U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
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March 10, 2014

Mr. Ed Knoesel
Aviation Department
The Port Authority of New York and New Jersey
233 Park Ave South, 9th Floor
New York, New York 10003

Re: John F. Kennedy International Airport (JFK)
Runway 4L/22R Improvements
Environmental Determination

Dear Mr. Knoesel:

The Federal Aviation Administration (FAA) has recently approved the Environmental Assessment (EA) and made a Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the Runway 4L/22R Improvements at John F. Kennedy International Airport, New York. A copy of the signed FONSI/ROD and the EA signature page are enclosed.

This Federal environmental approval is a determination by the Approving Official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI/ROD.

In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the final EA with Signature Page and FONSI/ROD available to the affected public, and announce such availability through appropriate media in the area. The announcement shall indicate the availability of the document for examination and note the appropriate location of general public access where the document may be found (i.e., your office, local libraries, public buildings, etc.). We request that a copy of such announcement be sent to the NYADO when it is issued. Given your desire to implement this project in the very near future, this announcement should happen as soon as possible.

Finally, your attention is directed to the mitigating measures that were made a condition of approval of the FONSI/ROD. Please be reminded that these measures must be taken by the airport sponsor in order to meet the terms of the FONSI/ROD.

The process of making these environmental determinations is that of a partnership between yourself, as airport sponsor, and the other contributing parties, both public and private. We thank you for your effort and cooperation.

Please contact our office
if you have any questions.

Sincerely,

Steven M. Urlass, Manager
New York Airports District Office

Enclosures (2)

cc: S. Potter, Landrum and Brown

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
RECORD OF DECISION

Location

John F. Kennedy International Airport (JFK)
Queens, New York

Introduction

This Finding of No Significant Impact/Record of Decision (FONSI/ROD) sets out the Federal Aviation Administration's (FAA) consideration of environmental and other factors for Airport Layout Plan (ALP) approval, commissioning and decommissioning of NAVAIDS, revised approach and departure flight procedures, and federal financial assistance for the Runway 4L/22R Improvements at John F. Kennedy International Airport (JFK). This FONSI/ROD is based on the Final Environmental Assessment (EA) for *Runway 4L/22R Improvements, John F. Kennedy International Airport* prepared by the Port Authority of New York and New Jersey, dated February 2014.

Project Description

The proposed project involves the following:

Comply with Runway Safety Area (RSA) Design Standards

- Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA for Runway 4L to comply with FAA design standards.

- Construct 728 feet of new runway pavement on the north side of Runway 4L/22R to maintain adequate departure length on Runway 22R to comply with FAA design standards.

Rehabilitate Runway 4L/22R

- Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt.

Widen Runway 4L/22R

- Widen Runway 4L/22R from 150 to 200 feet to comply with FAA design standards for Aircraft Design Group VI.

- Replace and upgrade communications and electrical systems.

- Relocate water quality treatment devices.

Modify Taxiway System

- Construct new taxiway exits leading to the central terminal area, new taxiway access points to the north end of the runway, and other taxiway modifications to conform to the rehabilitation, widening, and reconfiguration of Runway 4L/22R.

Acquire and Convey Land, Relocate Facilities, and Modify Roadways

- Acquire land from and convey land to the New York City Economic Development Corporation (NYCEDC); relocate Patrol Road, Airport security fence, and Guard Post 106; reconfigure and relocate a portion of the Port Authority Police Department (PAPD) impound parking lot; demolish and relocate the PAPD K9 facilities; install a visual screen; and decommission (dead-end) a portion of North Boundary Road located within the Aircraft Operations Area (AOA).

Reconfigure Navigational Aid System

- Relocate Runway 4L localizer

- Relocate Runway 4L glide slope (GS) to account for the Runway 4L displaced arrival threshold location and to place the GS out of the RSA lateral to the runway.

- Relocate Precision Approach Path Indicators (PAPI), Runway Visual Range (RVR), runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 4L.

- Install Runway End Identifier Lighting (REIL) for Runway 4L.

- Install PAPI, runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 22R.

Update Flight Procedures

- Update the arrival and departure flight procedures due to the reconfiguration of Runway 4L/22R.

Proposed Agency Actions

The FAA actions involved in the implementation of the Proposed Action include the following:

a. Unconditional Approval of a revised ALP for the Runway 4L/22R. Improvements as described above pursuant to 49 U.S.C. §40103(b) and §47107(a)(16); and determine and approve the effects of this project upon the safe and efficient utilization of navigable airspace pursuant to 14 CFR Parts 77 and 157 and 49 U.S.C. §44718;

b. Determination under 49 U.S.C. §§40101(d)(1) and 47105(b)(3) as to whether the Proposed Action meets applicable design and engineering standards set forth in FAA Advisory Circulars;

c. Determinations concerning funding through the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (recodified at 49 U.S.C. §47107) and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this FONSI/ROD does not determine eligibility or availability of potential funds);

d. Determinations under 49 U.S.C. §44502(a) and (b) concerning the acquisition, establishment, improvement, operations and maintenance of air navigation facilities, and that the subject airport development is reasonably necessary for use in air commerce or in the interests of national defense;

e. Continued close coordination with the Port Authority of New York and New Jersey, the City of New York and appropriate FAA program offices, as required, to ensure safety during construction (14 C.F.R. Part 77); and

f. Approval of appropriate amendments to the JFK Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. §44706.

g. Determinations under 49 U.S.C. §40103(b) to develop air traffic control and airspace management procedures to effect the safe and efficient movement of air traffic to and from the proposed new threshold location.

Purpose and Need

The purpose and need for the proposed project is to comply with FAA RSA design standards while maintaining sufficient runway length to accommodate the current and projected fleet, rehabilitate Runway 4L/22R, and widen Runway 4L/22R, to comply with FAA design standards for Aircraft Design Group VI, as established by FAA Advisory Circular 150/5300-13. Congress enacted legislation in 2005 that statutorily requires airports certificated for commercial service to improve their RSAs to comply with FAA design standards as required by 14 C.F.R. Part 139 no later than 2015 (Pub. L. 109-115, Div. A, Title I (2005), 119 Stat. 2401, *codified at* 49 U.S.C. §44706).

Background

In May 2012, a draft EA for the Runway 4L/22R Improvements was prepared and published for public review and comment. The project proposed in that document included elements that would have resulted in up to 800 trees in Idlewild Park becoming obstructions to aircraft, thereby necessitating the removal of those trees. To avoid the effect to Idlewild Park, the Port Authority made the decision to redefine the proposed project so that it no longer would result in the removal of trees in Idlewild Park. A revised draft EA, reflecting the redefined proposed project, was published in October 2013 for review and comment.

Alternatives

In addition to the proposed alternative for the project, several alternatives, including no action were analyzed in detail. For the RSA component, the final EA considered a range of alternatives to address RSA deficiencies, including: relocating, shifting, or realignment of the runway; reduction in runway length; a combination of runway relocation, shifting, grading, realignment or length reduction; declared distances; and the installation of Engineered Materials Arresting Systems (EMAS). Analyses were conducted at the screening level to evaluate runway capacity, project feasibility and cost. Based on these analyses, the RSA alternatives were further refined to arrive at the proposed alternative. These analyses are described in detail in the final EA incorporated, herein.

Additional alternatives were also considered, specifically for the runway rehabilitation and widening, including the proposed alternative, the no action, and combinations of various paving materials and runway widths. The proposed runway rehabilitation and widening alternative was chosen for its ability to accommodate Airplane Design Group VI aircraft, and its lower estimated life-cycle cost.

Discussion

The attached final EA addresses the effects of the proposed project on the human and natural environment, and is made part of this Finding. The following impact analysis provides highlights of the more thorough analysis presented in the final EA.

Noise

A noise analysis was performed using FAA's Integrated Noise Model (INM) Version 7.0d. A significant noise impact is considered to exist when there is an increase of 1.5 decibels (dB) or more over a noise-sensitive area within the 65 DNL (day-night level) noise contour. In comparing the resulting DNL contours prepared for the 2015 no action and the 2015 proposed action conditions, an area that would experience a 1.5 dB increase was identified. However, there are no noise sensitive areas, as defined by Table 1 of 14 C.F.R. Part 150, Appendix A (Land Use Compatibility with Yearly Day-Night Average Sound Levels), within the area that would experience the 1.5 dB increase under the 2015 proposed action noise contour. The noise analysis was also conducted for 2020 conditions and no noise sensitive areas were identified within the areas of 1.5dB increase. Based on the above, the proposed project will not result in significant adverse noise impacts.

Department of Transportation Section 4(f)

As discussed in detail in the final EA, the project as previously proposed in May 2012 included a proposal to construct 728 feet of new runway pavement on the north side of Runway 4L/22R and to relocate the displaced landing threshold on Runway 22R by 3,316 feet to the north. In addition to other resource impacts, this would have resulted in up to 800 trees in Idlewild Park becoming obstructions to aircraft, necessitating their removal. The Port Authority made the decision to redefine the proposed project by removing these two project elements so that the proposed project would no longer result in the removal of trees in Idlewild Park.

The redefined proposed project is the subject of the final EA and it would not result in a physical taking of Section 4(f) resources or direct use of Section 4(f) resources. However potential constructive use was evaluated in the final EA to determine if the potential impacts would substantially impair a Section 4(f) resource. Substantial impairment occurs only when features of the resource that contribute to its significance or enjoyment are substantially diminished.

An analysis of noise levels at potential Section 4(f) resources was also conducted. A comparison of the change in noise levels at potential Section 4(f) resources between the no action and the proposed action conditions revealed that the 21 potential Section 4(f) resource areas located within the 65+ DNL noise contour remain within the 65+ DNL noise contour. The portions of the park located within the 65-70 DNL and 70-75 DNL noise contours include open space and ball fields, which are defined as compatible land uses with these noise levels pursuant to Table 1 of 14 C.F.R. Part 150, Appendix A. Implementation of the proposed project would result in less than a 1dB increase in noise levels and would remain within the 65-70 DNL and 70-75 DNL noise contours with no new resources affected. Based on the results of this analysis, the proposed action would not cause an increase in noise sufficient to impair the value of the potential Section 4(f) resource. Given that the proposed project involves no substantial impairment of a Section 4(f) resource, it therefore does not constitute a constructive use, and does not invoke Section 4(f).

It should be noted that the Port Authority is currently mitigating existing tree obstructions in Idlewild Park that are unrelated to the proposed project. The Port Authority has been

coordinating with the New York City Department of Parks and Recreation to accomplish this mitigation. These potential impacts were considered as part of the cumulative impacts analysis in the final EA for the Runway 4L/22R Improvements project.

Air Quality

JFK is located in the New Jersey-New York-Connecticut Intrastate Air Quality Control Region (AQCR). Presently, this region does not meet the federal standards (i.e., is in non-attainment) for the 8-hour concentration of ozone and the 24-hour and annual arithmetic mean concentrations of $PM_{2.5}$. In order to determine the potential for impact to air quality, the following analyses were conducted: criteria and precursor pollutant emission inventory; construction equipment emissions inventory; and dispersion analysis (carbon monoxide hot spot analysis). The results of the analyses show that small increases (between 0.02 and 1.20 tons per year) for each criteria pollutant would occur with the Proposed Action in 2015. Additionally, small decreases (between 0.53 and 72.75 tons per year) for each criteria pollutant would occur with the Proposed Action in 2020. The air quality assessment demonstrates that construction and implementation of the proposed project would not cause an increase in air emissions above the applicable *de minimis* thresholds established by the General Conformity Rule in 40 C.F.R. Part 93, §93.153. Therefore, no further analysis with respect to General Conformity is needed.

Accordingly, the proposed project conforms to the New York State Implementation Plans (SIP) and the Clean Air Act (CAA). Additionally, the hot spot analysis shows that the operation of the proposed project would not create any new violation of the National Ambient Air Quality Standards (NAAQS), delay the attainment of any NAAQS, nor increase the frequency or severity of any existing violations of the NAAQS.

Coastal Zone Management

JFK is located within the designated New York State Department of State (NYSDOS) Coastal Zone Management Area (CZMA). Accordingly, any work undertaken within the CZMA is subject to consistency with the programs of the New York State Coastal Zone Management Program.

A coastal zone consistency determination was prepared and submitted by the airport sponsor to the NYSDOS to determine whether the proposed project is consistent with the approved coastal zone management plan. In its July 6, 2012 letter to the airport sponsor, and a clarifying email dated February 7, 2014, the NYSDOS concurred with the coastal zone consistency determination. Therefore, it can be concluded that there would be no significant adverse impacts to the CZMA as result of the proposed action.

Construction Impacts

Construction of the proposed project is not expected to cause significant long-term environmental impacts. However, short-term impacts resulting from construction operations may occur. Resources that are anticipated to potentially experience short-term effects during construction from the operation of construction equipment are air quality, water quality, and noise. These impacts will be controlled and limited by compliance with the mitigation measures set forth in the final EA Chapter 6, entitled, "Mitigation" and in this FONSI/ROD, as well as the FAA's Advisory Circular 150/5370-10F "Standards for Specifying Construction of Airports," Item P-156, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control; and Advisory Circular 150/5320-5D, "Airport Drainage Design" (see Conditions/Mitigation Measures, item 1 below).

Summary of All Impact Categories

The final EA addresses all environmental impact categories, as required by FAA Orders 1050.1E, 5050.4B, and the Desk Reference for Airports Actions. Impact categories such as Section DOT 4(f) resources; noise; land use compatibility; socioeconomic impacts and environmental justice; air quality; historical, architectural, archaeological, and cultural resources; wetlands; water quality; coastal zones; floodplains; coastal barriers; wild and scenic rivers; fish, wildlife and plants; prime and unique farmland; energy supply and natural resources; light emissions; solid waste impacts; construction impacts; hazardous materials; and cumulative impacts were considered during preparation of and analyses for the final EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories. These findings are further elaborated below.

Coordination with the General Public

A Notice of Public Availability of the draft EA was made in the following publications: *The Daily News (Queens edition); Queens Courier (Sun Courier); Queens Chronicle; South East Queens Press; Queens Times Ledger; Queens Ledger; Newsday (Long Island); Long Island Herald;* and *Long Island Press* newspapers. The document was also made available to the public via the internet at *http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA.pdf*. The review and comment period was from October 17, 2013 to November 18, 2013. Three public information meetings were also held, one each on October 24, 28, and 29, 2013.

Comments were received from various interested parties and are included in Appendix E, along with responses to those comments. The comments did not result in significant changes to the proposed project.

As noted earlier, a previous version of the draft EA containing other project elements was prepared and published for public comment in May 2012. There was a public comment period for that document from May 17, 2012 to June 15, 2012. One comment was received during this period and is included in Appendix D. Further, in response to a request from the Eastern Queens Alliance, Inc., the Port Authority attended a meeting on October 4, 2012 at St. Peter's Lutheran Church in Rosedale, Queens to discuss the project. At that meeting, the Port Authority agreed to accept additional comments through October 19, 2012. Comment letters received during this time are also included in Appendix D.

Conditions/Mitigation Measures

1. Construction contract specifications developed for the project shall contain the provisions of FAA Advisory Circular 150/5370-10F, "Standards for Specifying Construction of Airports," Item P-156, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control; and Advisory Circular 150/5320-5D, "Airport Drainage Design."

2. All required regulatory permits shall be obtained prior to construction of the proposed project. Required notifications pursuant to necessary permits shall also be completed prior to construction.

3. A variety of Best Management Practices (BMPs), such as catch basins with inserts and other water quality management devices, shall be adopted to manage the stormwater collected. Hydrodynamic water quality devices shall be installed to help protect the

water quality in Jamaica Bay where stormwater is discharged. Preventative measures, such as fugitive dust controls, spill prevention plans, and sediment and erosion techniques shall also be implemented as part of BMPs

4. During construction, best practices shall be used to deter common diamondback terrapin turtles from the construction site and prevent any disturbance to the turtles while laying eggs. Trenching activities shall also be conducted to reduce or eliminate potential conflict with the turtles. Any turtles found in the construction area shall be relocated to another area near Jamaica Bay.

5. Construction protocols shall be put in place to identify and manage issues arising from the discovery of soil and/or groundwater contamination during construction. Any contaminated materials that may be encountered during construction shall be disposed of in compliance with all pertinent local, state and federal regulations.

6. Site-specific health and safety plans shall be developed between the Port Authority and its contractors.

7. A construction management plan shall be prepared to specify hours of operation, haul routes, and similar controls to manage traffic during construction.

8. All construction waste shall be disposed of in accordance with applicable state and Federal regulations. Excavated asphalt and other materials shall be recycled and reused to the greatest extent practicable. Clean construction debris shall be used as fill on the Airport and off-site, as needed, in accordance with present practices.

9. Materials and equipment shall be stored away from wetland areas. Where possible, wetland areas shall be fenced with signs reminding workers not to enter these areas.

Consistent with applicable orders, policies and guidance, including CEQ Guidance, dated January 14, 2011, "Appropriate Use of Mitigation and Monitoring and Clarifying the Appropriate Use of Mitigated Findings of No Significant Impact" under NEPA, the FAA understands that the Port Authority will undertake the necessary actions to ensure that the above conditions and/or mitigation measures are undertaken and that it will monitor the implementation and effectiveness of such measures. In some instances, the above conditions are required as a result of coordination and agreement; they do not necessarily reflect impacts that require mitigation to meet FAA standards, pursuant to FAA Orders or Guidance.

Federal Agency Findings

In accordance with all applicable laws, the FAA makes the following findings for the proposed project based on all appropriate information and analyses contained in the final EA and other portions of the Administrative Record for the final EA:

A. **The Proposed Action is reasonably consistent with existing plans of public agencies for development of areas surrounding the airport. (49 U.S.C. §47106(a)(1) .** The FAA is satisfied that the Proposed Action is consistent with plans (existing at the time the Proposed Action is approved) of public agencies for development of areas surrounding the airport based on coordination efforts with public agencies as indicated in Appendix A of the final EA.

B. **The interest of the communities in or near where the Proposed Project may be located were given fair consideration. (49 U.S.C. §47106(b)(2).** The FAA is satisfied that the interests of the communities in or near where the Proposed Project will be located were given fair consideration as demonstrated by the final EA, including Appendix D and E, comments and responses to comments.

C. **The FAA is satisfied that consistent with 49 U.S.C. §47107(a)(10), the airport sponsor has, and will continue to take all necessary actions, including the adoption of zoning laws, to ensure the land uses in the airport vicinity are compatible with airport operations.** During the preparation of this final EA, there has been coordination with agencies that have indicated an interest in the Proposed Action, including the New York City Economic Development Corporation (NYCEDC) regarding the acquisition of land from and the conveyance of land to the NYCEDC. The Proposed Action will be compatible with existing zoning, surrounding area land use plans, the land uses on the Airport, and will not change the urban characteristics of the existing land uses.

D. **The FAA has given this Proposed Action the independent and objective evaluation required by the Council on Environmental Quality (40 C.F.R. Section 1506.5).** The FAA's review and ultimate decision process included the FAA's rigorous exploration and objective evaluation of reasonable alternatives and probable environmental consequences, regulatory agency and Native American consultations, as required, and public involvement. FAA furnished guidance and participated in the preparation of the final EA by providing input, advice and expertise throughout planning and technical analyses, along with administrative direction and legal review. FAA has independently evaluated the final EA and takes responsibility for its scope and content.

E. **The Proposed Action does not include a direct or constructive use of any resources protected under 49 U.S.C. §303(c) (Section 4(f) of the DOT Act).** The proposed project will not cause a physical taking or direct use of Section 4(f) resources. It also involves no substantial impairment of a Section 4(f) resource and therefore does not constitute a constructive use and would not invoke Section 4(f). An analysis of noise levels at potential Section 4(f) resources was also conducted. Based on the results of this analysis, the Proposed Action would not cause an increase in noise sufficient to impair the value of the potential Section 4(f) resources. Therefore, no constructive use would occur as discussed in section 5.7 of the final EA.

F. **The Proposed Action will conform to the State Implementation Plan (SIP) in accordance with Section 176 of the Clean Air Act (CAA) Amendments (42 U.S.C. §7506(c)).** JFK is located in the New Jersey-New York-Connecticut Intrastate Air Quality Control Region (AQCR). Presently, this region does not meet the federal standards (i.e. is in non-attainment) for the 8-hour concentration of ozone and the 24-hour and annual arithmetic mean concentrations of $PM_{2.5}$. Aircraft operations and/or motor vehicle traffic volumes are not expected to change as a result of the Proposed Action and therefore, in accordance with FAA Order 5050.4B, an operational emissions inventory was not prepared and is not required under FAA guidelines for preparing NEPA documents. The project-related construction activities would not substantially alter the aircraft operational areas along the runways nor result in changes to the number of aircraft operations, aircraft fleet mix, aircraft taxi/delay periods or the movement of motor

vehicles. The total construction emissions associated with the Proposed Action are below the *de minimis* thresholds based on specific emissions calculations and therefore, would conform to the SIP. According to FAA guidance, agency consultation is therefore not necessary, no mitigation is necessary, and further analysis is not required to comply with the CAA or NEPA. In summary, although the Proposed Action is taking place in a non-attainment area, the FAA determined that project emissions would be below *de minimis* thresholds under General Conformity requirements. Therefore, significant adverse impacts to air quality would be unlikely and a Conformity Determination is not required. The requirements of the General Conformity Rule have been met as discussed in Sections 4.2.1, 5.5, and 5.18.2 of the final EA. As such, the Proposed Action conforms to the New York State Implementation Plan and complies with the Clean Air Act Section 176(c)(1) and would not:

- Cause or contribute to any new violation of any standard in any area.
- Increase the frequency or severity of any existing violation of any standard in any area.
- Delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

G. **There are no disproportionately high and adverse environmental effects resulting from the Proposed Action on minority and/or low-income populations. (Executive Order 12989).** Environmental Justice concerns were addressed in sections 4.2.3 and 5.3.5, of the final EA. The minority and low-income populations for the five Census Tracts immediately adjacent to JFK that would experience non-significant increases in noise resulting from the Proposed Action are similar in composition to the population of the larger communities in close proximity to the airport. In accordance with FAA guidance provided in FAA Order 5050.4B and FAA Order 1050.1E, and the "Environmental Desk Reference for Airport Actions," implementation of the Proposed Action would not result in effects to any low income or minority population greater than the general community would experience. Therefore, there would be no minority or low-income group that would bear a disproportionate burden of the effects of the Proposed Action.

H. **The FAA finds that Executive Order 11988, which directs federal agencies to reduce the risk of flood loss, minimize the impacts of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values served by floodplains, has been followed and as required, complied with appropriately.** The FAA is satisfied that the Proposed Action would not be a significant encroachment on Floodplains and that implementation of the Proposed Action would comply with all the requirements of EO 11988. Specifically, the Proposed Action would not cause an increased risk to human life; although, a section of the proposed action would encroach in the special flood hazard area subject to inundation by the 100-year floodplain, the Proposed Action does not represent a change from existing conditions, nor will it cause an increase in service disruption; and the natural flooding cycle would be the same with the Proposed Action as with existing conditions or under the No-Action alternative. The final EA contains analyses that address whether the Proposed Action would be a "significant floodplain encroachment," as defined in FAA Order 1050.1E and EO 11988.

Decision and Order

The FAA recognizes its responsibilities under the National Environmental Policy Act of 1969 (NEPA) and its implementing Council on Environmental Quality (CEQ) regulations, and its own directives. Recognizing these responsibilities, I have carefully considered the FAA's goals and objectives in relation to the various aeronautical aspects of the *Runway 4L/22R Improvements at John F. Kennedy International Airport* as discussed in the final EA, and I have used the environmental process to make a more informed decision. This review included the purpose and need to be served by this project, alternative means of achieving them, the environmental impacts of these alternatives, and the mitigation and conditions necessary to preserve and enhance the human environment. This decision is based on a comparative examination of environmental impacts, operational factors, and economic factors for each of the alternatives. The final EA provides a fair and full discussion of the impacts of the Proposed Project. The NEPA process included appropriate planning and design for avoidance and minimization of impacts, as required by NEPA, the CEQ regulations, other special purpose environmental laws, and appropriate FAA environmental directives and guidance.

The FAA has determined that environmental and other relevant concerns presented by interested agencies and the general public have been addressed in the final EA. The FAA believes that with respect to the Proposed Action, there are no outstanding environmental issues within FAA jurisdiction to be studied or NEPA requirements that have not been met. In making this determination, the FAA must decide whether to approve the federal actions necessary for Project implementation. FAA approval signifies that applicable federal requirements relating to airport development planning have been met and permits the airport Sponsor to proceed with development and possibly receive funds for eligible items. Not approving these actions would prevent the Sponsor from proceeding with the airport development.

After careful and thorough consideration of the facts contained herein and subsequent to my review of the final EA and all of its related materials, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102(2)(C) of NEPA.

This decision does not constitute a commitment of funds under the AIP; however, it does fulfill the environmental prerequisites for future AIP funding determinations associated with AIP-eligible project components (49 U.S.C. §47107).

Similarly, this decision neither grants approval to use PFCs nor constitutes a commitment of PFC approval. This decision fulfills the environmental analysis prerequisites for future PFC determinations. The FAA will review any future PFC application upon receipt from the Port Authority of New York and New Jersey and the FAA will make funding decisions in accordance with the established procedures and applicable statutory requirements (49 U.S.C. §40117).

Accordingly, pursuant to the authority delegated to me by the Administrator of the FAA, I find that the actions summarized in this FONSI/ROD are reasonably supported and approved. I hereby direct that action be taken together with the necessary related and collateral actions, to carry out the agency actions noted above. Specifically:

1. Unconditional Approval of the JFK ALP pursuant to 49 U.S.C. §40103(b) and §47107(a)(16), and determination of effects of each of the components comprising the proposed project as described above, in the final EA, and in all associated materials upon the safe and efficient utilization of navigable airspace pursuant to 14 CFR Parts 77 and 157 and 49 U.S.C. §44718;

2. Determination under 49 U.S.C. §40101(d)(1) and 47105(b)(3) as to whether the Proposed Action meets applicable design and engineering standards set forth in FAA Advisory Circulars;

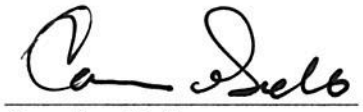
3. Determinations concerning funding through the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (recodified at 49 U.S.C. §47107) and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this does not determine eligibility or availability of potential funds); and

4. Determination under 49 U.S.C. §44502(a) and (b) concerning the acquisition, establishment, improvement, operations and maintenance of air navigation facilities, and that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.

5. Continued close coordination with the Port Authority of New York and New Jersey, the City of New York and appropriate FAA program offices, as required, for safety during construction (14 C.F.R. Part 77); and,

6. Approval of appropriate amendments to the JFK Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. §44706.

7. Determinations under 49 U.S.C. §40103(b) to develop air traffic control and airspace management procedures to effect the safe and efficient movement of air traffic to and from the proposed new threshold location.

Approved:  3/10/2014

Carmine Gallo Date
Regional Administrator
Federal Aviation Administration
Eastern Region

Right of Appeal

This FONSI/ROD presents the Federal Aviation Administration's findings and final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B.

Any party having a substantial interest may appeal this order to the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business, upon petition filed within 60 days after entry of this order in accordance with 49 U.S.C. §46110.

Final

Environmental Assessment

Runway 4L/22R Improvements
John F. Kennedy International Airport

Prepared For
U.S. Department of Transportation
Federal Aviation Administration

THE PORT AUTHORITY OF NY & NJ

February 2014

Prepared by
Landrum & Brown

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.

Responsible FAA Official

3/6/14
Date

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Acronyms

Acronyms

$\mu g/m^3$	micrograms per cubic meter
AC	Advisory Circular
ADG	Aircraft Design Group
AEDT	Aviation Environmental Design Tool
ALP	Airport Layout Plan
AOA	Air Operations Area
ANOMS	Airport Noise and Operations Management System
APU	Auxiliary Power Units
AQCR	Air Quality Control Region
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
BMP	Best Management Practices
BOD	Biological Oxygen Demand
CAA	Clean Air Act (as amended in 1990)
CBD	Central Business District
CBIS	Checked Baggage Inspection System
CEQ	Council on Environmental Quality
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation Air Quality
CMP	Coastal Management Program
CNG	Compressed natural gas
CO	Carbon Monoxide
COD	Chemical Oxygen Demand
CSO	Combined Sewer Overflow
CTA	Central Terminal Area
dB	Decibel
DNL	Day-Night Average Sound Level
DOT	Department of Transportation
E.O.	Executive Order
EA	Environmental Assessment
EDMS	Emissions and Dispersion Modeling System
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Endangered Species Act
EWR	Newark Liberty International Airport
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FIS	Federal Inspection Station
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GAV	Ground Access Vehicles

Acronyms, (*Continued*)

GHG	Greenhouse Gas
GS	Glide Slope
GSE	Ground Support Equipment
HAP	Hazardous Air Pollutants
HDR	High Density Rule
ICAO	International Civic Aviation Organization
ILS	Instrument Landing System
INM	Integrated Noise Model
Ldn	Day-Night Average Noise Level
LGA	LaGuardia Airport
LIRR	Long Island Railroad
LOS	Level of Service
LPG	Liquid Propane Gas
LRS	Light Rail System
LTO	Landing and Take-Off Cycle
mg/m3	milligrams per cubic meter
Mgd	million gallons per day
MMBTU	million british thermal units
MW	Megawatts
MWH	megawatts-hours
MTA	Metropolitan Transit Authority
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969, as amended
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NMHC	Non-Methane Hydrocarbons
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NRHP	National Register of Historic Places
NYAAQS	New York Ambient Air Quality Standards
NYACQR	New Jersey-New York-Connecticut Interstate Air Quality Control
NYCRR	New York Code of Rules and Regulations
NYCEDC	New York City Economic Development Corporation
NYCDEP	New York City Department of Environmental Protection
NYCT	New York City Transit
NYSDOS	New York State Department of Safety
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSHPO	New York State Historic Preservation Office
NYSNHP	New York State Natural Heritage Program
OAG	Official Airline Guide
O&D	Origin and Destination
OST	Office of the Secretary of Transportation
PAPD	Port Authority Police Department

Acronyms, (*Continued*)

PAPI	Precision Approach Path Indicators
PBN	Precision Based Navigation
PCA	Pre-Conditioned Air
PCB	Polychlorinated Biphenyl
P.L.	Public Law
$PM_{2.5}$	inhalable particulate matter less than 2.5 microns in diameter
PM_{10}	inhalable particulate matter less than 10 microns in diameter
Port Authority	Port Authority of New York and New Jersey
ppm	parts per million
REIL	Runway End Identification Lights
ROD	Record of Decision
RSA	Runway Safety Area
RVR	Runway Visual Range
RVSR	Restricted Service Road
SF	Square Feet
SHPO	Station Historic Preservation Officer
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
SO_x	Sulfur Oxides
SPDES	State Pollution Discharge Elimination System
SWF	Stewart International Airport
SWPPP	Storm Water Pollution Prevention Plan
TEB	Teterboro Airport
TERPS	Terminal Instrument Procedures
TSA	Transportation Security Administration
TSP	Total Suspended Particulate
ULURP	Uniform Land Use Review Procedure
UTB	Unit Terminal Building
USACOE	U.S. Army Corps of Engineers
USEPA	United States Environmental Protection Agency
U.S.C.	U.S. Code
USDOT	United States Department of Transportation
USFWS	U.S. Fish and Wildlife Service
VASI	Visual Approach Slope Indicator
V/C	Volume-to-Capacity
VOC	Volatile Organic Compound
VOR	Omni-Directional Range
VWE	Van Wyck Expressway
WPCP	Water Pollution Control Plants
WRCRA	Waterfront Revitalization and Coastal Resources Act

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Glossary of Terms

GLOSSARY OF TERMS

Air Traffic – Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas.

Air Traffic Control (ATC) – An FAA service operated for the public, to ensure adequate separation of aircraft and to promote the safe, orderly, and expeditious flow of air traffic. The air traffic facility with jurisdiction over mapped and designated airspace may authorize aircraft to proceed under specified traffic conditions within ***controlled airspace***.

Airport Traffic Control Tower (ATCT) – An ***airport traffic control*** facility established on an airport to provide for safe, orderly, and expeditious flow of air traffic arriving at and departing from an airport, including airport surface areas such as runways and taxiways.

Aircraft Approach Category – A grouping of aircraft based on a speed calculation that takes into account the stall speed in the landing configuration at maximum gross landing weight. An aircraft must fit only one category; its category determines speed minimums that must be observed for various maneuvers. For example, an aircraft which falls in *Category A,* but is circling to land at a speed in excess of 91 knots, must use the approach *Category B* minimums when circling to land. The categories are: *Category A* - Speed less than 91 knots; *Category B* - Speed 91 knots or more but less than 121 knots; *Category C* - Speed 121 knots or more but less than 141 knots; *Category D* - Speed 141 knots or more but less than 166 knots; *Category E*- Speed 166 knots or more. (*See* 14 CFR Part 97.)

Aircraft Classes – For the purposes of wake turbulence aircraft separation minimums, ATC classifies aircraft as (a) *Heavy* - Aircraft capable of takeoff weights of more than 255,000 pounds whether or not they are operating at this weight during a particular phase of flight, (b) *Large* - Aircraft of more than 41,000 pounds, maximum certificated takeoff weight, up to 255,000 pounds, or (c) *Small* - Aircraft of 41,000 pounds or less maximum certificated takeoff weight.

Airport Departure Rate – A dynamic parameter specifying the number of aircraft per hour that can depart from an airport and be accepted into the airspace.

Airport Elevation – The highest point on an airport's usable runways, expressed in feet above ***mean sea level***.

Airport Improvement Program (AIP) – A Federal funding program for airport improvements. AIP is periodically reauthorized by Congress with funding appropriated from the Aviation Trust Fund. Proceeds to the Aviation Trust Fund are derived from excise taxes on airline tickets, aviation fuel, etc.

Airport Layout Plan (ALP) – A scaled drawing of existing and proposed land and facilities necessary for the operation and development of the airport. The ALP shows boundaries and proposed additions to all areas owned or controlled by the airport operator for airport purposes, the location and nature of existing and proposed action, and the location on the airport of existing and proposed non-aviation areas and improvements thereon.

Airport Operations – The total takeoffs (departures) and landings (arrivals) from an airport.

Airport Surveillance Radar (ASR) – Approach control radar used by air traffic controllers to detect and display an aircraft's position in the airport terminal area. ASR provides range (distance) and ***azimuth*** (direction) information with regard to arriving or departing aircraft.

Air Traffic Service (ATS) Routes – "ATS route," a generic term, includes "VOR Federal airways," "colored Federal airways," "alternate airways," "jet routes," "Military Training Routes," "named routes," and "RNAV routes." The term "ATS route" serves as an overall title for listing the types of routes that comprise the United States route structure.

Airway – A corridor of ***controlled airspace*** whose centerline is established by radio ***navigational aids***. Low altitude airways (between 3,000 and 18,000 feet **Mean Sea Level**) are identified by number with the letter V as a prefix. High altitude airways (above 18,000 feet *Mean Sea Level*) are known as Jet airways and are identified by number with the letter J as a prefix.

Ambient Noise – The total sum of noise from all sources in a given place and time. This is also known as ***Existing Ambient Noise.*** *See* also ***Natural Ambient Noise***.

Approach Light Systems (ALS) – One of various lighting aids that may be installed on an airport. The ALS is a series of lights that provide visual guidance to landing aircraft by radiating light beams in a directional pattern, to assist the pilot when aligning aircraft with the extended runway centerline on ***final approach***.

Attenuation – Acoustical phenomenon whereby ***sound*** energy is reduced between the noise source and the receiver. This energy loss can be attributed to atmospheric conditions, terrain, vegetation, other natural features, and man-made features (e.g., sound insulation).

A-Weighted Sound (dBA) – A system for measuring ***sound*** energy that is designed to represent the response of the human ear to sound. Energy at frequencies more readily detected by the human ear is more heavily weighted in the measurement, while frequencies less well detected are assigned lower weights. A-weighted *sound* measurements are commonly used in studies where the human response to *sound* is the object of the analysis.

Base Flight Segment – A flight path at right angles to the landing runway off its approach end. The base segment normally extends from the downwind segment to the intersection of the extended runway centerline.

Base Leg – A flight path at right angles to the approach of a runway end. It usually extends from the downwind leg to the intersection of the extended runway centerline.

Baseline Condition – The existing condition or conditions prior to future development, which serve as a foundation for analysis.

Capacity – The FAA defines "capacity" as the "throughput rate" of an airport, i.e., the maximum number of aircraft operations that can take place in an hour.

Commuter Aircraft – Generally, aircraft of designated size or seating capacity (usually nine or fewer seats) that support scheduled air transportation services for compensation or hire in air commerce, with a frequency of at least five round trip operations per week on at least one route according to a published flight schedule. Commuter aircraft operate pursuant to a ***Federal Aviation Administration*** air carrier certificate issued under 14 CFR Parts 119 and 135 of the ***Federal Aviation Regulations***. (*See* 14 CFR § 119.3, *Definitions*.) ***Regional Jets*** (RJs) are not "commuters," because they are large transport category aircraft and fall within the *Federal Aviation Administration's* ***air carrier aircraf***t category.

Contour – *See* ***Noise Contour***.

Controlled Airspace – An airspace of defined dimensions within which ***air traffic control*** service is provided to flights operating under both ***Instrument Flight Rules*** and ***Visual Flight Rules*** in accordance with the airspace classification. Controlled airspace designated as Class *A*, Class *B,* Class *C*, Class *D*, and Class *E*, generally according to altitude above the surface, distance from a primary airport, and volume of aircraft operations. Controlled airspace is also that airspace within which all aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements (for specific operating requirements, *see* 14 CFR Part 91).

Crosswind Leg – A flight path at right angles to the approach runway end off of the upwind end.

Day-Night Average Sound Level (DNL) - A noise measure used to describe the average ***sound*** level over a 24-hour period, typically an average day over the course of a year. In computing DNL, an extra weight of ten ***decibels*** is assigned to noise occurring between the hours of 10:00 p.m. and 7:00 a.m. to account for increased annoyance when ambient noise levels are lower and people are trying to sleep. DNL may be determined for individual locations or expressed in noise contours.

dBA - ***See A-weighted Sound Level***

Decibel (dB) - ***Sound*** is energy and is measured by its pressure. Because of the enormous range of *sound* pressures to which the human ear is sensitive, the raw sound pressure measurement is converted to the ***decibel*** scale for purposes of description and analysis. The *decibel* scale is logarithmic. A ten-*decibel* increase in *sound* is perceived as a doubling of sound (or twice as loud) by the human ear.

Declared Distances – The distance the airport owner declares available for the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements.

Departure Fix – A departure fix, or so-called departure gate, is a section of airspace used to separate departing from arriving aircraft. This fix determines the initial flight path and direction of the aircraft.

Detailed Study Area - One of the areas identified for detailed environmental investigation as part of this ***Environmental Impact Statement***. This *study area* is smaller in scale than the ***General Study Area*** to accommodate the more detailed analyses. (*See* ***General Study Area.*****)**

Displaced Threshold - A threshold that is located at a point on the runway other than the designated beginning of the runway. The portion of pavement behind a displaced threshold may be available for takeoffs in both directions and landings from the opposite direction.

Distance Measuring Equipment (DME) - A flight instrument that measures the line-of-sight distance of an aircraft from a navigational radio station in ***nautical miles.***

Downwind Approach/Arrival – A flight path parallel to the landing runway in the direction opposite to landing.

Easement - The legal right of one party to use part of the rights of a piece of real estate belonging to another party. This may include, but is not limited to, the rite of passage over, on or below the property; certain air rights above the property, including view rights; and the rights to any specified form of development or activity.

Engine Run-ups – A routine procedure for testing aircraft systems by running one or more engines at a high power setting. Engine run-ups are normally conducted by airline maintenance personnel checking an engine or other on board systems following maintenance.

Enplanements - The number of revenue passengers boarding an aircraft at an airport.

EnRoute Air Traffic Control System - Unlike ***airport traffic control tower*** or terminal radar approach control service, *Air Route Traffic Control Centers* provide enroute service, generally for aircraft on ***Instrument Flight Rules*** flight plans, when these aircraft are operating between departure and destination airports at designated higher altitudes. When equipment, capabilities, and controller workload

permit, certain advisory/assistance services may be provided to ***Visual Flight Rules*** aircraft. Enroute airspace is that airspace not delegated to approach control.

Environmental Impact Statement (EIS) - As stated in CEQ regulation 40 CFR § 1508.11, a detailed written statement that complies with NEPA section 102 (42 USC § 4332) by including in every report on proposals for major Federal actions significantly affecting the quality of the human environment, a detailed statement on (i) environmental impact of the proposed action, (ii) any adverse environmental effects which cannot be avoided should the proposal be implemented, (iii) alternatives to the proposal, (iv) relationship between local short-term uses of the environment and maintenance and enhancement of long-term productivity, and (v) any irreversible and irretrievable commitment of resources involved in the proposed action, should it be implemented.

Equivalent Sound Level (Leq) - The ***A-weighted*** energy average ***sound*** level experienced over a given period of time. The metric is expressed as ten times the log of the total noise energy divided by the number of seconds during the period under consideration.

Federal Aviation Administration (FAA) - The FAA is the Federal agency responsible for insuring the safe and efficient use of the nation's airspace, for fostering civil aeronautics and air commerce, and for supporting the requirements of national defense. The activities required to carry out these responsibilities include: safety regulations, airspace management and the establishment, operation and maintenance of a system of ***air traffic control*** and navigation facilities; research and development in support of the fostering of a national system of airports, promulgation of standards and specifications for civil airports, and administration of Federal grants-in-aid for developing public airports; various joint and cooperative activities with the Department of Defense, and technical assistance (under State Department auspices) to other countries.

Federal Aviation Regulations (FAR) - The body of Federal regulations enacted by the U.S. Secretary of Transportation, under the statutory authority of the Federal Aviation Act and published in Title 14 of the Code of Federal Regulations (CFR).

Final Approach - A flight path in the direction of landing that follows the extended runway centerline. It usually extends from the ***base leg*** to the runway.

Fixed-Base Operator (FBO) - A business located on the airport that provides services such as hangar space, fuel, flight training, repair, and maintenance to airport users.

Fleet Mix - The mix or differing types of aircraft operating in a particular airport environment.

Flight Track Utilization - The use of established routes for arrival and departure by aircraft to and from the runways at the airport.

General Aviation Aircraft – Generally, those U.S. registered civil aircraft which operate for private and noncommercial purposes and whose operations are not governed by 14 CFR Parts 119, 121, 125, or 135 of the ***Federal Aviation Regulations***. General aviation aircraft range from small single-engine propeller aircraft to large ***turbojet*** private aircraft.

General Study Area (GSA) - One of the areas identified for environmental investigation as part of this ***EIS***. This study area is larger in scale than the ***Detailed Study Area.*** (*See* ***Detailed Study Area.***)

Geographic Information Systems (GIS) - An information system that is designed for storing, integrating, manipulating, analyzing, and displaying data referenced by spatial or geographic coordinates.

Glide Slope (GS) - The GS signal is used to establish and maintain the aircraft's descent rate until visual contact confirms the runway alignment and location. A GS differentiates precision from non-precision approaches. The glide slope consists of the following:

> Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ***Instrument Landing System***, or visual ground aids, such as ***Visual Approach Slope Indicator***, which provide vertical guidance for ***visual flight rules*** approach or for the visual portion of an ***instrument approach*** and landing.

GPS - **Global Positioning System** equipment onboard an aircraft takes advantage of various radio navigation and/or *Global Positioning System* routes to guide the aircraft. A system of satellites used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude, and altitude.

Grid Analysis - A type of aircraft noise analysis that evaluates the noise levels at individual points rather than through generation of ***noise contours***.

Ground Effect - Noise ***attenuation*** attributed to absorption or reflection of noise by man-made or natural features on the ground surface.

Hub - An airport that services airlines that have ***hubbing*** operations.

