPA"), for example, stated in a 2016 report that JFK "will need to be hardened for the more severe future storm surges." A 2018 update report from RPA stated, "While not impacted by three feet of sea level rise and only marginally by six feet, JFK Airport is still vulnerable to flooding from what are expected to be more frequent and higher intensity storms." As such, "investments in storm surge mitigation solutions should be employed as part of the airport's redevelopment," and JFK "will need to be hardened to increase its ability to cope with more frequent storm surges." Climate Central has also reported on JFK's vulnerability to storm surge, focusing on the economic consequences of this vulnerability. In a 2013 publication, Climate Central highlighted that sea level rise and flooding can lead to "more delays, potentially costing billions of dollars in the years ahead from lost revenue and storm cleanup operations." For example, after Hurricane Sandy, JFK did not resume service until three days after the storm, contributing to the more than 20,000 flights cancelled nationwide (roughly half of those occurring in the New York City area). The report listed JFK among the U.S. airports most vulnerable to sea level rise. The consulting firm of Michael Baker International made a presentation entitled "Ensuring Continuing Operation of New York City Airports in the Presence of Coastal and Climate Change Hazards" to the Association of State Floodplain Managers Conference in June 2014. Its key conclusions indicated, for JFK Airport, "significant jump in inundation by future year 2055 relative to other airports" and "subsurface backwater flooding issues." The U.S. Global Change Research Program, a Congressionally-mandated interagency study group, identified JFK in 2014 as one of the U.S. airports most vulnerable to climate change. More recent federal projections indicate the possibility of even higher levels of sea level rise and storm surge. Despite JFK's clear vulnerability to increased storm surge as sea levels rise, the Port Authority's EA lacks detail in its analysis regarding these dangers. The following are some of the shortcomings of the EA and its accompanying Appendix F: 1. Lack of detail regarding sea level rise projections: Appendix F does not reveal what sea level rise projections were utilized. A range of projections exists, from low cases to high cases. Most definitive for these purposes are the official projections from the New York State Department of Environmental Conservation, 6 N.Y.C.R.R. Part 490. Under the high case, New York City would experience 75 inches of sea level rise in 2100. The EA should disclose the elevations of the runways out to the year 2100 under each of the scenarios set forth in these projections, and for each of these scenarios, it should discuss not only the static sea levels, but also the frequency and extent of storm surges, and their impacts on infrastructure and operations.	10/29/2018	The Draft EA meets Executive Order 11988, Floodplains, and the US Department of Transportation (DOT) Order 5650.2, Floodplain Management and Protection, because the Proposed Project site avoids the 100-year floodplain defined by the Federal Emergency Management Agency (FEMA). In addition, the Draft EA meets FAA 1050.1F Desk Reference regarding consultation for the Coastal Zone Management Act and the Coastal Resources Barrier Act. As shown in the Draft EA's Appendix F, a NYS Coastal Zone Management Program Policy Evaluation was completed and submitted to the NYS Department of State. The NYS Department of State confirmed via letter (January 22, 2018) no objection to the Proposed Project activities and the required FAA authorization to implement the necessary changes to the airport layout plan (ALP). The Proposed Project is not subject to the Coastal Resources Barrier Act because it is not located on land within the Coastal Barrier Resources System. The sea level rise projections in Appendix F are based on New York City projections of climate change and sea level rise as part of Policy 6.2 of the NYC Waterfront Revitalization Program (as published by the New York City Panel on Climate Change, or any successor thereof). At the conclusion of the Draft EA, the Preferred Alternative ensured the Proposed Project would be elevated to 18 inches thick on a 2-inch asphalt leveling course.

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24c	Michael Gerrard	NP	2. Lack of detail regarding the term “1% floodplain”: The EA should also clarify what is meant by "1% floodplain." It should detail when and how this term was defined, whether it is subject to revision, and the extent, if any, to which it reflects anticipated future sea level rise. Existing FEMA flood maps exclusively look at historic flooding, not future flooding that is anticipated in view of sea level rise.	10/29/2018	The Draft EA meets Executive Order 11988, Floodplains, and the US Department of Transportation (DOT) Order 5650.2, Floodplain Management and Protection, because the Proposed Project site avoids the 100-year floodplain defined by the Federal Emergency Management Agency (FEMA). In Section 3.2.5 of the Draft EA, the 1% floodplain is defined.