Hubbing - A method of airline scheduling that times the arrival and departure of several aircraft in a close period of time in order to allow the transfer of passengers between different flights of the same airline in order to reach their ultimate destination. Several airlines may conduct hubbing operations at an airport.

Infill - Urban development occurring on vacant lots in substantially developed areas; may also include the redevelopment of areas to a greater density.

Instrument Approach - A series of predetermined maneuvers for the orderly transfer of an aircraft under ***instrument flight rules*** from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

Instrument Flight Rules (IFR) - That portion of the ***Federal Aviation Regulations*** (14 CFR Part 91) specifying the procedures to be used by aircraft during flight in ***Instrument Meteorological Conditions.*** These procedures may also be used under visual conditions and provide for ***positive control*** by ***Air Traffic Control***. (*See* also ***Visual Flight Rules)***.

Instrument Landing System (ILS) - An electronic system installed at some airports which helps to guide pilots to runways for landing during periods of limited visibility or adverse weather.

Instrument Meteorological Conditions (IMC) - Weather conditions expressed in terms of visibility, distance from clouds, and cloud ceilings during which all aircraft are required to operate using ***Instrument Flight Rules (IFR)***.

Integrated Noise Model (INM) - A computer model developed, updated and maintained by the ***Federal Aviation Administration*** to predict the noise exposure generated by aircraft ***operations***.

Itinerant Operation - An aircraft flight that ends at an airport different from where the flight began.

Knots - Airspeed measured as the distance in ***nautical miles*** (6,076.1 feet) covered in one hour. (Approximately equal to 1.15 miles per hour.)

Land Use Compatibility - The ability of land uses surrounding the airport to coexist with airport-related activities with minimum conflict.

Landing and Takeoff (LTO) Cycle - The time that an aircraft is in operation at or near an airport. An LTO cycle begins when an aircraft starts its ***final approach*** (arrival) and ends after the aircraft has made its climb-out (departure).

Ldn - *See* ***DNL***. Ldn is used in place of *DNL* in mathematical equations only.

Leq - *See* ***Equivalent Sound Level***.

Local Operation - An aircraft flight that begins and ends at the same airport.

Localizer - The component of an ***Instrument Landing System*** that provides lateral course guidance to the runway. The localizer signal is used to establish and maintain the aircraft's horizontal position until visual contact confirms the runway alignment and location.

Loudness - The subjective assessment of the intensity of ***sound***.

Maximum Noise Level (Lmax) - The maximum ***sound*** pressure for a given event adjusted toward the frequency range of human hearing.

Mean Sea Level (MSL) - The average height of the surface of the sea for all stages of the tide; used as a reference for elevations; also called sea level datum.

Military Operations Area - Airspace established to separate or segregate certain non-hazardous military activities from ***Instrument Flight Rules*** traffic and to identify for ***Visual Flight Rules*** traffic where these activities are conducted.
Missed Approach - A maneuver conducted by a pilot when an ***instrument approach*** cannot be completed for landing at an airport. *Instrument approach* procedure charts show the route of flight and altitude that the pilot must follow in this circumstance.

National Airspace System (NAS) - The common network of U.S. airspace, air navigation facilities, equipment, services, airports, or landing areas; aeronautical charts, information, and services; rules, regulations, and procedures; technical information, manpower, and materials, all of which are used in aerial navigation to provide a safe and efficient flying environment.

National Environmental Policy Act of 1969 (NEPA) - The original legislation establishing the environmental review process for proposed Federal actions.

National Pollutant Discharge Elimination System (NPDES) – Federal requirement under the Clean Water Act (CWA) that any discharge of a non-point source of pollution into waters of the United States be in conformance with any established water quality management plan developed under the Clean Water Act.

Nautical Mile - A measure of distance equal to one minute of arc on the earth's surface (6,076.1 feet or 1,852 meters).

Natural Ambient Noise - ***Existing Ambient Noise***, minus man made sounds. ***See Ambient Noise*** **and** ***Existing Ambient Noise*****.**

NAVAIDs (Navigational Aids) - Any facility used by an aircraft for navigation.

Navigational Fix - A geographical position determined by reference to one or more radio navigational aids.

Noise Abatement - A measure or action that minimizes the amount of impact of noise on the environs of an airport. Noise abatement measures include aircraft operating procedures and use or disuse of certain runways or ***flight tracks***.

Noise Contour - A map representing average annual noise levels summarized by lines connecting points of equal noise exposure.

Nondirectional Beacon (NDB) - A beacon transmitting non-directional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine the bearing to and from the station. When the radio beacon is installed in conjunction with the ***Instrument Landing System*** marker, it is normally called a compass locator.

Nonprecision Approach - A standard ***instrument approach*** procedure providing runway alignment but no ***glide slope*** or descent information.

Precision Approach Path Indicator (PAPI) - Provides visual approach slope guidance to aircraft during an approach. It is similar to a ***Visual Approach Slope Indicator*** but provides a sharper transition between the colored indicator lights.
Precision Approach Procedure - A standard ***instrument approach*** procedure in which an electronic ***glide slope***/glide path is provided (e.g., ***Instrument Landing System*** and ***Precision Approach Radar***).

Precision Approach Radar (PAR) - Navigational equipment located on the ground adjacent to the runway, consisting of one antenna, which scans the vertical plane, and a second antenna, which scans the horizontal plane. The PAR provides the controller with a picture of the descending aircraft in ***azimuth***, distance, and elevation, permitting an accurate determination of the aircraft's alignment relative to the runway centerline and the ***glide slope***.

Profile - The position of the aircraft during an approach or departure in terms of altitude above the runway and distance from the runway end.

Propagation - ***Sound*** propagation is the spreading or radiating of sound energy from the noise source. It usually involves a reduction in sound energy with increased distance from the source. Atmospheric conditions, terrain, natural objects, and manmade objects affect sound propagation.

Public Use Airport - An airport open to public use without prior permission, and without restrictions within the physical capabilities of the facility. It may or may not be publicly-owned.

Record of Decision (ROD) - As stated in CEQ regulation 40 CFR § 1505.2, the ***Federal Aviation Administration****'s* findings, explanations, and related justifications after review of a Draft Environmental Assessment or ***Environmental Impact Statement***. The ROD specifies the environmentally preferred alternative.

Regional Jet - A jet aircraft that falls within the air carrier aircraft category because of size and payload. For use in air commerce, the ***regional jet*** must be operated pursuant to an air carrier certificate pursuant to an air carrier certificate issued under 14 CFR Parts 119 and 121 of the ***Federal Aviation Regulations***. (*See* 14 CFR § 119.3, for Domestic, Flag, and Supplemental operations). *Regional jets* are not operated as commuter aircraft pursuant to 14 CFR Part 135. *Regional jets* are typically jet aircraft, with approximately 35 to 90 seats. The next-generation *regional jet*s are expected to seat 100 passengers.

Retrofitted Aircraft - An aircraft originally certified as ***Stage 2*** that has been modified to meet ***Stage 3*** requirements. This includes both modification of engines or the replacement of engines to meet the ***Stage 3*** standard.

Run-up - A routine procedure for testing aircraft systems by running one or more engines at a high power setting. ***Engine run-ups*** are normally conducted by airline maintenance personnel checking an engine or other on board systems following maintenance.

Runway End Identifier Lights (REIL) - Two synchronized flashing lights, one on each side of the ***runway threshold***, which identify the approach end of the runway.

Runway Protection Zone (RPZ) - An area, trapezoidal in shape and centered about the extended runway centerline, designated to enhance the protection of people and property on the ground. It begins 200 feet (60 M) beyond the end of the area usable for takeoff or landing. The RPZ dimensions are functions of the aircraft, type of operation, and visibility minimums. (Formerly known as the clear zone.)

Runway Safety Area (RSA) - A defined surface surrounding the runway prepared or suitable for reducing the risk or damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Runway Visual Range (RVR) - The RVR is required to support precision landing and takeoff operations. The system measures visibility, background luminance, and runway light intensity to determine the distance a pilot should be able to see down the runway. RVRs are a component of the Instrument Landing System (ILS) for the runway.

Runway Threshold - The beginning of that portion of the runway usable for landing.

Single event - One noise event. For many kinds of analysis, the ***sound*** from single events is expressed using the ***Sound Exposure Level*** metric.

Sound - Sound is the result of vibration in the air. The vibration produces alternating bands of relatively dense and sparse particles of air, spreading outward from the source in the same way as ripples do on water after a stone is thrown into it. The result of the movement is fluctuation in the normal atmospheric pressure or sound waves.

Sound Exposure Level (SEL) - A standardized measure of a ***single (sound) event***, expressed in ***A-weighted decibels***, that takes into account all sound above a specified threshold set at least ten ***decibels*** below the maximum level. All sound energy in the event is integrated over one second.

Special Use Airspace - Airspace of defined dimensions identified by an area on the earth's surface wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft ***operations***, which are not part of those activities.

Stage 2 Aircraft - Aircraft that meet the noise levels prescribed by ***Federal Aviation Regulations*** *14 CFR* Part 36, which are less stringent than those established for the quieter ***Stage 3*** designation. The Airport Noise and Capacity Act required the phase-out of all Stage 2 aircraft over 75,000 pounds by December 31, 1999, with the potential for case-by-case exceptions through the year 2003.

Stage 3 Aircraft - Aircraft that meet the most stringent noise levels set in ***Federal Aviation Regulations*** *14 CFR* Part 36.

Standard Instrument Departure Procedure (SID) - A planned ***Instrument Flight Rules air traffic control*** departure procedure published for pilot use in graphic and textual form. SIDs provide transition from the terminal to the en route ***air traffic control*** structure.

Statute Mile - A measure of distance equal to 5,280 feet.

Terminal Radar Approach Control (TRACON) - A ***Federal Aviation Administration Air Traffic Control*** Facility which uses radar and two-way communication to provide separation of air traffic within a specified geographic area in the vicinity of one or more airports.

Time Above (TA) - The amount of time that ***sound*** exceeds a given ***decibel*** level during a 24-hour period (e.g., time in minutes that the sound level is above 75 ***decibels***).

Thrust Settings – Settings on an aircraft that control the power applied to the engines.

Traffic Pattern – The traffic flow prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are ***upwind leg***, ***crosswind leg***, ***downwind leg***, ***base leg***, and ***final approach***.

Turbojet - An aircraft powered by a jet turbine engine. The term is customarily used in ***air traffic control*** for all aircraft, without propellers, that are powered by variants of jet engines, including turbofans.

Turboprop - Aircraft of this type are typically used by airlines on short routes between two relatively close locations.

Upwind Leg - A flight path parallel to the approach runway in the direction of approach.

Vector - Compass heading instructions issued by ***Air Traffic Control*** in providing navigational guidance by radar.

Very High Frequency Omnidirectional Range (VOR) Station - A ground-based radio navigation aid transmitting signals in all directions. A VOR provides ***azimuth*** guidance to pilots by reception of electronic signals.

Very High Frequency Omnidirectional Range Station with Tactical Air Navigation (VORTAC) - A navigational aid providing ***VOR azimuth*** and ***Tactical Air Navigation distance measuring equipment*** at one site.

Visual Approach - An approach conducted on an ***Instrument Flight Rules*** flight plan, which authorizes the pilot to proceed visually and clear of clouds to the airport.

Visual Approach Slope Indicator (VASI) - A visual aid for final approach to the ***runway threshold***, consisting of two wing bars of lights on either side of the runway. Each bar produces a split beam of light - the upper segment is white, the lower is red.

Visual Flight Rules (VFR) - Rules and procedures specified in ***Federal Aviation Regulations*** *14 CFR* Part 91 for aircraft operations under visual conditions. Aircraft operations under VFR are not generally under ***positive control*** by ***Air Traffic Control***. The term VFR is also used in the U.S. to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate a type of flight plan.

Visual Meteorological Conditions (VMC) - Weather conditions expressed in terms of visibility, distance from cloud, and cloud ceiling equal to or greater than those specified in ***Federal Aviation Regulations*** *14 CFR* Part 91.155 for aircraft operations under ***Visual Flight Rules***.

Yearly Day-Night Average Sound Level - *see* ***DNL***.

Chapter 1

CHAPTER 1
INTRODUCTION AND BACKGROUND

1.1 INTRODUCTION AND BACKGROUND

This Environmental Assessment (EA), required by the National Environmental Policy Act of 1969 (NEPA), as amended (40 CFR 1500-1508)[1], and prepared in accordance with Federal Aviation Administration (FAA) FAA Orders 1050.1E Change 1, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions,* analyzes the potential environmental effects of a Proposed Action involving rehabilitation and widening and compliance with FAA Runway Safety Area (RSA) design standards on Runway 4L/22R at John F. Kennedy International Airport (JFK or Airport) – the "Proposed Action." The EA is required under NEPA because the project would require the FAA to approve a change to the Airport Layout Plan (ALP) for JFK, which is a Federal action, and because Federal funds may be used to implement the Proposed Action.

A Draft EA for this project, *Runway 4L/22R Improvements, John F. Kennedy International Airport,* was prepared and published for public review and comment in May 2012. The Proposed Action from the May 2012 Draft EA included the following major elements:

- Relocate the Runway 4L end 460 feet to the north.
- Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA to comply with FAA design standards.
- Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt.
- Widen Runway 4L/22R from 150 to 200 feet.
- Relocate the displaced landing (arrival) threshold on Runway 22R 3,316 feet to the north.

Two of the elements, the relocation of the Runway 22R arrival threshold 3,316 feet to the north and the relocation of the Runway 4L end (departure starting point) 460 feet to the north, would have resulted in aircraft being at lower altitudes than existing conditions over areas to the north of the runway, including Idlewild Park. The lower altitude of aircraft would have resulted in up to 800 trees in Idlewild Park becoming obstructions, as defined in FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS). FAA Order 8260.3B specifies the minimum measure of obstacle clearance that is considered by the FAA (the Federal authority) to supply a satisfactory level of vertical protection for aircraft operating at an airport. If the project described in the May 2012 Draft EA were to be implemented, up to 800 trees in Idlewild Park would have required removal to

[1] P.L. 91-190, 42 U.S.C. 4321, et. seq., *National Environmental Policy Act*, 1969, Section 102(2)(c).

comply with FAA standards. The project described in the May 2012 Draft EA has been modified to avoid this impact as explained in the following paragraphs.
In order to minimize the number of trees to be removed from Idlewild Park, the Port Authority made the decision to redefine the proposed project as described in Section 1.3 of this Final EA. The Port Authority no longer proposes the relocation of the Runway 22R arrival threshold 3,316 feet to the north. The arrival threshold on Runway 22R would remain in its existing location, which does not result in lower landing elevations north of the Airport. Because there is no change to the Runway 22R arrival threshold, the high speed taxiway proposed for arrivals on Runway 22R is also no longer proposed in this Final EA. In addition, the revised project no longer proposes the relocation of the Runway 4L departure starting point. As a result the Proposed Action, described in the May 2012 Draft, was redefined. The Proposed Action presented in this Final EA and described in more detail in Section 1.3, includes the following major elements:

- Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA to comply with FAA design standards.
- Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA to comply with FAA design standards. This element was also included in the proposed project described in May 2012 Draft EA.
- Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt.
- Widen Runway 4L/22R from 150 to 200 feet.

It is important to note, because the Runway 22R arrival threshold and Runway 4L departure starting point would not be relocated, the altitude of arrivals on Runway 22R and the altitude of departures on Runway 4L would remain the same as existing conditions. In addition, the Proposed Action would not cause airport operations to increase and would not result in additional vehicular traffic following the construction period.

It should also be noted the Port Authority is currently mitigating ***existing*** tree obstructions in Idlewild Park that are unrelated to the Runway 4L/22R project. There are approximately 312 ***existing*** TERPS tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The Port Authority submitted a permit application on October 18, 2013 with the New York City Department of Parks and Recreation to remove these trees and install solar powered obstruction lights. Without the obstruction lights more trees would need to be removed. In addition, there are trees in Idlewild Park that currently do not comply with Title 14 Code of Federal Regulation (CFR) Part 77, which establishes standards and notification requirements for objects affecting navigable airspace. Violations of 14 CFR Part 77 do not require removal but do typically require installation of lights/light poles to identify the obstructions to pilots. In order to comply with 14 CFR Part 77 regulations, the Port Authority plans to install up to seven light poles in Idlewild Park to identify the trees that do not comply with 14 CFR Part 77 regulations. The Port Authority is currently working with the New York City Department of Parks and Recreation to insure that the existing Airport complies with both of these Federal requirements. As stated above, the removal/pruning of these trees and the installation of the light poles are not caused by the

implementation the Proposed Action presented in this EA and therefore are not considered an impact of the Proposed Action. They will however be considered as part of the cumulative impacts.

This Final EA was prepared in accordance with and to satisfy FAA Orders 1050.1E, Change 1 and 5050.4B and NEPA. All public comments received on the May 2012 Draft EA are included in this Final EA in Appendix D, *Comments Received on the May 2012 Draft Environmental Assessment* and were considered in the preparation of this Final EA. A public comment period was held from October 17, 2013 to November 18, 2013 to accept comments on this on the Revised Draft EA.

1.2 AIRPORT DESCRIPTION

JFK is the largest facility in the Port Authority airport system with over 4,930 acres, four runways, and six operating terminals. In 2012, JFK carried 1.3 million tons of cargo and handled over 49.2 million passengers. JFK remains the premiere international gateway in the U.S. with over 70 carriers serving 100 international nonstop destinations and over 401,600 aircraft operations.

As shown in **Exhibit 1-1, *Airport Environs***, JFK's current airfield consists of four runways: two widely-spaced parallel runways oriented in a northwest/southeast direction (Runways 13L/31R and 13R/31L) and two closely-spaced parallel runways oriented in a northeast/southwest direction (Runways 4L/22R and 4R/22L). The dimensions of the runways are as follows:

- Runway 13L/31R – 10,000' x 150'
- Runway 13R/31L – 14,511' x 200'
- Runway 4L/22R – 11,351' x 150'
- Runway 4R/22L – 8,400' x 200'

See **Exhibit 1-2, *Existing Runway 4L/22R***, for the existing condition of Runway 4L/22R.

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Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport

FINAL

10/30/2013 Prepared by Landrum & Brown
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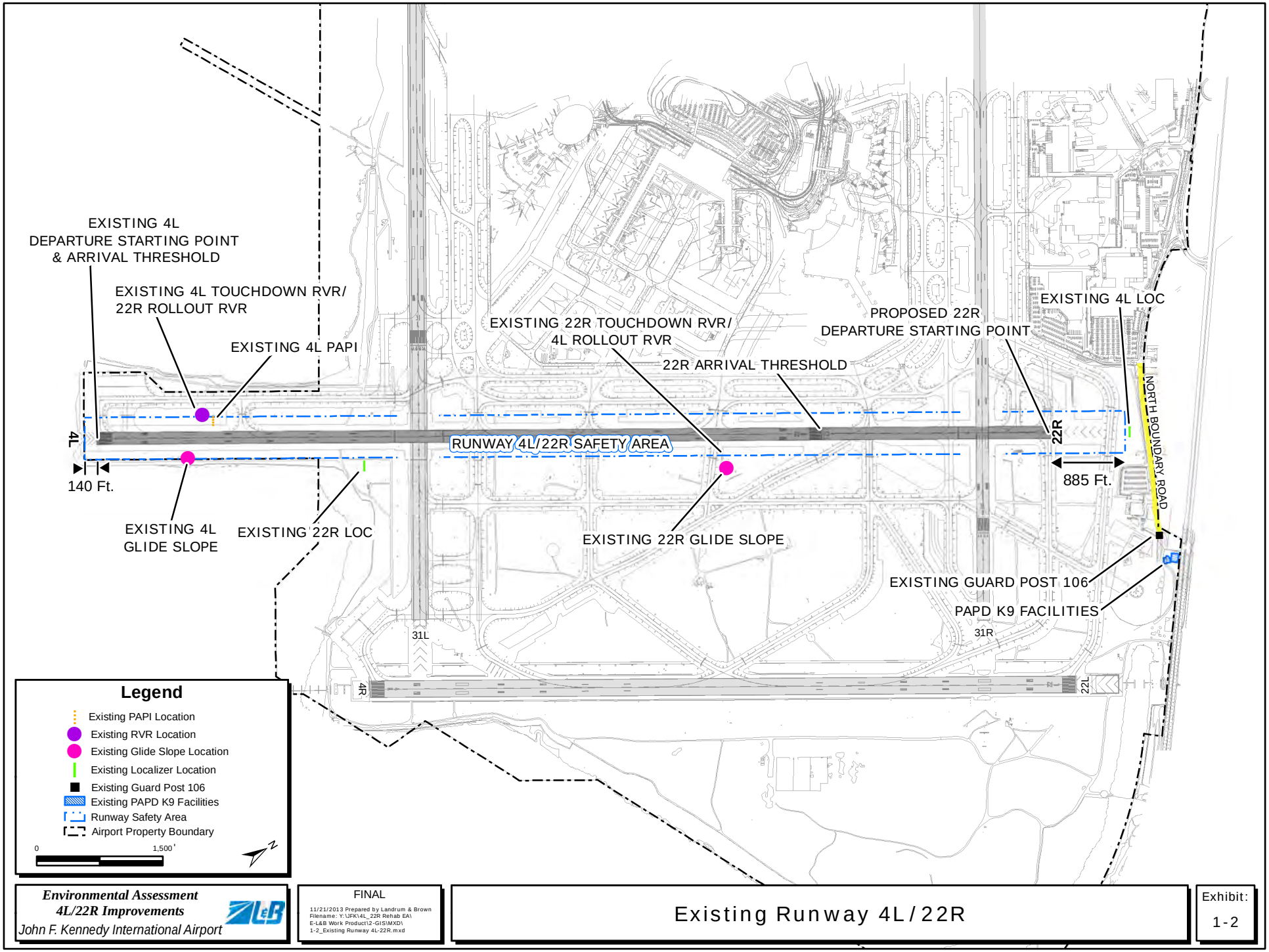
E-L&B Work Product\2-GIS\MXD\
1-1_Airport Environs.mxd

Airport Environs

Exhibit:
1-1

BACK OF EXHIBIT 1-1, AIRPORT ENVIRONS



Environmental Assessment
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1-2_Existing Runway 4L-22R.mxd

Existing Runway 4L/22R

Exhibit:
1-2

BACK OF EXHIBIT 1-2, EXISTING RUNWAY 4L/22R

1.3 DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action includes the following seven major categories of projects to Runway 4L/22R: (1), Comply with FAA RSA Design Standards (2) Rehabilitate Runway 4L/22R, (3) Widen Runway 4L/22R to Comply with FAA Design Standards (4) Modify Taxiway System, (5) Acquire and Convey Land, Relocate Facilities, and Modify Roadways, (6) Reconfigure Navigational Aid System, and (7) Update Flight Procedures. The Proposed Action elements are shown on **Exhibit 1-3, *Proposed Action***, **Exhibit 1-4**, ***Proposed Action – Runway 22R End***, **Exhibit 1-5, *Proposed Action – Runway 4L End***, **Exhibit 1-6, *North Boundary Road Access and Proposed Location of PAPD Facilities,*** and **Exhibit 1-7, *Property Transfers***. The elements of the Proposed Action are listed below.

Comply with FAA RSA Design Standards

- Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA for Runway 4L to comply with FAA design standards.
- Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA for Runway 22R to comply with FAA design standards.

Rehabilitate Runway 4L/22R

- Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt.

Widen Runway 4L/22R

- Widen Runway 4L/22R from 150 to 200 feet to comply with FAA design standards.
- Replace and upgrade communications and electrical systems.
- Relocate water quality treatment devices

Modify Taxiway System

- Construct new taxiway exits leading to the central terminal area, new taxiway access points to the north end of the runway, and other taxiway modifications to conform to the rehabilitation, widening, and reconfiguration of Runway 4L/22R.

Acquire and Convey Land, Relocate Facilities, and Modify Roadways

- Acquire land from and convey land to the New York City Economic Development Corporation (NYCEDC); relocate Patrol Road, Airport security fence, and Guard Post 106; reconfigure and relocate a portion of the Port Authority Police Department (PAPD) impound parking lot; demolish and relocate the PAPD K9 facilities; install a visual screen; and decommission (dead-end) a portion of North Boundary Road located within the Aircraft Operations Area (AOA).

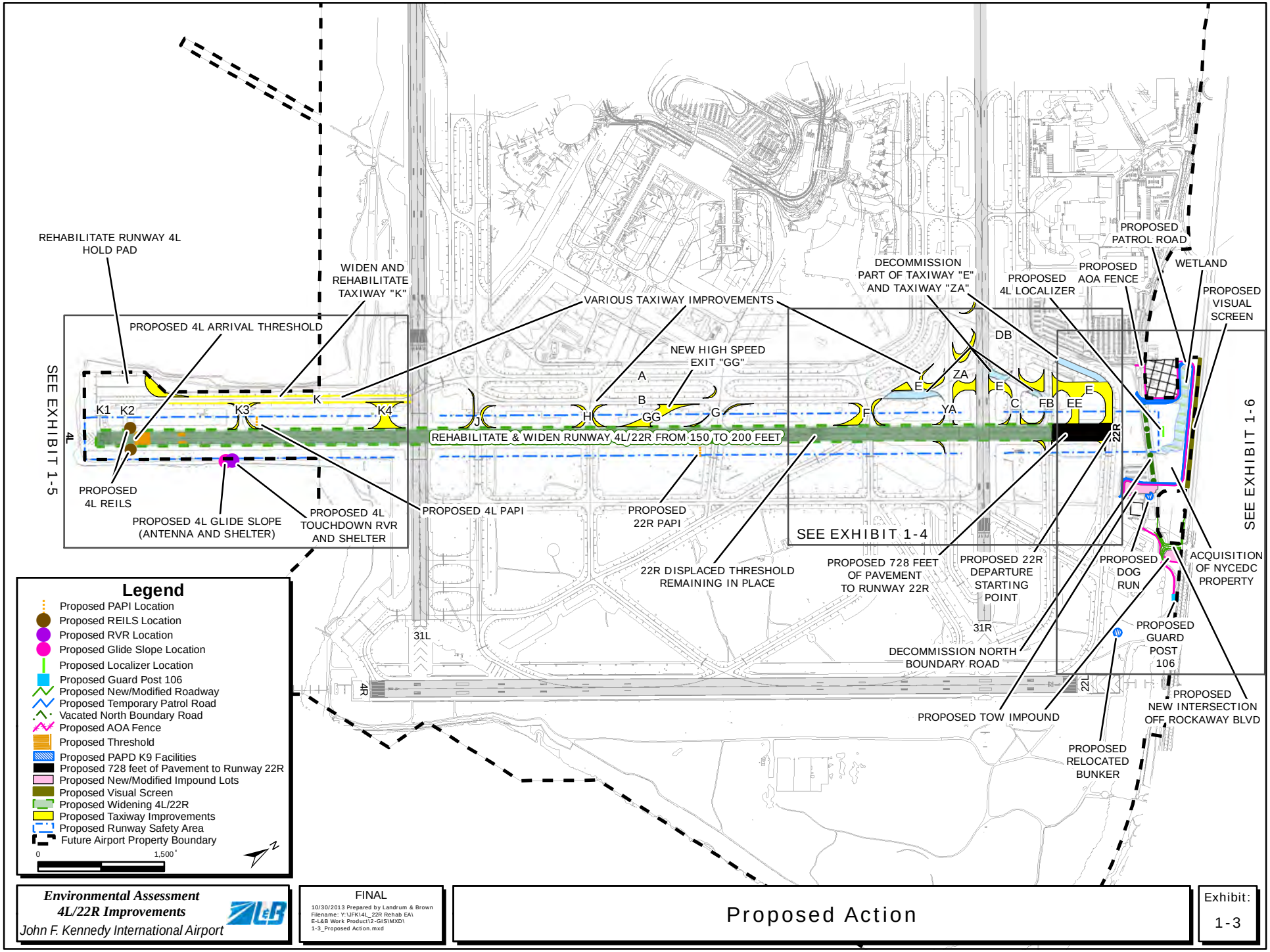
Reconfigure Navigational Aid System

- Relocate Runway 4L localizer.

- Relocate Runway 4L glide slope (GS) to account for the Runway 4L displaced arrival threshold location and to place the GS out of the RSA lateral to the runway.
- Relocate Precision Approach Path Indicators (PAPI), Runway Visual Range (RVR), runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 4L.
- Install Runway End Identifier Lighting (REIL) for Runway 4L
- Install PAPI, runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 22R.

Update Flight Procedures

- Update the arrival and departure flight procedures due to the reconfiguration of Runway 4L/22R.



Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport

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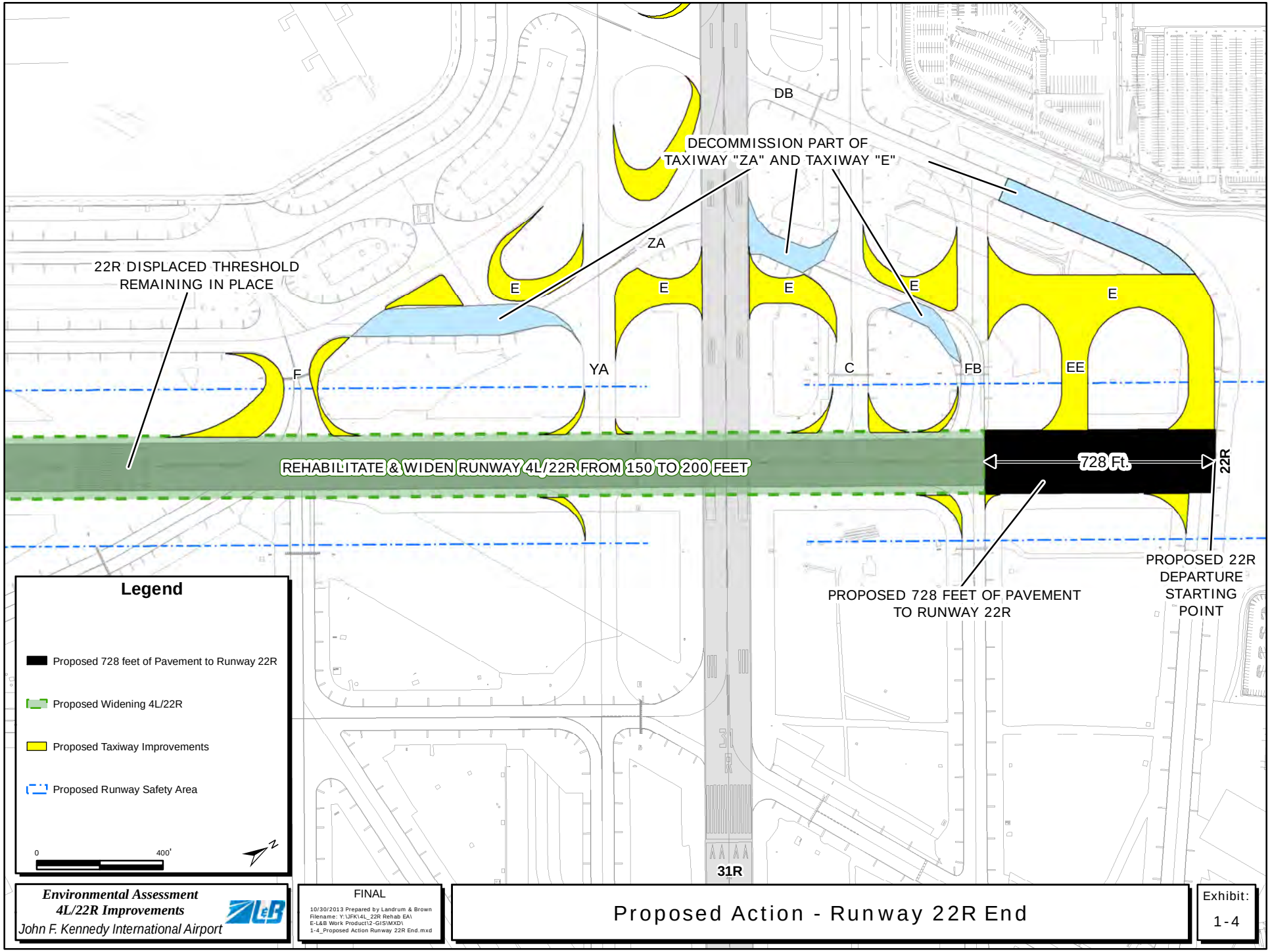
Proposed Action

Exhibit: 1-3

BACK OF EXHIBIT 1–3, PROPOSED ACTION



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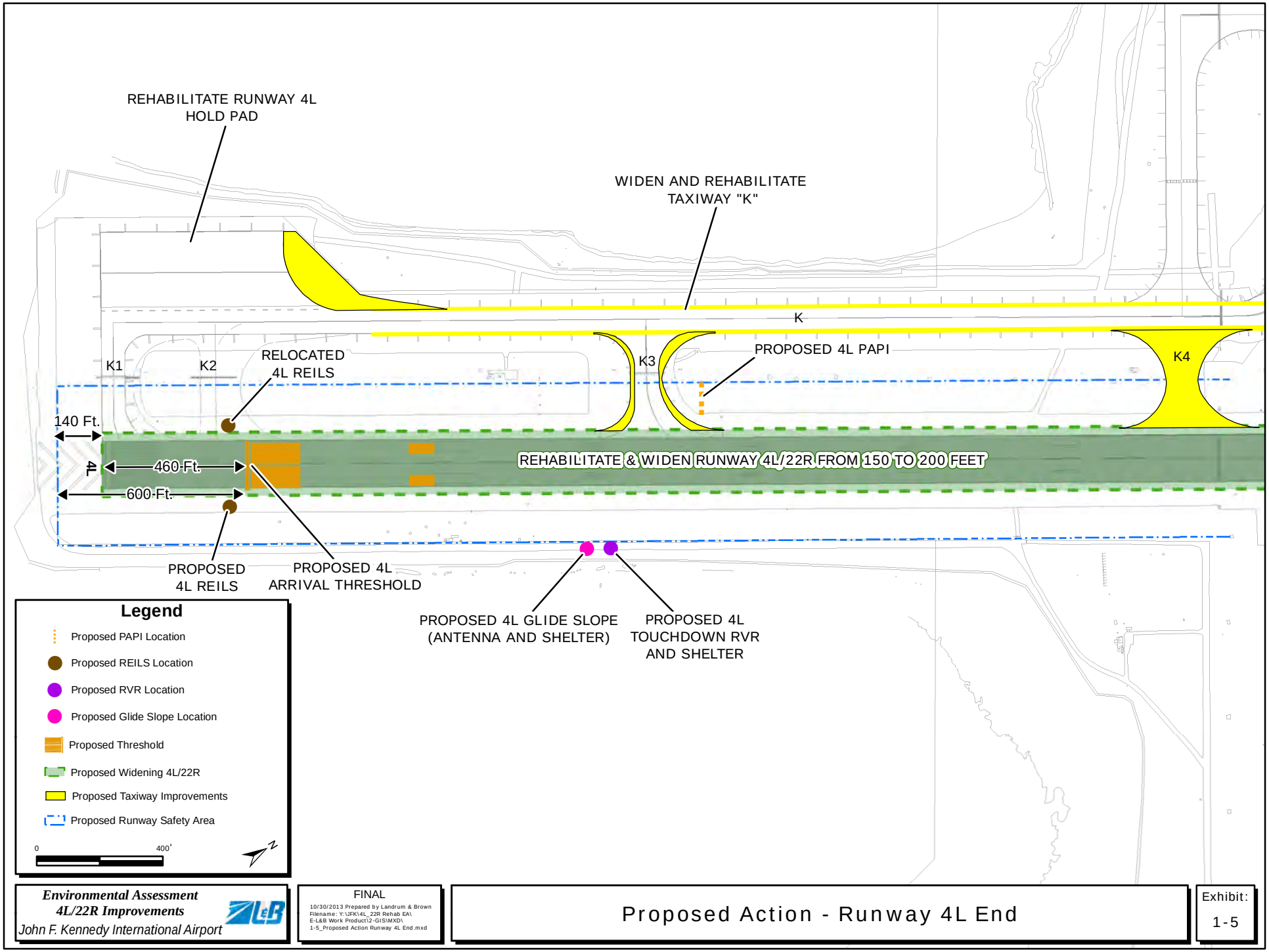
1-4_Proposed Action Runway 22R End.mxd

Proposed Action - Runway 22R End

Exhibit:
1-4

BACK OF EXHIBIT 1–4, PROPOSED ACTION – RUNWAY 22R END



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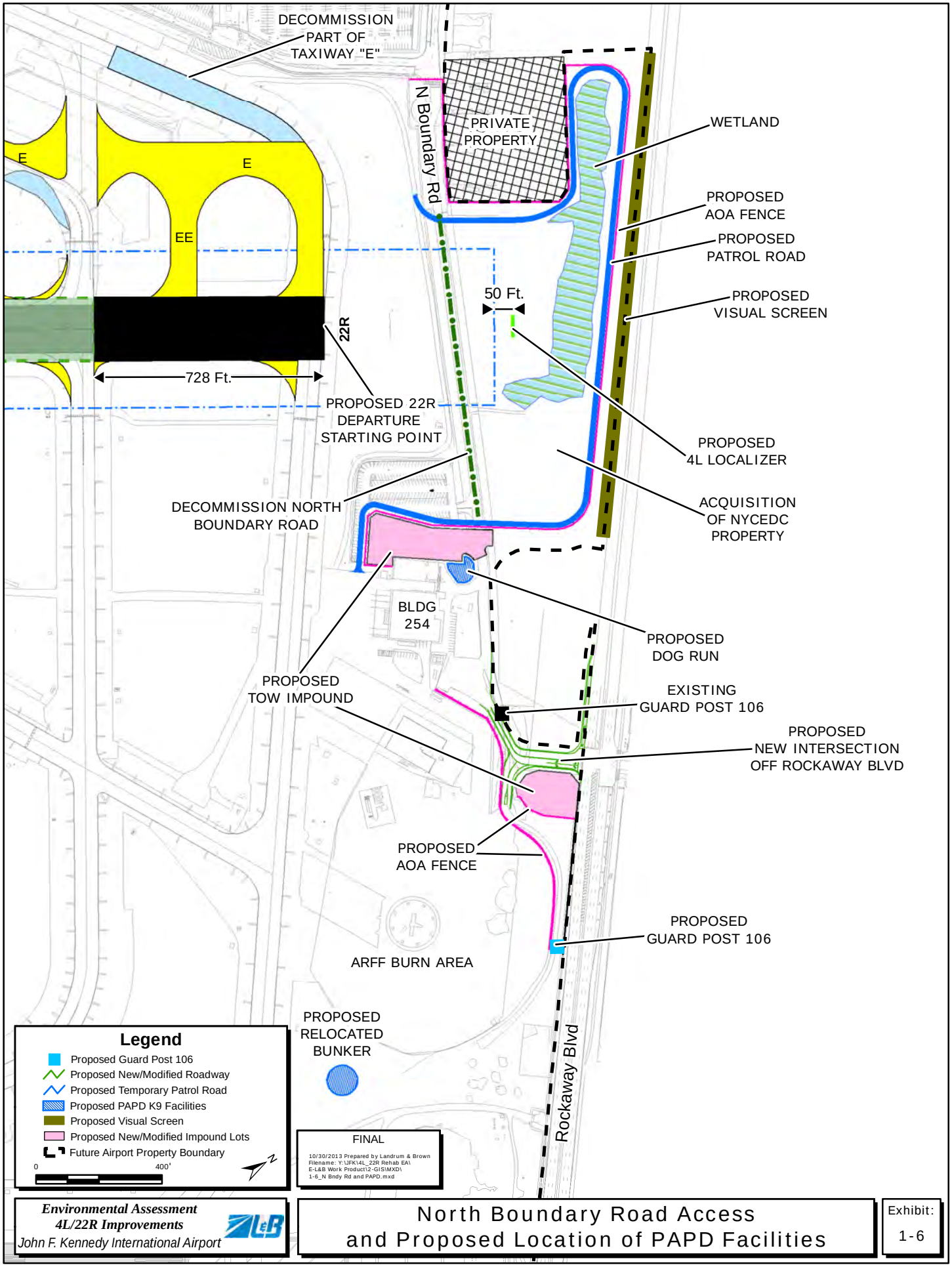
1-5_Proposed Action Runway 4L End.mxd

Proposed Action - Runway 4L End

Exhibit:
1-5

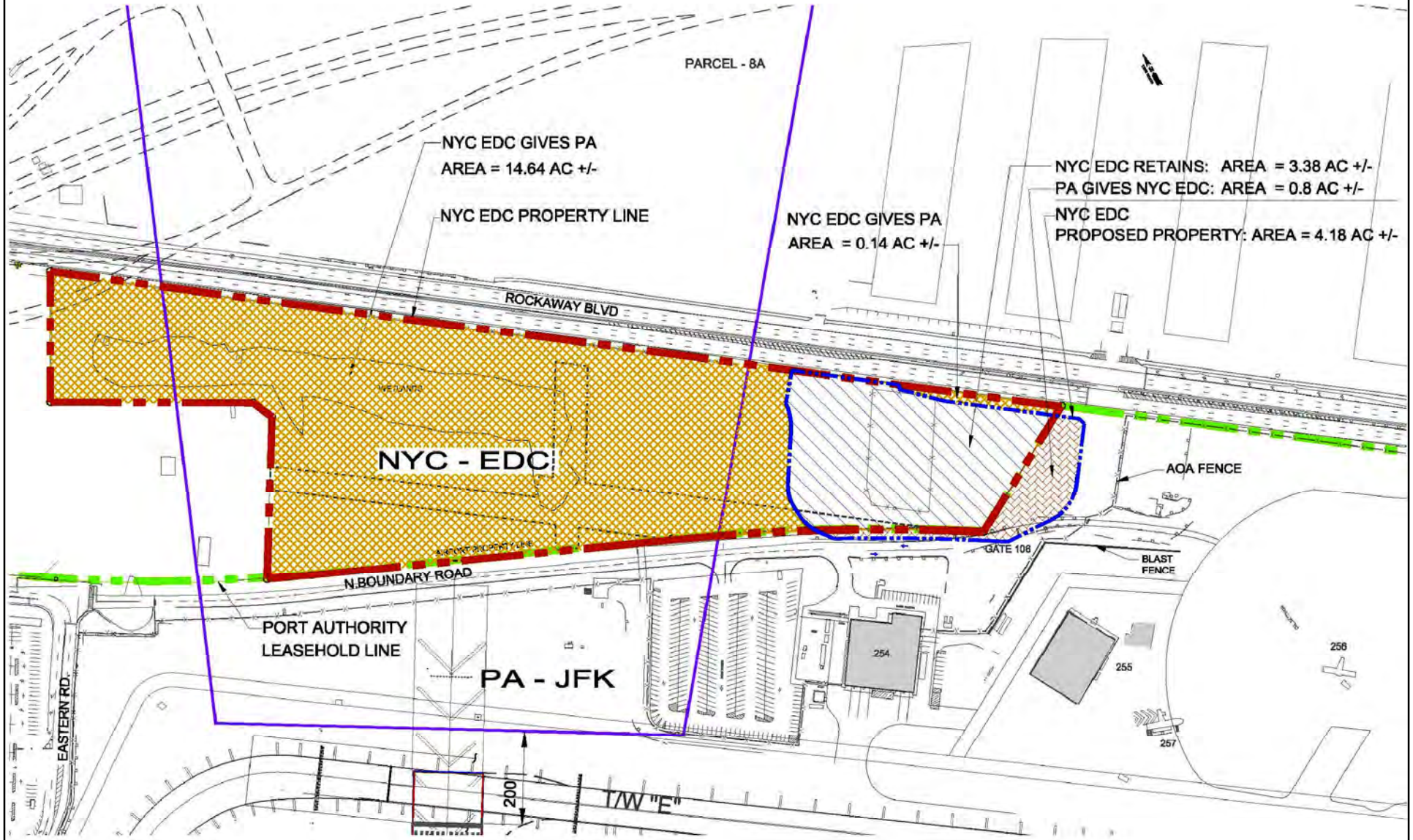
BACK OF EXHIBIT 1–5, PROPOSED ACTION – RUNWAY 4L END



Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport

North Boundary Road Access and Proposed Location of PAPD Facilities

Exhibit: 1-6



John F. Kennedy International Airport

PROPOSED PROPERTY TRANSFERS

Aviation Department
Master and Site Planning
JFK-14485-02 December 2013 TSM

Environmental Assessment *4L/22R Improvements* *John F. Kennedy International Airport*	FINAL 10/30/2013 Prepared by Landrum & Brown Filename: Y:\JFK\4L_22R Rehab EA\E-L&B Work Product\2-GIS\MXD\1-7_Property Transfers.mxd	Property Transfers	Exhibit: 1-7

BACK OF EXHIBIT 1–7, PROPERTY TRANSFERS

The following describes in more detail the elements of the Proposed Action.