24d	Michael Gerrard	NP	3. Lack of findings regarding runway status in 2100: The EA should discuss the viability of JFK's runways in the year 2100 in view of the sea level rise projections, including the frequency with which the runways would be completely flooded.	10/29/2018	See response to comment #24c. The existing Runway 13L-31R will be reconstructed. The concrete reconstruction has a useful life of approximately 40 years. In addition, the new high-speed-exit taxiway located north of the Central Terminal Area and included within the Proposed Project Site, will be constructed on already developed land outside of the Coastal Barrier Resources System and more than a mile from Jamaica Bay.
24e	Michael Gerrard	NP	4. Lack of detail regarding proposed tide gate system: Appendix F mentions that tide gates that will be constructed to mitigate damage from flooding, but there is no description in the entire EA or Appendix F of their design and operations, and whether their construction would require any additional permitting. Appendix F only states that “gating has been authorized for the five outfalls adjacent to Bergen Basin, west of the proposed project.” The Draft Environmental Assessment was prepared pursuant to the National Environmental Policy Act (“NEPA”), because the project will require the approval of the Federal Aviation Administration, Under NEPA, agencies must consider the environmental impacts of sea level rise and associated storm surge, flooding, and erosion risks, as exacerbated by increased frequency and intensity of hurricanes and tropical storms. NEPA’s implementing regulations provide that agencies must consider significant and reasonably foreseeable indirect and cumulative environmental impacts. Agencies must define an appropriate baseline for considering projected environmental impacts; such a baseline should incorporate anticipated environmental conditions. Accordingly, the Port Authority must consider sea level rise, the increasing frequency and severity of hurricanes, and their combined effects on storm surge as future baseline environmental conditions. Several federal courts have confirmed that NEPA regulations require federal agencies to evaluate the impacts of a changing climate on their actions. Consideration of climate change impacts has accordingly become an essential part of the NEPA process. Furthermore, the withdrawal of the CEQ guidelines by the Trump administration does not affect judicially upheld obligations as was explicitly noted in the withdrawal notice.	10/29/2018	In early 2017, the Port Authority Board authorized the implementation of tide gates at JFK Airport to prevent flooding at the airport's lowest elevations. This initiative is a separate project from the Proposed Project. See responses to comment #24a through #24d for remaining #24e comments.

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24f	Michael Gerrard	NP	The Draft Environmental Assessment does not disclose, though it should, the state and local permits that will be required for the project. (Page 1-10 addresses the required federal approval, but not state approvals.) Any tidal gates or other work in the water, for example, would require approvals under New York State's tidal wetlands program, N.Y. Environmental Conservation Law Article 25, and its Use and Protection of Waters regulations, 6 N.Y.C.R.R. Part 608. These approvals would be subject to the State Environmental Quality Review Act, N.Y. Environmental Conservation Law Article 8 ("SEQRA"). (Preparation of a full environmental impact statement under NEPA could obviate the need for review under SEQRA, but an Environmental Assessment does not.) The New York State Department of Environmental Conservation's regulations under SEQRA were recently amended to require consideration of "measures to avoid or reduce both an action's impacts on climate change and associated impacts due to the effects of climate change such as sea level rise and flooding." 6 N.Y.C.R.R. §617.9(i). The New York sea level rise projections noted above were mandated by New York's Community Risk and Resiliency Act, Chapter 355 of the Laws of 2014, which requires consideration of these projections in multiple types of state environmental permitting decisions. I also note that the CEQR Technical Manual, which guides environmental reviews conducted by New York City, calls for consideration of rising sea levels and increases in storm surge and coastal flooding. In view of these shortcomings and requirements, the EA for the Reconstruction of Runway 13L-21R and Associated Taxiways Project should further elaborate on flooding risks related to sea level rise, set forth more detailed measures to mitigate these risks, and address compliance with New York State's environmental regulatory requirements.	10/29/2018	See response to comment #24e.