Comply with FAA RSA Standards

Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA for Runway 4L to comply with FAA design standards

The current landing threshold on Runway 4L is not displaced. The RSA prior to landing on Runway 4L is currently 140 feet in length, which does not comply with the required 600 feet of undershoot RSA for arrivals as specified by the FAA AC 150/5300-13A, *Airport Design.* Therefore the arrival threshold of Runway 4L needs to be displaced 460 feet to the north, resulting in a required undershoot RSA of 600 feet prior to the landing threshold of Runway 4L. The arrival threshold relocation would require remarking the pavement but would not include adding new pavement to the end of the runway. There would be no change to departures on Runway 4L. See Exhibit 1-5 for a depiction of these elements of the Proposed Action.

Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA for Runway 22R to comply with FAA design standards

As previously stated, the existing RSA on the south end of Runway 4L/22R is 140 feet in length versus the required 1,000 feet of overrun for Runway 22R departing aircraft. To comply with FAA AC 150/5300-13A requirements, the existing departure length for operations on Runway 22R would be reduced by 860 feet by means of declared distances[2] to create the required 1,000 foot RSA (existing 140 feet + 860 feet = 1,000 feet), reducing the available departure length to 10,491 feet. To offset this reduction in available departure length, it was determined an additional 728 feet of runway pavement would be needed on the north end of the runway resulting in 11,219 feet of available departure length, which is a net decrease of 132 feet from the existing 11,351 feet. The additional runway pavement would intersect Taxiway E to provide access to the runway. A runway length analysis[3] determined that an 11,219 foot runway would be needed to continue to accommodate the current and projected aircraft fleet. See Exhibit 1-4 for a depiction of these elements of the Proposed Action.

Rehabilitate Runway 4L/22R

Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt

Runway 4L/22R was last rehabilitated in 1999. Interim repairs were performed to the southern 1,300 feet of the runway in 2008. However, on-going aircraft operations on the runway have resulted in continued deterioration of the existing asphalt pavement. Therefore, rehabilitation of this runway is necessary in order to safely accommodate aircraft operations. The runway rehabilitation would be

[2] The distance the airport owner declares available for the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements.

[3] Runway Length Analysis completed for the Benefit Cost Analysis of Runway 4L/22R RSA Compliance Rehabilitation, John F. Kennedy International Airport, July 2011.

completed in the same timeframe as the other projects in order to reduce runway closures and minimize impacts to Airport operations. The Proposed Action would replace the existing asphalt with concrete. A temporary concrete plant would be installed to produce concrete on site. The concrete plant would be located on either the parking lot of Building 208 or the former Hangar 7 site, both of which are paved areas. The plant would produce 4,000 cubic yards per day and would be powered by electricity. This would minimize the need for concrete trucks to use major highways, which would help reduce traffic and emissions.

Widen Runway 4L/22R

Widen Runway 4L/22R from 150 to 200 feet to comply with FAA Design Standards

The Port Authority is required by FAA to widen Runway 4L/22R from 150 to 200 feet for operations of Airplane Design Group (ADG) VI aircraft during the rehabilitation to enhance safety. ADG is a classification of aircraft based on wingspan and tail height. The ADG VI aircraft include the Airbus 380, Boeing 747-8, and Boeing 747-8 Freighter aircraft. The Airbus 380 currently operates on Runway 4L/22R with a Modification of Standard waiver from the FAA.

Replace and Upgrade Communications and Electrical Systems

Upgrades and improvements to the airfield power distribution system at the Switch House 1 building would be need to be completed due to the widening of the runway and other project elements. All airfield lighting cables and ductbank systems within the construction area would be upgraded. In addition, fiber optic communications loop would be installed to replace the old copper communications system.

Relocate Water Quality Treatment Devices

Catchbasins and storm sewer are currently located adjacent to the runway and taxiways. Due to the widening of the runway and upgrades to the taxiways, minor adjustments to the location of catchbasins and the storm sewer lines would occur as part of the Proposed Action. The final location of these catchbasins and storm sewer lines would be developed in the project design phase. However, the general location of these facilities would be adjacent to the runway and the taxiways in areas that have been previously disturbed. The relocation of the storm sewer and catchbasins would be covered under the existing State Pollution Discharge Elimination System (SPDES) Permit.

Summary of Runway Elements

Table 1-1, *Runway Characteristics* provides a summary of the characteristics of Runway 4L/22R for the No-Build/No-Action and Proposed Action scenarios. **Exhibit 1-8**, ***Proposed Runway 4L/22R Characteristics*** provides a graphical depiction of the Proposed Runway 4L/22R characteristics. As previously stated, the existing RSA on the south end of Runway 4L/22R is 140 feet in length versus the required 1,000 feet of overrun for Runway 22R departing aircraft. To comply with FAA AC 150/5300-13A requirements, the existing departure length for operations on Runway 22R would be reduced by 860 feet by means of declared distances to

create the required 1,000 foot RSA (existing 140 feet + 860 feet = 1,000 feet), reducing the available departure length to 10,491 feet. To offset this reduction in available departure length, it was determined an additional 728 feet of runway pavement would be needed on the north end of the runway resulting in 11,219 feet of available departure length. A runway length analysis determined that an 11,219 foot runway would be needed to continue to accommodate the current and projected aircraft fleet. As shown in the table and on the exhibit, the additional 728 feet of pavement added to the north end of the runway does not increase the takeoff available distance for departures on Runway 22R as compared to existing conditions, but actually decreases it by 132 feet. With the Proposed Action, the existing landing available distance would decrease by 182 feet on Runway 4L and decrease by 860 feet on Runway 22R. The takeoff available distance on Runway 4L would not change from the No-Build/No-Action. This is due to obstructions located off of the north end of the runway that only allows for 11,351 feet of useable runway length for departures.

Table 1-1
RUNWAY CHARACTERISTICS
John F. Kennedy International Airport

	NO-BUILD/ NO-ACTION	PROPOSED ACTION	CHANGE
Runway 4L			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Pavement Width	150 feet	200 feet	+50 feet
Takeoff available distance	11,351 feet	11,351 feet	0 feet
Landing available distance	11,351 feet	11,169 feet	-182 feet
Displaced arrival threshold	0 feet	460 feet	460 feet
Runway 22R			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Pavement Width	150 feet	200 feet	+50 feet
Takeoff available distance	11,351 feet	11,219 feet	-132 feet
Landing available distance	8,655 feet	7,795 feet	-860 feet
Displaced arrival threshold	2,696 feet	3,424 feet	+728 feet

Source: PANYNJ, Landrum & Brown 2013

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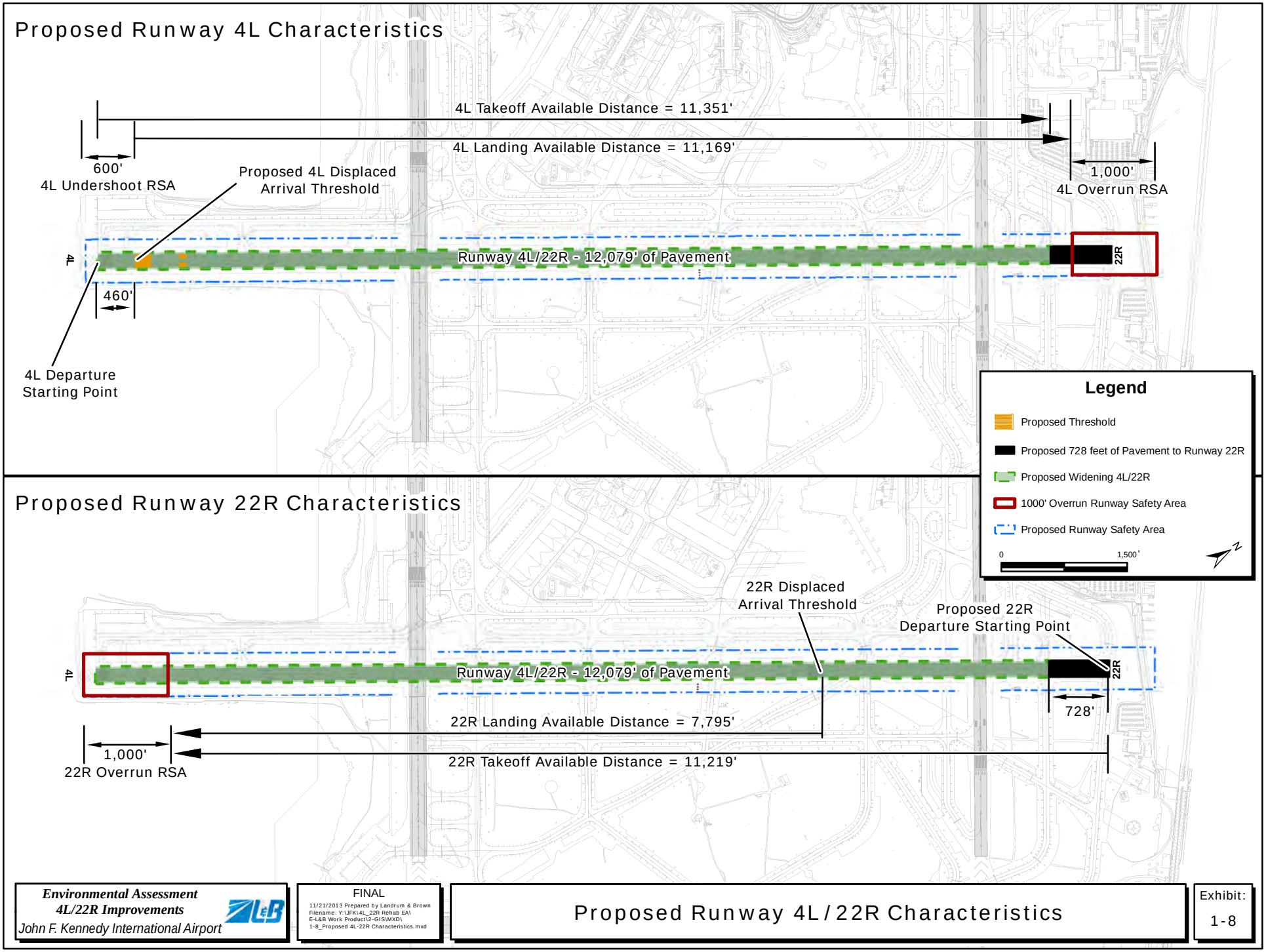

Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport

FINAL

11/21/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\
E-L&B Work Product\2-GIS\MXD\
1-8_Proposed 4L-22R Characteristics.mxd

Proposed Runway 4L/22R Characteristics

Exhibit:
1-8

BACK OF EXHIBIT 1–8, PROPOSED RUNWAY 4L/22R CHARACTERISTICS

Upgrade Taxiway System

Add New High-Speed Taxiway GG

A new 30-degree angle taxiway (Taxiway GG) would be built between Taxiway H and Taxiway G to accommodate the displaced arrival threshold on Runway 4L. See Exhibit 1-3 for a depiction of this element of the Proposed Action.

Realign Taxiway E and Add New Taxiway EE

A portion of existing Taxiway E, north of Taxiway FB, does not comply with FAA design standards for ADG VI. In addition, to provide a more logical, direct, and efficient taxiway system to the new departure starting point on Runway 22R, the realignment of a parallel taxiway (Taxiway E) to Runway 4L/22R is included as part of the Proposed Action. This parallel taxiway would provide access for departures on Runway 22R. This realigned taxiway would begin at Taxiway B and connect to the existing Taxiway E at the end of Runway 22R. A new taxiway (Taxiway EE) would also be added between Taxiway FB and Taxiway E. This new taxiway would provide additional staging for aircraft departing on Runway 22R. See Exhibits 1-3 and 1-4 for a depiction of these elements of the Proposed Action.

Re-designate a Portion of Taxiway E to Taxiway DB

This re-designation would rename the older portion of Taxiway E west of Runway 22R, which would be renamed to Taxiway DB in the segment between Taxiway FB and Taxiway A. This is necessary because a new Taxiway E would connect to the proposed Runway 22R departure starting point. See Exhibits 1-3 and 1-4 for a depiction of this element of the Proposed Action.

Decommission the West Section of Existing Taxiway E between Taxiway FB and the Northern End of New Taxiway E

A portion of the existing Taxiway E, north of Taxiway FB, does not comply with FAA design standards for ADG VI. Therefore it would be decommissioned and reconstructed as part of the Proposed Action. The decommissioning of a portion of existing Taxiway E would be necessary to gain the increased efficiency provided by the new parallel Taxiway E. See Exhibits 1-3 and 1-4 for a depiction of this element of the Proposed Action.

Decommission Sections of Existing Taxiway ZA

With the realignment of Taxiway E, the portions of existing Taxiway ZA between Taxiway B and Taxiway YA would be decommissioned. See Exhibits 1-3 and 1-4 for a depiction of this element of the Proposed Action.

Extend Taxiway K4

On the north side of the runway, Taxiway K4 (existing Taxiway KC) would be extended to connect to Runway 4L/22R to comply with FAA design standards. See Exhibits 1-3 for a depiction of this element of the Proposed Action.

Widen and Rehabilitate Taxiway K

Taxiway K would be widened to 82 feet. On June 30, 2011 the FAA approved a Modification to Standard that conditionally approved the operation of ADG VI – Taxiway Design Group (TDG) 7 aircraft on 75-foot taxiways at JFK. TDG relates to the undercarriage dimensions of the aircraft. Taxiway/taxilane width and fillet standards, and in some instances, runway to taxiway and taxiway/taxilane separation requirements, are determined by TDG. Widening Taxiway K to 82 feet is required to bring Taxiway K into full compliance during rehabilitation as the pavement has deteriorated. See Exhibits 1-3 and 1-5 for a depiction of this element of the Proposed Action.

Widen Fillets for Taxiways K3, J, H, G, F, YA, C, ZA, and FB

Fillets would be widened at Taxiways K3, J, H, G, F, YA, C, ZA, and FB to accommodate ADG VI-TDG 7 aircraft. A fillet is the additional pavement on a junction or intersection of a taxiway with a runway, apron, or another taxiway, to ensure the prescribed taxiway edge safety margin is maintained when the pilot guides the aircraft around turns. See Exhibit 1-3 for a depiction of these elements of the Proposed Action.

Rehabilitate Runway 4L Hold Pad

The hold pad pavement, located on the west side of Runway 4L, has deteriorated and is in need of rehabilitation. See Exhibits 1-3 and 1-5 for a depiction of this element of the Proposed Action.

Acquire and Convey Land, Relocate Facilities, and Modify Roadways

Acquire land from and convey land to the New York City Economic Development Corporation (NYCEDC); relocate Patrol Road, Airport security fence, Guard Post 106; reconfigure and relocate a portion of the Port Authority Police Department (PAPD) impound parking lot; demolish and relocate the PAPD K9 facilities; install a visual screen; and decommission (dead-end) a portion of North Boundary Road within the AOA

As part of the Proposed Action the NYCEDC[4] property north of the runway (approximately 14.8 acres) was acquired by the Port Authority to allow for the Runway 4L/22R projects. As part of the land acquisition, the Port Authority conveyed approximately 2.4 acres of land to the NYCEDC (see Exhibit 1-7).

Patrol Road, the Airport security fence, and North Boundary Road run in an east/west direction approximately 320 to 350 feet north of Taxiway E. All three would be located within the proposed RSA for Runway 4L/22R and therefore need to be relocated. Patrol Road is located within the Airport security fence while North Boundary is located outside of the security fence but within the Airport property.

[4] See Appendix A, *Agency Coordination* for the signed First Amendment to the Lease between the Port Authority and the NYEDC.

At this time, a piece of private property would not be obtained within the program schedule to allow for the relocation of North Boundary Road. As a result, North Boundary Road would be decommissioned (dead-ended) from the corner with Eastern Road to the relocated Patrol Road, restricting access to facilities on the east side of Runway 4L/22R. A new driveway connecting Rockaway Boulevard to the Airport and North Boundary Road would be constructed and would be the only landside access to the facilities on the east side of Runway 4L/22R. Also approximately eight street light poles along the median of Rockaway Boulevard would be lowered to comply with 14 CFR Part 77 regulations. Coordination and permitting are currently underway with the New York State Department of Transportation for the new access road and changes to the traffic light at the new road intersection.[5] Patrol Road and the Airport security fence would be relocated on the property acquired by the Port Authority from the NYCEDC, as shown in Exhibit 1-6. The relocation of Patrol Road and the Airport security fence would be implemented in a way that avoids impacting jurisdictional wetlands located to the north of Runway 4L/22R.

Guard Post 106 would be relocated approximately 800 feet east on North Boundary Road from the existing location just northeast of Building 254 on North Boundary Road (see Exhibit 1-6). The existing PAPD impound lot has 260 parking spaces and covers approximately 99,700 square feet. With the Proposed Action, the lot would be reconfigured and reduced to approximately 98 parking spaces and approximately 41,500 square feet. An additional impound lot would be located east of the new driveway from Rockaway Boulevard to North Boundary Road, as shown on Exhibit 1-6, and would accommodate approximately 60 parking spaces over approximately 23,720 square feet. With the Proposed Action there would be approximately 158 parking spaces available between the two impound lots, which would accommodate the PAPD's needs as the existing impound lot is underutilized. The additional PAPD impound lot would be located on previously disturbed land that is currently used by the PAPD K9 unit to train dogs and consists of a fenced area/dog run and a "bunker" used to train dogs. The fenced area/dog run would be relocated to a grassy area located next to the reconfigured impound lot and would be approximately 4,300 square feet. The "bunker" would be demolished and relocated southeast of the burn area[6] and would be approximately 7,400 square feet (see Exhibit 1-6).

The perimeter fence would be enhanced and a visual screen would be installed on the existing fence along Rockaway Boulevard (see Exhibit 1-3 and Exhibit 1-6). The screen would be approximately 1,600 feet long and would not exceed 14 feet in height. The intent of the screen is to aid in visually shielding the community from aircraft operations on the airport.

[5] See correspondence in Appendix A, *Agency Coordination* between the Port Authority and the Department of Transportation.

[6] Area on Airport where Aircraft Rescue and Fire Fighting (ARFF) training occurs.

Reconfigure Navigational Aid System

Relocate Runway 4L localizer to meet RSA requirements

The Proposed Action would relocate the Runway 4L localizer from its current location approximately 390 feet to the north along the extended runway centerline (see Exhibit 1-6). The localizer signal is used to establish and maintain the aircraft's horizontal position until visual contact confirms the runway alignment and location. The localizer antenna is made up of a group directional antennas oriented perpendicular to the runway. The localizer pad is approximately 100-foot by 10-foot. Electrical power would be supplied underground and would be extended from the nearest available source. The Proposed Action would relocate the localizer along the extended runway centerline north 600 feet from the future end of the extended runway pavement to protect it from jet blast impacts. This configuration maintains the current visibility minimums on the Runway 4L approach and would not impact the operational capability of the runway. This required acquiring property from the NYCEDC and would require relocating Patrol Road and the Airport security fence.

Relocate Runway 4L glide slope (GS) to account for the Runway 4L displaced arrival threshold and to place the GS out of the RSA lateral to the runway

Placement of a GS antenna to serve a runway end must occur within a specified distance from the runway threshold, typically 800 feet to 1,200 feet beyond the landing threshold and not more than 600 feet laterally from the runway centerline. The GS signal is used to establish and maintain the aircraft's descent rate until visual contact confirms the runway alignment and location. A GS differentiates precision from non-precision approaches. Glide slope antennas are single pole antennas typically 30 to 50 feet in height. A glide slope consists of a shelter and antenna that is approximately 10-feet by 12-feet and a concrete pad that is approximately 10-foot by 10-foot. Electrical power would be supplied underground and would be extended from the nearest available source. The current Runway 4L GS shelter and antenna is located along the east side of Runway 4L. The GS is currently situated just inside the lateral limits of the RSA with the antenna being approximately 250 feet from the centerline of Runway 4L/22R. As part of this project the existing GS facilities would be relocated 460 feet to the north of its current position and sited to be outside of the RSA (see Exhibit 1-5).

Relocate Precision Approach Path Indicators (PAPI), Runway Visual Range (RVR), runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 4L

A PAPI consists of four lamps on a 5-foot by 5-foot concrete pad in a linear pattern with 30 feet between each lamp. Electrical power to the PAPI would be supplied underground and would be extended from the nearest available source. The PAPI system serving Runway 4L is located on the west side of the runway alignment. It would be relocated approximately 520 feet to the north to provide the appropriate glide path angle for visual reference. In addition, the runway threshold lights would be located to the position of the displaced threshold and placed in the ground lateral to the runway pavement (see Exhibit 1-5).

The RVR is required to support precision landing and takeoff operations. The system measures visibility, background luminance, and runway light intensity to determine the distance a pilot should be able to see down the runway. RVRs are a component of the Instrument Landing System (ILS) for the runway. Based on FAA Order 6560.10, the touchdown RVR shall be located no further than 1,000 feet from the center of the GS antenna toward the approach end of the runway and 1,500 feet from the center of the GS antenna down the runway.

An RVR consists of an antenna approximately 15 feet tall and a concrete pad that is approximately 5-feet by 5-feet. Electrical power would be supplied underground and would be extended from the nearest available source. Currently the RVR is located directly behind the GS. The proposed 460-foot northerly displacement of the Runway 4L arrival threshold to provide the required undershoot RSA length necessitates the relocation of the touchdown RVR for Runway 4L. The proposed RVR would be relocated to the east side of Runway 4L/22R and to the north approximately 330 feet (see Exhibit 1-5).

Associated with the relocation of the electronic navigational aids and PAPI system, the runway would need to be re-marked to include shifting the runway designation markings, and runway threshold markings to the position of the displaced Runway 4L arrival threshold. Additionally the runway aiming point markings and runway touchdown zone markings would also need to be relocated to account for the 460-foot displacement of the Runway 4L arrival threshold. Arrow markings prior to the displaced threshold and along the centerline of the runway would also be required to aid in identifying the displacement of the landing threshold.

Install Runway End Identifier Lighting (REIL) on Runway 4L

A REIL consists of a flashing white high-intensity light installed at each approach end corner of a runway. The lights are directed toward the approach zone, enabling the pilot to identify the runway threshold. These lights consist of two synchronized flashing unidirectional or omnidirectional (360 degree) lights, one on each side of the runway threshold. REIL would be installed in the ground; at least 40 feet from the edge of the runway to account for the displaced arrival threshold on Runway 4L (see Exhibit 1-3 and 1-5).

Install PAPI, runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 22R

In the Proposed Action, a PAPI system serving Runway 22R would be installed to the east of the runway and south of the alignment of connector Taxiway G to provide the appropriate glide path angle for visual reference (see Exhibit 1-3). Associated with the relocation of the electronic navigational aids and PAPI system, the runway would need to be re-marked to include shifting the runway designation markings.

Update Flight Procedures

New Arrival and Departure Flight Procedures

Several elements of the Proposed Action would require the FAA Flight Procedures Office to update the arrival and departure flight procedures on Runway 4L/22R. The elements include the displacement of the arrival threshold on Runway 4L and the relocation of the departure starting point on Runway 22R. The new departure starting point may result in aircraft turning at slightly different points and at a slightly higher altitude than existing conditions. These changes would need to be incorporated into FAA Flight Procedures for JFK. The new procedures are discussed in more detail in Appendix B, *Noise* pages B-8 through B-9. The new procedures were included in the impact assessments in Section 5.1, *Noise*, Section 5.3, *Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks,* and Section 5.7, *Department of Transportation Act: Section 4(f) Resources*.

1.4 DOCUMENT CONTENT AND ORGANIZATION

This document is organized as follows:

- Chapter 2.0 describes the purpose and need for the Proposed Action
- Chapter 3.0 describes alternatives to the Proposed Action
- Chapter 4.0 describes the affected environment
- Chapter 5.0 describes the potential environmental impacts of the Proposed Action and of the No-Build/No-Action Alternative
- Chapter 6.0 describes the potential mitigation measures identified for the Proposed Action
- Chapter 7.0 describes the public involvement that was completed as part of the EA
- Chapter 8.0 provides a list of those responsible for preparing the EA
- Chapter 9.0 provides a list of references used in the preparation of the EA

The Federal actions required to implement the Proposed Action is the approval by the FAA of a revised JFK ALP showing the Proposed Action described in Section 1.3, commissioning and decommissioning of NAVAIDS, revised approach procedures and departure flight procedures, and the determinations concerning funding through the Airport Improvement Program (AIP) and/or approval of an application to use Passenger Facility Charges (PFCs).

An EA is a disclosure document prepared for the Federal agency (in this case the FAA) responsible for approving a proposed Federal or Federally-funded action, in compliance with the requirements set forth by the Council on Environmental Quality (CEQ) in its regulations implementing NEPA. The purpose of this EA is to investigate, analyze, and disclose the potential impacts of the Proposed Action and its reasonable alternatives. In this case, the FAA is responsible for reviewing and approving actions that pertain to airports and their operation. As such, this EA has

been prepared in accordance with FAA Orders 1050.1E Change 1, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects,* and took into consideration guidance included in the *FAA Environmental Desk Reference for Airport Actions*.

This EA was also prepared pursuant to other laws relating to the quality of the natural and human environments, including:

- The Department of Transportation Act, 49 U.S.C., § 303 (formerly Section 4(f))
- 49 U.S.C., §40114, as amended
- 49 U.S.C., §§47101, et seq.
- Executive Order 11990, *Protection of Wetlands*
- Executive Order 11988, *Floodplain Management*
- Executive Order 11593, *Protection and Enhancement of the Cultural Environment*
- Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*
- Federal Aviation Act of 1958 recodified as 49 U.S.C. §§40101, et seq.
- The Airport and Airway Improvement Act of 1982, 49 U.S.C. §47108, as amended
- National Historic Preservation Act, 16 U.S.C. §470(f), as amended
- 36 CFR Part 800, Protection of Historic Properties
- Archaeological and Historic Preservation Act, 16 U.S.C. §469(a)
- Archaeological Resource Protection Act, 16 U.S.C. §470(aa)
- Farmland Protection Policy Act, 7 U.S.C. §73, and implementing regulations at 7 CFR §658
- Clean Air Act, 42 U.S.C. §§7401, et seq., and implementing regulations at 40 CFR. Parts 51 and 93
- Clean Water Act, 33 U.S.C. §§121, et seq., and implementing regulations at 33 CFR §§325 and 33 CFR §336
- 33 CFR Parts 320-330, Regulatory Programs of the Corps of Engineers
- Endangered Species Act, 16 U.S.C. §661, et seq., as amended
- Other laws, regulations, and policies as applicable

Copies of this document are available at JFK Airport, at the Port Authority offices, and online at http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA.pdf. A public comment period ended on November 18, 2013.

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Chapter 2

CHAPTER 2
PURPOSE AND NEED

2.1 PURPOSE AND NEED

The purpose of the Proposed Action is to comply with Federal Aviation Administration (FAA) Runway Safety Area (RSA) design standards while maintaining sufficient runway length to accommodate current and projected fleet, rehabilitate Runway 4L/22R, and widen Runway 4L/22R to comply with FAA design standards at John F. Kennedy International Airport (JFK or Airport). The purpose and need for the Runway 4L/22R projects are discussed in more detail in the following sections.

2.1.1 COMPLY WITH RSA STANDARDS, WHILE MAINTAINING SUFFICIENT RUNWAY LENGTH TO ACCOMMODATE CURRENT AND PROJECTED FLEET

The purpose of complying with FAA RSA standards included in FAA Advisory Circular (AC) 150/5300-13A, *Airport Design,* as required by Public Law (P.L.) 109-115, is to enhance the level of safety provided by RSAs at the Airport. The FAA's design standards were established to ensure the safety of airports. These standards include criteria for RSAs, which are clear and graded areas around a runway, free of objects and structures. RSAs are designed and maintained to enhance safety in the event that an aircraft undershoots, overruns, or veers off the runway, and to provide greater accessibility for firefighting and rescue equipment during such incidents. RSAs should also be adequately drained by surface grades or storm sewers to prevent water accumulation.

The applicable requirements for RSAs are included in FAA AC 150/5300-13A, *Airport Design*. Both the Airplane Design Group (ADG), defined by an aircraft's wingspan, and tail height, and the Aircraft Approach Category, defined by an aircraft's approach speed, form the basis for establishing RSA dimensions. Based on these criteria, the following standard RSA dimensional requirements apply to Runway 4L/22R at JFK:

RSA Dimensions	**Airplane Design Group VI**
RSA Width	500 feet
RSA Undershoot (Length Prior to Landing)	600 feet
RSA Overshoot (Length Beyond the Runway)	1,000 feet

Many airports, including JFK, were built before the current FAA design standards for RSAs were adopted. Achieving the required RSAs can be challenging due to obstacles such as water bodies, highways, or populated areas. FAA Order 5300.1F, *Modifications to Agency Airport Design, Construction, and Equipment Standards*, does not allow a modification or waiver for RSA standards. FAA's RSA Program, which was initiated on October 1, 1999, established the objective that all RSAs at Federally obligated airports and all RSAs at airports certificated under 14 Code of Federal Regulations (CFR) Part 139, specifically paragraph 139.309, shall conform to the standards contained in FAA AC 150/5300-13A, Airport Design, to the extent

practicable. In November 2005, Congress mandated that all commercial airports provide RSAs that comply with FAA standards by the end of 2015. This mandate is codified in Public Law 109-115, which states "*not later than December 31, 2015, the owner or operator of an airport certificated under 49 United States Code 44706 shall improve the airport's RSAs to comply with the FAA design standards required by 14 Code of Federal Regulations Part 139"* (P.L. 109-115, November 30, 2005 [119 Statute 2401]). In addition, according to FAA Order 5200.8, "whenever a project for a runway involves construction, reconstruction (includes overlays), or significant expansion, the project shall also provide for improving the RSA…"

The RSA dimensions on Runway 4L/22R, along with the FAA standards, are summarized in **Table 2-1, *Runway 4L/22R Runway Safety Areas (RSA)***. As shown in the table, the RSA for Runway 4L arrival and departure operations are deficient and the RSA for Runway 22L departure operations is deficient. The Runway 4L end is limited by the Jamaica Bay National Wildlife Area and wetlands. On the north end, Runway 22L, both natural and manmade facilities limit the RSA. These include jurisdictional wetlands, road alignments, and the Airport property boundary.

Table 2-1
RUNWAY 4L/22R RUNWAY SAFETY AREAS (RSA)
John F. Kennedy International Airport

	RSA LENGTH PRIOR TO LANDING THRESHOLD (ARRIVALS)		RSA LENGTH BEYOND RUNWAY END (DEPARTURES)		RSA WIDTH CENTERED ALONG RUNWAY CENTERLINE	
RUNWAY END	CURRENT AIRFIELD	FAA STANDARD	CURRENT AIRFIELD	FAA STANDARD	CURRENT AIRFIELD	FAA STANDARD
4L	140 feet	600 feet	885 feet	1,000 feet	500 feet	500 feet
22R	2,696 feet	600 feet	140 feet	1,000 feet		

Source: Landrum & Brown, FAA AC 150/5300-13A, *Airport Design*

Maintaining sufficient runway length, as close to the existing takeoff and landing length as possible, is needed to accommodate the existing and projected fleet on Runway 4L/22R. In particular, a takeoff distance available shorter than 11,219 feet on Runway 22R on hot weather days, could result in operational restrictions for Boeing 747s, Boeing 777s, Airbus 340s, Airbus 330s, McDonnell Douglas MD11s, McDonnell Douglas DC10s, Airbus 300s, Airbus 310s, Airbus 380s, Boeing 767-400s, and other long-haul Boeing 767s. The eastbound departures that are not able to takeoff from the shorter Runway 22R would have to use Runway 31L, and consequently cross the Runway 22R departure path. This would result in a loss of departure slots on Runway 22R for every eastbound full-length departure on Runway 31L. Air traffic controllers are conservative when operating both Runway 22R and Runway 31L for departures because airspace constraints result in the merging of both departure flows. In order to ensure departures are properly spaced in the air, air traffic controllers have to apply lengthy wait times between an eastbound departure on Runway 31L and a departure on Runway 22R. The loss of departure slots on Runway 22R would cause an increase in departure delays.

Complying with RSA standards would shorten the landing distance available for arrivals on Runway 22R from 8,655 feet to 7,795 feet. The shorter Runway 22R landing distance would be critical for Boeing 747s, Airbus 340s, McDonnell Douglas MD11s, and McDonnell Douglas DC10s in wet conditions. Without improvements that would offer additional length, these aircraft would have to land on Runway 22L.

2.1.2 REHABILITATE RUNWAY 4L/22R

Runway 4L/22R was originally constructed in 1948 as an 8,000-foot 150-foot wide concrete runway. A 3,351-foot long concrete extension was constructed south of the Bay Runway (Runway 13R/31L) in 1964. The runway is currently 11,351 feet long and 150 feet wide. The existing shoulder pavement is 25 feet wide and the erosion control pavement is 40 feet wide and is a mix of full depth asphalt and asphalt overlaid concrete. The original concrete runway has also since been overlaid with asphalt to accommodate larger aircraft. As shown in **Table 2-2, *Runway Use Percentages***, Runway 4L/22R is primarily used as a departure runway with a majority of the departures occurring on Runway 22R.

Table 2-2
RUNWAY USE PERCENTAGES
John F. Kennedy International Airport

RUNWAY	PERCENT OF ARRIVAL OPERATIONS	PERCENT OF DEPARTURE OPERATIONS
4L	**3.1%**	**17.8%**
4R	17.6%	0.1%
13L	12.0%	0.6%
13R	0.7%	13.1%
22L	28.7%	0.4%
22R	**2.7%**	**26.1%**
31L	9.2%	41.3%
31R	26.0%	0.6%
Total	100%	100%

Note: Percentages are based on ANOMS data from June 1, 2012 through May 31, 2013.

The runway was last rehabilitated in 1999 and interim repairs were performed to the southern 1,300 feet of the runway in 2008. However, on-going aircraft operations on the runway have resulted in continued deterioration of the existing asphalt pavement. Therefore, rehabilitation of this runway is necessary in order to safely accommodate aircraft operations. The Port Authority has determined that concrete would be used for the rehabilitation of the runway because it has a lower life cycle cost compared to asphalt and is the least disruptive to Airport operations during future maintenance paving.

2.1.3 WIDEN RUNWAY 4L/22R TO COMPLY WITH FAA DESIGN STANDARDS

The existing dimensions of Runway 4L/22R designate it as an ADG V runway (aircraft with wingspans up to 213 feet). However, JFK operates Runway 4L/22R under a Modification of Standard that allows this runway to accommodate ADG VI aircraft (aircraft with wingspans of 214 feet, but less than 262 feet). To comply with standards for ADG VI aircraft and eliminate the Modification of Standard, Runway 4L/22R needs to be widened to 200 feet from the present 150 feet.

The Port Authority has identified the need to perform the runway rehabilitation, the runway widening, and the RSA compliance projects at approximately the same time in order to avoid numerous runway closures and minimize impact to Airport operations.

2.2 HOW THE PROPOSED ACTION ADDRESSES THE NEEDS

2.2.1 COMPLY WITH FAA RSA STANDARDS

Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA for Runway 4L to comply with FAA design standards: This element addresses the need to comply with RSA standards as described in Section 2.1.1. Displacing the Runway 4L arrival threshold 460 feet to the north allows for 600 feet of required undershoot prior to landing for arrivals on Runway 4L.

Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA for Runway 22R to comply with FAA design standards: This element addresses the need to comply with RSA standards, while maintaining sufficient runway length to accommodate current and projected fleet as described in Section 2.1.1. As previously mentioned, the existing RSA on the south end of Runway 4L/22R does not comply with the required 1,000 feet of required overrun for Runway 22R departing aircraft. To comply with FAA AC 150/5300-13A requirements, the existing departure length for operations on Runway 22R would be reduced by 860 feet by implementation of declared distances[1], resulting in 10,491 feet in available departure length. To offset the reduction, it was determined an additional 728 feet of pavement would be added to the north resulting in 11,219 feet of available departure length. The additional pavement would also make the best use of the existing taxiway infrastructure by intersecting with Taxiway E.

2.2.2 REHABILITATE RUNWAY 4L/22R

Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt: This element addresses the need to rehabilitate Runway 4L/22R described in Section 2.1.2.

[1] The distance the airport owner declares available for the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements.

2.2.3 WIDEN RUNWAY 4L/22R

Widen Runway 4L/22R from 150 to 200 feet to comply with FAA design standards: This element addresses the need to widen Runway 4L/22R described in Section 2.1.3.

Widening of the runway requires replacing and upgrading the communications and electrical systems and relocating the water quality treatment devices.

2.2.4 MODIFY TAXIWAY SYSTEM

Construct new taxiway exits leading to the central terminal area, new taxiway access points to the north end of the runway, and other taxiway modifications to conform to the rehabilitation, widening, and reconfiguration of Runway 4L/22R: The taxiway improvements do not individually address one of the stated needs. However, they support the elements that address the need to rehabilitate and widen Runway 4L/22R and to comply with FAA RSA standards.

2.2.5 Acquire and Convey Land, Relocate Facilities, Modify Roadways, Reconfigure Navigational Aid System, and Update Flight Procedures

The following elements of the Proposed Action do not individually address one of the stated needs. However, they support the implementation of the elements that do address the stated needs.

- Acquire land from and convey land to the New York City Economic Development Corporation (NYCEDC); relocate Patrol Road, Airport security fence, and Guard Post 106; reconfigure and relocate a portion of the Port Authority Police Department (PAPD) impound parking lot; demolish and relocate the PAPD K9 facilities; install a visual screen; and decommission (dead-end) a portion of North Boundary Road located within the Aircraft Operations Area (AOA).
- Relocate Runway 4L localizer.
- Relocate Runway 4L glide slope (GS) to account for the Runway 4L displaced arrival threshold location and to place the GS out of the RSA lateral to the runway.
- Relocate Precision Approach Path Indicators (PAPI), Runway Visual Range (RVR), runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 4L.
- Install Runway End Identifier Lighting (REIL) for Runway 4L.
- Install PAPI, runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 22R.
- Update the arrival and departure flight procedures due to the reconfiguration of Runway 4L/22R.

2.3 IMPLEMENTATION PHASING

Construction of the Proposed Action is planned to begin in March 2014 with the full closure of the runway anticipated in June 2015. The runway is scheduled to reopen in December 2015 with all major construction completed. The closure of Runway 4L/22R would not exceed 180 days. The construction is planned to occur in three stages which would allow at least three runways to remain operational at all times during construction. The Port Authority would minimize interruptions to operations by scheduling runway closures during the overnight hours and during times agreed upon with the local Air Traffic Control. The proposed preliminary construction schedule is described below:

- March 2014: Mobilize and construct underground infrastructure.
- April 2014: Construct north of Runway 13L/31R and begin to relocate the navigation aids.
- March 2015: Construct the Runway 13L/31R intersection.
- April 2015: Construct south of Runway 13L/31R.
- August 2015: Construct the Runway 13R/31L intersection.
- December 2015: Complete Proposed Action and open runway for aircraft arrivals and departures.

2.4 REQUIRED LAND USE/ENVIRONMENTAL PERMITS

Federal

- FAA approval of the Airport Layout Plan (ALP)
- Federal environmental approval pursuant to National Environmental Policy Act of 1969 (NEPA)

State

- New York State Department of State (NYSDOS) Consistency with Coastal Zone Management
- New York State Department of Environmental Conservation (NYSDEC) State Pollution Discharge Elimination System permit.
- Preparation of a NYSDEC Stormwater Pollution Protection Plan.

City

- New York City Economic Development Corporation (NYCEDC) approval for transfer of property.[2]

[2] See Appendix A, *Agency Coordination* for the signed First Amendment to the Lease between the Port Authority and the NYEDC.

Chapter 3

CHAPTER 3
ALTERNATIVES

The Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA) requires that the Federal Aviation Administration (FAA), as Federal decision-maker for this project, perform the following tasks when preparing an Environmental Assessment (EA):

- Evaluate all reasonable alternatives, including alternatives not within the jurisdiction of the Federal agency, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.
- Devote substantial treatment to each alternative considered in detail, including the No-Build/No-Action Alternative and the Proposed Action, so that reviewers may evaluate their comparative merits.

This section describes the Proposed Action and alternatives to the Proposed Action, including the No-Build/No-Action Alternative, and evaluates the ability of each to meet the Purpose and Need described in Chapter 2, *Purpose and Need*. The Proposed Action, described later in this section, would fulfill the Purpose and Need for the project. The No-Build/No-Action Alternative would not meet the Purpose and Need, however, it is analyzed in the EA, pursuant to the requirements of the CEQ, FAA Orders 1050.1E, 5050.4B and NEPA.

Federal and state guidelines concerning the environmental review process require that all prudent, feasible, reasonable, and practicable alternatives that might accomplish the objectives of a project be identified and evaluated. Federal agencies may consider the applicant's purposes and needs and common sense realities of a given situation in the development of alternatives.[1] Federal agencies may also afford substantial weight to the alternative preferred by the applicant, provided there is no substantially superior alternative from an environmental standpoint.

As described in Chapter 1, *Introduction and Background*, a Draft EA for this project, *Runway 4L/22R Improvements, John F. Kennedy International Airport,* was prepared and published for public review and comment in May 2012. The Proposed Action from the May 2012 Draft EA included the following major elements:

- Relocate the Runway 4L end 460 feet to the north.
- Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA to comply with FAA design standards.
- Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt.
- Widen Runway 4L/22R from 150 to 200 feet.
- Relocate the displaced landing (arrival) threshold on Runway 22R 3,316 feet to the north.

[1] Guidance Regarding NEPA Regulations, CEQ, 48 *Federal Register* 34263 (July 28, 1983).

Two of the elements, the relocation of the Runway 22R arrival threshold 3,316 feet to the north and the relocation of the Runway 4L end (departure starting point) 460 feet to the north, would have resulted in aircraft being at lower altitudes, than existing conditions, over areas to the north of the runway, including Idlewild Park. The lower altitude of aircraft would have resulted in up to 800 trees in Idlewild Park becoming obstructions, as defined in FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS). FAA Order 8260.3B specifies the minimum measure of obstacle clearance that is considered by the FAA (the Federal authority) to supply a satisfactory level of vertical protection for aircraft operating at an airport. If the project described in the May 2012 Draft EA were to be implemented, up to 800 trees in Idlewild Park would have required removal to comply with FAA standards.

In order to minimize the number of trees to be removed from Idlewild Park, the Port Authority made the decision to redefine the proposed project. The Port Authority no longer proposes the relocation of the Runway 22R arrival threshold 3,316 feet to the north. The arrival threshold on Runway 22R would remain in its existing location, which does not result in lower landing elevations north of the Airport. Because there is no change to the Runway 22R arrival threshold, the high speed taxiway proposed for arrivals on Runway 22R is also no longer proposed in this Final EA. In addition, the revised project no longer proposes the relocation of the Runway 4L departure starting point. As a result the Proposed Action, described in the May 2012 Draft, was redefined. The Proposed Action presented in this Final EA includes the following major elements:

- Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA to comply with FAA design standards.
- Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA to comply with FAA design standards.
- Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt.
- Widen Runway 4L/22R from 150 to 200 feet.

The major elements **removed** from the Proposed Action presented in the May 2012 Draft EA were:

- Relocation of the Runway 22R arrival threshold 3,316 feet to the north; and
- Relocation of the Runway 4L departure end 460 feet to the north.

3.1. ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION

Numerous alternatives were considered in this EA, but were eliminated from further detailed environmental review if the alternative did not comply with FAA RSA requirements, accommodate current and projected aircraft fleet, or resulted in extreme economic or environmental impacts. Based on the results of a runway length analysis, at least 11,219 feet of available runway length for departures is required to accommodate current and projected aircraft fleet. The alternatives are categorized as rehabilitation and widening alternatives or RSA alternatives. Both categories of alternatives are described in the following sections. **Table 3-1**, ***Alternatives Analysis Summary***, located at the end of this section, provides a summary of the RSA alternatives analysis conducted as part of this EA process. The major elements of each alternative are described in the table along with a determination of if the alternative would be carried forward for further environmental analysis.

3.1.1 Rehabilitation and Widening Alternatives

The Port Authority developed alternatives for the rehabilitation and widening of Runway 4L/22R. Two pavement options (Portland concrete or asphalt) and two runway widths (150 feet wide or 200 feet wide) were studied. The two criteria used in the evaluation of the rehabilitation and widening alternatives were 1) attaining the lowest estimated life-cycle cost and 2) complying with FAA standards for an Airplane Design Group (ADG) VI aircraft. The recommended alternative was to rehabilitate the runway 200-feet wide with Portland cement concrete. This alternative would accommodate Airplane Design Group (ADG) VI aircraft and would have a lower estimated life-cycle cost.

3.1.2 RSA Alternatives

As part of the 2006[2] and 2009[3] RSA Studies at JFK a range of alternatives, to address RSA deficiencies, were developed based on FAA Order 5200.8, *RSA Program, Appendix 2 (Supporting Documentation for RSA Determinations)*. The alternatives were evaluated based on a range of criteria including potential cost, environmental issues, and projected impact on current and projected aircraft operations.

FAA Order 5200.8 establishes various alternative concepts to be considered for obtaining or correcting RSAs. The alternatives vary depending on the unique factors and location of a specific airport. In general, the first alternative is always constructing the traditional graded area surrounding the runway. However when this is not practical the other alternatives can include:

[2] Runway Safety Area Analysis Study, John F. Kennedy International Airport, Ricondo & Associates, Inc, September 2006

[3] John F. Kennedy International Airport Runway Safety Area Analysis 4L/22R and 13L/31R, Landrum & Brown, August 2009.

a) Relocation, shifting, or realignment of the runway;

b) Reduction in runway length where the existing runway length exceeds that which is required for the existing or projected design aircraft;

c) A combination of runway relocation, shifting, grading, realignment, or reduction;

d) Declared distances; and

e) Engineered Materials Arresting Systems (EMAS).

In evaluating various alternative concepts, JFK's constrained location had to be taken into account. The Airport is located in Jamaica, New York in the Borough of Queens. The south end of Runway 4L/22R is limited by the Jamaica Bay National Wildlife Area and wetlands. On the north end of Runway 4L/22R, both natural and manmade facilities limit the ability to obtain the necessary RSA. These include jurisdictional wetlands, road alignments, and the Airport property boundary.

RSA Alternatives Screening

A multi-step evaluation process took place for this EA to evaluate the various alternative concepts. The airfield alternatives were evaluated against the following criteria:

- Does the alternative comply with FAA RSA requirements and other airport design standards?
- Does the alternative maintain adequate runway length to accommodate current and projected aircraft fleet at JFK (i.e., at least 11,219 feet of takeoff available distance for departures on Runway 22R)?
- Is the alternative reasonable/feasible from an economic and environmental perspective?

The following discussion documents the various options that were analyzed in the alternatives analysis and the recommendation of the alternative(s) for further detailed environmental review in this EA. This EA evaluates five (5) development alternatives along with the No-Build/No-Action alternative.

Alternative A (No-Build/No-Action)

Alternative A is the No-Build/No-Action alternative. This alternative would result in Runway 4L/22R remaining unchanged from existing conditions.

Pros

- Maintains adequate runway length (i.e., at least 11,219 feet of takeoff available distance for departures on Runway 22R) to accommodate current and project aircraft fleet
- No economic or environmental impacts

Cons

- Does not comply with FAA RSA requirements and other airport standards

Conclusion: Alternative A would not comply with FAA RSA requirements and other airport design standards. However, Alternative A will be carried forward as required by the Council on Environmental Quality (CEQ).

Alternative B

Alternative B would construct an additional 460 feet of RSA (existing 140 feet + additional 460 feet = required 600 feet) to the south of Runway 4L, which results in a fully compliant RSA to Runway 4L. However, in order to accomplish this, land reclamation (fill in Jamaica Bay) would be required. The takeoff available distance for Runway 22R departures would be reduced to 10,951 feet after complying with the 1,000 feet of required RSA overrun.

Pros

- Complies with FAA RSA requirements and other airport standards

Cons

- Does not maintain adequate runway length (i.e., at least 11,219 feet of takeoff available distance for departures on Runway 22R) to accommodate current and projected aircraft fleet
- Extensive land reclamation is required off the end of runway into Jamaica Bay

Conclusion: Alternative B would comply with FAA RSA requirements and other airport design standards. However, Alternative B was not carried forward for detailed environmental review because the alternative does not maintain adequate runway length to accommodate current and projected aircraft fleet for departures on Runway 22R and due to the extensive economic and environmental issues associated with land reclamation in Jamaica Bay, as compared to the other alternatives.

Alternative C

Alternative C would displace the Runway 4L arrival threshold 460 feet to the north and declare that portion of the runway as RSA for arrival operations on Runway 4L (existing 140 feet RSA + additional 460 feet RSA = required 600 feet RSA). The takeoff available distance for Runway 22R departures would be reduced to 10,491 feet after complying with the 1,000 feet of required RSA overrun.

Pros

- Complies with FAA RSA requirements and other airport standards
- Economically and environmentally reasonable/feasible

Cons

- Does not maintain adequate runway length (i.e., at least 11,219 feet of takeoff available distance for departures on Runway 22R) to accommodate current and projected aircraft fleet

Conclusion: Alternative C would comply with FAA RSA requirements and other airport design standards. However, Alternative C was not carried forward for detailed environmental review because the alternative does not maintain adequate runway length to accommodate current and projected aircraft fleet for departures on Runway 22R.

Alternative D

Alternative D would displace the Runway 4L arrival threshold 460 feet to the north and declare that portion of the runway as RSA for arrival operations on Runway 4L (existing 140 feet RSA + additional 460 feet RSA = required 600 feet RSA). In addition, 324 feet of runway pavement would be added to the north end of Runway 22R. This would allow for the Runway 22 departure starting point to relocate 324 feet to the north. The takeoff available distance for Runway 22R departures would be reduced to 10,815 feet after complying with the 1,000 feet of required RSA overrun.

Pros

- Complies with FAA RSA requirements and other airport standards
- Economically and environmentally reasonable/feasible

Cons

- Does not maintain adequate runway length (i.e., at least 11,219 feet of takeoff available distance for departures on Runway 22R) to accommodate current and projected aircraft fleet

Conclusion: Alternative D would comply with FAA RSA requirements and other airport design standards. However, Alternative D was not carried forward for detailed environmental review because the alternative does not maintain adequate runway length to accommodate current and projected aircraft fleet for departures on Runway 22R.

Alternative E

Alternative E would displace the Runway 4L arrival threshold 460 feet to the north and declare that portion of the runway as RSA for arrival operations on Runway 4L (existing 140 feet RSA + additional 460 feet RSA = required 600 feet RSA). In addition, 509 feet of runway pavement would be added to the north end of Runway 22R. This would allow for the Runway 22 departure starting point to be relocated 509 feet to the north. The takeoff available distance for Runway 22R departures would be reduced to 11,000 feet after complying with the 1,000 feet of required RSA overrun.

Pros

- Complies with FAA RSA requirements and other airport standards
- Economically and environmentally reasonable/feasible

Cons

- Does not maintain adequate runway length (i.e., at least 11,219 feet of takeoff available distance for departures on Runway 22R) to accommodate current and projected aircraft fleet

Conclusion: Alternative E would comply with FAA RSA requirements and other airport design standards. However, Alternative E was not carried forward for detailed environmental review because the alternative does not maintain adequate runway length to accommodate current and projected aircraft fleet for departures on Runway 22R.

Alternative F (Proposed Action)

Alternative F would displace the Runway 4L arrival threshold 460 feet to the north and declare that portion of the runway as RSA for arrival operations on Runway 4L (existing 140 feet RSA + additional 460 feet RSA = required 600 feet RSA). In addition, 728 feet of runway pavement would be added to the north end of Runway 22R. This would allow for the Runway 22 departure starting point to be relocated 728 feet to the north. The takeoff available distance for Runway 22R departures would be 11,219 feet after complying with the 1,000 feet of required RSA overrun.

Pros

- Complies with FAA RSA requirements and other airport standards
- Maintains adequate runway length (i.e., at least 11,219 feet of takeoff available distance for departures on Runway 22R) to accommodate current and projected aircraft fleet
- Economically and environmentally reasonable/feasible

Cons

- None.

Conclusion: Alternative F would comply with FAA RSA requirements and other airport design standards. In addition, Alternative F would maintain adequate runway length to accommodate current and projected aircraft fleet and would be economically and environmentally reasonable and feasible. As a result Alternative F was carried forward for detailed environmental review.

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Table 3-1
ALTERNATIVES ANALYSIS SUMMARY
John F. Kennedy International Airport

Alternative	Description of Changes to Runway 4L/22R	Meet Screening Criteria?	Carried Forward for Detailed Environmental Review?
A (No-Build/ No-Action)	• No change from the existing runway	• Does **not** comply with FAA RSA requirements • Maintains adequate runway length • Economically and environmentally reasonable/feasible	Yes (as required by CEQ)
B	• Construct 460' of pavement south of Runway 4L/22R • 4L Arrival Threshold - No change • 4L Departure Starting Point - No change • 22R Arrival Threshold - No change • 22R Departure Starting Point - No change	• Complies with FAA RSA requirements • Does **not** maintain adequate runway length • **Not** economically and environmentally reasonable/feasible	No
C	• No additional runway pavement • 4L Arrival Threshold - Displace 460' to the north • 4L Departure Starting Point - No change • 22R Arrival Threshold - No change • 22R Departure Starting Point - No change	• Complies with FAA RSA requirements • Does **not** maintain adequate runway length • Economically and environmentally reasonable/feasible	No
D	• Construct 324' of pavement north of Runway 4L/22R • 4L Arrival Threshold - Displace 460' to the north • 4L Departure Starting Point - No change • 22R Arrival Threshold - No change • 22R Departure Starting Point - Relocate 324' to the north	• Complies with FAA RSA requirements • Does **not** maintain adequate runway length • Economically and environmentally reasonable/feasible	No
E	• Construct 509' of pavement north of Runway 4L/22R • 4L Arrival Threshold - Displace 460' to the north • 4L Departure Starting Point - No change • 22R Arrival Threshold - No change • 22R Departure Starting Point - Relocate 509' to the north	• Complies with FAA RSA requirements • Does **not** maintain adequate runway length • Economically and environmentally reasonable/feasible	No
F (Proposed Action)	• Construct 728' of pavement north of Runway 4L/22R • 4L Arrival Threshold - Displace 460' to the north • 4L Departure Starting Point - No change • 22R Arrival Threshold - No change • 22R Departure Starting Point - Relocate 728' to the north	• Complies with FAA RSA requirements • Maintains adequate runway length • Economically and environmentally reasonable/feasible	Yes

Note: Shaded alternatives indicate those carried forward for detailed environmental review.

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3.2 ALTERNATIVES SELECTED FOR FURTHER EVALUATION IN THIS EA

As a result of the evaluations previously described, the only development alternative carried forward for further evaluation is the Proposed Action presented in this Final EA (Alternative F). As discussed previously, the No-Build/No-Action Alternative will also be carried forward as required by FAA Orders 1050.1E, 5050.4B and NEPA.

3.2.1 PROPOSED ACTION ALTERNATIVE

The following describes the elements of the Proposed Action and how the Proposed Action addresses the stated purpose and needs described in Chapter 2:

Comply with FAA RSA Standards

Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA for Runway 4L to comply with FAA design standards

The current landing threshold on Runway 4L is not displaced. The RSA prior to landing on Runway 4L is currently 140 feet in length, which does not comply with the required 600 feet of undershoot RSA for arrivals as specified by the FAA AC 150/5300-13A, *Airport Design.* Therefore the arrival threshold of Runway 4L needs to be displaced 460 feet to the north, resulting in a required undershoot RSA of 600 feet prior to the landing threshold of Runway 4L. The arrival threshold relocation would require remarking the pavement but would not include adding new pavement to the end of the runway. There would be no change to departures on Runway 4L. See Exhibit 1-5 for a depiction of these elements of the Proposed Action.

Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA for Runway 22R to comply with FAA design standards

As previously stated, the existing RSA on the south end of Runway 4L/22R is 140 feet in length versus the required 1,000 feet of overrun for Runway 22R departing aircraft. To comply with FAA AC 150/5300-13A requirements, the existing departure length for operations on Runway 22R would be reduced by 860 feet by means of declared distances[4] to create the required 1,000 foot RSA (existing 140 feet + 860 feet = 1,000 feet), reducing the available departure length to 10,491 feet. To offset this reduction in available departure length, it was determined an additional 728 feet of runway pavement would be needed on the north end of the runway resulting in 11,219 feet of available departure length, which is a net decrease of 132 feet from the existing 11,351 feet. The additional runway pavement would intersect Taxiway E to provide access to the runway. A runway length analysis determined that an 11,219 foot runway would be needed to continue to accommodate the current and projected aircraft fleet. See Exhibit 1-4 for a depiction of these elements of the Proposed Action.

[4] The distance the airport owner declares available for the airplane's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements.

Rehabilitate Runway 4L/22R

Rehabilitate Runway 4L/22R using concrete, replacing the existing asphalt

Runway 4L/22R was last rehabilitated in 1999. Interim repairs were performed to the southern 1,300 feet of the runway in 2008. However, on-going aircraft operations on the runway have resulted in continued deterioration of the existing asphalt pavement. Therefore, rehabilitation of this runway is necessary in order to safely accommodate aircraft operations. The runway rehabilitation would be completed in the same timeframe as the other projects in order to reduce runway closures and minimize impacts to Airport operations. The Proposed Action would replace the existing asphalt with concrete. A temporary concrete plant would be installed to produce concrete on site. The concrete plant would be located on either the parking lot of Building 208 or the former Hangar 7 site, both of which are paved areas. The plant would produce 4,000 cubic yards per day and would be powered by electricity. This would minimize the need for concrete trucks to use major highways, which would help reduce traffic and emissions.

Widen Runway 4L/22R

Widen Runway 4L/22R from 150 to 200 feet to comply with FAA Design Standards

The Port Authority is required by FAA to widen Runway 4L/22R from 150 to 200 feet for operations of Airplane Design Group (ADG) VI aircraft during the rehabilitation to enhance safety. ADG is a classification of aircraft based on wingspan and tail height. The ADG VI aircraft include the Airbus 380, Boeing 747-8, and Boeing 747-8 Freighter aircraft. The Airbus 380 currently operates on Runway 4L/22R with a Modification of Standard waiver from the FAA.

Replace and Upgrade Communications and Electrical Systems

Upgrades and improvements to the airfield power distribution system at the Switch House 1 building would be need to be completed due to the widening of the runway and other project elements. All airfield lighting cables and ductbank systems within the construction area would be upgraded. In addition, fiber optic communications loop would be installed to replace the old copper communications system.

Relocate Water Quality Treatment Devices

Catchbasins and storm sewer are currently located adjacent to the runway and taxiways. Due to the widening of the runway and upgrades to the taxiways, minor adjustments to the location of catchbasins and the storm sewer lines would occur as part of the Proposed Action. The final location of these catchbasins and storm sewer lines would be developed in the project design phase. However, the general location of these facilities would be adjacent to the runway and the taxiways in areas that have been previously disturbed. The relocation of the storm sewer and catchbasins would be covered under the existing State Pollution Discharge Elimination System (SPDES) Permit.

Summary of Runway Elements

Table 3-2, *Runway Characteristics* provides a summary of the characteristics of Runway 4L/22R for the No-Build/No-Action and Proposed Action scenarios. Exhibit 1-8 provides a graphical depiction of the Proposed Runway 4L/22R characteristics. As previously stated, the existing RSA on the south end of Runway 4L/22R is 140 feet in length versus the required 1,000 feet of overrun for Runway 22R departing aircraft. To comply with FAA AC 150/5300-13A requirements, the existing departure length for operations on Runway 22R would be reduced by 860 feet by means of declared distances to create the required 1,000 foot RSA (existing 140 feet + 860 feet = 1,000 feet), reducing the available departure length to 10,491 feet. To offset this reduction in available departure length, it was determined an additional 728 feet of runway pavement would be needed on the north end of the runway resulting in 11,219 feet of available departure length. A runway length analysis determined that an 11,219 foot runway would be needed to continue to accommodate the current and projected aircraft fleet. As shown in the table and on the exhibit, the additional 728 feet of pavement added to the north end of the runway does not increase the takeoff available distance for departures on Runway 22R as compared to existing conditions, but actually decreases it by 132 feet. With the Proposed Action, the existing landing available distance would decrease by 182 feet on Runway 4L and decrease by 860 feet on Runway 22R. The takeoff available distance on Runway 4L would not change from the No-Build/No-Action. This is due to obstructions located off of the north end of the runway that only allows for 11,351 feet of useable runway length for departures.

Table 3-2
RUNWAY CHARACTERISTICS
John F. Kennedy International Airport

	NO-BUILD / NO-ACTION	PROPOSED ACTION	CHANGE
Runway 4L			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Pavement Width	150 feet	200 feet	+50 feet
Takeoff available distance	11,351 feet	11,351 feet	0 feet
Landing available distance	11,351 feet	11,169 feet	-182 feet
Displaced arrival threshold	0 feet	460 feet	460 feet
Runway 22R			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Pavement Width	150 feet	200 feet	+50 feet
Takeoff available distance	11,351 feet	11,219 feet	-132 feet
Landing available distance	8,655 feet	7,795 feet	-860 feet
Displaced arrival threshold	2,696 feet	3,424 feet	+728 feet

Source: PANYNJ, Landrum & Brown 2013

Upgrade Taxiway System

Add New High-Speed Taxiway GG

A new 30-degree angle taxiway (Taxiway GG) would be built between Taxiway H and Taxiway G to accommodate the displaced arrival threshold on Runway 4L. See Exhibit 1-3 for a depiction of this element of the Proposed Action.

Realign Taxiway E and Add New Taxiway EE

A portion of existing Taxiway E, north of Taxiway FB, does not comply with FAA design standards for ADG VI. In addition, to provide a more logical, direct, and efficient taxiway system to the new departure starting point on Runway 22R, the realignment of a parallel taxiway (Taxiway E) to Runway 4L/22R is included as part of the Proposed Action. This parallel taxiway would provide access for departures on Runway 22R. This realigned taxiway would begin at Taxiway B and connect to the existing Taxiway E at the end of Runway 22R. A new taxiway (Taxiway EE) would also be added between Taxiway FB and Taxiway E. This new taxiway would provide additional staging for aircraft departing on Runway 22R. See Exhibits 1-3 and 1-4 for a depiction of these elements of the Proposed Action.

Re-designate a Portion of Taxiway E to Taxiway DB

This re-designation would rename the older portion of Taxiway E west of Runway 22R, which would be renamed to Taxiway DB in the segment between Taxiway FB and Taxiway A. This is necessary because a new Taxiway E would connect to the proposed Runway 22R departure starting point. See Exhibits 1-3 and 1-4 for a depiction of this element of the Proposed Action.

Decommission the West Section of Existing Taxiway E between Taxiway FB and the Northern End of New Taxiway E

A portion of the existing Taxiway E, north of Taxiway FB, does not comply with FAA design standards for ADG VI. Therefore it would be decommissioned and reconstructed as part of the Proposed Action. The decommissioning of a portion of existing Taxiway E would be necessary to gain the increased efficiency provided by the new parallel Taxiway E. See Exhibits 1-3 and 1-4 for a depiction of this element of the Proposed Action.

Decommission Sections of Existing Taxiway ZA

With the realignment of Taxiway E, the portions of existing Taxiway ZA between Taxiway B and Taxiway YA would be decommissioned. See Exhibits 1-3 and 1-4 for a depiction of this element of the Proposed Action.

Extend Taxiway K4

On the north side of the runway, Taxiway K4 (existing Taxiway KC) would be extended to connect to Runway 4L/22R to comply with FAA design standards. See Exhibits 1-3 for a depiction of this element of the Proposed Action.

Widen and Rehabilitate Taxiway K

Taxiway K would be widened to 82 feet. On June 30, 2011 the FAA approved a Modification to Standard that conditionally approved the operation of ADG VI – Taxiway Design Group (TDG) 7 aircraft on 75-foot taxiways at JFK. TDG relates to the undercarriage dimensions of the aircraft. Taxiway/taxilane width and fillet standards, and in some instances, runway to taxiway and taxiway/taxilane separation requirements, are determined by TDG. Widening Taxiway K to 82 feet is required to bring Taxiway K into full compliance during rehabilitation as the pavement has deteriorated. See Exhibits 1-3 and 1-5 for a depiction of this element of the Proposed Action.

Widen Fillets for Taxiways K3, J, H, G, F, YA, C, ZA, and FB

Fillets would be widened at Taxiways K3, J, H, G, F, YA, C, ZA, and FB to accommodate ADG VI-TDG 7 aircraft. A fillet is the additional pavement on a junction or intersection of a taxiway with a runway, apron, or another taxiway, to ensure the prescribed taxiway edge safety margin is maintained when the pilot guides the aircraft around turns. See Exhibit 1-3 for a depiction of these elements of the Proposed Action.

Rehabilitate Runway 4L Hold Pad

The hold pad pavement, located on the west side of Runway 4L, has deteriorated and is in need of rehabilitation. See Exhibits 1-3 and 1-5 for a depiction of this element of the Proposed Action.

Acquire and Convey Land, Relocate Facilities, and Modify Roadways

Acquire land from and convey land to the New York City Economic Development Corporation (NYCEDC); relocate Patrol Road, Airport security fence, Guard Post 106; reconfigure and relocate a portion of the Port Authority Police Department (PAPD) impound parking lot; demolish and relocate the PAPD K9 facilities; install a visual screen; and decommission (dead-end) a portion of North Boundary Road within the AOA

As part of the Proposed Action the NYCEDC[5] property north of the runway (approximately 14.8 acres) was acquired by the Port Authority to allow for the Runway 4L/22R projects. As part of the land acquisition, the Port Authority conveyed approximately 2.4 acres of land to the NYCEDC (see Exhibit 1-7).

Patrol Road, the Airport security fence, and North Boundary Road run in an east/west direction approximately 320 to 350 feet north of Taxiway E. All three would be located within the proposed RSA for Runway 4L/22R and therefore need to be relocated. Patrol Road is located within the Airport security fence while North Boundary is located outside of the security fence but within the Airport property. At this time, a piece of private property would not be obtained within the program schedule to allow for the relocation of North Boundary Road. As a result, North

[5] See Appendix A, *Agency Coordination* for the signed First Amendment to the Lease between the Port Authority and the NYEDC.

Boundary Road would be decommissioned (dead-ended) from the corner with Eastern Road to the relocated Patrol Road, restricting access to facilities on the east side of Runway 4L/22R. A new driveway connecting Rockaway Boulevard to the Airport and North Boundary Road would be constructed and would be the only landside access to the facilities on the east side of Runway 4L/22R. Also approximately eight street light poles along the median of Rockaway Boulevard would be lowered to comply with 14 CFR Part 77 regulations. Coordination and permitting are currently underway with the New York State Department of Transportation for the new access road and changes to the traffic light at the new road intersection.[6] Patrol Road and the Airport security fence would be relocated on the property acquired by the Port Authority from the NYCEDC, as shown in Exhibit 1-6. The relocation of Patrol Road and the Airport security fence would be implemented in a way that avoids impacting jurisdictional wetlands located to the north of Runway 4L/22R.

Guard Post 106 would be relocated approximately 800 feet east on North Boundary Road from the existing location just northeast of Building 254 on North Boundary Road (see Exhibit 1-6). The existing PAPD impound lot has 260 parking spaces and covers approximately 99,700 square feet. With the Proposed Action, the lot would be reconfigured and reduced to approximately 98 parking spaces and approximately 41,500 square feet. An additional impound lot would be located east of the new driveway from Rockaway Boulevard to North Boundary Road, as shown on Exhibit 1-6, and would accommodate approximately 60 parking spaces over approximately 23,720 square feet. With the Proposed Action there would be approximately 158 parking spaces available between the two impound lots, which would accommodate the PAPD's needs as the existing impound lot is underutilized. The additional PAPD impound lot would be located on previously disturbed land that is currently used by the PAPD K9 unit to train dogs and consists of a fenced area/dog run and a "bunker" used to train dogs. The fenced area/dog run would be relocated to a grassy area located next to the reconfigured impound lot and would be approximately 4,300 square feet. The "bunker" would be demolished and relocated southeast of the burn area[7] and would be approximately 7,400 square feet (see Exhibit 1-6).

The perimeter fence would be enhanced and a visual screen would be installed on the existing fence along Rockaway Boulevard (see Exhibit 1-3 and Exhibit 1-6). The screen would be approximately 1,600 feet long and would not exceed 14 feet in height. The intent of the screen is to aid in visually shielding the community from aircraft operations on the airport.

Reconfigure Navigational Aid System

Relocate Runway 4L localizer to meet RSA requirements

The Proposed Action would relocate the Runway 4L localizer from its current location approximately 390 feet to the north along the extended runway centerline (see Exhibit 1-6). The localizer signal is used to establish and maintain the

[6] See correspondence in Appendix A, *Agency Coordination* between the Port Authority and the Department of Transportation.

[7] Area on Airport where Aircraft Rescue and Fire Fighting (ARFF) training occurs.

aircraft's horizontal position until visual contact confirms the runway alignment and location. The localizer antenna is made up of a group directional antennas oriented perpendicular to the runway. The localizer pad is approximately 100-foot by 10-foot. Electrical power would be supplied underground and would be extended from the nearest available source. The Proposed Action would relocate the localizer along the extended runway centerline north 600 feet from the future end of the extended runway pavement to protect it from jet blast impacts. This configuration maintains the current visibility minimums on the Runway 4L approach and would not impact the operational capability of the runway. This required acquiring property from the NYCEDC and would require relocating Patrol Road and the Airport security fence.

Relocate Runway 4L glide slope (GS) to account for the Runway 4L displaced arrival threshold and to place the GS out of the RSA lateral to the runway

Placement of a GS antenna to serve a runway end must occur within a specified distance from the runway threshold, typically 800 feet to 1,200 feet beyond the landing threshold and not more than 600 feet laterally from the runway centerline. The GS signal is used to establish and maintain the aircraft's descent rate until visual contact confirms the runway alignment and location. A GS differentiates precision from non-precision approaches. Glide slope antennas are single pole antennas typically 30 to 50 feet in height. A glide slope consists of a shelter and antenna that is approximately 10-feet by 12-feet and a concrete pad that is approximately 10-foot by 10-foot. Electrical power would be supplied underground and would be extended from the nearest available source. The current Runway 4L GS shelter and antenna is located along the east side of Runway 4L. The GS is currently situated just inside the lateral limits of the RSA with the antenna being approximately 250 feet from the centerline of Runway 4L/22R. As part of this project the existing GS facilities would be relocated 460 feet to the north of its current position and sited to be outside of the RSA (see Exhibit 1-5).

Relocate Precision Approach Path Indicators (PAPI), Runway Visual Range (RVR), runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 4L

A PAPI consists of four lamps on a 5-foot by 5-foot concrete pad in a linear pattern with 30 feet between each lamp. Electrical power to the PAPI would be supplied underground and would be extended from the nearest available source. The PAPI system serving Runway 4L is located on the west side of the runway alignment. It would be relocated approximately 520 feet to the north to provide the appropriate glide path angle for visual reference. In addition, the runway threshold lights would be located to the position of the displaced threshold and placed in the ground lateral to the runway pavement (see Exhibit 1-5).

The RVR is required to support precision landing and takeoff operations. The system measures visibility, background luminance, and runway light intensity to determine the distance a pilot should be able to see down the runway. RVRs are a component of the Instrument Landing System (ILS) for the runway. Based on FAA Order 6560.10, the touchdown RVR shall be located no further than 1,000 feet

from the center of the GS antenna toward the approach end of the runway and 1,500 feet from the center of the GS antenna down the runway.

An RVR consists of an antenna approximately 15 feet tall and a concrete pad that is approximately 5-feet by 5-feet. Electrical power would be supplied underground and would be extended from the nearest available source. Currently the RVR is located directly behind the GS. The proposed 460-foot northerly displacement of the Runway 4L arrival threshold to provide the required undershoot RSA length necessitates the relocation of the touchdown RVR for Runway 4L. The proposed RVR would be relocated to the east side of Runway 4L/22R and to the north approximately 330 feet (see Exhibit 1-5).

Associated with the relocation of the electronic navigational aids and PAPI system, the runway would need to be re-marked to include shifting the runway designation markings, and runway threshold markings to the position of the displaced Runway 4L arrival threshold. Additionally the runway aiming point markings and runway touchdown zone markings would also need to be relocated to account for the 460-foot displacement of the Runway 4L arrival threshold. Arrow markings prior to the displaced threshold and along the centerline of the runway would also be required to aid in identifying the displacement of the landing threshold.

Install Runway End Identifier Lighting (REIL) on Runway 4L

A REIL consists of a flashing white high-intensity light installed at each approach end corner of a runway. The lights are directed toward the approach zone, enabling the pilot to identify the runway threshold. These lights consist of two synchronized flashing unidirectional or omnidirectional (360 degree) lights, one on each side of the runway threshold. REIL would be installed in the ground; at least 40 feet from the edge of the runway to account for the displaced arrival threshold on Runway 4L (see Exhibit 1-3 and 1-5).

Install PAPI, runway distance-to-go signs, and reconfigure runway signs and runway lighting to conform to the reconfigured Runway 22R

In the Proposed Action, a PAPI system serving Runway 22R would be installed to the east of the runway and south of the alignment of connector Taxiway G to provide the appropriate glide path angle for visual reference (see Exhibit 1-3). Associated with the relocation of the electronic navigational aids and PAPI system, the runway would need to be re-marked to include shifting the runway designation markings.

Update Flight Procedures

New Arrival and Departure Flight Procedures

Several elements of the Proposed Action would require the FAA Flight Procedures Office to update the arrival and departure flight procedures on Runway 4L/22R. The elements include the displacement of the arrival threshold on Runway 4L and the relocation of the departure starting point on Runway 22R. The new departure starting point may result in aircraft turning at slightly different points and at a slightly higher altitude than existing conditions. These changes would need to be

incorporated into FAA Flight Procedures for JFK. The new procedures are discussed in more detail in Appendix B, *Noise* pages B-8 through B-9. The new procedures were included in the impact assessments in Section 5.1, *Noise*, Section 5.3, *Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks,* and Section 5.7, *Department of Transportation Act: Section 4(f) Resources*.

3.2.2 NO-BUILD/NO-ACTION ALTERNATIVE

The No-Build/No-Action Alternative would result in Runway 4L/22R remaining unchanged from existing conditions, which is shown on Exhibit 1-2 in Chapter 1. Selection of the No-Build/No-Action Alternative would conflict with the Port Authority's obligation and commitment to the FAA, the Congressional mandate, the public, its tenants, and to bondholders to provide and maintain facilities at JFK in compliance with FAA standards and in support of the traveling public. Neither the objectives of the project nor the Port Authority's mission and responsibility would be met by this alternative.

The No-Build/No-Action Alternative would not fulfill the Purpose and Need for the project. This alternative would not comply with FAA RSA standards, rehabilitate Runway 4L/22R, or widen Runway 4L/22R. Presently, Runway 4L/22R does not meet the standards set forth in FAA AC 150/5300-13A. However, as discussed above, the No-Build/No-Action alternative is required by the CEQ to be evaluated in an EA. As such, this alternative will be carried forward in the EA and used as the baseline against which the Proposed Action will be evaluated.

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Chapter 4

CHAPTER 4
AFFECTED ENVIRONMENT

Federal Aviation Administration (FAA) Order 5050.4B states that the affected environment section of an Environmental Assessment (EA) should succinctly describe only those environmental resources the proposed action and its reasonable alternatives, are likely to affect. The amount of information on a potentially affected resource should be based on the extent of the expected impact and be commensurate with the impact's importance.

The following describes the area around John F. Kennedy International Airport (JFK or Airport). This is followed by discussions of the resources that may potentially be impacted, which include noise, air quality, compatible land use, floodplains, water quality, and coastal resources. In accordance with Order 5050.4B, the other resource categories are not discussed in this chapter due to lack of presence of the resource in the project. Chapter 5, *Environmental Consequences,* includes a discussion about all of the resource categories, whether there are impacts to the category or not.

4.1 ENVIRONMENTAL SETTING

JFK is one of five airports operated by the Port Authority of New York and New Jersey (Port Authority), which serve the metropolitan New York and New Jersey areas and the Hudson Valley. Both JFK and LaGuardia Airport (LGA) are located in the Borough of Queens and Newark Liberty International Airport (EWR) is located in New Jersey. Teterboro Airport (TEB) is located in Bergen County, New Jersey. Stewart International Airport (SWF) is located in Newburgh/New Windsor, New York, 60 miles north of New York City. The Port Authority also has an agreement with the South Jersey Transportation Authority (SJTA) to perform certain general management services and functions for Atlantic City International Airport located in Egg Harbor Township, New Jersey.

The JFK runway system consists of two pairs of parallel runways: 4L/22R, 4R/22L, 13L/31R, and 13R/31L. The total runway length is nearly nine miles. JFK also has over 25 miles of taxiways to move aircraft in and around the airfield. In addition, there are five helipads.

4.1.1 ROAD ACCESS

Two divided highways provide access to JFK: the Van Wyck Expressway (VWE) and the John F. Kennedy Expressway (JFKE). The VWE (Interstate 678) is a six-lane divided highway extending in a north-south direction. The VWE serves as the primary access route for travelers destined to the Airport with connections to the east-west expressway network extending to Manhattan on the west and into Long Island in the east. The JFKE is a four to six-lane divided highway extending in a north-south direction located approximately 0.5 miles east of the VWE. The JFKE serves as a secondary access to the Airport with connections to the Nassau Expressway and the Belt Parkway.

4.1.2 ADJACENT WATERWAYS

JFK is bordered on three sides by surface water, including Jamaica Bay, Bergen Basin, Head of Bay, and the Thurston Basin. Jamaica Bay, bordering JFK to the south, receives input from Bergen Basin and Thurston Basin, which border JFK on the west and east, respectively. The waters of Jamaica Bay and Head of Bay are considered suitable for primary and secondary contact recreation (classified SB by the New York State Department of Environmental Conservation (NYSDEC)). Waters within the adjacent tributaries are considered suitable for secondary contact recreation (classified I by NYSDEC). Shell fishing for market purposes is not permitted in these areas. A large part of Jamaica Bay and its adjoining waterways and shoreline are components of the Gateway National Recreation Area, which includes a National Wildlife Refuge. Tidal wetlands, shallow, and deep-water habitats adjacent to the Airport are habitat for a diverse plant and avian population.

4.2 RESOURCES POTENTIALLY AFFECTED

4.2.1 AIR QUALITY

The Airport is located in Queens County, New York which is included in the New Jersey-New York-Connecticut Intrastate Air Quality Control Region (AQCR).[1] The New Jersey-New York-Connecticut Intrastate AQCR does not meet the Federal standard for the 8-hour concentration of ozone and the Federal standard for the 24-hour and annual arithmetic mean concentrations of fine particulate matter ($PM_{2.5}$). In the past, Queens County was designated as nonattainment for carbon monoxide (CO); however, on May 20, 2002, the U.S. Environmental Protection Agency (USEPA) determined the area had attained the CO standard and the region was re-designated to attainment for CO. The area now operates under a maintenance plan.

Climate

Research has shown there is a direct correlation between fuel combustion and Greenhouse Gas (GHG) emissions. In terms of U.S. contributions, the General Accounting Office (GAO) reports that "domestic aviation contributes about three percent of total carbon dioxide emissions, according to EPA data," compared with other industrial sources including the remainder of the transportation sector (20 percent) and power generation (41 percent).[2]

[1] U.S. Environmental Protection Agency (USEPA), 40 CFR Part 81, Section 81.13, *New Jersey-New York-Connecticut Intrastate Air Quality Control Region* (December 23, 1980).
[2] *Aviation and Climate Change.* GAO Report to Congressional Committees, (2009).

The International Civil Aviation Organization (ICAO) estimates that GHG emissions from aircraft account for roughly three percent of all anthropogenic GHG emissions globally.[3] Climate change due to GHG emissions is a global phenomenon, so the affected environment is the global climate.[4]

The scientific community is continuing efforts to better understand the impact of aviation emissions on the global atmosphere. The FAA is leading and participating in a number of initiatives intended to clarify the role that commercial aviation plays in GHG emissions and climate. The FAA, with support from the U.S. Global Change Research Program and its participating federal agencies (e.g., National Aeronautics and Space Administration (NASA), National Oceanic and Atmospheric Administration (NOAA), Environmental Protection Agency (EPA), and Department Of Energy (DOE)), has developed the Aviation Climate Change Research Initiative (ACCRI) in an effort to advance scientific understanding of regional and global climate impacts of aircraft emissions. An FAA Center of Excellence, Partnership for Air Transportation Noise & Emissions Reduction (PARTNER), sponsored by the FAA, NASA, Transport Canada, the U.S. Department of Defense, and the U.S. EPA is a research initiative to quantify the effects of aircraft exhaust and contrails on global and U.S. climate and atmospheric composition. Similar research topics are being examined at the international level by the International Civil Aviation Organization.[5]

4.2.2 COASTAL RESOURCES

The Coastal Zone Management Act of 1972 established the Federal Coastal Zone Management Program to encourage and assist states in preparing and implementing management programs to "preserve, protect, develop, and, where possible, to restore or enhance the resources of the nation's coastal zone." Pursuant to the Act, New York State adopted its Waterfront Revitalization and Coastal Resources Act (WRCRA, 1981), which created the New York State Coastal Management Program (CMP) under direction of the New York State Department of the State (NYSDOS). The program encourages coordination among all levels of government to promote sound waterfront planning and requires government to consider the goals of the program in making land use decisions. JFK and much of its surroundings are located within the designated coastal zone and as such a Coastal Zone consistency concurrence is required from the New York Department of State for the Proposed Action. A copy of the Port Authority letter seeking NYSDOS concurrence on CMP and New York City's Concurrence on their New York City Waterfront Revitalization Program is included in Appendix A. Subsequent to receiving the concurrence from the NYSDOS the Proposed Action was modified (see Chapter 1). Therefore, the Port Authority confirmed, via an email dated

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[3] Alan Melrose, "European ATM and Climate Adaptation: A Scoping Study," in *ICAO Environmental Report.* (2010).

[4] As explained by the U.S. Environmental Protection Agency, "greenhouse gases, once emitted, become well mixed in the atmosphere, meaning U.S. emissions can affect not only the U.S. population and environment but other regions of the world as well; likewise, emissions in other countries can affect the United States." Climate Change Division, Office of Atmospheric Programs, U.S. Environmental Protection Agency, *Technical Support Document for Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act* 2-3 (2009).

[5] Lourdes Q. Maurice and David S. Lee. *Chapter* 5: *Aviation Impacts on Climate.* Final Report of the International Civil Aviation Organization (lCAO) Committee on Aviation and Environmental Protection (CAEP) Workshop. October 29th November 2nd 2007, Montreal.

February 7, 2014, that the NYSDOS concurred with the modified Proposed Action. The email correspondence is included in Appendix A confirming the NYSDOS's concurrence with the modified Proposed Action.

The closest protected area in the Coastal Resource Barrier System, as identified in the Coastal Barrier Resources Act of 1982 as amended by the Coastal Barrier Improvement Act of 1990, is the Jo Co Marsh located south of Runway 4L/22R. However this area would not be directly or indirectly impacted by the Proposed Action or No-Build/No-Action Alternatives.

4.2.3 LAND USE

Land use in the JFK area consists of commercial and industrial developments, and residential areas ranging from detached single-family houses on 40- to 60-foot square lots to medium-density row houses and garden apartments. There are no large apartment buildings (14 stories or larger) in the immediate vicinity of JFK. To the north lies the Belt Parkway, the Queens communities of South Ozone Park, Bailey Park, Springfield Gardens, Rosedale, Laurelton, and Jamaica. To the east lay Thurston Bay and the Five Towns area of Nassau County, Long Island. Located directly to the west are the Bergen Basin and the Howard Beach neighborhood of Queens. The Gateway National Recreation Area, which contains the Jamaica Bay Wildlife Refuge, borders the Airport to the south and is part of the National Park System. In addition, the communities of Hammels, Arverne, and Edgemere are located to the south of JFK. The communities and land uses in the JFK area are shown in **Exhibit 4-1, *Land Use***. For the purposes of this EA, the communities located directly to the north and the south of Runway 4L/22R, are identified as areas where potential direct and indirect impacts on residential populations could occur due to potential changes in noise from the Proposed Action. Communities located to the north of Runway 4L/22R include Rosedale, Springfield Gardens, and Laurelton. The communities located to the south of Runway 4L/22R are Hammels, Arverne, Edgemere. Each of the communities are described in the following paragraphs.

Springfield Gardens

Springfield Gardens is a community located in the southeastern area of the New York City borough of Queens, bounded to the north by St. Albans, to the east by Laurelton and Rosedale, to the south by JFK, and to the west by Farmers Boulevard. The neighborhood is served by Queens Community Board 12.

Rosedale

Rosedale is a community in the New York City borough of Queens. The neighborhood is on the border of Queens and Nassau County, Long Island. The neighborhood is part of Queens Community Board 13. Rosedale is bordered to the north by Cambria Heights, the east by Valley Stream and North Woodmere (both in Nassau County), the west by Laurelton and Brookville Park, and to the south by JFK. It is at the eastern edge of New York City, its border with Valley Stream forming part of the boundary between Queens and Nassau County.

Laurelton

Laurelton is a community in the New York City borough of Queens, bounded by Springfield Boulevard to the west, Laurelton Parkway to the east, 130th Avenue to the north, and Conduit Ave to the south. The neighborhood is part of Queens Community Board 13.

Hammels, Arverne, Edgemere

Hammels, Averne, and Edgemere are a group of communities located on the Rockaway Peninsula in the New York City borough of Queens. Hammels is located west of Arverne and east of Seaside, and is centered on Beach 84th Street. Arverne extends from Beach 56th Street to Beach 73rd Street, along its main thoroughfare Beach Channel Drive, alternatively known as Rev. Joseph H. May Drive. Edgemere extends from Beach 32nd to Beach 52nd Street on the Rockaway Peninsula. The communities are part of Queens Community Board 14.

Table 4-1, *Existing Demographics* presents a comparison of the socioeconomic characteristics of each community previously described, the Borough of Queens, and New York City.