25	Hillary Siemsen	New Hyde Park, N.Y.	Silence is golden. A truer statement was never made. Residents of New Hyde Park, however, know very little of that silence these days. We are under siege from aircraft arriving to JFK at all hours of the day and night, day in and day out. Planes are coming from multiple directions and thundering over us in intervals of less than 90 seconds. Sleep eludes me; and if I manage to sleep at all, I am awakened at 1, 2, 3, 4, 5 am with planes roaring overhead. I have had more sleepless nights due to aircraft noise than I care to remember. This has become a serious and hazardous health issue. I won't even mention the pollution that it brings with it. I write, of course, to utter my grievances with the prospect of additional aircraft bombardment in light of the forthcoming repairs to Runway 13L-31R. Perhaps you could take a cue from London, Sydney, and German airports and impose nighttime curfews on all aircraft movement. They seem to have their citizens' best interests in mind. Nassau county residents pay some of the highest property taxes in the nation. When I think I have to cough up $10,000 in taxes and not even be able to sleep or enjoy my garden in peace it makes me sick. Route your flights over the ocean and leave us alone to enjoy silence.	10/29/2018	See response to comment #9 regarding flight paths.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
26a	Maureen Quinn	Massapequa, N.Y.	The following comments and recommendations are submitted on the subject draft environmental document developed to assess the temporary impacts of the reconstruction of JFK runway 13L/31R and associated taxiways. The preferred alternative will close a heavily used arrival runway (13L/31R) for approximately 229 days through the spring, summer, early fall of 2019. I accept the fact that the runway needs to be rehabilitated and it will therefore be necessary to shift the traffic normally using the runway to the other available runways. My primary concerns are related to: nighttime operations between the hours of 10PM and 7 AM where aircraft noise events incur a 10dB noise weighting, in other words, a single event is considered equivalent to 10 events; inaccurate assumptions on how arrival traffic will be shifted to the other runways; limiting the residential noise impacts to areas within the 65 Ldn during the night time hours during the spring, summer, and late fall when windows will be open; and lack of a nighttime preferential arrival runway use program to limit the impacts of noise of low flying landing aircraft on the densely populated areas of Suffolk, Nassau, and Queens. Night Arrival Operations: It is well known that nighttime operations are much more intrusive than day operations for several reasons, not the least of which is lower ambient noise levels, particularly in suburban areas like the areas northeast and east of the airport in eastern Queens, Nassau and the western portions of Suffolk. As such and as noted in the draft, nighttime operations are assessed a 10 dB noise penalty. I am extremely concerned about the shifting of the noise of night arrival operations to areas east of the airport over the heavily populated areas of Nassau County. In Massapequa, I currently experience intrusive overflights of aircraft landing at JFK on runways 22L/R in the early morning hours. It is likely these overflights will nearly double during the construction.	10/29/2018	See response to comment #11 regarding efforts to minimize noise impacts during reconstruction of Runway 13L-31R from April 1, 2019 to November 15, 2019.
26b	Maureen Quinn	Massapequa, N.Y.	Runway Use Assumptions: The runway use assumptions during construction for redistribution of arrivals and departures seem to conflict with each other: the assumptions for shifting arrivals from runways 13L and 31R in the preferred alternative are split evenly between the 4's and the 22's; the assumptions for splitting the departures are 70% to 22R and only 30% to the 4L. This distribution assumption for departures seems to indicate the winds are more from the south and therefore favor use of the 22's for both arrivals and departures. It would seem therefore that the assumed arrival redistribution for the construction period should be more weighted toward the 22's for arrivals, rather than an even split between the 4's and 22's. This would also stand to reason as the predominant winds are southerly during the summer months.	10/29/2018	See response to comment #9 regarding flight arrival and departure paths.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
26c	Maureen Quinn	Massapequa, N.Y.	Assessing the Noise Impacts of the Project: While it is recognized that the project's "noise impacts" will be assessed using the 65 Ldn contour, and therefore limited to areas approximately 5 or less miles from the runways, it is appropriate for the Port Authority and FAA to consider the extended low altitude flights paths for arrivals to the various runways. The flight path for arrivals to runways 22L/R starts 20 or 25 flight path miles east from the runways over Suffolk and Nassau Counties. Approaches to the other available runways are far shorter and overfly far fewer residential areas. In fact, the flight pattern for approaches to runways 22L/R have been labelled the "arc of doom" for the extended impacts they have over communities east and northeast of the airport. Massapequa lies near the beginning of this arc where aircraft arriving the 22's fly for extended periods at low altitudes well below 5000 feet in landing configuration, that is landing gear and flaps extended and at lower airspeeds. Approaches to runways 4L/R overfly a minimal portion of the Rockaway peninsula. Approaches to 31L, fly a much shorter flight track over populated areas than the flight tracks for 22L/R arrivals and do have areas of compatible land along the approach path. Unfortunately, since the noise assessment is limited to the 65 Ldn contour, the extended flight pattern over Nassau County for the 22's, which has been an area generating numerous noise complaints, is not considered despite the extended low altitude flight path.	10/29/2018	See response to comment #21b.