Table 4-1 Existing Demographic
EXISTING DEMOGRAPHICS
John F. Kennedy International Airport

	Community					
	Laurelton	**Rosedale**	**Springfield Gardens**	**Hammels, Arverne, & Edgemere**	**Queens Borough**	**New York City**
Population	48,906	50,126	91,082	73,770	223,0722	8,175,133
Race						
White	1,060	4,020	2,510	17,112	886,053	3,597,341
African American	45,522	41,234	81,886	43,512	426,683	2,088,510
Native American	180	212	378	488	15,364	15,364
Asian	350	1,142	1204	2,110	511,787	1,038,388
Pacific Islander	8	0	44	34	1,530	5147
Other	1,786	3,518	5,060	10,514	389,305	1,388,235
% Total Minority	97.8	92.0	97.2	76.8	60.3	56.0
Ethnicity						
Not Hispanic	46,226	45,442	84,288	56,346	1,616,972	5,839,057
Hispanic	2,680	4,684	6,794	17,424	613,750	2,336,076
% Hispanic	5.5	9.3	7.5	23.6	27.5	28.6
% Below Poverty Level	8.3	4.3	17.5	19.8	13.7	19.4

Source: Landrum & Brown, 2014. 2010 U.S. Census.

4.2.4 NOISE

The 65 DNL, 70 DNL, and 75 DNL Existing (2012/2013) noise exposure contours are shown on **Exhibit 4-2, *Existing (2012/2013) Noise Exposure Contours***. The Existing noise exposure contours were based on data from June 1, 2012 through May 31 2013, as it was the latest data available at the time the noise contours were prepared. For more information on the noise exposure contours see Appendix B, *Noise*.

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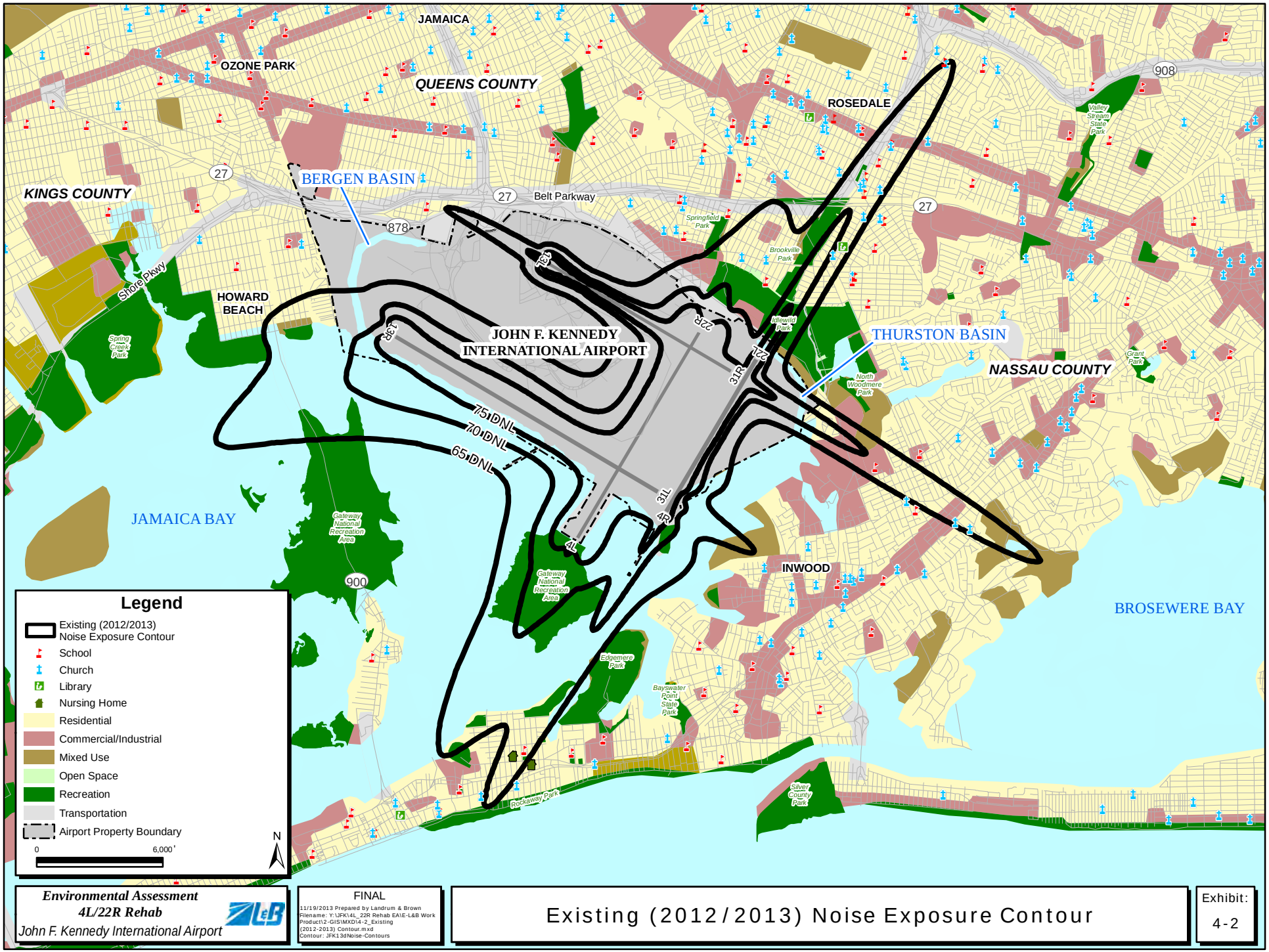
RICHMOND HILL
SOUTH JAMAICA
CAMBRIA HEIGHTS
ELMONT
FRANKLIN SQUARE
WOODHAVEN
ST ALBANS
NORTH VALLEY STREAM
CYPRESS HILLS
QUEENS COUNTY
LAURELTON
908
BAISLEY PARK
Valley Stream State Park
MALVERNE
OZONE PARK
SOUTH OZONE PARK
EAST NEW YORK
27
BERGEN BASIN
SPRINGFIELD GARDENS
NORTH LYNBROOK
KINGS COUNTY
27
Belt Parkway
VALLEY STREAM
LINDENWOOD/ HOWARD BEACH
878
Springfield Park
27
Brookville Park
ROSEDALE
SOUTH VALLEY STREAM
LYNBROOK
Shore Pkwy
Idlewild Park
JOHN F. KENNEDY INTERNATIONAL AIRPORT
THURSTON BASIN
NASSAU COUNTY
Grant Park
HEWLETT
EAST ROCKAWAY
North Woodmere Park
WOODMERE
HEWLETT BAY PARK
HEWLETT HARBOR
BAY PARK
JAMAICA BAY
CEDARHURST
HEWLETT NECK
INWOOD
WOODSBURGH
900
LAWRENCE
BROSEWERE BAY
FAR ROCKAWAY/BAYSWATER
Edgemere Park
Bayswater Point State Park
HAMMELS/ARVERNE/EDGEMERE
Rockaway Park
Silver Sandy Park
ATLANTIC BEACH
EAST ATLANTIC BEACH
LONG BEACH
Legend
School
Church
Library
Nursing Home
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Community/Neighborhood Boundary
County Boundary
Airport Property Boundary
0
6,000'
N
Environmental Assessment
4L/22R Rehab
John F. Kennedy International Airport
FINAL
2/27/2014 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\
E-L&B Work Product\2-GIS\MXD\
4-1_Land Use.mxd
Land Use
Exhibit:
4-1

BACK OF EXHIBIT 4–1, LAND USE


JAMAICA
OZONE PARK
QUEENS COUNTY
ROSEDALE
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BERGEN BASIN
Belt Parkway
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Shore Pkwy
HOWARD BEACH
JOHN F. KENNEDY INTERNATIONAL AIRPORT
THURSTON BASIN
NASSAU COUNTY
13R
22R
31R
22L
31L
4R
4L
75 DNL
70 DNL
65 DNL
JAMAICA BAY
INWOOD
BROSEWERE BAY
Spring Creek Park
Gateway National Recreation Area
Springfield Park
Brookville Park
Idlewild Park
North Woodmere Park
Grant Park
Valley Stream State Park
Edgemere Park
Baysware Point State Park
Rockaway Park
Silver County Park
908
900
Legend
Existing (2012/2013) Noise Exposure Contour
School
Church
Library
Nursing Home
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
0
6,000'
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Environmental Assessment
4L/22R Rehab
John F. Kennedy International Airport
FINAL
11/19/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\E-L&B Work Product\2-GIS\MXD\4-2_Existing (2012-2013) Contour.mxd
Contour: JFK13dNoise-Contours
Existing (2012/2013) Noise Exposure Contour
Exhibit:
4-2

BACK OF EXHIBIT 4–2, EXISTING CONDITIONS (2012/2013) NOISE EXPOSURE CONTOURS

4.2.5 FLOODPLAINS

Floodplains are defined by executive Order 11988, *Floodplain Management,* as "the lowland and relatively flat areas adjoining inland and coastal waters including flood prone areas of offshore islands, including at a minimum, that area subject to a one percent or greater chance of flooding in any given year." The Federal Emergency Management Agency (FEMA) has mapped the 100-year floodplains for JFK and the surrounding areas, as shown in **Exhibit 4-3, *Floodplains***. The Proposed Action occurs in an area that would encroach in the special flood hazard area subject to inundation by the 100-year floodplain. In 2013, after Hurricane Sandy, FEMA published Advisory Base Flood Elevation maps for New York City. The Advisory Base Flood Elevations along the shorelines of JFK are 10 feet for the 100-year flood event. The shoreline surrounding Runway 4L/22R is mapped as *AE*, indicating an area of high flood risk subject to inundation by the one percent annual-chance flood event.[6]

4.2.6 SECTION 4(F) RESOURCES

Section 4(f) of the *Department of Transportation Act of 1966* (DOT Act), which was recodified and renumbered as section 303(c) of 49 U.S.C., provides that "…the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from the use." FAA Order 1050.1E, Change 1; FAA Order 5050.4B; and this EA continue to refer to Section 4(f) because it would create needless confusion to do otherwise since the policies under 4(f) are widely referred to as "section 4(f)" matters.

Potential Section 4(f) resources were identified by first determining the largest geographic boundary within which direct (physical taking) or indirect (constructive use) impacts could occur as a result of the Proposed Action. For this EA, the largest 65 DNL noise contour (2020 Proposed Action) was used to delineate this geographic area. Within this boundary, research was conducted to identify potential Section 4(f) resources. Specifically, publicly-owned parks, recreation areas, and the wildlife sanctuaries were identified from New York City's Department of Parks & Recreation website. Historic sites were identified from the National Register of Historic Places website and the New York State Office of Parks, Recreation & Historic Planning. **Table 4-2, *Potential Section 4(f) Resources*** lists properties that were identified as Section 4(f) resources that had the potential to be impacted by the Proposed Action. Also please note Brookville Park, Idlewild Park, and Hook Creek Wildlife Sanctuary all are part of the Idlewild Park Preserve.

[6] http://fema.maps.arcgis.com/home/webmap/viewer.html

Table 4-2
POTENTIAL SECTION 4(F) RESOURCES
John F. Kennedy International Airport

POTENTIAL SECTION 4(F) RESOURCE	PROPERTY TYPE
Gateway National Recreation Area	Recreation Area
Idlewild Park (Western portion)[1]	Public Park
Idlewild Park (Eastern portion)[2]	Public Park
Brookville Park (Southern portion)	Public Park
Jamaica Bay Park	Public Park
Brookville Park (Northern portion)	Public Park
Edgemere Park	Public Park
Frank M Charles Memorial Park	Public Park
Spring Creek Park	Public Park
Springfield Park (Northern portion)	Public Park
Belt Parkway	Public Park
Hook Creek Wildlife Sanctuary	Wildlife Sanctuary
Springfield Park (Southern portion)	Public Park
Almeda Playground	Public Park
Dubos Point Wildlife Sanctuary	Wildlife Sanctuary
Brant Point Wildlife Sanctuary	Wildlife Sanctuary
Vernam Barbadoes Peninsula	Public Park
Thursby Basin Park	Public Park
Rockaway Beach and Boardwalk	Public Park
Mentone Playground	Public Park
Laurelton Playground	Public Park
JFK Terminal 5	Historic Site

1. The area of Idlewild located directly to the north of Runway 4L/22R.
2. The area of Idlewild located directly to the north of Runway 4R/22L.

Source: Landrum & Brown, 2013.

Of the resources, three public parks, Brookville Park, Idlewild Park, and Springfield Park, are located in an area where change in noise levels could occur from the Proposed Action:

- Brookville Park is less than 90 acres[7] in size and is located approximately 2,075 feet north of the Airport property boundary. The park's uses include open space, basketball courts, handball courts, and hiking/biking trails.
- Idlewild Park is approximately 180 acres[8] in size and is located approximately 124 feet north of the Airport property boundary. For purposes of this EA the park is split into an east and a west side due to the different uses on the east and west sides of the park. The east side of the park is located directly to the north of Runway 4L/22R. The park's uses in this area include open space, a cricket field, and baseball fields. The west side of the park is located directly to the north of Runway 4R/22L. The park's uses in this area include open space, kayak/canoe launch sites, and salt marshes.
- Springfield Park is less than 24 acres[9] in size and is located approximately 1,588 feet north of the Airport property boundary. The park's uses include baseball fields, dog runs, playgrounds, and tennis courts.

7 http://www.nycgovparks.org/parks/

8 See Appendix A for coordination with the New York City Department of Parks and Recreation confirming the size of Idlewild Park as 180 acres as shown on the website: http://www.nycgovparks.org/parks.

9 http://www.nycgovparks.org/parks.

SOUTH OZONE PARK
QUEENS COUNTY
HOWARD BEACH
100-Year Floodplain
ROSEDALE
Rockaway Blvd
13L
13R
JOHN F. KENNEDY INTERNATIONAL AIRPORT
22R
22L
31R
100-Year Floodplain
100-Year Floodplain
31L
4R
4L
HEAD OF BAY
NASSAU COUNTY
INWOOD
Legend
100-Year Floodplain
SOURCE: FEMA Map Service Center
Digital FIRM Database - Effective Date: 9/05/2007
0
3,000'
N
Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport
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FINAL
10/30/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\
E-L&B Work Product\2-GIS\MXD\
4-3_Floodplains.mxd
Floodplains
Exhibit:
4-3

BACK OF EXHIBIT 4–3, FLOODPLAINS

4.2.6 WATER QUALITY

JFK is bordered on three sides by surface water, including Jamaica Bay, Bergen Basin, Head of Bay, and the Thurston Basin. Brief descriptions of current water quality conditions at JFK follow.

Surface Water Resources

Jamaica Bay, bordering JFK to the south, currently covers an area of approximately 13,000 acres, including open waters, tidal flats, bordering marshes, and a number of islands. Jamaica Bay has been extensively modified through dredging and filling operations over the years due to development at JFK and surrounding areas.

Jamaica Bay is situated at the southwestern end of Long Island, as the westernmost of the island's large south shore bays. It is located primarily within the New York City boroughs of Brooklyn and Queens, with a small eastern portion extending into the Town of Hempstead in Nassau County, New York. The bay is protected by a barrier beach and it connects with the sea through Rockaway Inlet at its western end. The Jamaica Bay watershed, including the National Park Service and all other holdings is approximately 36,900 hectares (91,000 acres) in size; open water and wetlands extend for about 5,300 hectares (13,000 acres).

Jamaica Bay is embedded within a heavily urbanized region with extremely high population densities. According to 2010 U.S. Census Bureau estimates, there were 2,504,700 people residing in Brooklyn and 2,230,722 in Queens alone, part of the more than eight million population of New York City and the nearly 19 million of the New York City metropolitan region. Jamaica Bay has been characterized as a temperate, eutrophic estuary, with open water salinities ranging from about 20 to 26 parts per thousand (ppt), temperatures from one-degree Celsius to 26-degrees Celsius, and (Potential Hydrogen) pH from 6.8 to 9 (U.S. Fish and Wildlife Service (USFWS 1997). Muddy fine sand is the primary sediment of the eastern and northern portions of the bay, while fine to medium sands predominate in the higher energy southern and western sections nearer to Rockaway Inlet (USFWS 1997). Jamaica Bay's original average low tide depth of about three feet has been increased to 16 feet through landfilling of shallows, channel dredging, and the removal of sediments from "borrow" pits, some of which exceed 50 feet in depth. Because of these changes, the average residence time of a water molecule in the northern portion of the bay has risen from 11 days to 33 (New York City Department of Environmental Protection (NYCDEP 1994), with dredging accounting for a 70 percent increase in the volume of the bay (Rhoads et al. 2001). The bay's original network of freshwater and brackish creeks have been shortened, straightened, bulkheaded, and channelized, with two-thirds of the freshwater runoff diverted through four sewage treatment facilities. Thus, salinity gradients are now minimized within the system. Freshwater inputs total approximately one- half of one percent of the bay's volume per day (Rhoads et al. 2001).

Rockaway Inlet connects Jamaica Bay to the Lower Bay of New York Harbor. Although tidal waters enter the Bay at this location, with an average tidal range of five feet, there is limited exchange of fresh water with ocean water. As a result, pollutants may remain resident in the Bay for extended periods. The southern end of Runway 4L/22R is located along the Jamaica Bay shoreline while the northern end is separated from the water's edge by surface roadways, taxiways, and Runway 4R/22L.

Stormwater Runoff

JFK is serviced by an independent storm sewer system that collects stormwater runoff from the Airport and discharges to Jamaica Bay at 26 separate outfall locations. All sanitary waste from buildings/terminals is piped directly to the Jamaica Bay waste water control plant run by the NYCDEP. Runoff from parking areas, rooftops, runways, tarmacs, and landscaped areas is collected and transported in a closed system and discharged to the Bay. **Exhibit 4-4, *Outfalls***, illustrates the layout of the JFK stormwater management system.

In New York State, stormwater discharges are regulated by NYSDEC under the State Pollution Discharge Elimination System (SPDES) program. JFK currently holds an individual industrial SPDES Permit (Permit No. NY 0008109) that includes monthly monitoring requirements for specified water quality constituents. The constituents and their discharge limitations have been chosen in consultation with the NYSDEC to specifically address issues relating to Airport operations, including aircraft fueling and deicing.

The Proposed Action is located within drainage Areas I, J, K, L, and P (see Exhibit 4-4). Drainage Area I covers approximately six percent (300 acres) and services a northern section of the airport that includes primarily hangars and cargo buildings as well as the U.S. Post Office. This area drains through four sewer barrels to outfall 023 and discharges into Thurston Basin. Drainage Area J covers approximately 13 percent (606 acres) of JFK. This area includes aeronautical runways and taxiways, which discharge through outfall 017A. This area discharges into the Thurston Basin. Drainage Area K covers approximately 10 percent (484 acres) and includes terminals as well as aeronautical taxiways. Taxiways discharge through outfall 014. All outfalls from Drainage Area K discharge into Jamaica Bay. Drainage Area L covers approximately five percent (229 acres) of the Airport. This area includes aeronautical runways which discharge through outfall 015, outfall 016, and outfall 017 to the Jamaica Bay. Lastly, drainage Area P covers approximately five percent (225 acres) and includes aeronautical runways and taxiways that discharge through outfalls 017B into Jamaica Bay and outfall 019 into the Head of Bay.[10]

[10] *John F. Kennedy International Airport Best Management Practices Plan*, Prepared by Malcolm Pirnie, Inc. July 2009 (Revised August 2010).

Sanitary Wastewater

Four water pollution control plants (WPCPs) discharge treated wastewater effluent into the Bay and its tributaries: Jamaica WPCP (including JFK wastewater), Rockaway WPCP, Coney Island WPCP, and 26th Ward WPCP. During significant rainfall events, sanitary and stormwater collected in combined sewers overflow to Jamaica Bay in combined sewer overflows (CSOs). There are over 25 potential CSO locations around the Bay. All sanitary wastewater generated at JFK is conveyed to the Jamaica WPCP by the Airport sanitary sewer system.

The effects of these discharges on water quality vary across the Bay and its tributaries. The City of New York has monitored New York Harbor, including Jamaica Bay, for over the past 90 summers. Coliform levels, dissolved oxygen, algae growth and floating materials, suspended solids, and heavy metals are a few of the water quality indicators used. The City of New York has implemented various pollution control programs and is continually upgrading sewer systems and treatment facilities to support water quality enhancement.

Groundwater

JFK is located along the periphery of the Brooklyn/Queens aquifer system, which is part of the larger Long Island aquifer complex. The area is primarily underlain by sandy fill materials dredged from Jamaica Bay during Airport construction. Beneath the fill material are layers of organic material (marsh deposits) and glacial outwash deposits (sands, gravels with quantities of silts and clays). The marsh deposits are thought to act as an aquitard that inhibits downward migration of shallow groundwater.

Groundwater quality has been affected by past development in the region and surrounding communities. Recharge of groundwater, at JFK, is primarily accomplished through migration from Brooklyn and Nassau Counties and from precipitation. The increase in impervious surfaces from past development and the installation of a separate storm sewer system has resulted in significant reductions in groundwater recharge.

4.2.7 WETLANDS

Jamaica Bay, the Rockaway Peninsula, and the Atlantic Ocean border the airport to the south. The location of these bodies of water adjacent to JFK provides for an area of tidal wetlands that surrounds the airport. On the north end of Runway 4L/22R in the proposed project area there are approximately 2.72 acres of wetlands located between Rockaway Boulevard and North Boundary Road. The wetlands are shown in **Exhibit 4-5, *Wetlands***.

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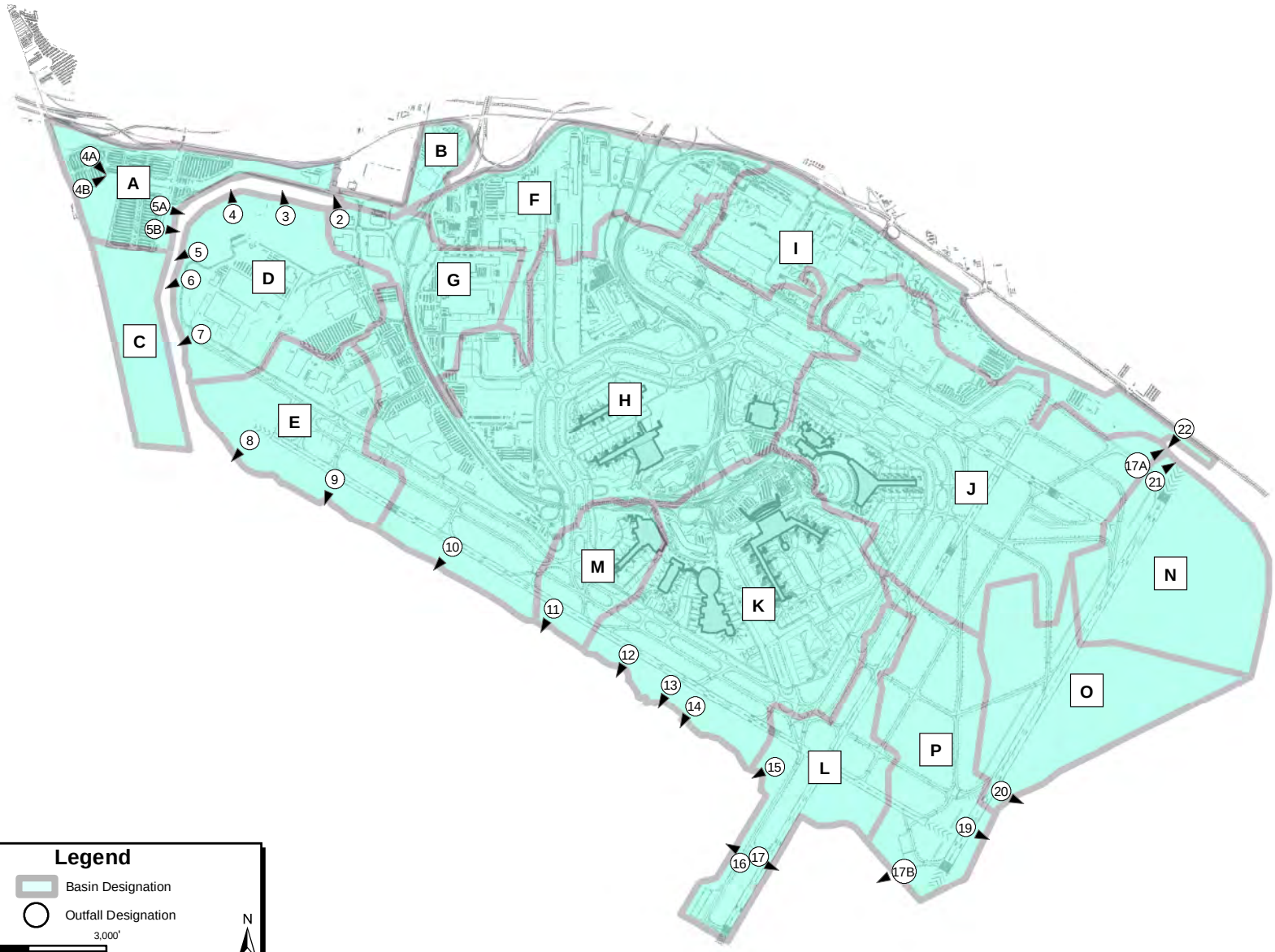

Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport

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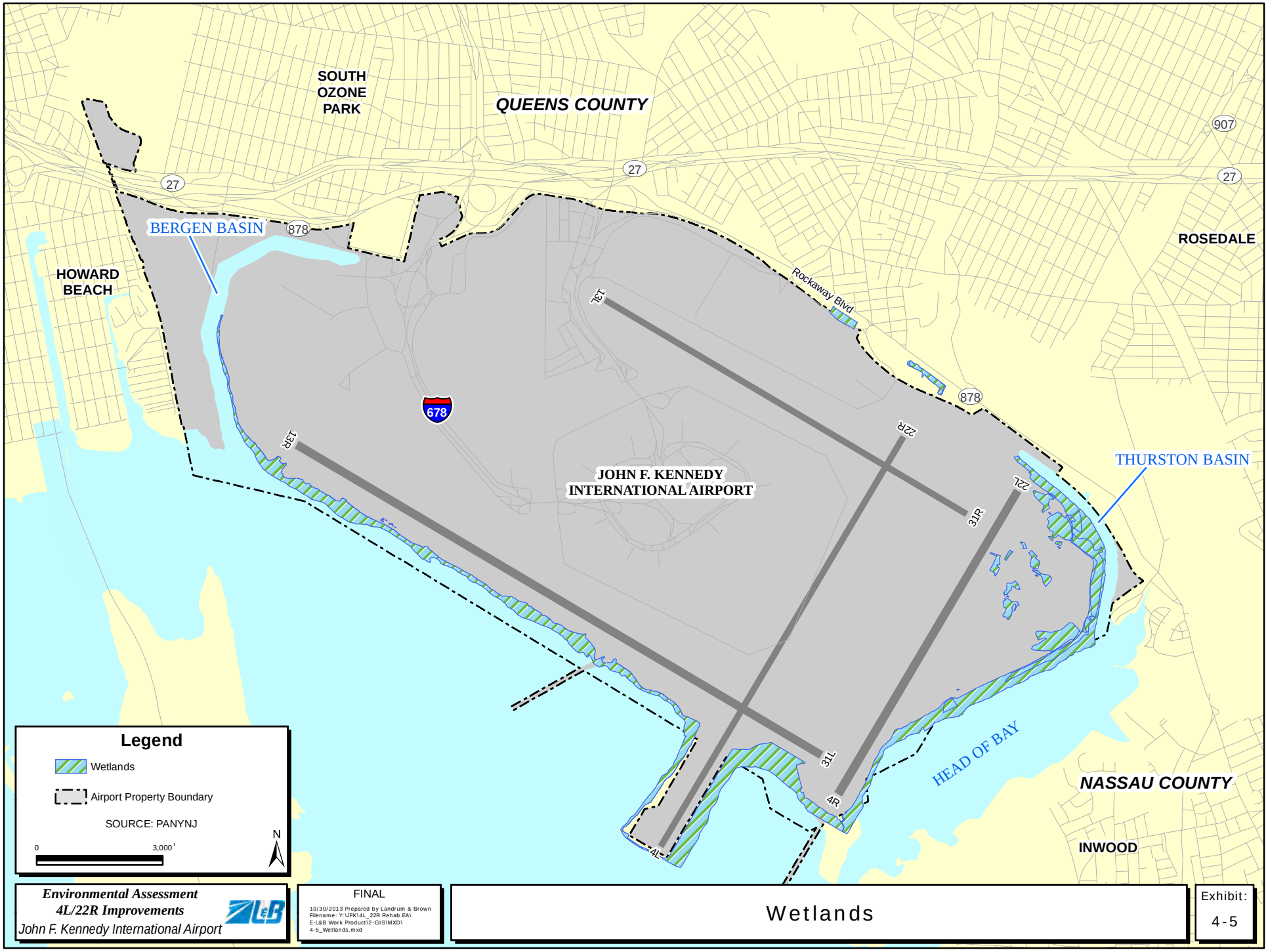
4-4_Outfalls.mxd

Outfalls

Exhibit:
4-4

BACK OF EXHIBIT 4–4, OUTFALLS



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4-5_Wetlands.mxd

Wetlands

Exhibit:
4-5

BACK OF EXHIBIT 4–5, WETLANDS

Chapter 5

CHAPTER 5
ENVIRONMENTAL CONSEQUENCES

This chapter presents the assessment of environmental impacts addressed in considering reasonably foreseeable environmental consequences of the Proposed Action and the No-Build/No-Action Alternative.

ENVIRONMENTAL CATEGORIES

As required by the Federal Aviation Administration (FAA) Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects,* and FAA Order 1050.1E Change 1, *Environmental Impacts: Policies and Procedures*, the environmental categories listed below are addressed in this Environmental Assessment (EA). Construction activities could result in potential impacts to multiple categories. The assessment of potential construction related impacts to each of the applicable categories listed below have been included in Section 5.18, *Construction Impacts.*

- Noise
- Compatible Land Use
- Socioeconomic Impacts, Environmental Justice, and Children's Health and Safety Risks
- Secondary (Induced) Impacts
- Air Quality
- Water Quality
- Department of Transportation Act: Section 4(f) Resources
- Historic, Architectural, Archaeological, and Cultural Resources
- Fish, Wildlife, and Plants
- Wetlands
- Floodplains
- Coastal Resources
- Wild and Scenic Rivers
- Farmland
- Energy Supply and Natural Resources
- Light Emissions and Visual Impacts
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Construction Impacts
- Cumulative Impacts

5.1 NOISE

The noise analysis was performed using the FAA's Integrated Noise Model (INM), Version 7.0d. In this analysis, the INM was used to produce day-night average sound level (DNL) 65, 70, and 75 contours. DNL contours were prepared for 2015 and 2020, the first year of operations and five years after implementation of the

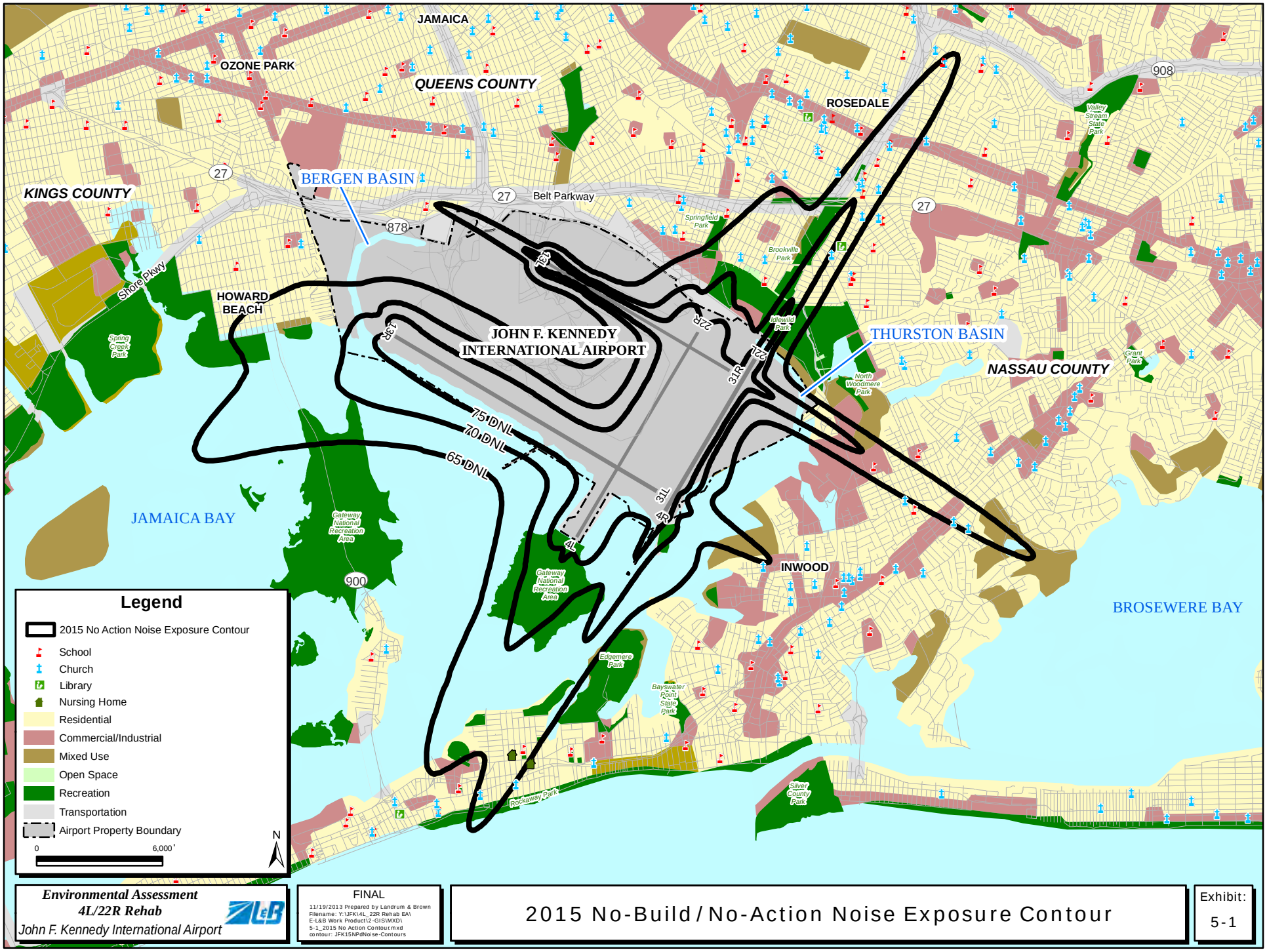
proposed projects, respectively. **Exhibit 5-1, *2015 No-Build/No-Action Noise Exposure Contour***, and **Exhibit 5-2, *2015 Proposed Action Noise Exposure Contour***, show the resulting noise contours for the 2015 operation levels or the first year after the opening of the runway. **Exhibit 5-3, *2015 No-Build/No-Action vs. 2015 Proposed Action Noise Exposure Contour***, shows a comparison of the two contours. The noise analysis provided in Appendix B, *Noise,* describes the methodology, assumptions, and results of aircraft noise analysis conducted to assess the effects that the Proposed Action would have on noise exposure in the communities surrounding JFK.

A significant noise impact would be considered if there were an increase of 1.5 decibel (dB) or more over noise-sensitive facilities within the 65 DNL noise contour.[1] **Exhibit 5-4, *2015 Areas of Increased Noise within 65 DNL*** shows the 1.5 dB increase areas due to the Proposed Action. In addition, the exhibit shows the 0.5 dB and 1.0 dB increase areas for informational purposes only. The areas of 1.5 dB increase would occur over compatible land uses. There are no noise-sensitive facilities within the 1.5 dB increase within the 65 DNL of the 2015 Proposed Action noise contour. The same analysis was conducted for 2020 conditions and the areas of 1.5 dB increase would occur over compatible land uses. There are no noise-sensitive facilities within the 1.5 dB increase within the 65 DNL of the 2020 Proposed Action noise contour. Therefore, there would not be a significant noise impact as a result of implementing the Proposed Action.

The following elements of the Proposed Action would result in a change in the noise exposure at JFK. However as stated previously these changes would not result in a significant noise impact over noise sensitive areas.

- *Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot Runway Safety Area (RSA) for Runway 4L to comply with FAA design standards* – This would result in arriving aircraft being higher over areas to the south of the runway.
- *Construct 728 feet of new runway pavement on the north end of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing the required 1,000 feet of overrun RSA for Runway 22R to comply with FAA design standards* – The additional runway pavement would result in aircraft, departing to the south on Runway 22R, starting their takeoff roll 728 feet further north due to the change in the departure starting point. The existing Runway 22R departure starting point is currently located approximately 1,675 feet south of Rockaway Boulevard. With implementation of the Proposed Action, the Runway 22R departure starting point would be approximately 950 feet south of Rockaway Boulevard. The new departure starting point may result in aircraft turning in the air at slightly different points and at a slightly higher altitude than existing conditions. However, the turn point location is expected to be similar to the existing turn points, over the Rockaway Peninsula, and would occur over the same general areas as they do in existing conditions. As previously discussed and further discussed in Appendix B, increased noise associated with these changes would not be considered significant.

[1] FAA Order 1050.1E Change 1, *Environmental Impacts: Policies and Procedures,* Section 14, Noise, Paragraph 14.3, Significant Impact Thresholds



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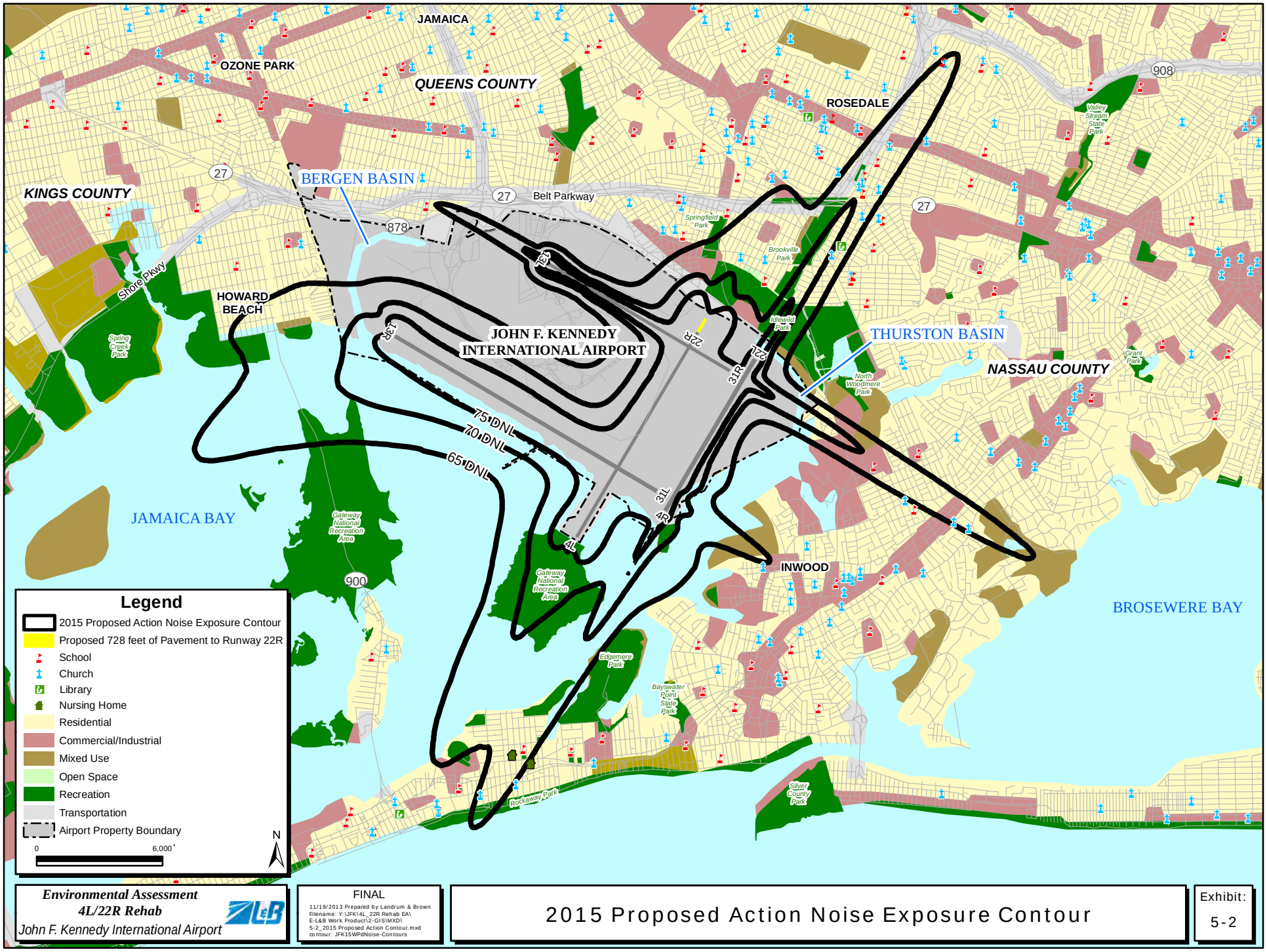
Filename: Y:\JFK\4L_22R Rehab EA\E-L&B Work Product\2-GIS\MXD\5-1_2015 No Action Contour.mxd
contour: JFK15NPdNoise-Contours

2015 No-Build / No-Action Noise Exposure Contour

Exhibit: 5-1

BACK OF EXHIBIT 5-1, 2015 NO-BUILD / NO-ACTION NOISE EXPOSURE CONTOUR



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John F. Kennedy International Airport

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11/19/2013 Prepared by Landrum & Brown
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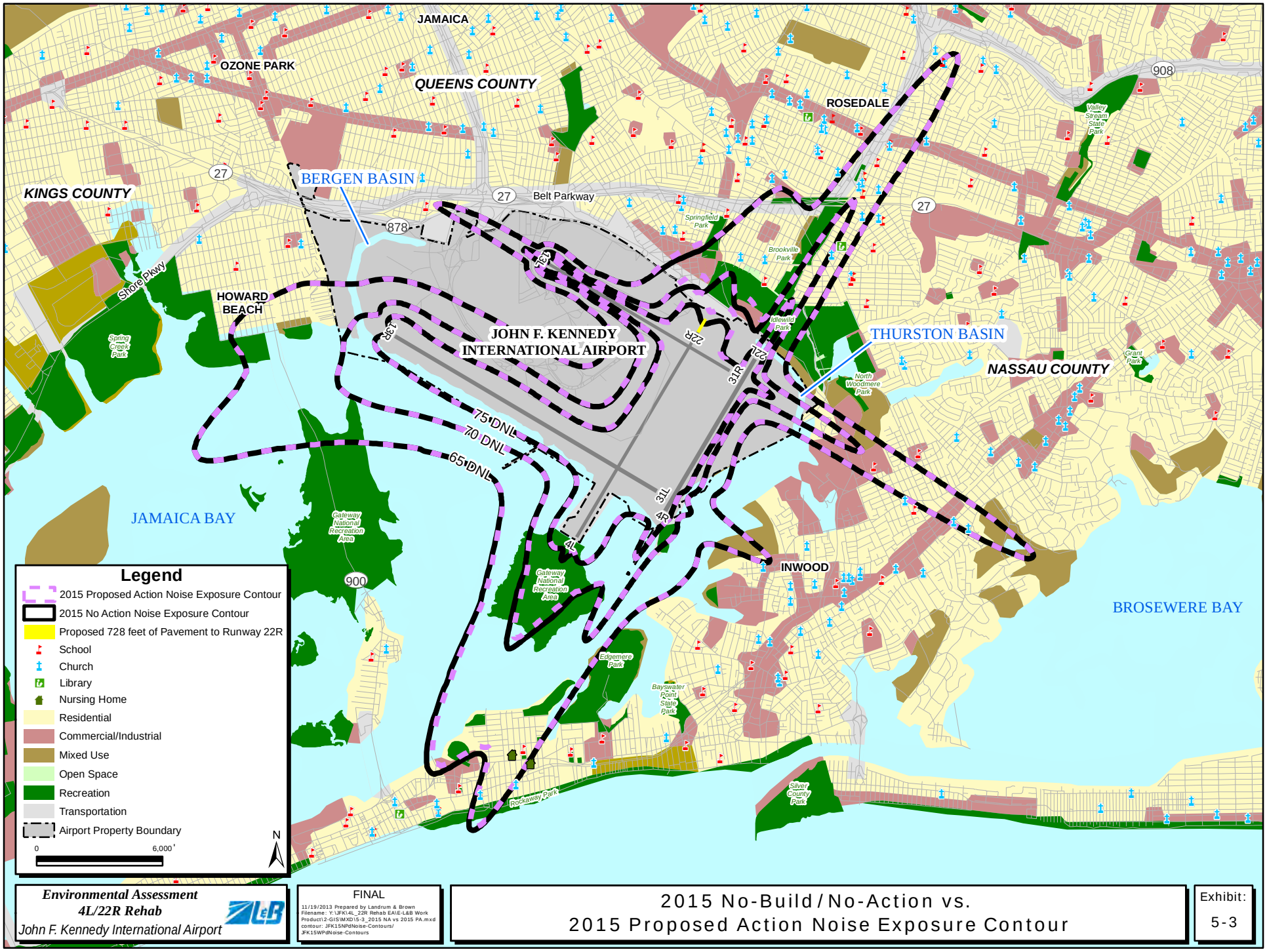
contour: JFK15WPdNoise-Contours