26d	Maureen Quinn	Massapequa, N.Y.	The Project Requires a Nighttime Runway Use Program: Despite the inordinate noise impacts that the project will have on Nassau, and parts of Suffolk and Queens Counties during the nighttime hours, the draft EA offers no proposed runway uses that would minimize the project's impacts and overfly the fewest number of people at low altitudes between 10 PM and 7 AM. It states the following on page 4-39, paragraph 4.12: "It is important to note that no reasonable runway operations are available to avoid the temporary noise impacts of the construction phase while maintaining efficient operations at JFK with the remaining runways. Due to the temporary nature of the noise impacts and no significant noise impacts when comparing the No Action Alternative to the Preferred Alternative, permanent mitigation measures are not warranted." I believe this statement is untrue. The most significant noise impacts are at night. Historically, there have been limitations on the use of runways 22L/R for landing at night. There have also been other recommended arrival and departure runways to limit nighttime noise impacts on the communities around the airport: example - arrive runway 4R or 4L, depart runways 31L or 22R. It is recommended that a system be developed for the 7 month construction period that designates noise preferred arrival runways to minimize the extended low altitude overflights of the heavily populated areas east and northeast of the airport. It is further recommended that the runways be used with maximum possible tailwind component (if 4R is operational limited with a tailwind, use runway 4L).	10/29/2018	See response to comment #11.

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26e	Maureen Quinn	Massapequa, N.Y.	Conclusion: The 229 day closure of one the primary arrival runways at JFK will shift traffic to the other arrival runways. Prevailing winds are likely to favor shifting more traffic to the 22's than the 4's during the spring and summer. The arrival patterns for the 22's overfly parts of Suffolk and Queens and cut a wide swath across Nassau County at low altitudes impacting thousands of homes and tens of thousands of residents. The impacts are particularly severe at night. These impacts can be lessened by developing noise preferred runway use procedures that will minimize the number of people overflown during the more noise sensitive night time hours.	10/29/2018	See response to comment #11.
27	Jen	Malverne, N.Y.	Was advised to write in protest to the above subject line for Malverne, NY.	10/29/2018	Thank you for your comment.
28	John Ross	New Hyde Park, N.Y.	My name is John Ross and I live in the greater New Hyde Park area (Manhasset Hills neighborhood). The air traffic over the zip code 11040 is a large problem for the citizens living in the community. We are frequently subject to loud planes at all hours of the day and at night. It is difficult to sleep living under these low flying planes and is a serious quality of life issue. The JFK renovation will result in more planes over our heads. It does not appear the environmental studies take this community into account.	10/29/2018	The Aviation Environmental Design Tool (AEDT) is a comprehensive tool that provides information to the FAA (and developed by the FAA) on environmental impacts such as noise for individual projects. AEDT was used to evaluate the noise impacts for the Proposed Project's Draft EA during reconstruction of JFK 13L-31R from April 1, 2019 to November 15, 2019. Pursuant to FAA Order 1050.1F, Day-Noise Average Sound Level (DNL) was used as the metric for noise impacts during construction. The FAA established DNL as the primary metric for aircraft noise analysis, which represents the total accumulation of all sound energy, but spread out uniformly over a 24-hour period. It is important to note a 10-decibel penalty is applied to aircraft arriving or departing between 10PM and 7AM. This implies a higher weighting to the DNL metric for aircraft noise occurring between 10PM and 7AM. The threshold of significance for airport aircraft noise impacts in FAA Order 1050.1F is: "The action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action alternative for the same timeframe." Section 4.2 of the Draft EA provides figures that highlight the DNL 65 dB contour for the No Action, Construction Period, and Proposed Action Scenarios of the Proposed Project.

Comment Number	Commenter	Commenter Residence	Comment	Comment Submitted	Response
29a	Mayor Edwin A. Fare; Mayor Patricia Ann Norris-McDonald; Mayor Bruno F. Romano; Mayor Alan C. Beach; Mayor Dominick A. Longobardi	Valley Stream, N.Y.; Malverne, N.Y.; East Rockaway, N.Y.; Lynbrook, N.Y.; Floral Park, N.Y.	The proposed construction work of runways 13L and 13R at JFK airport that is scheduled to begin next April will undoubtedly have a negative, potentially disruptive impact upon the tens of thousands of residents of Valley Stream, Malverne, Lynbrook, East Rockaway and Floral Park. As Mayors of these respective Villages, we have serious concerns about the level of noise that will be produced by the planned re-assignment of air traffic, with the predicted increased number and frequency of flights over these communities. We seek clarification of the following: a) What if any, safety enhancements will result from the proposed work?	10/29/2018	The Port Authority considers the Proposed Project to be a high priority based on the current condition of Runway 13L-31R (specifically, to improve the safety of the runway and the Airport). The Port Authority generally rehabilitates asphalt runways every ten years to maintain state of good repair. However, the last time asphalt Runway 13L-31R was rehabilitated was fourteen years ago (2004). Due to the poor pavement condition of the asphalt Runway 13L-31R, emergency repairs have been needed. The Port Authority further anticipates that the frequency of emergency repairs on Runway 13L-31R and its taxiways would increase, as would the frequency of Runway closures and the need to reassign aircraft operations to other runways if Runway 13L-31R is not reconstructed in 2019.