2015 Proposed Action Noise Exposure Contour

Exhibit: 5-2

BACK OF EXHIBIT 5-2, 2015 PROPOSED ACTION NOISE EXPOSURE CONTOUR



Environmental Assessment
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John F. Kennedy International Airport

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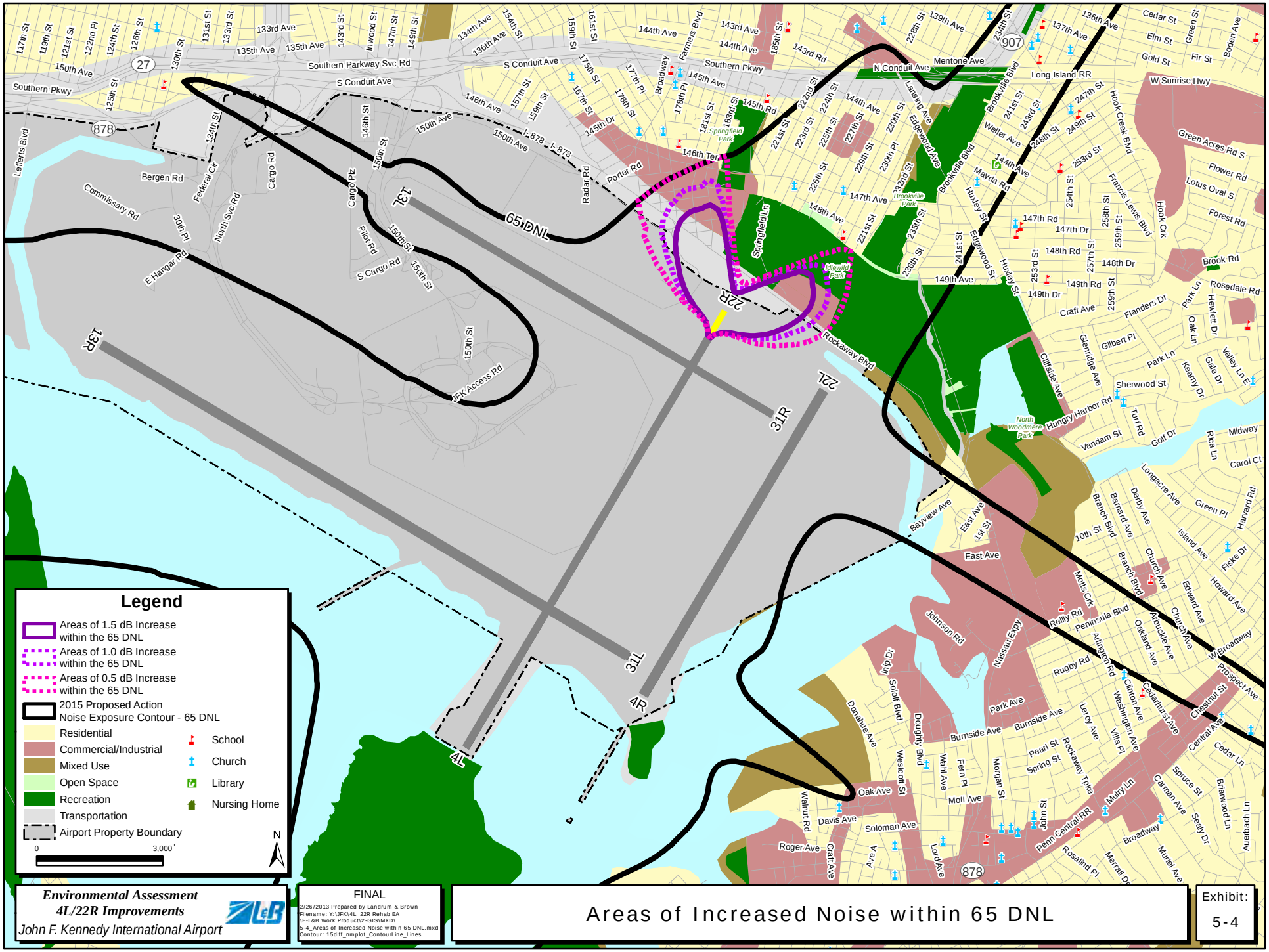
11/19/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EAIE-L&B Work Product\2-GIS\MXD\5-3_2015 NA vs 2015 PA.mxd
contour: JFK15NPdNoise-Contours/
JFK15WPdNoise-Contours

2015 No-Build / No-Action vs. 2015 Proposed Action Noise Exposure Contour

Exhibit:
5-3

BACK OF EXHIBIT 5-3, 2015 NO-BUILD / NO-ACTION VS. 2015 PROPOSED ACTION NOISE EXPOSURE CONTOUR


Legend
Areas of 1.5 dB Increase within the 65 DNL
Areas of 1.0 dB Increase within the 65 DNL
Areas of 0.5 dB Increase within the 65 DNL
2015 Proposed Action Noise Exposure Contour - 65 DNL
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
School
Church
Library
Nursing Home
0
3,000 '
N
65 DNL
13L
13R
22R
22L
31R
31L
4R
4L
Southern Parkway Svc Rd
S Conduit Ave
N Conduit Ave
Mentone Ave
Long Island RR
Southern Pkwy
Bergen Rd
Commissary Rd
Federal Cir
North Svc Rd
Cargo Rd
Cargo Plz
Pilot Rd
S Cargo Rd
E Hangar Rd
Radar Rd
Porter Rd
JFK Access Rd
Springfield Ln
Springfield Park
Brookville Park
Idlewild Park
North Woodmere Park
Rockaway Blvd
Hungry Harbor Rd
Sherwood St
Craft Ave
Flanders Dr
Vandam St
Golf Dr
Turf Rd
Midway
Rica Ln
Carol Ct
Longacre Ave
Green Pl
Hanard Rd
Island Ave
Fiske Dr
Howard Ave
Edward Ave
Church Ave
Apuckle Ave
Oakland Ave
Arlington Rd
Peninsula Blvd
Reilly Rd
Motts Ctk
Johnson Rd
Nassau Expy
Rugby Rd
W Broadway
Prospect Ave
Chestnut St
Central Ave
Cedar Ln
Briarwood Ln
Auerbach Ln
Sealy Dr
Muriel Ave
Merrall Dr
Rosalind Pl
Broadway
Penn Central RR
John St
Mulry Ln
Carman Ave
Spruce St
Cedarhurst Ave
Clinton Ave
Washington Ave
Villa Pl
Rockaway Tpke
Leroy Ave
Pearl St
Spring St
Burnside Ave
Park Ave
Mott Ave
Morgan St
Fern Pl
Wahl Ave
Westcott St
Doughty Blvd
Soloff Blvd
Donahue Ave
Inlip Dr
Oak Ave
Davis Ave
Soloman Ave
Walnut Rd
Roger Ave
Craft Ave
Ave A
Lord Ave
Bayview Ave
East Ave
1st St
10th St
Branch Blvd
Barnard Ave
Derby Ave
Church Ave
Branch Blvd
Motts Ctk
Reilly Rd
Peninsula Blvd
Oakland Ave
Apuckle Ave
Church Ave
Edward Ave
W Broadway
Rugby Rd
Arlington Rd
Park Ave
Burnside Ave
Leroy Ave
Washington Ave
Cedarhurst Ave
Chestnut St
Central Ave
Cedar Ln
Briarwood Ln
Auerbach Ln
Sealy Dr
Muriel Ave
Broadway
Penn Central RR
John St
Mulry Ln
Carman Ave
Spruce St
Rockaway Tpke
Leroy Ave
Pearl St
Spring St
Burnside Ave
Park Ave
Mott Ave
Morgan St
Fern Pl
Wahl Ave
Westcott St
Doughty Blvd
Soloff Blvd
Donahue Ave
Inlip Dr
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Davis Ave
Soloman Ave
Walnut Rd
Roger Ave
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Ave A
Lord Ave
Johnson Rd
Nassau Expy
Motts Ctk
Reilly Rd
Peninsula Blvd
Oakland Ave
Apuckle Ave
Church Ave
Edward Ave
Howard Ave
Fiske Dr
Island Ave
Church Ave
Branch Blvd
Barnard Ave
Derby Ave
Longacre Ave
Green Pl
Hanard Rd
Carol Ct
Midway
Rica Ln
Golf Dr
Turf Rd
Vandam St
Hungry Harbor Rd
Sherwood St
Craft Ave
Flanders Dr
Rockaway Blvd
Cliffside Ave
Glenridge Ave
Gilbert Pl
Park Ln
Kearny Dr
Gale Dr
Valley Ln E
Oak Ln
Hewlett Dr
Park Ln
Rosedale Rd
Brook Rd
Hook Crk
Francis Lewis Blvd
Forest Rd
Lotus Oval S
Flower Rd
Green Acres Rd S
Hook Creek Blvd
W Sunrise Hwy
Gold St
Elm St
Cedar St
Fir St
Green St
Boden Ave
Brookville Blvd
Weller Ave
Mayda Rd
Huxley St
Edgewood Ave
Lansing Ave
N Conduit Ave
Mentone Ave
Long Island RR
Southern Pkwy
Southern Parkway Svc Rd
S Conduit Ave
Bergen Rd
Commissary Rd
Federal Cir
North Svc Rd
Cargo Rd
Cargo Plz
Pilot Rd
S Cargo Rd
E Hangar Rd
Radar Rd
Porter Rd
JFK Access Rd
Springfield Ln
Springfield Park
Brookville Park
Idlewild Park
North Woodmere Park
Rockaway Blvd
Hungry Harbor Rd
Sherwood St
Craft Ave
Flanders Dr
Vandam St
Golf Dr
Turf Rd
Midway
Rica Ln
Carol Ct
Longacre Ave
Green Pl
Hanard Rd
Island Ave
Fiske Dr
Howard Ave
Edward Ave
Church Ave
Apuckle Ave
Oakland Ave
Arlington Rd
Peninsula Blvd
Reilly Rd
Motts Ctk
Johnson Rd
Nassau Expy
Rugby Rd
W Broadway
Prospect Ave
Chestnut St
Central Ave
Cedar Ln
Briarwood Ln
Auerbach Ln
Sealy Dr
Muriel Ave

BACK OF EXHIBIT 5-4, *2015 Areas of Increased Noise within 65 DNL*

5.2 COMPATIBLE LAND USE

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of noise impacts related to that airport, but may also include impacts related to changes in land use and effects of development. As discussed in Chapter 3, *Alternatives*, it was not economically and environmentally reasonable or feasible to construct the required Runway Safety Area (RSA) on the south end of the runway in Jamaica Bay. Therefore, the departure starting point on Runway 22L was proposed to be moved 728 feet to the north. This would result in an increase in noise levels and the number of homes exposed to 65 DNL to the north of the runway. However, this increase would be less than 1.5 dB DNL and therefore would not be considered a significant impact. Exhibit 5-4 shows the areas of noise increase within the 65 DNL as a result of implementing the Proposed Action. As shown on the exhibit, the area of 1.5 dB increase would remain over commercial land uses south of 149th Road and along Rockaway Boulevard in the Springfield Gardens community. Increases less than 1.5 dB are also depicted on Exhibit 5-4. Areas within the 65 that would receive an increase of 1 dB and 0.5 dB are shown for informational purposes, as increases below 1.5 dB within the 65 DNL are not considered to be significant impacts. As shown on the exhibit, the areas of increase less than 1.5 dB would be over compatible land uses, such as the commercial land uses south of 147th Avenue and portions of Idlewild Park south of 149th Avenue. Residential areas within the 65 DNL that would receive an increase in noise are located along the 65 DNL noise contour line, running southwest to northeast, between 220th Street and 221st Street south of 144th Avenue in Springfield Gardens and Laurelton. This area would receive an increase between 0.1 dB and 0.4 dB as a result of implementing the Proposed Action. As previously noted, increases within the 65 DNL below 1.5 dB are not considered significant impacts.

The relocation of the Runway 4L arrival threshold 460 feet to the north would result in a decrease in noise levels in the communities of Hammels, Arverne, and Edgemere, thus resulting in fewer homes exposed to 65 DNL south of the runway. **Table 5-1, *Noise Exposure Area, Housing Units, and Population,*** presents the noise contour area, housing units and population exposed to 65, 70, and 75 DNL noise levels for the No-Build/No-Action and Proposed Action alternatives in 2015 and 2020 conditions. As shown, there is an overall net decrease in the number of housing units and population exposed to 65+DNL noise levels when comparing the Proposed Action and No-Build/No-Action noise exposure contours.

The Proposed Action would result in the RSA for Runway 4L/22R extending beyond JFK's existing property and beyond the boundaries set forth in the existing lease with the City of New York (City) for JFK. This would require the relocation of Patrol Road and the Airport security fence. The Port Authority Police Department (PAPD) Impound Lot would be reconfigured and an additional lot would be paved. In addition, the PAPD K9 facilities would be demolished and relocated to make way for the additional PAPD impound lot. The existing PAPD impound lot has 260 parking spaces and covers approximately 99,700 square feet. With the Proposed Action, the impound lot would be reconfigured to approximately 98 parking spaces and approximately 41,500 square feet. The additional impound lot would be located east of the new driveway from Rockaway Boulevard to North Boundary

Road (see Exhibit 1-6) and would be approximately 23,720 square feet and accommodate approximately 60 parking spaces. The total parking spaces available in the two lots would be approximately 158 with the Proposed Action. Based on demand, the reconfigured impound lot and additional impound lot would provide sufficient capacity for the PAPD. The area where the additional PAPD impound lot would be located is currently used by the PAPD K9 unit to train dogs and consists of a fenced area/dog run and a "bunker" used to train dogs. The fenced area/dog run would be relocated to a grassy area next to the reconfigured impound lot. The "bunker" would be relocated southeast of the burn area (See Exhibit 1-6).

The Air Terminals Agreement provides that land acquired by the Port Authority for Municipal Air Terminal Purposes shall be deemed part of the Demised Premises and subject to the provisions of such agreement. To implement this provision, the Port Authority conveyed property to the City, and the City leased the Property to the Port Authority via a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal Air Terminals with the City.[2] Section 197-c, subsection of the New York City (NYC) Charter states that actions resulting in the sale, lease, or exchange of real City property are subject to the Uniform Land Use Review Procedure (ULURP) process. However, the City of New York has advised the Port Authority that the previous ULURP application resulting in New York Resolution #C 040191 PPQ adopted March 4, 2004 covers the City of New York's transfer of the parcel and does not require further ULURP review.[3]

The Proposed Action would be compatible with existing zoning, surrounding area land use plans, and the land uses on the Airport. The Proposed Action would not create a wildlife hazard as defined in FAA Advisory Circular (AC) 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airport,* nor would it affect any existing wildlife hazard area because the Proposed Action would not change the urban characteristics of the existing land uses. The No-Build/No-Action would not change any of the physical characteristics of the Airport and would have no impact on land uses on or off of the Airport. Therefore, neither the Proposed Action nor the No-Build/No-Action would result in an adverse land use impact.

[2] See Appendix A, *Agency Coordination* for the signed First Amendment to the Lease between the Port Authority and the NYEDC.

[3] See Appendix A, *Agency Coordination* for the signed First Amendment to the Lease between the Port Authority and the NYEDC.

Table 5-1
NOISE EXPOSURE AREA, HOUSING UNITS, AND POPULATION
John F. Kennedy International Airport

2012/2013 Activity Level												
DNL	No-Build/No-Action				Proposed Action				Difference Between No-Build/No-Action and Proposed Action			
	Square Miles	Housing Units	Population	NSF*	Square Miles	Housing Units	Population	NSF*	Square Miles	Housing Units	Population	NSF*
65-70	7.59	9,399	29,482	18	The Proposed Action was not evaluated for the 2012/2013 activity level.							
70-75	2.90	801	2,603	0								
75+	2.41	0	0	0								
Total	12.90	10,200	32,085	18								

2015 Activity Level												
DNL	No-Build/No-Action				Proposed Action				Difference Between No-Build/No-Action and Proposed Action			
	Square Miles	Housing Units	Population	NSF*	Square Miles	Housing Units	Population	NSF*	Square Miles	Housing Units	Population	NSF*
65-70	8.35	11,952	36,668	20	8.27	11,909	36,574	20	-0.08	-43	-94	0
70-75	2.96	876	2,851	0	2.92	876	2,851	0	-0.04	0	0	0
75+	2.88	0	0	0	2.92	0	0	0	0.04	0	0	0
Total	14.19	12,828	39,519	20	14.11	12,785	39,425	20	-0.08	-43	-94	0

2020 Activity Level												
DNL	No-Build/No-Action				Proposed Action				Difference Between No-Build/No-Action and Proposed Action			
	Square Miles	Housing Units	Population	NSF*	Square Miles	Housing Units	Population	NSF*	Square Miles	Housing Units	Population	NSF*
65-70	8.97	13,747	41,545	21	8.89	13,655	41,292	21	-0.08	-92	-253	0
70-75	3.22	1,009	3,286	0	3.17	1,008	3,286	0	-0.05	0	0	0
75+	3.05	0	0	0	3.10	0	0	0	0.05	0	0	0
Total	15.24	14,756	44,831	21	15.16	14,663	44,578	21	-0.08	-92	-253	0

*NSF = Noise-Sensitive Facilities
Source: New York City Department of City Planning, 2013; U.S. Census Bureau, 2010; Landrum & Brown, 2013.

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5.3 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Social impacts have been assessed to determine the effect, if any, that implementation of the Proposed Action would have on the social fabric of the surrounding communities. The types of social impacts that typically arise from airport development are:

- Relocation of residences, but sufficient replacement housing is unavailable
- Relocation of community businesses, that would create extensive hardship for the affected communities
- Disruption of planned development
- Disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities
- Substantial loss in the community tax base
- Environmental Justice issues
- Children's Environmental Health and Safety Risks

5.3.1 RELOCATION OF RESIDENCES

No residences would need to be relocated as part of the Proposed Action.

5.3.2 RELOCATION OF BUSINESSES

The Proposed Action would require the PAPD Impound Lot and PAPD K9 facilities to be relocated as described under Section 5.2, *Compatible Land Use*. However, these facilities would be relocated to an area nearby on Airport property, thereby creating no extensive hardship to the surrounding communities.

5.3.3 DISRUPTION OF LOCAL TRAFFIC PATTERNS

The Proposed Action would require relocation of Airport Patrol Road and North Boundary Road. Airport Patrol Road and North Boundary Road run in an east/west direction approximately 320 to 350 feet north of Taxiway E. As part of the Proposed Action the roads would require relocation to comply with RSA requirements. North Boundary Road would be decommissioned from the corner with Eastern Road to the relocated Patrol Road on the east side of Runway 4L/22R (see Exhibit 1-4, *Proposed Action - Runway 22R End*), restricting access to facilities on the east side of Runway 4L/22R from the west side of the runway. North Boundary Road mainly provides access to the PAPD satellite rescue station and training center, PAPD academy site, and PAPD K9 unit. As part of the Proposed Action, a new access road would be constructed off of Rockaway Boulevard to provide access to these facilities. Based on traffic analysis conducted by the Port Authority, this would not reduce the level of service on the road due to the small number of vehicles that would be using the access road. Furthermore, while this road is accessible to the public, it is not an integral part of the local traffic

infrastructure. As a result, no disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities would occur. See correspondence in Appendix A, *Agency Coordination* between the New York State Department of Transportation, New York City Department of Transportation, and the New York City Department of Environmental Protection and the Port Authority.

5.3.4 LOSS IN COMMUNITY TAX BASE

There would be no change in the community tax base from the Proposed Action.

5.3.5 ENVIRONMENTAL JUSTICE

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.

Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the *Civil Rights Act of 1964* provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the *1968 Civil Rights Act* guarantees each person equal opportunity in housing.

U.S. Department of Transportation (DOT) Order 5610.2, *Environmental Justice in Minority Populations and Low-Income Populations,* was issued to implement Executive Order 12898.[4] DOT Order 5610.2 defines minorities as people who are Black, Hispanic, Asian American, American Indian, or Alaskan Native. Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity." The DOT Order defines a low-income population as "any readily identifiable group" of persons whose median household income is at or below the poverty guidelines of the U.S. Department of Health and Human Services, "who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity."

[4] Department of Transportation Order 5610.2(a), *Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations*, May 2012.

In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered:

1.) Determine whether the proposal is likely to have adverse effects on minority or low-income populations.
2.) Determine whether the adverse impacts are disproportionately high on minority or low-income populations.

The DOT Order defines "adverse effects" as "…the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects…" The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population."

For purposes of assessing potential environmental justice impacts the two factors outlined in Executive Order 12898 were examined. As previously discussed it must first be determined if the proposed project is likely to have adverse effects on minority or low-income population. Based on the analysis completed for this EA, the Proposed Action would not have adverse effects on any population as there are no significant individual or cumulative impacts from the Proposed Action. As a result, no disproportionately high adverse impacts on minority or low-income populations would occur and therefore EO 12898 is not applicable.

While no environmental justice impacts would occur, concerns about increased aircraft noise over minority and low-income populations has been raised regarding the Proposed Action. In response additional analysis, beyond what is required by EO 12898, was prepared to disclose the relationship of minority populations and less than significant increases in noise due to the Proposed Action.

Using 2010 U.S. Census Bureau Data the population located within the areas where increases in noise would occur within the 65 DNL of the 2015 Proposed Action were analyzed in more detail. **Exhibit 5-5, *U.S. Census Tract Analysis***, shows both the 2015 No Build/No-Action and the 2015 Proposed Action noise contours along with the location of the Census Tracts where increased noise within the 65 DNL would occur as a result of the Proposed Action. **Table 5-2, *Noise Impacts to Minority and Low Income Populations***, summarizes the population and racial makeup for the population located within the Census Tracts where noise increases would occur within the 65 DNL. For the five Census Tracts, (068200, 032000, 068000, 069000, and 069400), the percentage of minority population ranges from 94.9 percent to 97.8 percent, with an average of 96.3 percent. Four of the Census Tracts are located within Springfield Gardens (069000, 069400, 032000, and 068000) and the fifth is located in Laurelton (068200). The percentage of minority population within the communities of Springfield Gardens is 97.2 percent and within Laurelton the minority population is 97.8 percent, which is consistent with the average minority percentage (96.3) of the five Census Tracts where noise increase would occur within the 65 DNL.

Table 5-2
NOISE IMPACTS TO MINORITY AND LOW INCOME POPULATIONS
John F. Kennedy International Airport

	Percent Minority	Percent Below the Poverty Level
Census Tract		
068200	97.8	5.8
032000	94.9	17.4
068000	96.7	19.8
069000	96.9	7.2
069400	96.2	3.5
Average	***96.3***	***11.2***
Community		
Springfield Gardens	97.2	17.5
Laurelton	97.8	8.3

Source: Landrum & Brown, 2013. 2010 U.S. Census data.

For the five Census Tracts (068200, 032000, 068000, 069000, and 069400), the percent of the population below the poverty level ranges from 3.5 percent to 19.8 percent, with an average of 11.2 percent. Four of the Census Tracts are located within Springfield Gardens (069000, 069400, 032000, and 068000) and the fifth is located in Laurelton (068200). The number of the population below the poverty level in Springfield Gardens is 8.3 percent and the percent of the population below the poverty level in Laurelton is 17.5 percent, which is consistent with the percent of the population below the poverty level of the five Census Tracts where noise increase would occur within the 65 DNL. The low-income poverty threshold, as established by the U.S. Census Bureau for a one-person household in 2010, is $11,139. A household containing four persons would be considered below the poverty level, by the U.S. Census Bureau in 2010, if their household income were less than $22,314.

Comparing the population within the Census Tracts that would experience noise increases within the 65 DNL Contour to the population of the communities as a whole shows that the racial and income characteristics of these three Census Tracts are relatively consistent with those of the entire community. This shows that minority and low-income populations would not be disproportionately affected by the off-airport impacts of the Proposed Action. Additionally, since there are no significant impacts associated with the Proposed Action, no minority and low-income populations would be adversely affected by the implementation of the project.

5.3.6 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.

Implementation of the Proposed Action would not create environmental health risks or safety risks for any persons, regardless of age. Therefore, there would be no potential significant impact to children's environmental health and safety under either the Proposed Action or the No-Build/No-Action Alternative.

5.3.7 CONCLUSION

The No-Build/No-Action would not change any of the physical characteristics of the Airport and would have no impact on or off of the Airport. Therefore, based on the analysis previously provided, neither the Proposed Action nor the No-Build/No-Action would result in adverse socioeconomic, environmental justice, or children's environmental health and safety risks impacts. The No-Build/No-Action would maintain the roadways in the existing location. Therefore, neither the Proposed Action nor the No-Build/No-Action would result in significant impacts to surface transportation.

5.4 SECONDARY (INDUCED) IMPACTS

Secondary (induced) economic impacts are the multiplier effects of the direct and indirect economic impacts. Major development proposals often involve the potential for induced or secondary impacts on surrounding communities. Examples of these impacts include: shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by Airport development.

The Proposed Action would induce temporary positive secondary impacts within the region as a result of construction activity. These impacts would benefit surrounding communities during construction by increasing employment opportunities and expenditures on local services and materials. Therefore, the net secondary impacts of the Proposed Action would be positive. Neither the Proposed Action nor the No-Build/No-Action would result in shifts in patterns of population movement or growth. Additionally, public service demands in the communities surrounding the Airport and the demands of the PAPD (due to the proposed relocation of their facilities) would not be impacted by the Proposed Action or the No-Build/No-Action. Therefore, neither the Proposed Action nor the No-Build/No-Action would induce adverse secondary (induced) impacts.

The Proposed Action would not induce more operations at the airport because operations are limited on an hourly basis at JFK by the High Density Rule.[5] Therefore, it is concluded that no additional demand beyond what is already forecasted for JFK would occur as a result of the Proposed Action.

[5] FAA Order "Operating Limitations at New York's John F. Kennedy International Airport" Docket FAA-2007-29320, 14 CFR Part 93.

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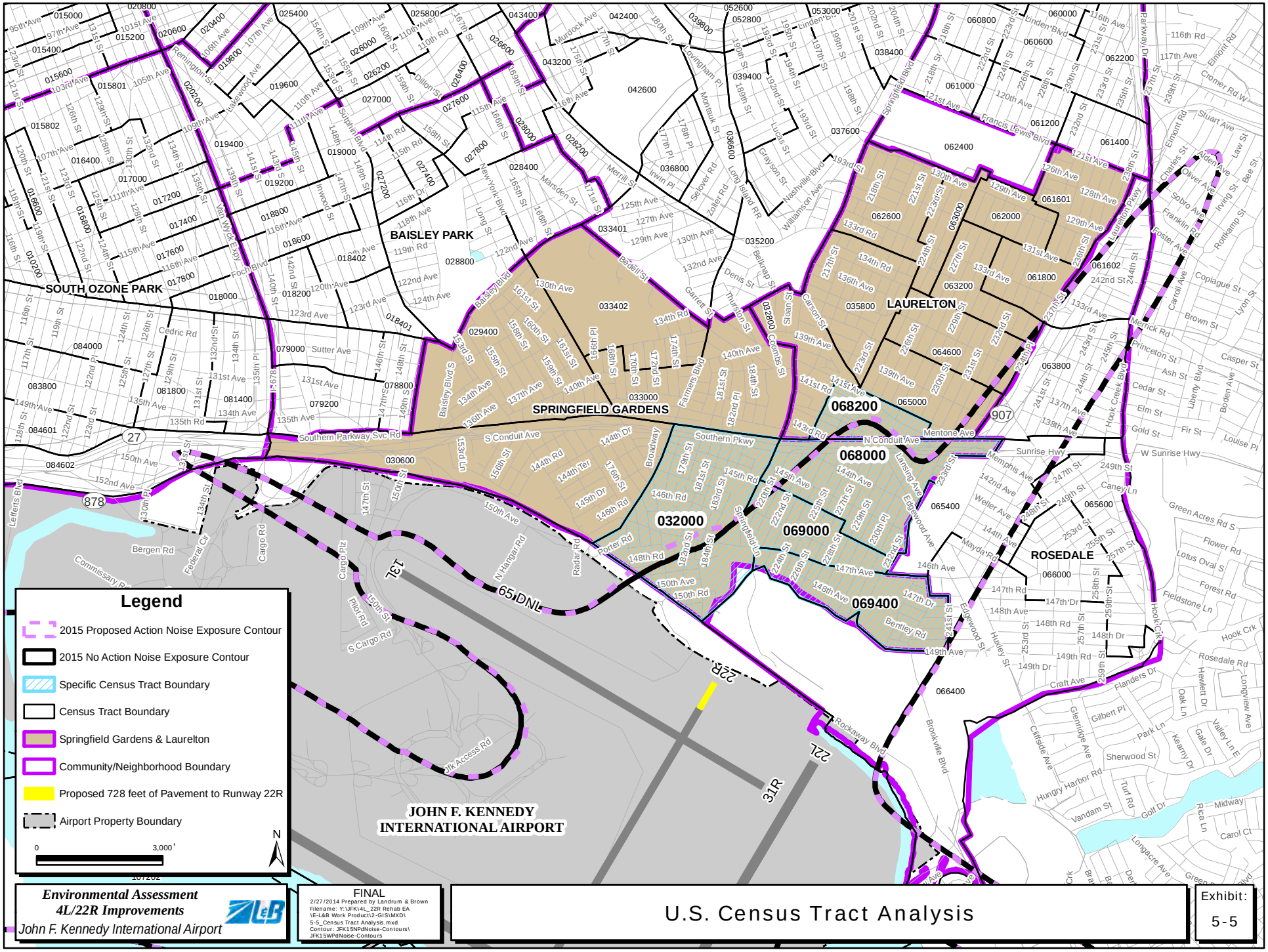
Legend
2015 Proposed Action Noise Exposure Contour
2015 No Action Noise Exposure Contour
Specific Census Tract Boundary
Census Tract Boundary
Springfield Gardens & Laurelton
Community/Neighborhood Boundary
Proposed 728 feet of Pavement to Runway 22R
Airport Property Boundary
0
3,000 '
N
Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport
FINAL
2/27/2014 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\E-L&B Work Product\2-GIS\MXD\5-5_Census Tract Analysis.mxd
Contour: JFK15NPdNoise-Contours\JFK15WPdNoise-Contours
U.S. Census Tract Analysis
Exhibit:
5-5
SOUTH OZONE PARK
BAISLEY PARK
SPRINGFIELD GARDENS
LAURELTON
ROSEDALE
JOHN F. KENNEDY
INTERNATIONAL AIRPORT
068200
068000
069000
069400
032000
065,DNL
31L
22R
31R
22L

Back of Exhibit 5-5, *Census Tracts Experiencing Increase in Noise*

5.5 AIR QUALITY

The impacts to air quality due to the Proposed Action were determined in accordance with the guidelines provided in FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases,*[6] and FAA Order 5050.4B[7], *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, which together with the guidelines of FAA Order 1050.1E,[8] *Environmental Impacts: Policies and Procedures*, constitute compliance with all the relevant provisions of NEPA and the CAA.

5.5.1 GENERAL CONFORMITY REVIEW

The purpose of a general conformity evaluation is to examine the results of the emissions inventories and to determine the applicability of the General Conformity Rule to the Proposed Action. **Table 5-3, *General Conformity Evaluation***, shows that the estimated net emissions from construction and implementation of the Proposed Action would be less than the applicable *de minimis* thresholds. As shown in Table 5-3, there would be an overall improvement in air quality once the Proposed Action is implemented due to a reduction in aircraft taxi time.

Table 5-3
GENERAL CONFORMITY EVALUATION
John F. Kennedy International Airport

ALTERNATIVES	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
2015 No-Build/No-Action	2,758.57	289.99	2,344.27	234.10	37.25	37.11
2015 Proposed Action	2,759.54	290.49	2,345.47	234.12	37.30	37.16
NET EMISSIONS	**0.97**	**0.50**	**1.20**	**0.02**	**0.05**	**0.05**
2020 No-Build/No-Action	2,735.86	314.73	2,573.81	259.18	39.54	39.43
2020 Proposed Action	2,663.11	305.60	2,557.63	254.86	39.01	38.90
NET EMISSIONS	**-72.75**	**-9.13**	**-16.18**	**-4.31**	**-0.53**	**-0.53**
***de minimis* THRESHOLD**	**100**	**50**	**100**	**100**	**100**	**100**

Total emissions may not sum exactly due to rounding.
Source: EDMS version 5.1.4, L&B Analysis, 2013.

The 2015 Proposed Action would result in an increase in emissions as compared to the 2015 No Build/No Action due to construction activities and ground access vehicles having to travel further distances. The 2020 Proposed Action results in a reduction in emissions compared to the 2020 No Build/No Action due to the reduction in aircraft taxi times once the Proposed Action has been implemented.

6 FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases*, April 1997. Addendum September 2004.
7 FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, April 28, 2006.
8 FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, March 20, 2006.

Because construction and implementation of the Proposed Action would not result in increased emissions above the applicable *de minimis* thresholds, no further analysis is required under the General Conformity Rule[9] and the Proposed Action is determined to conform to the State Implementation Plans (SIP).

5.5.2 HOT SPOT ANALYSIS

A hot spot analysis is needed whenever a Federal action is expected to cause an increase in traffic volumes at nearby intersections that could potentially cause an exceedence of the CO standard or have a significant impact on the level of service at the intersection. A dispersion analysis was conducted to determine whether CO emissions due to proposed new GAV trips at the proposed new roadway intersection on Rockaway Boulevard would result in unacceptably high emissions levels in public areas. The dispersion computer model develops a mathematical approximation of future pollution levels using input parameters that include source emissions, meteorological conditions, and theoretical receptor locations. The dispersion analysis was conducted using the FAA EDMS Version 5.1.4 computer model.

In order to show the total potential emissions concentration at each theoretical receptor location, background concentrations were added to the sources calculated by EDMS. The background concentration is a level of pollutant concentration that is not directly attributable to the emissions from any one source or roadway. Rather it is the result of air quality monitoring networks throughout the study area. The existing condition background concentrations, obtained from the Department of Environmental Conservation's monitoring network in Queens County were used for the projected future levels at JFK.[10]

The estimated probable total maximum carbon monoxide concentrations at each receptor under the No-Build/No-Action and the Proposed Action are provided in **Table 5-4** and **Table 5-5**. As the tables show, none of the NAAQS would be exceeded under the Proposed Action.

[9] USEPA, 40 CFR Part 93, Subpart B, *Determining Conformity of General Federal Actions to State or Federal Implementation Plans*, July 1, 2006.

[10] Department of Environmental Conservation. New York State Ambient Air Quality Report for 2011. Accessed online July 2013. Region 2 Air Quality Data, Highest Values for Queens College 2 monitor were used.

Table 5-4
MAXIMUM EMISSIONS DISPERSION SUMMARY
8-HOUR CARBON MONOXIDE (CO) - USEPA Standard 9 PPM
John F. Kennedy International Airport

ALTERNATIVES	8- HOUR CARBON MONOXIDE CONCENTRATIONS (PPM) DISPERSION RECEPTORS							
	1	2	3	4	5	6	7	8
2015 No Action	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**
2015 Proposed Action	0.003	0.003	0.003	0.003	0.002	0.002	0.003	0.003
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**
2020 No Action	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**
2020 Proposed Action	0.003	0.003	0.003	0.003	0.002	0.002	0.003	0.003
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**

Note: Pollutant concentrations are given in parts per million (PPM). USEPA is the U.S. Environmental Protection Agency.
Sources: EDMS Version 5.1.4. Landrum & Brown analysis, 2013.

Table 5-5
MAXIMUM EMISSIONS DISPERSION SUMMARY
1-HOUR CARBON MONOXIDE (CO) - USEPA Standard 35 PPM
John F. Kennedy International Airport

ALTERNATIVES	1- HOUR CARBON MONOXIDE CONCENTRATIONS (PPM) DISPERSION RECEPTORS							
	1	2	3	4	5	6	7	8
2015 No Action	0.004	0.004	0.004	0.004	0.005	0.007	0.007	0.007
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**
2015 Proposed Action	0.010	0.009	0.009	0.009	0.010	0.008	0.010	0.011
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**
2020 No Action	0.004	0.004	0.004	0.004	0.005	0.007	0.007	0.007
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**
2020 Proposed Action	0.009	0.009	0.009	0.009	0.010	0.008	0.010	0.011
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**

Note: Pollutant concentrations are given in parts per million (PPM). USEPA is the U.S. Environmental Protection Agency.
Sources: EDMS Version 5.1.4. Landrum & Brown analysis, 2013.

5.5.3 CLIMATE AND GREENHOUSE GAS EMISSIONS

Although there are no Federal standards for aviation-related Greenhouse Gas (GHG) emissions, it is well-established that GHG emissions can affect climate.[11] The Council on Environmental Quality (CEQ) has indicated that climate should be considered in NEPA analyses. As noted by CEQ, however, "it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions; as such direct linkage is difficult to isolate and to understand".[12]

An emissions inventory was prepared using the EDMS version 5.1.4 computer program. The results are provided in **Table 5-6**. The greenhouse gas assessment demonstrates that the Proposed Action would not cause an increase in greenhouse gas emissions compared to the No-Build/No-Action alternative. The Proposed Action would actually decrease emissions as compared to the No-Build/No-Action. Pursuant to FAA Order 1050.1E, Change 1, Guidance Memo #3 no further consideration of GHGs is necessary.[13]

Table 5-6
GREENHOUSE GAS EMISSIONS
John F. Kennedy International Airport

Annual Metric Tons of CO_2	
2020 No-Build/No-Action	552,685.22
2020 Proposed Action	543,128.83
NET EMISSIONS	***-9,556.39***

CO_2: Carbon Dioxide
Total emissions may not sum exactly due to rounding.
Source: EDMS version 5.1.4, Landrum & Brown Analysis, 2013.

5.5.4 SUMMARY OF IMPACTS

The air quality assessment demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable *de minimis* thresholds. The Proposed Action would actually decrease emissions as compared to the No-Build/No-Action. Therefore, the Proposed Action conforms to the New York SIP and the CAA because the Proposed Action would not exceed the *de minimis* thresholds established by the USEPA for the criteria pollutants. In addition, the hot spot analysis shows that the operation of the Proposed Action would not create any new violation of the NAAQS, delay the

[11] See *Massachusetts* v. *E.P.A.,* 549 U.S. 497, 508-10, 521-23 (2007).

[12] *Draft NEPA Guidance on Consideration* of *the Effects* of *Climate Change and Greenhouse Gas Emissions,* CEQ (2010). http://ceq.hss.doe.gov/nepa/regs/Consideration_ of Effects_ of GHG_Draft_NEP A_Guidance_FINAL _02182010.pdf

[13] FAA Order 1050.1E, Change 1, Guidance Memo#3. To: FAA Lines of Business and Managers with NEPA Responsibilities. From: Julie Marks, FAA AEE-400, Prepared by Thomas Cuddy, FAA AEE-400. Subject: Considering Greenhouse Gases and Climate Under the National Environmental Policy Act (NEPA): Interim Guidance. January 12, 2012.

attainment of any National Ambient Air Quality Standard (NAAQS), nor increase the frequency or severity of any existing violations of the NAAQS.

The Port Authority would be required to ensure fugitive dust controls are implemented during construction and any applicable local, state, or Federal air quality permits would be obtained prior to construction. As a result, no adverse impact on local or regional air quality is expected by implementation of the Proposed Action. No further analysis or reporting is required under the CAA or NEPA.

5.6 WATER QUALITY

The following discussion provides an analysis of the potential impacts to water resources resulting from the implementation of the Proposed Action and the No-Build/No-Action alternative. A description of the existing conditions is provided in Chapter 4, *Affected Environment*.

5.6.1 SURFACE WATER RESOURCES

Both the Proposed Action and No-Build/No-Action alternative would have no adverse impacts on the surface water quality at JFK. All redevelopment activities would occur away from water bodies and would not require any alteration to Jamaica Bay or its tributaries. Potential temporary impacts to surface water resulting from construction activities are discussed in Section 5.18, *Construction Impacts*.

5.6.2 STORMWATER RUNOFF

The Proposed Action would not adversely impact the quantity or quality of stormwater runoff. The additional runway and taxiway pavement, relocation of North Boundary Road, relocation of the PAPD impound lot and K9 units, and the relocation of Airport Patrol Road would create approximately 14 acres of additional impervious surfaces. However, this represents less than a 0.5 percent increase in impervious surface at the Airport. The small addition of impervious surfaces would require minor adjustments to the location of catchbasins and the storm sewer lines. The final location of these catchbasins and storm sewer lines would be developed in the project design phase. However, the general location of these facilities would be adjacent to the runway and the taxiways in areas that have been previously disturbed. The storm sewer system on the Airport has the capacity to accommodate the increase in stormwater runoff. The relocation of the storm sewer and catchbasins would be covered under the existing State Pollution Discharge Elimination System (SPDES) Permit.

Under the Proposed Action a variety of Best Management Practices (BMPs), such as catch basins with inserts, and other water quality management devices, would be adopted to manage the stormwater collected. Stormwater runoff from an airport can include a number of pollutants including sediments, oils, greases, heavy metals, nutrients, and trash. Hydrodynamic water quality devices (the generic term for a Stormceptor or Downstream Defender) would be installed to help protect

the water quality in the Jamaica Bay where stormwater is discharged. These devices would allow sediments to settle to the bottom and oils, greases, and trash to float to the top. These pollutants are then removed by cleaning crews using a vacuum truck. Removing sediments would also remove metals and nutrients which are attached to the sediment.

To ensure safety, the FAA requires airlines and airports that operate during icy conditions to perform deicing and anti-icing of aircraft and airfield pavement. Airports are required to obtain stormwater discharge permits under the NPDES program and ensure that wastes from deicing operations are properly collected and treated. Discharges from JFK are permitted under the SPDES Permit issued by the New York State Department of Environmental Conservation (NYSDEC) to the Port Authority (Permit# NY-0008109). All discharges occurring via the stormwater conveyance system are in accordance with the requirements set forth in the Port Authority permit.

The Port Authority and the airline community at JFK would comply with the new EPA guidelines on discharges of deicing fluids. As a result of installing the water treatment devices discussed above, the quality of stormwater collected from these areas (and ultimately discharged to Jamaica Bay) would show a modest improvement from what is currently discharged.

In addition, in order for the Port Authority to comply with the SPDES permit, all airlines at JFK are expected to develop, maintain, and implement BMPs to prevent releases of significant amounts of pollutants, including deicing/anti-icing chemicals. The Port Authority samples representative outfalls on a monthly basis and the results of that sampling are submitted to the NYSDEC, as required by the SPDES permit. The Proposed Action would not change the amount of aircraft deicing fluids/anti-icing chemicals applied at the Airport because there would be no change in the number of operations associated with the project. There would be a slight increase in pavement deicers due to the widening of the runway and the additional taxiways. However, this would also be covered under the permit. Therefore, the overall impact of the Proposed Action on stormwater quality would be a positive one due to the installation of new water quality devices. As previously discussed, because the Airport has the capacity to accommodate the increase (less than 0.5 percent) of impervious surface on the airfield, the Proposed Action would not cause adverse impacts from stormwater runoff.

5.6.3 SANITARY WASTEWATER

There would be no change to the quality or quantity of sanitary wastewater generated by the Proposed Action at the Airport. As such, the Proposed Action is not expected to significantly affect the quality of sanitary sewage because the level of passengers is expected to be the same with or without the Proposed Action, the amount of wastewater would be the same as under the No-Build/No-Action.

5.6.4 GROUNDWATER

The soils around the Airport are known to contain petroleum hydrocarbons as a result of Airport activities over the past 60 years. Additionally, glycols associated with deicing activities have been detected in the soils underlying the Airport. Implementation of the Proposed Action is expected to improve the quality of groundwater resources on an Airport-wide basis over the No-Build/No-Action. During implementation of the Proposed Action, contaminated soil and groundwater would be identified through soil testing and, if necessary, contaminated soil and groundwater would be removed and disposed of in accordance with Federal and state requirements.

During implementation of the Proposed Action, dewatering of excavations would be performed in compliance with JFK's Long Island Well Permit. If necessary, contaminated groundwater would be collected and disposed off-site or treated to levels required by the Port Authority's SPDES permit and discharged. Dewatering and treatment of affected groundwater would remove petroleum hydrocarbons that would have otherwise continued to affect groundwater quality and potentially surface water quality in Jamaica Bay. These management techniques have been applied to other redevelopment sites within the Airport and would be applicable to the Proposed Action as well. As a result, no adverse impact on groundwater or surface water resources is expected by implementation of the Proposed Action. In fact, implementation of the Proposed Action is expected to have a positive impact on groundwater and surface water quality as compared to the No-Build/No-Action because existing contamination in groundwater would remain at the current levels under the No-Build/No-Action.

5.7 DEPARTMENT OF TRANSPORTATION ACT: SECTION 4(f) RESOURCES

Section 4(f) of the *Department of Transportation Act of 1966* (DOT Act), which was recodified and renumbered as section 303(c) of 49 U.S.C., provides that "…the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from the use." FAA Order 1050.1E, Change 1; FAA Order 5050.4B; and this EA continue to refer to Section 4(f) because it would create needless confusion to do otherwise since the policies under 4(f) are widely referred to as "section 4(f)" matters.

The Proposed Action being considered in this EA would not cause a physical taking of Section 4(f) resources or direct use of Section 4(f) resources. As mentioned in Chapter 1, *Introduction and Background,* a Draft EA for this project, *Runway 4L/22R Improvements, John F. Kennedy International Airport,* was prepared and published for public review and comment in May 2012. The Proposed Action from the May 2012 Draft EA included two elements, the relocation of the Runway 22R arrival threshold 3,316 feet to the north and the relocation of the Runway 4L end

(departure starting point) 460 feet to the north, that would have resulted in aircraft being at lower altitudes than existing conditions over areas to the north of the runway, including Idlewild Park. The lower altitude of aircraft would have resulted in up to 800 trees in Idlewild Park becoming obstructions, as defined in FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS). FAA Order 8260.3B specifies the minimum measure of obstacle clearance that is considered by the FAA (the Federal authority) to supply a satisfactory level of vertical protection for aircraft operating at an airport. If the project described in the May 2012 Draft EA were to be implemented, up to 800 trees in Idlewild Park would have required removal to comply with FAA standards. In order to minimize the number of trees to be removed from Idlewild Park, the Port Authority made the decision to redefine the proposed project. The Port Authority no longer proposes the relocation of the Runway 22R arrival threshold 3,316 feet to the north. In addition, the revised project no longer proposes the relocation of the Runway 4L departure starting point.

However, in accordance with FAA Order 1050.1E and FAA Order 5050.4B, constructive use is evaluated by determining if the impacts would substantially impair a Section 4(f) resource. If there would be no substantial impairment to the 4(f) resource, the action would not constitute a constructive use and would not invoke Section 4(f) of the DOT Act. Substantial impairment occurs only when the features of the resource that contribute to its significance or enjoyment are substantially diminished. The following discusses the analysis conducted to determine if a constructive use would occur as a result of implementing the Proposed Action.

The FAA's Land Use Compatibility Guidelines[14] indicate that most recreational uses are compatible with noise levels up to 75 DNL. For this analysis, a resource would be considered substantially impaired if the Proposed Action would result in the resource receiving noise levels that are considered incompatible according to FAA's land use compatibility guidelines.

An analysis of noise levels at potential Section 4(f) resources was conducted to determine the noise level band that various potential Section 4(f) resources were within for each Alternative. A comparison of the change in noise levels between the No-Build/No-Action and the Proposed Action for 2015 and 2020 conditions is shown in **Table 5-7, *Summary of Noise Exposure at Potential Section 4(f) Resources***. As shown in Table 5-7, there are 21 potential Section 4(f) resources located within the 65+ DNL of the 2015 No-Build/No-Action noise exposure contour. Each of these 21 resources continues to be within the same contour band under both the 2015 Proposed Action and the 2020 Proposed Action noise exposure contours. It should be noted that the noise contour level shown in the table is the highest noise contour level within which the resource (or a part of a resource) is located under each condition. Also please note Brookville Park, Idlewild Park, and Hook Creek Wildlife Sanctuary all are part of the Idlewild Park Preserve. However each park's noise levels were reported individually to accurately report the potential change in the noise level due to the Proposed Action at each of these three resources.

[14] FAA Land Use Compatibility Guidelines, 14 CFR Part 150.

Table 5-7
SUMMARY OF NOISE EXPOSURE AT POTENTIAL SECTION 4(F) RESOURCES
John F. Kennedy International Airport

POTENTIAL SECTION 4(F) RESOURCE	EXISTING (2012/2013) BASELINE	2015 NO BUILD/NO ACTION	2015 WITH PROJECT	2020 NO BUILD/NO ACTION	2020 WITH PROJECT
Gateway National Rec Area	75+ DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Idlewild Park (Eastern portion)[2]	75+ DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Idlewild Park (Western portion)[1]	65-70 & 70-75 DNL	65-70 & 70-75 DNL	65-70 & 70-75 DNL	65-70 & 70-75 DNL	65-70 & 70-75 DNL
Brookville Park (Southern portion)	70-75 DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Jamaica Bay Park	75+ DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Brookville Park (Northern portion)	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL
Edgemere Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Frank M Charles Memorial Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Spring Creek Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Springfield Park (Northern portion)	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Belt Parkway	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Hook Creek Wildlife Sanctuary	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Springfield Park (Southern portion)	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Almeda Playground	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Dubos Point Wildlife Sanctuary	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Brant Point Wildlife Sanctuary	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Vernam Barbadoes Peninsula	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Thursby Basin Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Rockaway Beach and Boardwalk		65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Mentone Playground	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Laurelton Playground	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
JFK Terminal 5	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL

1. The area of Idlewild located directly to the north of Runway 4L/22R.
2. The area of Idlewild located directly to the north of Runway 4R/22L.

Source: Landrum & Brown, 2013.

Of the resources in the area, three public parks, Brookville Park, Idlewild Park, and Springfield Park, are located in an area where change in noise levels could occur from the Proposed Action.

Brookville Park is less than 90 acres[15] in size and is located approximately 2,075 feet north of the Airport property boundary. A small portion of the southeast corner of the park is located in the 75+ DNL noise contour extending from Runway 4R/22L. The noise contour to the north of Runway 4R/22L does not change with the implementation of the Proposed Action. Therefore, the Proposed Action would not change the noise contour in this area of the park. Other portions of the park would be located within the 65-70 DNL and 70-75 DNL noise contours of the No-Build/No-Action for 2015 conditions. The portions of the park located within the 65-70 DNL and 70-75 DNL noise contours include open space, basketball courts, handball courts, and hiking/biking trails, all of which are considered to be compatible land uses within the 65-70 DNL and 70-75 DNL noise levels. If the Proposed Action is implemented, this park would receive less than a 1 dB increase in the noise levels, would remain within the 65-70 DNL and 70-75 DNL noise contours, and would affect the same resources as the No-Build/No-Action, in the area north of Runway 4L/22R. Therefore no constructive use with respect to noise would result from the Proposed Action.

Idlewild Park is approximately 180 acres[16] in size and is located approximately 124 feet north of the Airport property boundary. The western portion of the park (which is directly north of Runway 4L/22R) would be located within the 65-70 DNL and 70-75 DNL noise contours of the No-Build/No-Action for 2015 conditions. The western portion of the park located within the 65-70 DNL and 70-75 DNL noise contours include open space, a cricket field, and baseball fields, all of which are considered to be compatible land uses within the 65-70 DNL and 70-75 DNL noise levels. If the Proposed Action is implemented, the western portion of this park would receive less than a 1 dB increase in noise levels, would remain within the 65-70 DNL and 70-75 DNL noise contours, and would affect the same resources as the No-Build/No-Action. Therefore no constructive use with respect to noise would result from the Proposed Action.

Springfield Park is less than 24 acres[17] in size and is located approximately 1,588 feet north of the Airport property boundary. A portion of the park would be located within the 65-70 DNL noise contour of the No-Build/No-Action noise contour in 2015. The portion of the park located within the 65-70 DNL includes baseball fields, dog runs, playgrounds, and tennis courts, all of which are considered to be compatible land uses within the 65-70 DNL noise levels. In the 2015 Proposed Action the park would receive less than a 1 dB increase in noise levels, would continue to be located within the 65-70 DNL noise contour, and would affect the same resources as the No-Build/No-Action. Therefore there would be no constructive use with respect to noise from the Proposed Action.

Because there would be no substantial impairment to the Section 4(f) resources, the Proposed Action would not constitute a constructive use under Section 4(f) of the DOT Act. Therefore, it can be concluded that neither the Proposed Action nor the No-Build/No-Action would significantly impact any Section 4(f) resources.

[15] http://www.nycgovparks.org/parks/

[16] See Appendix A for coordination with the New York City Department of Parks and Recreation confirming the size of Idlewild Park as 180 acres as shown on the website: http://www.nycgovparks.org/parks.

[17] http://www.nycgovparks.org/parks.

5.8 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

The National Historic Preservation Act (NHPA) is the primary Federal law governing the preservation of historic and prehistoric resources, encompassing art, architecture, archaeological, and other cultural resources. Section 106 of the NHPA requires that, prior to approval of a Federal or Federally-assisted project, or before the issuance of a license, permit, or other similar approval, Federal agencies take into account the effect of the project on properties that are on or eligible for listing on the National Register.

The TWA terminal building at Terminal Five was listed in the National Register of Historic Places (NRHP) on September 7, 2005. The Proposed Action does not include any modifications at, on, or near the TWA terminal building. There are two sites considered to be archaeologically sensitive in the vicinity of the Airport but not within Airport property. They are the Ridgewood Aqueduct and the "Aqueduct Site," both of which are located over four miles from the Airport. The Ridgewood Aqueduct, which is eligible for inclusion in the NRHP, is an abandoned brick conduit built in the mid-1800s, which runs in an east-west direction outside the northern boundary of the Airport. The "Aqueduct Site" is located near the northwest corner of the Airport. It is a village site assigned to the period 1100 A.D. to 1700 A.D. Neither Aqueduct sites are within the Airport's boundary nor would they be adversely affected by the Proposed Action. Trenching activities, associated with providing electrical power to new/relocated NAVAIDS, paving activities, and installation/relocation of the NAVAIDS would occur in areas where previous disturbance has already occurred. As a result, the Proposed Action would not have an impact on any prehistoric, historic, archaeological, or paleontological resources because the project would be limited to only previously disturbed portions of the airfield.

Therefore, applying the guidelines for determining adverse effect under Section 106 of the NHPA (36 CFR 800.5), the Proposed Action would have no effect on historical, architectural, archaeological, or cultural resources. Under the No-Build/No-Action, all runways and taxiways would remain the same and because no construction would occur, the No-Build/No-Action would have no effect on any known historical, architectural, archaeological, or cultural resources.

5.9 FISH, WILDLIFE, AND PLANTS

The Endangered Species Act of 1973 (ESA), as amended, provides for the protection of certain plants and animals as well as the habitats in which they are found. In compliance with the ESA, agencies overseeing Federally-funded projects are required to obtain from the U.S. Fish and Wildlife Service (USFWS) information concerning any species listed, or proposed to be listed, which may be present in the area of the Proposed Action.

The New York State Natural Heritage Program (NYSNHP) reports several occurrences of the state-endangered peregrine falcon (*falco peregrinus*) within the general vicinity of the Airport. Within its range, this falcon prefers open country

from tundra, savannah and sea coasts, to high mountains, as well as open forests and tall buildings. Nests are built on high ledges, usually 50 to 200 feet off the ground. Nesting season occurs from March through July.

Peregrines occasionally nest on Joco Marsh (1/2 mile from the end of Runway 4R/22L which is outside of the project area) on an artificial nest platform installed for osprey. There are no known peregrine falcons nests or sightings within the area to be disturbed for the Proposed Action. The closest sighting occurred at Hangar 12 (now demolished) which was located over 13,000 feet from the project area. However, the 4L and 22R glide slope antennas proposed to be relocated, are potential habitats. Glide Slope antennas are typically 30 to 50 feet in height, therefore a potential habitat site. Prior to the relocation of these facilities, site surveys/inspections would occur to determine the presence of nests. If nests are found, construction/relocation of the facilities would be postponed until the nesting season is over and the hatchlings left the nests. Habitats near the Airport, which may be used by peregrine falcons for hunting, include waterfowl concentration areas such as Jamaica Bay. These habitats are not located within the project area.

Based on information from USFWS[18], there are no Federal species of special concern in the area of JFK, with the exception of transient individuals. Additionally, the USFWS and the NYSNHP do not report any recent records for occurrences of endangered, threatened, or special concern plant species at JFK.

Based on information from the National Marine Fisheries Service (NMFS)[19] no threatened or endangered marine species under its jurisdiction are known to occur at the Airport. Jamaica Bay and its environs support diamondback terrapin turtles that are neither Federal nor state special-status species. However, New York is considering adding them as a special concern species. Terrapins can be found in brackish waters of coastal salt marshes, tidal creeks, estuaries, bays, and coves. Females are typically found on beaches and in sand dunes when nesting. From late May through July, nesting females retreat from the water to lay their eggs above the high tide line. Several incidences of turtles crossing Runway 4L/22R have occurred in the past. The Port Authority is currently studying the best methods to deter the turtles from crossing the runways. Several methods have been proposed, including special fencing that would prevent the turtles from crawling onto the runway. During construction, best practices would be used to deter the turtles from the construction site and prevent any disturbance to the turtles while laying eggs. Trenching activities, associated with providing electrical power to new/relocated NAVAIDS, and installation of NAVAIDS would be conducted in a manner that would reduce or eliminate potential conflicts with the turtles. The Port Authority's on-site wildlife staff would be on hand to monitor the situation during the nesting period. Any turtles found in the construction area would be relocated to another area and released near Jamaica Bay.

Therefore, neither the Proposed Action nor the No-Build/No-Action would adversely impact any Federal-listed or state-listed endangered, threatened, or special concern species.

[18] http://www.fws.gov/northeast/nyfo/es/ColistCurrent.pdf
[19] http://www.nmfs.noaa.gov/pr/species/criticalhabitat.htm

5.10 WETLANDS

No wetlands would be directly impacted by the construction of the Proposed Action. In fact, the Proposed Action was specifically designed to avoid the wetlands in the proposed project area. The Proposed Action would occur within the 150-foot area adjacent to NYSDEC regulated tidal wetlands, also known as a wetland buffer zone. It is anticipated this action would be authorized pursuant to an existing permit issued to the Port Authority by NYSDEC. The permit authorizes maintenance of Port Authority waterfront structures and elements thereof, of the Port Authority within New York City. "Repair, replacement, or relocation of paved service roads within tidal wetland adjacent areas" is one of the activities authorized by this permit. Notification to NYSDEC at least 15 days prior to the start of work is required by Natural Resource Condition No. 5 of the permit. Information regarding the project, including work schedule, current work area photographs, construction equipment to be used, and project plans must be submitted with the notification. The project plan has to include information about 1) sediment and erosion control methods and locations, 2) sediment or vegetation disturbance or fill placement, 3) tidal wetland boundaries, 4) staging locations for construction equipment, 5) information regarding the type(s), volume(s), and source(s) fill, if it would be used, 6) property lines, 7) dimensions of the work areas, limits of disturbance including trenching for electrical power, existing grades and 8) the size/amount of rock rip rap. After the work has been completed, post-construction photographs must be submitted to NYSDEC. As of the writing of this document the information required by the permit has not been submitted to the NYSDEC. When the submittal of the information required by the permit is made, a copy will be provided to the FAA.

Neither the Proposed Action nor the No-Build/No-Action would adversely impact wetlands or other regulated water features at JFK.

5.11 FLOODPLAINS

Floodplains are defined by Executive Order 11988, Floodplain Management, as "the lowland and relatively flat areas adjoining inland and coastal waters including flood-prone areas of offshore islands, including at a minimum, that area subject to a one percent or greater chance of flooding in any given year" (i.e., area inundated by a 100-year flood). United States Department of Transportation (USDOT) Order 5650.2 defines the values served by floodplains to include "natural moderation of floods, water quality maintenance, groundwater recharge, fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, and forestry."

The Federal Emergency Management Agency (FEMA) has mapped the 100-year floodplains for JFK and the surrounding areas, as shown in Exhibit 4-3. A section of the Proposed Action would encroach in the special flood hazard area subject to inundation by the 100-year floodplain.[20] However, the Proposed Action is not considered a "critical action", as defined in the Water Resources Council Floodplain

[20] In 2013, after Hurricane Sandy, FEMA published Advisory Base Flood Elevation maps for New York City and the conclusion that the Proposed Action would not adversely impact floodplains remains valid.

Management Guidelines. A critical action includes any activity for which even a slight chance of flooding would be too great. The critical action floodplain is defined as the 500-year floodplain (0.2 percent chance floodplain). The Proposed Action would not be located in a 500-year floodplain as designated by FEMA.

In following the guidelines of Executive Order 11988, Floodplain Management, the Proposed Action would not have a significant impact or adversely affect the base floodplain. As discussed in Section 5.6, *Water Quality*, the quantity of stormwater runoff would not increase substantially due to the relatively small increase (less than 0.5 percent) in impervious surface. The Airport's current stormwater system has the capacity to accommodate the additional stormwater with only minor improvements as needed. As a result, there would be no impacts on human life and substantial encroachment-related costs or damage. The Proposed Action would not affect aviation safety or cause flood-induced spills of hazardous materials. The Proposed Action would not cause an adverse effect on the affected floodplain's natural and beneficial values due to the small increase in impervious surfaces within the floodplain. Therefore, neither the Proposed Action nor the No-Build/No-Action would adversely impact floodplains.

5.12 COASTAL RESOURCES

5.12.1 COASTAL ZONE MANAGEMENT CONSISTENCY

The Proposed Action is consistent with the State's Coastal Zone Management Program (CZMP); however, since the Airport is within the coastal zone for the State of New York as defined under the New York Coastal Area Facility Review Act, the Port Authority sent letters of request for concurrence to the New York State Department of State (Division of Coastal Resources) and to the New York City Department of City Planning (Waterfront Division). The NYSDOS concurred that the Runway 4L/22R projects are consistent with the State's CZMP. A copy of the correspondence is included in Appendix A.

The area affected by the Proposed Action is within the coastal zone, but would not adversely impact coastal zone resources and would be consistent with the Waterfront Revitalization and Coastal Resources Act (WRCRA). Additionally, preventive measures, such as spill prevention plans and other BMPs, would be implemented or updated to minimize the potential for pollutant releases to the coastal zone.

Neither the Proposed Action nor the No-Build/No-Action would adversely impact coastal zone resources and both would be consistent with the Federal CZMP and the WRCRA.

5.12.2 COASTAL BARRIERS

The closest protected area in the Coastal Resource Barrier System, as identified in the Coastal Barrier Resources Act of 1982 as amended by the Coastal Barrier Improvement Act of 1990, is the Jo Co Marsh located south of Runway 4L/22R. However this area would not be directly or indirectly impacted by the Proposed Action or No-Build/No-Action Alternatives.

5.13 WILD AND SCENIC RIVERS

The Wild and Scenic Rivers Act (P.L. 90-542) provides protection for certain free-flowing rivers which have "outstanding or remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values." No wild and scenic rivers, as designated by the U.S. Department of the Interior, National Park Service, are located in the vicinity of JFK. Therefore, neither the Proposed Action nor the No-Build/No-Action would adversely impact any wild and scenic rivers.

5.14 FARMLAND

The Farmland Protection Policy Act (FPPA) of 1981 was enacted to minimize the extent to which Federal actions and programs contribute to unnecessary and irreversible conversion of farmland to non-agricultural uses.

The area affected by the Proposed Action is in an urbanized area on property previously developed and paved. The Proposed Action would not involve property acquisition or the use of any FPPA properties. Therefore, neither the Proposed Action nor the No-Build/No-Action would adversely impact farmlands.

5.15 ENERGY SUPPLY AND NATURAL RESOURCES

The operation of an airport requires energy in the form of electricity, natural gas, aviation fuel, diesel fuel, and gasoline to power, cool, heat, and provide lighting. Energy requirements associated with airport development generally fall into two categories, those for stationary facilities (terminal buildings) and those for aircraft operations. Natural resources, such as sand, gravel, water, wood, and steel are typically consumed during airport construction projects.

The Proposed Action is expected to have a negligible impact on public utilities, energy suppliers, and natural resources and demand would not exceed supply. The projects proposed would not deplete natural resources in the area and would, to the extent possible, reuse raw construction materials (soil, gravel, etc.) throughout the construction of the taxiways and taxiway fillets. Neither the No-Build/No-Action nor the Proposed Action would adversely affect energy supply or natural resources.

5.15.1 SUSTAINABILITY

With regard to sustainable design, Executive Order 13123, *Greening the Government Through Efficient Energy Management*,[21] encourages each Federal agency to expand the use of renewable energy in its facilities and for its actions. Further, FAA policy directs a review of a Federal action to discern the conservation of resources, use of pollution prevention strategies, minimization of aesthetic effects, and address public (both local and traveling) sensitivity to these concerns.

[21] Executive Order 13123, *Greening the Government Through Efficient Energy Management*, 64 FR 30851, June 8, 1999.

As per Port Authority policy and guidelines, construction would be done in compliance with the Port Authority's Sustainable Infrastructure Guidelines. Thus, the Proposed Action would meet the Port Authority's and FAA's goals for promoting sustainable design.

5.16 LIGHT EMISSIONS AND VISUAL IMPACTS

FAA Order 1050.1E Change 1*, Environmental Impacts: Policies and Procedures*, requires that the extent of any lighting associated with an airport action that could cause a nuisance or annoyance to people surrounding the airport be evaluated.

5.16.1 LIGHT EMISSIONS

The Proposed Action would be limited to the addition and re-installation of typical airfield lighting and NAVAIDS. Taxiway lighting that would be removed or disturbed during the improvement projects would be relocated or replaced-in-kind. In addition, taxiway light emissions are approximately 3,000 feet from the closest residential community.

Neither the Proposed Action nor the No-Build/No-Action would perceptibly alter exterior light levels in the Runway 4L/22R environment. As such, no adverse impact would result from light emissions under either alternative.

5.16.2 VISUAL IMPACTS

The project area environment currently consists of runways, taxiways, roads, and other runway support elements. The Proposed Action would not change the visual environment. The Proposed Action includes the installation of a visual screen on the existing perimeter fence along Rockaway Boulevard (see Exhibit 1-6). The screen would be approximately 1,600 feet long and would not exceed 14 feet in height (the height of the fence). The screen would aid in shielding the community from the aircraft operating on Runway 4L/22R. As a result, the Proposed Action would not result in impacts to the visual environment.

Under the No-Build/No-Action, there would be no change to the runway. Since there would be no new structures added or removed from the landscape, there would be no change in the visual and aesthetic environment.

5.17 HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

FAA Order 1050.1E Change 1*, Environmental Impacts: Policies and Procedures*, states the impacts to solid waste collection, control, and disposal due to airport construction projects must be assessed in an EA. Airport construction projects do not normally generate significant amounts of perishable or non-perishable waste, other than wastes associated with construction debris. The following sections discuss the potential hazardous materials and solid waste impacts.

5.17.1 HAZARDOUS MATERIALS

During the construction phase of the Proposed Action, soils would be excavated for foundation work, parking lots, concrete pads for NAVAIDS, NAVAID relocation or placement, and improvements to the taxiways and taxiway safety areas. If any stained soils are observed or if soils are found contaminated with petroleum products, all pertinent local, state and Federal regulations regarding proper disposal would be complied with. There are no known hazardous materials in the PAPD "bunker." However in the unlikely event that any soils or other materials removed during construction and demolition are determined to be hazardous wastes, the material would be disposed of at a USEPA-approved hazardous waste disposal facility under the Port Authority's Resource Conservation and Recovery Act (RCRA) hazardous waste identification number.

Before beginning construction and demolition activities, the Port Authority would work with contractors to develop a site-specific health and safety plan as a preventative measure. Contents of the plan would provide information concerning any contaminants found and how to protect worker health and safety. In addition to the health and safety plan, a soil erosion and sedimentation control plan would be developed to ensure surface waters are protected from construction and demolition activities. All development activities associated with the Proposed Action would comply with all Federal, state, and local regulations regarding the identification, transportation, and disposal of hazardous and non-hazardous material.

Based on the discussion above, the Proposed Action would result in a potential net positive impact related to contaminated/hazardous materials. The No-Build/ No-Action would result in materials remaining in place at existing levels.

5.17.2 SOLID WASTE

There would be solid waste generated from the Proposed Action in the form of soil, asphalt millings, and construction debris from demolition activities. The Port Authority's sustainable design guidelines require the reuse or recycling of most construction waste including asphalt millings, concrete demolition debris, and metals. Approximately 93,000 cubic yards of excess soil and approximately 17,000 cubic yards of construction debris would be disposed of at an off-Airport disposal facility identified to receive the soil and debris. Where possible, asphalt millings and excess soil will be used as backfill. The contractor retained for the project would ultimately select the disposal site. Possible locations for material disposal could be at facilities in Bellmawr, Carteret, Secaucus, Teterboro, or South Kearny, New Jersey. All excavated material would be disposed of in accordance with all Federal, state, and local regulations. Consequently, there would be no adverse impacts related to solid waste management from the Proposed Action. Demolition materials would be recycled to the greatest extent practicable. The No-Build/No-Action would result in no physical changes to the Airport; therefore this alternative would not include adverse impacts related to solid waste management.

5.18 CONSTRUCTION IMPACTS

In accordance with FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and FAA Order 1050.1E Change 1*, Environmental Impacts: Policies and Procedures*, the impacts to the environment due to construction activities must be assessed when preparing an EA. Construction impacts are commonly short-term and temporary in nature. Typical impacts resulting from airport construction include air, water, and noise pollution. In addition, surface transportation traffic patterns may be altered during construction. Impacts resulting from the construction of the Proposed Action are not anticipated to be permanent and would occur primarily during the construction season. FAA Order 1050.1E references FAA AC 150/5370-10A, *Standards for Specifying Construction of Airports* (now replaced by FAA AC 150/5370-10F). These Federal designated control measures would be incorporated into all temporary erosion and sedimentation controls, as well as air and water pollution control measures during all construction projects at JFK.

The construction phasing plan for the Proposed Action has been designed to minimize the impacts to landside and airside operations. Construction of the Proposed Action is planned to occur between March 2014 and December 2015. The construction is planned to occur in three stages which would allow at least three runways to remain operational at all times during construction. In addition, a temporary concrete plant would be installed on either the parking lot of Building 208 or the former Hangar 7 site, both of which are paved areas, to produce concrete on site during the construction period. Having a temporary concrete plant located on-site would minimize the need for concrete trucks to use major highways, which would help reduce traffic and emissions. The plant would be powered by electricity.

5.18.1 WATER QUALITY

Stormwater runoff during construction is regulated by the NYSDEC under the SPDES program, which mandates the implementation of a Storm Water Pollution Prevention Plan (SWPPP) to prevent stormwater contamination during construction. BMPs are recommended to deal with sedimentation and erosion control, containment of construction materials (hydraulic fluids, fuel, etc.), washing of construction vehicles, cleaning of concrete mixers, etc. These BMPs are to be incorporated into the project's construction contract and become an obligation of the contractor. The Port Authority would monitor compliance with these practices and assure that the storm sewer and receiving water systems are protected. Proper implementation of the SWPPP would ensure that the quality of stormwater currently discharged into Jamaica Bay would not be significantly deteriorated due to construction activities.

Contractors would be required to comply with all applicable Federal, state, and local laws and regulations, including FAA guidance contained in AC 150/5370-10F, including Item P-156, *Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, AC 150/5320-15A *Management of Airport Industrial Waste*, and AC 150/5320-5C (including Change 1) *Subsurface Drainage Design*.

5.18.2 AIR QUALITY

Construction activities would have a short-term impact on local air quality. While the emissions inventory demonstrated that construction activities would not exceed any applicable standards, the Port Authority would ensure that all possible measures would be taken to reduce fugitive emissions during construction by requiring the construction contractor to submit a proposed method of erosion and dust control, and disposal of waste materials pursuant to guidelines included in FAA, *Standards for Specifying Construction of Airports*.[22]

5.18.3 NOISE

Noise impacts may occur in the vicinity of the construction sites. Earthwork and site preparation activities would result in elevated levels of noise generated by the types of equipment used on most construction sites. Noise from this equipment would vary from equipment model to equipment model, and would change according to the operation involved.

Table 5-8, *Construction Equipment Noise*, depicts an estimate of the typical sound level energy from each item of construction equipment. The total sound energy is essentially a product of a machine's sound level, the number of such machines in service, and the average time they operate. Although pile drivers and rock drills produce the highest sound levels, it is dump trucks, air compressors, and concrete mixers that, due to their greater number or longer operating times, produce the most total sound energy.[23] Noise levels resulting from operation of construction equipment are generally higher than those generated by normal traffic flows. The distance of the closest residential areas to the construction site would be approximately 1,930 feet away. Because of the distance from construction and the fact that there are other sources of noise in the area (roads and Airport) the construction equipment would not cause a significant impact.

[22] FAA, *Standards for Specifying Construction of Airports*, Item P-156, *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*, AC 150/5370-10A (February 17, 1989).

[23] May, D. N., Editor, 1978. *Handbook of Noise Assessments*, Page 215. Van Nostrand Reinhold Company, New York.

Table 5-8
CONSTRUCTION EQUIPMENT NOISE
John F. Kennedy International Airport

CONSTRUCTION EQUIPMENT	MAXIMUM SOUND LEVEL (dBA) AT 50 FEET	SOUND LEVEL (dBA) AT RECEIVER BY DISTANCE (FEET)					
		1,000	2,500	5,000	7,500	10,000	15,000
Dump Truck	88	62	54	48	44	42	38
Portable Air Compressor	81	55	47	41	37	35	31
Concrete Mixer (truck)	85	59	51	45	41	39	35
Jackhammer	88	62	54	48	44	42	38
Scraper	88	62	54	48	44	42	38
Dozer	87	61	53	47	43	41	37
Paver	89	63	55	49	45	43	39
Generator	76	50	42	36	32	30	26
Pile Driver	101	75	67	61	57	55	51
Rock Drill	98	72	64	58	54	52	48
Pump	76	50	42	36	32	30	26
Pneumatic Tools	85	59	51	45	41	39	35
Backhoe	85	59	51	45	41	39	35

Source: May, DS.N., Editor, 1978. *Handbook of Noise Assessments*, Page 215. Van Nostrand Reinhold Company, New York. Computations of typical noise at 8,000 feet by Landrum & Brown, 2005 using the following equation, which is based on a standard fall-off rate of noise (approximately six dBA per doubling of distance): $N_r = N_{r1} + 20*\log(r/r_1)$; where N_{r1} is the known noise level at a given distance (r_1), and N_r is the unknown noise level at the known distance r.

5.18.4 SURFACE TRANSPORTATION

Standard traffic engineering techniques would be utilized to maintain traffic during construction. However, temporary construction impacts could include increased commercial traffic on neighborhood roads, increased traffic congestion, increased travel distances, and increased travel times for drivers. Normal neighborhood vehicular traffic patterns could also be disrupted if drivers chose to cut-through neighborhoods to avoid congestion induced by construction activities.

The construction of the Proposed Action would also result in increased construction-related traffic in the vicinity of the Airport. Temporary construction impacts could include increased noise, dust, vibration, congestion, and truck traffic along roadways. A construction management plan would be prepared which would specify hours of operation, haul routes, and similar controls.

It is expected that such a plan would be consistent with normal contracting practices, because it is not likely that a contractor would schedule haul activities during extreme congestion periods or weather conditions because it could increase costs to the contractor and affect the schedule.

5.18.5 SOLID WASTE AND HAZARDOUS MATERIALS

During construction, there would not likely be any significant long-term solid waste and hazardous materials impacts. There would be the potential for short-term temporary environmental impacts due to the handling of construction and demolition waste; however, these would be mitigated through construction BMPs. The three levels of government (Federal, state, and local) have established procedures for permitting, notification, and tracking of hazardous wastes to ensure that materials are handled properly from removal to ultimate disposal. Although these procedures can add significantly to the cost of the Proposed Action, the adherence to established procedures reduces the potential for permitting delays and conflicts, and allows these activities to be conducted without significant environmental impact.

Demolition waste would be generated from the rehabilitation of the runway and the demolition of the PAPD "bunker." However, excavated asphalt and other materials would be recycled and reused to the greatest extent practicable. All construction waste would be disposed of in accordance with all applicable state and Federal regulations. Clean construction debris (concrete, asphalt, etc.) would be used as fill on the Airport and off-site, as needed, in accordance with present practices. The disposal of debris would be coordinated between the Port Authority, the construction manager, and a licensed waste hauler.

In addition, construction activities may expose contaminated soil and groundwater. Construction protocols are in place to identify and manage the environmental issues that arise due to the discovery of soil and/or groundwater contamination on the construction sites. Construction protocols would be put in place to identify and manage the environmental issues that arise due to the discovery of soil and/or groundwater contamination on construction sites. In addition, modification of storm drainage and navigational aid pads would include provisions to limit the migration of suspended solids or other pollutants along these pathways.

5.18.6 WETLANDS

For this project, wetland and Waters of the U.S. areas in or near construction staging areas would be avoided. It is assumed that materials and equipment would be stored away from wetland areas and construction workers would avoid wetland areas at these construction staging locations through the use of sedimentation and erosion techniques. Where possible, wetland areas also would be fenced with signs reminding workers not to enter the areas. This would result in complete avoidance to wetlands and Waters of the U.S.

5.19 OTHER CONSIDERATIONS

5.19.1 POSSIBLE CONFLICTS

There are no known conflicts between the Proposed Action and the objectives of Federal, state, regional, or local land use plans, policies, or controls for the JFK area.

A number of environmental approvals, such as, consistency determination for Coastal Zone Management, and SPDES permit from NYSDEC, would be obtained prior to implementation of the project. The design and construction of the Proposed Action is similar to other runway redevelopment projects at JFK. Like the other runway redevelopment projects, the Proposed Action would follow the requirements of the relevant local regulations. Therefore, the Proposed Action is not likely to be inconsistent with any Federal, state, or local law or administrative determination relating to the environment.

5.19.2 INCONSISTENCY WITH APPROVED PLANS OR LAWS

The Proposed Action would not be inconsistent with plans, laws, or administrative determinations relating to the environment of Federal, state, regional, or local agencies as demonstrated by the NYSDOS concurrence contained in Appendix A that the Runway 4L/22R projects are consistent with the State's CZMP. In addition the roadway modifications are also consistent with the New York State Department of Transportation, New York City Department of Transportation, and the New York City Department of Environmental Protection and the Port Authority as demonstrated by the correspondence contained in Appendix A. The Proposed Project also complies with the FAA's requirements contained in FAA AC 150/5300-13A, Airport Design.

JFK is the primary international gateway to the U.S. Maintenance and modernization of JFK airfield facilities is essential for the Airport to maintain its competitive edge and continue to be a regional economic engine, especially now since an increasing number of U.S. airports provide international service. Therefore, the project is reasonable and consistent with plans, goals, policies, and controls that have been adopted in the region of the Proposed Action.

5.19.3 MEANS TO MITIGATE ADVERSE IMPACTS

Means of preventing, minimizing or mitigating potential adverse environmental impacts are incorporated into the plans for constructing and operating the Proposed Action, where noted, in the above impact categories.

5.20 CUMULATIVE IMPACTS

The CEQ NEPA regulations (40 CFR 1508.7) define a cumulative impact as "...the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency, Federal or non-Federal, or person undertakes such other

actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time." This cumulative impact analysis was conducted to comply with the intent of FAA Order 1050.1E, DOT Order 5610.1C, and the January 1997 CEQ guidance.

The construction schedule of the Proposed Action would overlap with the construction of other projects at JFK, including the Restricted Service Road (RVSR) J8 Bridge Relocation, Taxiway B redevelopment, Phase II of the Terminal 5 and 6 Redevelopment Project, Phase II of the Terminals 3 and 4 Redevelopment Project, possibly the demolition of Hangars 3, 4, and 5, and the redevelopment of Building 144. With the exception of temporary construction-related impacts, the cumulative adverse environmental impact of the Proposed Action is expected to be minimal. Extensive preventive procedures would be put into place to avoid and minimize any potential adverse impacts during construction. As described in the following sections, the Proposed Action is consistent with the overall planning mission of the Port Authority and would not result in unmitigated adverse cumulative impacts. The cumulative impacts resulting from implementation of the Proposed Action have been assessed for projects on-Airport. The cumulative impacts analysis presented in this EA included a review of available environmental documents for other projects at JFK.

5.20.1 JFK REDEVELOPMENT PROGRAM

As is true for any large and complex airport facility, JFK serves a constantly changing industry and relies on adopting modern technology in a constantly evolving environment to serve its users efficiently and effectively. Therefore, this Airport along with many others throughout the country requires regular maintenance and modernization. The Port Authority has in the past and will continue to undertake an array of improvements at JFK, both airside and landside, to maintain and improve the efficient movement of aircraft and travelers. As is self-evident from a review of the projects listed below, each of them has demonstrated independent utility and can go forward without regard to whether any or all of the other listed actions are adopted. Each is proceeding separately and has or will go forward based on its own merits. The Proposed Action also has demonstrated its independent utility and need. The projects listed below represent the Port Authority's most recent steps to maintain and to improve the Airport's functionality and also to enhance customer service. The various improvement projects have been analyzed within four operational and physical development groups: airside, RSA improvements, landside-CTA, and landside-perimeter. Projects denoted as "landside-CTA" are within the CTA and provide landside support for aviation activity at JFK. These projects include passenger-processing functions, such as terminal development, as well as access roadway development. Projects denoted as "landside-perimeter" are located to the north and perimeter of JFK. The following is a summary of the ongoing or recently completed projects and projects anticipated in the foreseeable future.

Airside

These projects comprise improvements to the airfield, including modifications to the runways and supporting taxiways and taxilanes at JFK.

- **Runway 4R Instrument Landing System (ILS) Pier Structure Rehabilitation** - Work included repairing the damaged structural members of the existing ILS pier and fixing any suspect members exhibiting minor damage that could worsen in the future. A Categorical Exclusion was approved for this project in April 2005 and was completed in December 2007.
- **Turf Stabilization in Runway Safety Area** – Work included the installation of aviation grade artificial turf to mitigate localized erosion problems from jet blast and weather effects. Other benefits of this action were abatement of turf management, decrease in maintenance, wildlife control, and visual enhancement. A Categorical Exclusion was approved for this project in July 2006 and was completed in June 2007.
- **Taxiway 'E' Rehabilitation** – Work included milling and repaving Taxiway 'E' full length and widening of taxiway fillets to accommodate Group V aircraft per FAA standards in AC 150/5300-13, Airport Design. A Categorical Exclusion was approved for this project in March 2007 and was completed in November 2008.
- **Taxiway 'Z' Rehabilitation** – Work included milling and repaving Taxiway 'Z' between Runway 31L and Taxiway 'J'. A Categorical Exclusion was approved for this project in June 2007 and was completed in November 2007.
- **Taxiway 'S', 'SB', 'SC' and 'SD' Rehabilitation** – Work included full depth rehabilitation of the taxiways for the taxiways providing access to the cargo area in the northwest side of the airport. A Categorical Exclusion was approved for this project in February 2008 and was completed in April 2009.
- **Partial Rehabilitation of Runway 4L/22R & Partial Rehabilitation of Taxiway 'K'** – This project entailed the partial rehabilitation of Runway 4L/22R from the southern end of Runway 4L extending approximately 1,350 feet north and the partial rehabilitation of Taxiway 'K' from Runway 4L extending approximately 500 feet west. Work included routine milling and repaving of the asphalt concrete pavement, the replacement of associated lighting systems and adjustments to the electrical manholes and other electrical devices. No new pavement was constructed. A Categorical Exclusion was approved for this project in March 2008 and was completed in September 2008.
- **Taxiway 'FB' extension** – Work included extending Taxiway 'FB' to the west of Taxiway 'E', parallel to Taxiway 'C', to a point across from Taxiway 'V'. Components of this project required the demolition of several buildings on the north side of the airfield. A Categorical Exclusion was approved for this project in March 2008 and was completed in December 2008.
- **Taxiway 'YA' and 'FB' extensions and construction of Taxiway 'KB'** – Work included extending Taxiway 'YA' west across Runway 4R/22L until it met Taxiway 'B' and extending Taxiway 'FB' from Taxiway 'ZA' to Taxiway 'E'. Taxiway 'KB' would be constructed between Taxiway 'K' and Runway 4L/22R. A Categorical Exclusion was approved for this project in March 2008. Work was completed in the third quarter of 2010.

- **Delay Reduction Program – New Taxiways, Improvements to Existing Taxiways and Runway 13R Threshold Relocation** – This project upgraded JFK's airside infrastructure, and widened and replaced approximately three miles of Runway 13R/31L. A central component of the program was widening Runway 13R/31L from 150 to 200 feet to make way for new delay-reduction taxiways. This project received a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) in August 2008 and began construction in March 2010. Major elements of the project were completed in November 2010; however, a few punch list items remain outstanding and the project is not scheduled to be completely finished until the end of 2013.
- **Taxiway 'Y' Rehabilitation** – Work entailed the routine milling and overlaying of the asphalt concrete pavement, the replacement of associated lighting systems, and adjustments to the electrical manholes and other electrical devices. A Categorical Exclusion was approved for this project in November 2008. Work was completed in March 2010.
- **Construction Airside Pavement SWAP (Hangar 12 Demolition)** – Work entailed the hangar demolition and ramp expansion at the Hangar 12 site. A Categorical Exclusion was approved for this project in January 2009. Work was completed in the fourth quarter of 2011.
- **Wildlife Hazard Assessment** – JFK underwent a new Wildlife Hazard Assessment Study for one year beginning in 2010. The findings of this study were used to create an updated Wildlife Hazard Management Plan. The Plan was approved by the FAA and incorporated into the Airport Certification Manual. A Categorical Exclusion was approved for this project in August 2009.
- **Runway 13R PAPI Installation** – Work entailed the installation of Precision Approach Path Indicators (PAPI) for Runway 13R. This project received a Categorical Exclusion in October 2009 and work was completed in June 2010.
- **Taxiway 'F' Rehabilitation** – Work entailed the full-width milling and overlaying with asphalt concrete pavement of approximately 2,700 feet of Taxiway 'F', between Runway 4L/22R and Runway 4R/22L, shoulder and erosion pavement, grading, seeding, pavement marking and adjusting taxiway lighting and utility castings to meet the new finished surface. This project received a Categorical Exclusion in May 2010. Work was completed in December 2010.
- **Taxiway 'P' Rehabilitation** – This project entailed the full-width milling and overlaying with asphalt concrete pavement of approximately 5,500 feet of Taxiway 'P', between Taxiway 'PC' and 'B', shoulder and erosion pavement, taxiway fillet improvements, grading, drainage adjustments, soil erosion/sediment control, pavement markings, and adjusting taxiway lighting and utility castings to meet the new finished surface. Electrical work included new electrical infrastructure and installation of LED lights. This project received a Categorical Exclusion in October 2011 and work was completed in October 2012.