29b	Mayor Edwin A. Fare; Mayor Patricia Ann Norris-McDonald; Mayor Bruno F. Romano; Mayor Alan C. Beach; Mayor Dominick A. Longobardi	Valley Stream, N.Y.; Malverne, N.Y.; East Rockaway, N.Y.; Lynbrook, N.Y.; Floral Park, N.Y.	b) What if any alternative flight patterns have been considered to direct traffic over the ocean and less populated land areas?	10/29/2018	A new temporary flight procedure will be implemented during construction for Runway 13R arrivals during the Proposed Project's construction. Section 4.1.2 of the Draft EA provides information on the new temporary flight procedure.
29c	Mayor Edwin A. Fare; Mayor Patricia Ann Norris-McDonald; Mayor Bruno F. Romano; Mayor Alan C. Beach; Mayor Dominick A. Longobardi	Valley Stream, N.Y.; Malverne, N.Y.; East Rockaway, N.Y.; Lynbrook, N.Y.; Floral Park, N.Y.	c) What consideration has been given to diverting air traffic to nearby airports like LaGuardia and Newark?	10/29/2018	JFK is part of a system of airports operated by the Port Authority. However, other large-hub commercial service airports within the system have operational limitations. For example, LGA has capacity limitations due to its intersecting runway system and the perimeter rule that limits flights to 1,500 miles from LGA. As a result, the objective is not to divert traffic to other airports during temporary construction from April 1, 2019 to November 15, 2019.

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29d	Mayor Edwin A. Fare; Mayor Patricia Ann Norris-McDonald; Mayor Bruno F. Romano; Mayor Alan C. Beach; Mayor Dominick A. Longobardi	Valley Stream, N.Y.; Malverne, N.Y.; East Rockaway, N.Y.; Lynbrook, N.Y.; Floral Park, N.Y.	d) What if any positive outcome can we expect in the future, once the work is completed, ie. Less overnight takeoffs and landings?	10/29/2018	There will be several positive outcomes from the Proposed Project as noted below: (1) The existing asphalt Runway 13L-31R will be reconstructed as a durable concrete runway with a lifespan of approximately 40-years, versus asphalt which typically requires rehabilitation every 10-years. The benefit of a concrete runway is also less frequent maintenance during the 40-year lifespan of the concrete surface when compared to an asphalt runway. Less frequent maintenance and a longer lifespan implies fewer runway closures over the next 40-years, resulting in less impacts to the operation of the airport and surrounding communities. (2) More efficient aircraft operations as a result of the new High-Speed-Exit (HSE) taxiway from Runway 13L-31R. It is assumed aircraft Runway-Occupancy-Time (ROT) and gate arrivals would be reduced. (3) All of the Runway 13L-31R and associated taxiway lighting, except for the Runway's edge lights, will use LED fixtures to improve energy efficiency and reduce energy consumption.
29e	Mayor Edwin A. Fare; Mayor Patricia Ann Norris-McDonald; Mayor Bruno F. Romano; Mayor Alan C. Beach; Mayor Dominick A. Longobardi	Valley Stream, N.Y.; Malverne, N.Y.; East Rockaway, N.Y.; Lynbrook, N.Y.; Floral Park, N.Y.	e) What is a realistic timeline for completion of this work? On behalf of the residents of the Villages of Valley Stream, Malverne, Lynbrook, East Rockaway and Floral Park, we expect and deserve full accountability on the part of the FAA and the Port Authority of New York & New Jersey with assurances that our stated concerns and questions be given due attention and consideration.	10/29/2018	The construction duration for Runway 13L-31R is April 1, 2019 to November 15, 2019. When construction begins, the Port Authority will provide periodic reports on project construction status via the project website so that the public is informed of project progress.