- **New Taxiways 'HA', 'KF', and 'KG'** – The proposed project entailed the construction three new taxiways and decommissioning of two existing taxiways. The new taxiways include Taxiway 'HA', 'KF', and 'KG', each connecting Taxiways 'A' and 'B' at different locations. Taxiways 'KD', and 'KK' were decommissioned. The new proposed taxiways enhance efficiency and safety of airport operations associated with Terminal 3 and 4 envelope. This project received a Categorical Exclusion in September 2010 and work was completed in December 2012.
- **Taxiway 'P' Widening** - The proposed project entailed widening Taxiway 'P' from 75 feet to 82 feet. This project brought Taxiway 'P' into full compliance for Group VI aircraft and removed the "conditionally approved" Modification to Standards by the FAA. Work on this project began in November of 2011 and ended in October 2012.
- **Airport System Capacity Planning Study** – The Port Authority has recently undertaken a study that is aimed at reviewing the existing Port Authority airport system characteristics and constraints; identifying and evaluating potential alternatives to meet the Port Authority's goals and objectives in consideration of existing constraints and current facility characteristics; and assessing alternatives in terms of practicality, as well as operational and economic feasibility. Because this study is still in progress recommendations are not known at this time. Any recommendations from this study would require a separate NEPA assessment before implementation would occur.
- **Runway Safety Area Improvements to Runway 13L/31R** – This project would involve declaring distances to comply with FAA's Runway Safety Area regulations. This project would take place in second half of 2015.
- **Taxiway 'B' Rehabilitation** – This project entails the milling and overlaying with asphalt concrete pavement of approximately 7,000 feet of Taxiway 'B', between Taxiway 'N' and 'U', shoulder and erosion pavement, shoulder widening, improvements to storm water drainage, and installation of taxiway centerline lights, clearance bar lights, guidance signs, and pavement markings. This project received a Categorical Exclusion in April 2013. Work began in the second quarter of 2013 and is scheduled to be completed in the fourth quarter of 2014.

Landside- Central Terminal Area (CTA)

These projects are within the CTA that provides landside support for aviation activity at JFK. Landside projects include passenger processing functions such as terminal development as well as curbside and access roadway development.

- **Terminal 5 and 6 Redevelopment Project** – This project included replacement of portions of Terminals 5 and 6. Additionally, the project included the construction of a parking structure adjacent to Terminals 5 and 6. The Port Authority completed an EA for this project in February 2005 and the project subsequently received a FONSI determination from the FAA in February 2005. Work was completed on the Terminal 5 portion of the project in 2009. Phase II of the project is scheduled for completion in the first quarter of 2014.

- **Terminals 3 and 4 Redevelopment Project** – Delta Air Lines is currently redeveloping Terminal 3 and 4 envelope. The Phase I of the project included expansion of Concourse B at Terminal 4, the demolition of Terminal 3, redeveloping the Terminal 3 area to accommodate aircraft parking, developing additional passenger processing facilities at Terminal 4, and reconfiguring taxilanes and connections to existing taxiways between Terminals 2, 3, and 4. The Port Authority completed an EA for Phase I of the project in June 2010 and subsequently received a FONSI determination from the FAA in July 2010. Work was completed in May 2013. Phase II includes an extension of Concourse B of Terminal 4 and loading bridges on Terminal 2. A Categorical Exclusion was received on Phase II in April 2013 and work began in May 2013 and is scheduled for completion in the fall of 2014.
- **JFK Expressway Outbound Widening** – Work included widening of approximately one-quarter mile (1,320 linear feet) of the JFK Expressway Outbound Roadway to accommodate the projected increase in vehicular traffic along with an acceptable level of service to airport patrons utilizing the CTA roadways. This project provided an additional lane in the merge area to facilitate traffic movement and maintain an acceptable level of service and roadway safety. Associated work included the installation of new sign structures; a new concrete median barrier between the outbound and inbound JFK Expressway roadways; and new drainage, lighting, and landscaping. The project received a Categorical Exclusion in August 2006 and work was completed in 2007.
- **Bollard Protection Terminal Frontages** - The proposed project entailed the installation of a frontage bollard system at Terminals 1, 2, 3, 4, 5, 7, and 8. This project enhances security of passengers by reducing the threat of a vehicle attempting to penetrate the terminal building frontages. A Categorical Exclusion was received on the project in October 2009. Work began in the second quarter of 2010 was completed in approximately one year.
- **Rehabilitation of Central Terminal Area (CTA) Roadways** – This project entailed the rehabilitation of the CTA Roadways. Work associated with the rehabilitation included milling and overlaying the existing asphalt concrete roadway; localized full-depth pavement replacement; localized grading; replacement of several utility castings; striping of the roadways; minor signage work, repairs to damaged curbs and sidewalks; and localized resetting/replacement of paved salt splash areas. A Categorical Exclusion was received on the project in January 2010. Work began in June 2010 and ended in February 2012.
- **Cargo Area C & D Communication Vaults** – The proposed project entailed the installation of Communication Vaults in cargo area C & D and associated cabling. All communications and electrical access to the vaults is underground. Both vault sites and the expanded electrical substation site utilized permeable surfaces where possible, and completely re-graded and re-planted. Concrete curbing was placed adjacent to each communication vault. The concrete curbing retained the gravel mulch areas adjacent to Communications Vaults C and D, where maintenance and security vehicles may park when they are servicing the vaults so that they would not have to park in an active lane of traffic. The gravel mulch provides a permeable

surface that does not erode or cause runoff and erosion. A Categorical Exclusion was received on the project in December 2010. This project commenced in March 2011 and ended in December 2011.

- **Airport Plaza - Multi Fuel Station/Carwash/Food Court** - The proposed project entails the renovation of an existing 17,500-square foot building (Building 125) on Airport property into a public multi fuel carwash facility with a convenience store, restaurant, and food court on a 3.4-acre plot. In addition, a cargo truck parking area will be installed on an adjacent 2.4 acre plot. The proposed facility includes a small repair bay for cars and SUVs right next to the car wash bays with capability of fixing minor problems such as flat tires, oil change, battery recharge, etc. A Categorical Exclusion was received on the project in October 2010. Work began in April 2012 and is scheduled to end in the first quarter of 2014.
- **National Car Rental Site Modification** – The proposed project entails a modification to an existing rental car facility (Building 308) for National Rent-A-Car at JFK International Airport. The purpose of planned modification is to improve traffic flow and customer service at the rental facility site. The key improvements planned for this project are to construct new canopies over parking spaces and pedestrian walkways. Existing Building 308, approximately 6,400 square feet, is also proposed to be modified under this project. A portion of existing building, measuring approximately 2,700 square feet will be demolished for additional parking space. Two small additions will be made to Building 304 totaling 900 square feet for vehicle servicing. A Categorical Exclusion was received on the project in December 2011. Work began in June of 2012 and is expected to be completed by the end of the second quarter of 2014.
- **Terminal One Checked Baggage Inspection System (CBIS) Project** – The proposed project involves the construction of an exterior canopy structures on the east and south end of the existing Terminal One building. In order to make room for a required Transportation Security Administration (TSA) checked baggage inspection system (CBIS) in the terminal's (Terminal One) east bag room, the existing in-bound, recheck, interline and oversize baggage function within the east bag room will need to be relocated to the east and south end of the terminal in a newly constructed exterior canopy structures. The Larger Canopy (East) will cover an area of approximately 9,100 square feet (SF), a majority of it will be open with the exception of a screen wall on the east side. The South Canopy (West) will cover an area of approximately 1,032 SF, out of which approximately 300 SF is fully enclosed. The canopies will be constructed on existing impervious areas. A Categorical Exclusion was received on the project in June 2011. Work began in November 2011 and is expected to be completed in December 2013.
- **Building 94 Demolition** – The proposed project entailed the demolition of Building 94. This project was necessary to accommodate the Aircraft Ramp (Apron) Expansion. Building 94, consisting of an 1,100-square foot area with utilities and guard post, was demolished in accordance with all Federal and state regulations. A Categorical Exclusion was received on the project in November 2010. This project commenced in April 2011 and ended in the third quarter of 2011.

- **Hangar 7 Demolition -** The proposed project entailed the demolition of Hangar 7. Hangar 7 was located north of Runway 13L/13R and Taxiway C in the northern section of the airport. The hangar was demolished since it was in a state of disrepair and the cleared site will be used for future development which is unknown at this time. A Categorical Exclusion was received on the project in July 2011. This project commenced in November 2011 and was completed in July 2013.
- **Hangars 3, 4, and 5 Demolition** – A Categorical Exclusion was completed for the demolition of Hangars 3, 4, and 5 at JFK in August 2003. However, the demolition has not occurred but is included in this analysis because it is a reasonable foreseeable action that could occur in the near future.
- **Restricted Service Road (RVSR) J2 Bridge Relocation** – Work entails the replacement of the RVSR J2 Bridge that spans over the Van Wyck Expressway, which will enhance safety and aeronautical operations. The existing bridge is near the end of its useful life and does not comply with current Group VI Aircraft standard clearance requirements. Work commenced in May 2012 and is expected to be completed in December 2013.
- **Restricted Service Road (RVSR) J8 Bridge Relocation** – Work entails the replacement of the RVSR J8 Bridge that spans over the JFK Expressway, which will enhance safety and aeronautical operations. The existing bridge is near the end of its useful life and does not comply with current Group VI Aircraft standard clearance requirements. Work is expected to commence in the third quarter of 2013 and expected to be completed in November 2014.
- **Building 144 Redevelopment -** Building 144 is the old Ramada Hotel that is not currently in use. Negotiations are currently ongoing with a developer. It is anticipated the footprint of the building could be expanded or decreased (demolishing part of building); however the height would not increase.

Landside - Perimeter

The landside - perimeter projects are located to the north and along the critical Air Operations Area (AOA) perimeter of JFK.

- **150th Avenue Rehabilitation** – This project entailed the rehabilitation of 150th Avenue between Cargo Plaza Road and North Boundary Road. Work associated with the rehabilitation included milling and overlaying the roadway with asphalt concrete; removal of approximately 20 percent of the roadway and replacing with full-depth asphalt concrete; repairing of curbs and sidewalks and adjusting of castings; and striping the roadway to its current configuration at the completion of paving. The project received a Categorical Exclusion in February 2008. Work began in August of 2008 and was completed in 2009.
- **Perimeter Strengthening** – This project entailed the installation of perimeter vehicle crash protection barriers. It provided a hardened perimeter, for the critical AOA perimeter, which will minimize potential intrusion of vehicles. The project replaced the fence structure in place. The project received a Categorical Exclusion in June 2008 and work was completed in 2009.

- **Existing Obstruction Maintenance** - There are approximately 312 existing Terminal Instrument Procedures (TERPS) tree obstructions in Idlewild Park that require removal to comply with FAA Order 8260.3B. The Port Authority is currently seeking a permit to remove these trees and install solar power obstruction lights. Without the solar powered obstruction lights more than 312 trees would need to be removed. In addition, there are trees in Idlewild Park that currently do not comply with Title 14 Code of Federal Regulation (CFR) Part 77. The Part 77 tree obstructions do not require removal but do typically require the installation of lights/light poles to identify the obstructions to pilots. In order to comply with Part 77 requirements the Port Authority plans to install up to seven light poles in Idlewild Park to identify the tree obstructions. The Port Authority is currently working with the New York City Department of Parks and Recreation on both of these Federal requirements.

Off-Airport

The following projects are located off-airport property to north of Runway 4L/22R.

- **Springfield Gardens Bluebelt Project** - The project aims to address frequent flooding in Springfield Gardens and improve water quality in the lake in Springfield Park. The project includes storm sewer installation and street reconstruction, three large constructed wetlands, 2,000 square feet of porous concrete in the Springfield Boulevard median, undergirded with structural soil to encourage the growth of new trees planted in the median. Construction on the new Springfield Gardens Bluebelt is expected to begin in the fall of 2012.[24]
- **Idlewild Park Preserve** - Several joint projects between Parks' Natural Resources Group (NRG) and the New York City Department of Environmental Protection have been completed including the restoration of 23 acres of woodland, wetland, meadow, and dune-scrub communities (1997 to 1999) and a three-acre tidal wetland and shrubland/grassland restoration project (1999-2003). A pending NRG project to restore additional salt marsh following the excavation of an earthen dike and replacement of deteriorated steel culvert pipes is awaiting confirmation of funding.[25] In tandem with wetland preservation the Eastern Queens Alliance has established an Idlewild Park Salt Marsh Environmental Science Learning Center through which environmental education will be provided to children and families of the community at large. The design plans for the environmental center are underway.[26]
- **Logan Bus Company** – The Logan Bus Company is currently seeking permits with the City of New York and the State of New York to construct a school bus parking and maintenance facility on their property along the northern perimeter of the Airport.

[24] http://www.nyc.gov/html/dep/html/news/dep_stories_p3-126.shtml
[25] http://www.nycgovparks.org/greening/nature-preserves/site?FWID=32
[26] http://www.easternqueensalliance.org/idlewild.html

5.20.2 CUMULATIVE IMPACTS BY ENVIRONMENTAL CATEGORY

Even when impacts are determined to be individually insignificant, the impacts can be collectively significant when taking place over a period of time. Therefore, the cumulative effects of environmental impacts were considered only for those categories determined to have impacts due to the Proposed Action. The construction schedule of the Proposed Action would overlap with the construction of other projects at JFK, including the Restricted Service Road (RVSR) J8 Bridge Relocation, Taxiway B redevelopment, Phase II of the Terminal 5 and 6 Redevelopment Project, Phase II of the Terminals 3 and 4 Redevelopment Project, possibly the demolition of Hangars 3, 4, and 5, and the redevelopment of Building 144.

Noise

The projects that would overlap with the Runway 4L/22R projects occur completely on Airport property. These projects would not increase the noise levels at the Airport. Therefore, no other past projects or future projects planned within the five-year time period that would combine with the noise impacts of the Proposed Action that would result in significant cumulative impacts.

Compatible Land Use

The projects that would overlap with the Runway 4L/22R projects occur completely on Airport property and are compatible with existing zoning, surrounding area land use plans, and the land uses on the Airport. In addition they would not create a wildlife hazard as defined in FAA AC 150/5200-33 nor affect any existing wildlife hazard area. Therefore, no cumulative adverse impacts on compatible land use would occur.

Socioeconomic Impacts, Environmental Justice, and Children's Health and Safety Risks

The Proposed Action would not be expected to contribute to any significant adverse cumulative socioeconomic impacts when considered in conjunction with the other projects at JFK. This is because the other projects occur on Airport property and are considered replacements of existing structures. The Proposed Action and other projects in the planning or construction stages do not appear to include any activities that would result in impacts to surface transportation. Therefore, no cumulative adverse impacts are expected.

Secondary (Induced) Impacts

No adverse cumulative secondary (induced) impacts would occur from the Proposed Action.

Air Quality

The Proposed Action would cause a temporary change in the net emissions due to the operation of construction equipment (refer to Appendix C, *Air Quality*). However, the emissions were shown to be *de minimis* under the Clean Air Act (as amended in 1990) General Conformity Rule. Further, the *de minimis* emissions are assumed to comply with the New York SIP and are not expected to cause an exceedance of any of the NAAQS, delay the attainment of any NAAQS, or worsen an existing violation any NAAQS.

Overall, the Proposed Action at JFK is expected to improve air quality as a result of improved aircraft efficiency and the resulting reduction in aircraft taxi time. Therefore, no cumulative adverse air quality impacts are anticipated from the Proposed Action in combination with the other projects whose construction overlaps with the Proposed Action.

Climate

The cumulative impact of this Proposed Action on the global climate when added to other past, present, and reasonably foreseeable future actions is not currently scientifically predictable. Aviation has been calculated to contribute approximately three percent of global carbon dioxide (CO_2) emissions; this contribution may grow to five percent by 2050. Actions are underway within the U.S. and by other nations to reduce aviation's contribution through such measures as new aircraft technologies to reduce emissions and improve fuel efficiency, renewable alternative fuels with lower carbon footprints, more efficient air traffic management, market-based measures and environmental regulations including an aircraft CO_2 standard. The U.S. has ambitious goals to achieve carbon-neutral growth for aviation by 2020 compared to a 2005 baseline, and to gain absolute reductions in GHG emissions by 2050. At present there are no calculations of the extent to which measures individually or cumulatively may affect aviation's CO_2 emissions. Moreover, there are large uncertainties regarding aviation's impact on climate. The FAA, with support from the U.S. Global Change Research Program and its participating federal agencies (e. g., NASA, NOAA, EPA, and DOE), has developed the Aviation Climate Change Research Initiative (ACCRI) in an effort to advance scientific understanding of regional and global climate impacts of aircraft emissions, with quantified uncertainties for current and projected aviation scenarios under changing atmospheric conditions.[27]

Water Quality

There would be an increase in the impervious area resulting from the widening of taxiways, taxiway fillets, and other taxiway extension and expansion projects. The total additional impervious areas resulting from the Proposed Action would be approximately 14 acres, which represents less than a 0.5 percent increase in impervious surface at the Airport. The additional paved area would not support any activity that would generate additional waste water. However, the Proposed Action

[27] Nathan Brown, et. al. *The U.S. Strategy for Tackling Aviation Climate Impacts,* (2010). 27th International Congress of the Aeronautical Sciences.

would improve the drainage system through the installation of drains on either side of the taxiways that would correct the catch basin swale conditions in the areas of the taxiway shoulders. The drains would lead to existing catch basins that are connected to the stormwater discharge system. All construction activities would be conducted following Best Management Practices (BMP's) and applicable local, state, and Federal regulations. A plan for soil erosion and sediment control would be required of all contractors by the Port Authority. Such procedures are routinely implemented for all airport projects; therefore no significant cumulative water quality impacts would be expected.

Department of Transportation: Section 4(f) Resources

There are no Department of Transportation, Section 4(f) resources within the area of the other projects and there would be no impacts to Section 4(f) resources from the Proposed Action. Therefore, there would be no cumulative adverse impacts to Section 4(f) resources.

Historic, Architectural, Archaeological, and Cultural Resources

There would be no impacts to historic, architectural, archaeological, or cultural resources associated with the Proposed Action. The Proposed Action would not have an impact on any prehistoric, historic, archeological, or paleontological resources because the project would be limited to only previously disturbed portions of the airfield. As a result, there would be no cumulative adverse impacts to historic, architectural, archaeological, and cultural resource.

Wetlands

There are no identified wetlands or regulated water features in the Proposed Action project areas. Based on current National Wetland Inventory maps, the nearest wetlands are north of Runway 4L/22R. The Proposed Action was designed to avoid these wetlands. The project would occur within the 150-foot area adjacent to the tidal wetlands, also known as a wetland buffer zone. This is not considered a significant impact to the wetlands and would be authorized pursuant to an existing permit issued to the Port Authority by NYSDEC. This permit authorizes maintenance of Port Authority waterfront structures and elements thereof within New York City. Based on the list of recent, ongoing, and future projects, no cumulative adverse impacts on wetlands are expected.

Floodplains

A section of the Proposed Action would encroach in the special flood hazard area subject to inundation by the 100-year floodplain. However, the Proposed Action is not considered a "critical action," as defined in the Water Resources Council Floodplain Management Guidelines. The Proposed Action would not be located in a 500-year floodplain as designated by Federal Emergency Management Agency (FEMA). Therefore, there would be no floodplain impacts associated with the Proposed Action.

Coastal Resources

Coastal Zone Management Program

The area affected by the Proposed Action is within the coastal zone, but would not adversely impact coastal zone resources and is consistent with the Waterfront Revitalization and Coastal Resources Act (WRCRA) and New York City on the Waterfront Revitalization Program (see concurrence letter in Appendix A). Because the Proposed Action would not affect the coastal zone for the State of New York, there are not expected to be cumulative adverse impacts to the coastal zone.

Coastal Barriers

There would be no coastal barrier impacts associated with the Proposed Action. As a result, there would be no cumulative impacts to Coastal Barriers.

Natural Resources and Energy Supply

The Proposed Action would not increase the use of natural resources or energy consumption. The Proposed Action and other projects in the planning or construction stages do not appear to include any activities that would require new sources of energy that could not be accommodated by existing facilities. The combination of these projects with the Proposed Action also does not appear to require major changes in energy facilities or use. Based on the list of recent, ongoing, and future projects, no cumulative adverse impacts on energy supply or natural resources are expected.

Hazardous Materials, Pollution Prevention, and Solid Waste

The Proposed Action would not increase the quantity of hazardous materials present in the environment or exacerbate existing contamination. Based on the list of recent, ongoing, and future projects, there does not appear to be other projects that, when combined with the Proposed Action, would result in significant adverse cumulative impacts from hazardous materials. Therefore the Proposed Action would not contribute to any cumulative impacts from future actions with respect to hazardous materials.

Solid waste would be generated from the Proposed Action in the form of soil and asphalt resulting from the rehabilitation of the runway. Materials and debris would be recycled to the greatest extent feasible. Materials that cannot be recycled would be disposed of in accordance with all Federal, state, and local regulations. There is sufficient disposal capacity (out-of-state landfills, recycling centers, and incinerators) in the greater metropolitan area to handle the waste load. None of the other projects would result in significant amounts of solid waste. Therefore, the Proposed Action would not contribute to any cumulative impacts from future actions with respect to solid waste.

Construction Impacts

The Proposed Action is not anticipated to cause any significant adverse construction-related impacts. This is due to the temporary nature of construction and mitigation procedures set forth in FAA AC 150/5370-10E, *Standards for Specifying Construction of Airports,* as well as Port Authority's *John F. Kennedy International Airport Best Management Practices*. However, the cumulative impact of related construction projects, in addition to the Proposed Action, might have potential temporary impacts related to air quality, surface traffic congestion, and noise.

Air Quality Impacts

As discussed in Section 5.18.2, the incorporation of the previously referenced procedures into the Proposed Action's construction specifications would reduce the fugitive emissions of dust (particulate matter) and prevent particulate matter from becoming airborne. Such measures are anticipated to reduce any potential construction impacts to air quality in the immediate project area. All related projects at JFK are subject to similar construction mitigation measures and are isolated from any neighboring community by the surrounding roadways, therefore no significant cumulative impacts are expected to occur due to the Proposed Action with regard to construction related activities.

Noise Impacts

As discussed in Section 5.18.3, the only potential impacts of the Proposed Action due to construction noise are to operators of construction equipment and nearby construction workers; construction noise is not expected to impact nearby communities. Potential construction noise impacts are a localized and temporary occurrence. Related projects may have similar localized and temporary impacts, and may add to ambient noise levels. Because the project area is isolated from neighboring communities by the surrounding roadways, no significant cumulative impacts are expected to occur due to the Proposed Action with respect to construction noise.

Surface Traffic Congestion

Due to the coordination of off-peak scheduled material transfer and specific route management measures discussed in Section 5.18.4, no significant impacts related to construction surface traffic are anticipated due to the Proposed Action. Related projects at JFK are subject to similar coordination measures, therefore no significant cumulative impacts are expected to occur due to the Proposed Action with respect to construction related surface traffic.

5.20.3 SUMMARY OF CUMULATIVE IMPACTS

As no potentially significant impacts would result from the Proposed Action, it is unlikely that the incremental impact of the Proposed Action would cause or contribute to a significant impact on the environment when added to past, on-going, or reasonably foreseeable future projects or actions involving JFK. The Proposed Action is not expected to cause or contribute to a significant impact on the environment when considered with other past, present or future actions regardless of what agency or person undertakes such other actions.

5.21 ADVERSE IMPACTS THAT CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED

Because implementation of the Proposed Action would not result in any significant adverse environmental impacts, there would not be any adverse impacts of the Proposed Action that cannot be avoided.

Chapter 6

CHAPTER 6
MITIGATION

Mitigation measures were not identified for this project because there were no significant impacts identified for any environmental category. However, permits will be applied for the Proposed Action occurring within the 150-foot area adjacent to the tidal wetlands, also known as a wetland buffer zone. Proposed projects in the Coastal Zone require concurrence. The NYSDOS concurred that the Proposed Action is consistent with the State's Coastal Zone Management Program. A copy of the correspondence is included in Appendix A, *Agency Coordination*. The construction documents would include standard language and details on dust and sedimentation control as well as preventive measures for construction activities:

- Removal protocols, established by Port Authority, the City, and state (NYSDEC and New York State Department of Labor) regulators would be followed, thereby mitigating potential hazards. These procedures would address issues of noise and dust control, and thereby protect the public and workers from exposure to hazardous materials.
- Construction protocols would ensure that dust is minimized and contained. No lead dust is anticipated.
- Construction protocols would be put in place to identify and manage the environmental issues that arise due to the discovery of soil and/or groundwater contamination on construction sites. In addition, design of storm drainage and navigational aid pads would include provisions to limit the migration of suspended solids or other pollutants along these pathways.
- During construction, best practices would be used to deter diamondback terrapin turtles from the construction site and prevent any disturbance to the turtles while laying eggs. The Port Authority's on-site wildlife staff would be on hand to monitor the situation during the nesting period. Any turtles found in the construction area would be relocated to another area and released near Jamaica Bay.

Under the Proposed Action Best Management Practices (BMPs), such as catch basins with inserts, and other water quality management devices, would be adopted to manage the stormwater collected. Hydrodynamic water quality devices (the generic term for a Stormceptor or Downstream Defender) would be installed to help protect the water quality in the Jamaica Bay where stormwater is discharged. Discharges from JFK are permitted under the State Pollution Discharge Elimination System (SPDES) Permit issued by the New York State Department of Environmental Conservation (NYSDEC) to the Port Authority (Permit# NY-0008109). All discharges occurring via the stormwater conveyance system would be in accordance with the requirements set forth in the Port Authority permit.

In addition, the Port Authority currently has a Spill Prevention, Control, and Countermeasure (SPCC) Plan for JFK that contains appropriate spill prevention and clean up measures in the event that a spill occurs.

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Chapter 7

CHAPTER 7
PUBLIC INVOLVEMENT

To satisfy requirements for public involvement, a Local Notice of Availability and Request for Comment on the Revised Draft EA was published in the *Daily News (Queens edition), Queens Courier (Sun Courier), Queens Chronicle, South East Queens Press, Queens Times Ledger, Queens Ledger, Newsday (Long Island), LI Herald,* and *Long Island Press* newspapers. A copy of the notice is provided in Appendix E, *Public Involvement*. A comment period was held from October 17, 2013 to November 18, 2013. All of the comments received during that period are included in Appendix E, *Public Involvement* along with responses.

As discussed in Chapter 1, a Draft EA, *Runway 4L/22R Improvements, John F. Kennedy International Airport,* was prepared and published for public comment in May 2012. Since the publication of the May 2012 Draft EA, the Port Authority has redefined the proposed project to minimize impacts to Idlewild Park (see Chapter 3, Section 3.2 for a description of the revised Proposed Action). All public comments received on the May 2012 Draft EA are included in this Final EA in Appendix D, *Comments Received on the May 2012 Draft Environmental Assessment* and were considered in the preparation of this Final EA.

There was a 30 day comment period from May 17, 2012 to June 15, 2012 on the May 2012 Draft EA. One public comment was received during this time. The comment letter is included in Appendix D. Following the close of the comment period, the Eastern Queens Alliance, Inc. requested a meeting with the Port Authority and FAA to discuss the EA. In response, the Port Authority attended a meeting on October 4, 2012 at St. Peter's Lutheran Church in Rosedale-Queens to discuss the Runway 4L/22R projects. At the meeting the Port Authority staff announced that additional comments would be accepted through October 19, 2012. As previously stated, comment letters received during this time are included in Appendix D of this EA.

A Port Authority staff member attended a Town-Village Aircraft Safety and Noise Committee (TVASNC) meeting on May 21, 2012 in Malvern, Nassau County, NY. The availability of the May 2012 Draft EA was announced at the meeting which was televised and shown on local public access television.

Three public information meetings were held where a presentation, highlighting the modifications in the Revised Draft EA, was given by the Port Authority. The presentation given at all three meetings is included in Appendix E along with the advertisements for the meetings.

Public Meeting #1 - Held in collaboration with Eastern Queens Alliance
Date: October 24, 2013
Location: St. Peter's Church, 224-04 147th Avenue, Queens, New York 11413
Time: 7:30 p.m.

Public Meeting #2 - Held in collaboration with the Village of Floral Park, Mayor Tom Tweed, Trustee Mary-Grace Tomecki, Majority Leader Dean Skelos, and State Senator Jack Martins

Date: October 28, 2013
Location: Floral Park Recreation/Pool Building, 128 Stewart Street, Floral Park, New York 11001
Time: 8:00 p.m.

Public Meeting #3 - Held in collaboration with Assemblywoman Michaelle Solages

Date: October 29, 2013
Location: Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, New York 11003
Time: 7:00 p.m.

The Final EA is available at the Port Authority's Administration Building at JFK, Port Authority's central staff office in Manhattan (225 Park Avenue South) and on the website, http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA.pdf. An announcement of the availability of the Final EA was placed in the *Daily News (Queens edition), Queens Courier (Sun Courier), Queens Chronicle, South East Queens Press, Queens Times Ledger, Queens Ledger, Newsday (Long Island), LI Herald,* and *Long Island Press*.

Chapter 8

CHAPTER 8
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Chapter 9

CHAPTER 9
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Appendix A

APPENDIX A
AGENCY COORDINATION

This appendix contains the agency coordination completed for this Environmental Assessment on the Runway 4L/22R projects.

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Agency

New York City Economic Development Corporation

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FIRST AMENDMENT
TO
AMENDED AND RESTATED AGREEMENT OF LEASE
OF THE MUNICIPAL AIR TERMINALS

THIS FIRST AMENDMENT TO AMENDED AND RESTATED AGREEMENT OF LEASE OF THE MUNICIPAL AIR TERMINALS (this "**Amendment**"), is entered into the 7th day of August, 2013, by and between THE CITY OF NEW YORK, a municipal corporation of the State of New York with its principal offices at City Hall, New York, New York 10007 (the "**City**"), and THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY, a body corporate and politic created by compact between the States of New York and New Jersey with the consent of the Congress of the United States of America, with its principal offices at 225 Park Avenue South, New York, New York 10003 ("**Port Authority**").

WHEREAS, the City and the Port Authority entered into that certain Amended and Restated Agreement of Lease of the Municipal Air Terminals, dated as of November 24, 2004 (the "**Lease**");

WHEREAS, the City wishes to lease to the Port Authority and the Port Authority wishes to let from the City certain additional real property adjacent to John F. Kennedy International Airport for the purposes set forth herein;

WHEREAS, the transfers in the Lease and this Amendment were subject to the Uniform Land Use Review Procedure resulting in New York City Planning Commission Resolution #C 040191 PPQ adopted March 10, 2004;

WHEREAS, the Port Authority wishes to surrender unto the City and the City wishes to accept such surrender of a portion of the Demised Premises as more particularly set forth herein; and

WHEREAS, the City and the Port Authority have agreed to amend certain other terms of the Lease on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants and agreements herein contained, the City and the Port Authority hereby agree that the Lease shall be, and hereby is, amended as follows:

1. Definitions. All capitalized terms not otherwise defined herein shall have the respective meanings set forth in the Lease.

2. Addition of Parcels to the Demised Premises.

a. Fan Parcel.

i. The City hereby demises and leases to the Port Authority and the Port Authority does hereby take from the City an area consisting of approximately 14.58 acres located north of runway four left, as more particularly labeled on the surveys prepared by

Stantec Consulting Services dated January, 2013 attached hereto as Exhibit A (the "**Surveys**") as the "Fan Parcel" and as further described in Exhibit B attached hereto (the "**Fan Parcel**"), in order to accommodate the construction of a runway safety area for Runway 4L-22R and the resulting adjustment of North Boundary Road, construction of a patrol road and relocation of Equipment, and the Port Authority shall not develop or use the Fan Parcel for any other purposes. The Lease is hereby amended so that commencing on the date hereof, the Demised Premises shall be increased by, and for all purposes under the Lease, shall be deemed to include the Fan Parcel, on the same terms and conditions as set forth in the Lease and subject to any title matters to which the Fan Parcel is subject at the time of inclusion of the same under the Lease.

ii. Development Rights. Notwithstanding the foregoing, the City shall retain any and all development rights from the Fan Parcel and the Port Authority's use of the Fan Parcel shall not make use of any floor area (as defined in the Zoning Resolution of the City of New York (the "**Development Rights**"). The Port Authority shall cooperate with the City and execute documents necessary for the City to retain and use the Development Rights so long as use is not contrary to applicable FAA regulations, including without limitation, "Objects Affecting Navigational Air Space Obstruction Standards" which have the functions and standards specified in Runway Protection Zone guidelines in FAA Advisory Circular "Airport Design AC 150/15300-13", Paragraph 2121, and any amendments or modifications thereto.

iii. Wetland Bank Credits. The City shall retain any potential rights to wetland bank credits from the Fan Parcel and/or the Turning Lane (as hereinafter defined), if any.

b. Turning Lane. In the event the New York State Department of Transportation ("**NYSDOT**") approves the construction of (i) an area consisting of approximately 0.15 acres for a turning lane, as more particularly labeled on the Surveys as the "Turning Lane" and as further described in Exhibit C attached hereto (the "**Turning Lane**") and (ii) a curb cut at the existing traffic light off Rockaway Boulevard at International Airport Center Boulevard (the "**Curb Cut**"), the Lease shall be deemed amended so that commencing on the date of notice from the Port Authority to the City of such NYSDOT approval (such notice to be given promptly upon NYSDOT approval), the Demised Premises shall be increased by, and for all purposes under the Lease, shall be deemed to include the Turning Lane, on the same terms and conditions as set forth in the Lease and subject to any title matters to which the Turning Lane is subject at the time of inclusion of the same under the Lease. Upon construction of the Turning Lane, it shall be deemed an on-airport roadway. No further amendment shall be required to effectuate the foregoing; however, at the request of either party, the other party shall acknowledge in writing the addition of the Turning Lane to the Demised Premises as set forth in this Section 2(b).

3. Surrender of Parcels from the Demised Premises.

a. East of Fan Parcel. The Port Authority hereby gives, grants and surrenders unto the City an area consisting of approximately 0.82 acres located east of the Fan Parcel, as more particularly labeled on the Surveys as the "East of Fan Parcel" and as further described in Exhibit D attached hereto (the "**East of Fan Parcel**"), and all its right, title and interest therein to the City and the City hereby accepts the Port Authority's surrender of the East

of Fan Parcel. The Lease is hereby amended so that commencing on the date hereof the East of Fan Parcel shall be deemed deleted from the Demised Premises leased to the Port Authority under the Lease.

b. Impound Lot. The Port Authority hereby gives, grants and surrenders unto the City an area consisting of approximately 0.14 acres and an area consisting of approximately 1.38 acres in the impound lot area, as more particularly labeled on the Surveys as the "NYC Police Impound Lot Parcel 1" and "NYC Police Impound Lot Parcel 2", respectively, and as further described in Exhibit E attached hereto (collectively, the "**Impound Lot Piece**"), and all its right, title and interest therein to the City and the City hereby accepts the Port Authority's surrender of the Impound Lot Piece. The Lease is hereby amended so that commencing on the date hereof the Impound Lot Piece shall be deemed deleted from the Demised Premises leased to the Port Authority under the Lease.

4. Impound Lot. Section 21 of the Lease is hereby amended by adding to the end thereof a new Section 21.5 to read as follows:

"21.5. Off-Airport Parcel: Impound Lot.

21.5.1 The City's Police Department ("**NYPD**") is utilizing one of the JFK Northern Off-Airport Parcels as an impound lot which requires use of on-airport roadways. The City (NYPD) shall use good faith efforts to generally operate within the estimated daily vehicle volumes set forth in that certain environmental assessment statement dated August 2008, and hereby designates the NYPD Facilities Management Division (646-610-7650) as the point of contact with whom the Port Authority may address airport operation concerns resulting from excessive vehicular volume to the impound lot.

21.5.2 The NYPD impound lot is connected to the Port Authority Water System Property and a submeter has been installed to measure use at the impound lot. The City shall reimburse (or credit) the Port Authority for its outside costs (*i.e.* out-of-pocket costs to third parties) for water and administrative billing with respect to usage at the impound lot.

21.5.3 Any and all construction, maintenance or repair of the water and sanitary utility connections to the Port Authority Water System Property shall be subject to the Port Authority's approval pursuant to the Tenant Construction and Alteration Process Manual dated August 2011.

21.5.4 In the event the City no longer operates the impound lot and intends to transfer ownership or occupancy of such parcel to a third party, then any instrument pursuant to which the City conveys or leases such parcel to a subsequent owner or occupant shall expressly impose the obligation on any such subsequent owner or occupant to cooperate with the Port Authority regarding such owner's or occupant's use of such parcel so as not to interfere with airport operations and otherwise comply with the provisions of this Lease (including but not limited to Section 21.3.1 hereof related to the usage of on-airport roadways by off-airport parcels). In the event there is a change in use of the impound lot in connection with a subsequent owner or occupant, to the extent the impound lot remains connected to the Port Authority Water

System Property, the Port Authority reserves the right to require such water and sewer approvals as it deems necessary to address such change in use."

5. Development Parcel. Section 21 of the Lease is hereby amended by adding to the end thereof a new Section 21.6 to read as follows:

"21.6. Off-Airport Parcel: Development Parcel.

21.6.1 The City intends to combine the East of Fan Parcel with adjacent areas owned by the City such that the City shall have use of an area of approximately 4.18 acres of developable land area in a configuration agreeable to the City, as more fully labeled on the Surveys as the "Development Parcel" and as further described in Exhibit F attached hereto (the **Development Parcel**"). The Development Parcel shall not be bisected by North Boundary Road or any other road under the control of the Port Authority. The Port Authority shall cooperate with the City in any informational requests the City may have with respect to the Development Parcel and any surrounding roadways. In the event on-airport roadways to the Development Parcel are closed due to construction, repairs or otherwise, the Port Authority shall cooperate with the City and/or NYCEDC to provide access to the Development Parcel upon reasonable advance notice and with Port Authority accompanying personnel for purposes of inspection, showing the property to third parties, or otherwise. The City or any subsequent owners or occupants shall have the right to use and develop the Development Parcel for airport-compatible uses that the City determines to be in its best interest, subject to and in accordance with, the applicable sections of the Lease. The Port Authority shall not be precluded from submitting a proposal in response to a public procurement, if any, for the Development Parcel; provided however that if the Port Authority submits such a proposal, the Port Authority shall be treated no more or less fairly than any other respondent.

21.6.2 Any instrument pursuant to which the City conveys or leases the Development Parcel to a subsequent owner or occupant shall expressly impose the obligation on any such subsequent owner or occupant to cooperate with the Port Authority regarding such owner's or occupant's use of the Curb Cut and/or the on-airport roadway accessing the Development Parcel so as not to interfere with airport operations. Notwithstanding anything to the contrary contained in Section 21.3.1 hereof, neither the City, nor any subsequent owner or occupant of the Development Parcel shall be liable for any payments related to on-airport roadway use, security or maintenance; however, any instrument pursuant to which the City conveys or leases the Development Parcel shall include a requirement that, in the event the Curb Cut and/or on-airport roadway accessing the Development Parcel requires an upgrade in its construction as a result of a subsequent owner's or occupant's use above baseline assumptions (i.e. forty five (45) total vehicles per hour (including cargo trucks) to or from the Development Parcel during hours of business operations on the Development Parcel), such subsequent owner or occupant shall be responsible to the Port Authority on a prorated basis for contributions toward construction and maintenance upgrades to the Curb Cut and/or such on-airport roadway. If such usage to or from the Development Parcel exceeds the baseline assumptions detailed above, then the subsequent owner or occupant shall prepare a level of usage report and road capacity study for the Port Authority's review and reasonable determination as to upgrades, if any, to the Curb Cut and/or an on-airport roadway accessing the Development Parcel.

21.6.3 Should the owner or occupant of the Development Parcel seek to make a connection to any utilities (excluding electricity unless circumstances permit such connection) that are located on property controlled by the Port Authority ("**Utility Connection**"), the Port Authority shall cooperate with the owner or occupant of the Development Parcel to assess the feasibility of the Utility Connection and to potentially identify a design of the Utility Connection that will, at the Port Authority's sole and complete discretion, not interfere with current or future operations of the Port Authority and not be in violation of any applicable agreement (as such agreement exists as of the date hereof) concerning utilities to which the Port Authority is a party. Such cooperation shall include, but is not limited to, providing technical information regarding the utility systems on property controlled by the Port Authority. Any compensation that the Port Authority requires in exchange for providing the owner or occupant of the Development Parcel, or persons or entities employed by them, with access to the property controlled by the Port Authority for the purpose of constructing the Utility Connection thereon, or for providing the owner or occupant of the Development Parcel with utility service through a Utility Connection, shall not exceed the standard rates of compensation that the Port Authority charges to on-airport tenants for similar access or services. The Port Authority shall not provide any access, services, or other items for which it expects compensation before it has notified the owner or occupant of the Development Parcel of such an expectation and the owner or occupant has agreed that it shall pay such compensation.

21.6.4 Development Parcel Access. The Port Authority shall construct, by no later than June 30, 2014 (as such date may be adjusted as set forth below, the "**Completion Date**"), the Turning Lane and Curb Cut and any necessary on-airport roadway that will allow the Development Parcel (as hereinafter defined) Access (as hereinafter defined) from and to Rockaway Boulevard via the Curb Cut. For the purposes of this Section 21.6, "**Access**" means unimpeded use of a road (including the Turning Lane and Curb Cut, as applicable) that is constructed to a standard sufficient to make the Development Parcel operable for airport-related users and associated vehicles, including cargo trucks.

(a) On or before December 31, 2013, upon notice to the City, the Port Authority has the unilateral right to extend the Completion Date to December 31, 2014. If the Port Authority fails to exercise such unilateral right to extend the Completion Date, or if the Port Authority requires further extension of the Completion Date, then the Port Authority may make written request to the City to extend the Completion Date. Such request shall include a proposed Completion Date and the status of the construction. The City shall respond to such request within thirty (30) business days. Any extension of the Completion Date shall be in the City's sole discretion.

(b) In the event the Turning Lane is not added to the Demised Premises pursuant to Section 2(b) of the Amendment because NYSDOT did not approve the Turning Lane and Curb Cut, the Port Authority, at its discretion, may construct another on-airport roadway that allows the Development Parcel Access from and to Rockaway Boulevard via another entry/exit point, such construction to be completed by no later than the Completion Date.

21.6.5 Transfer of Development Parcel to Port Authority. In the event there is no Access to the Development Parcel by the Completion Date (whether due to the

inability to obtain NYSDOT approval for the Turning Lane and Curb Cut, failure of the Port Authority to construct or to provide for a comparable road to Access the Development Parcel, or otherwise), the Lease shall be amended so that commencing on the date of notice from the City to the Port Authority (which notice can be given any time between the Completion Date (as same maybe extended in accordance with the provisions of Section 21.6.4(a) above) and December 31, 2016) that the City is willing to add the Development Parcel and Turning Lane (if not already added) to the Lease, the Demised Premises shall be increased by, and for all purposes under the Lease, shall be deemed to include the Development Parcel and Turning Lane (if not already added), on the same terms and conditions as set forth in the Lease and subject to any title matters to which the Development Parcel and Turning Lane are subject at the time of inclusion of the same under the Lease, in which event the Port Authority shall make a one-time additional rent payment to the City at the time of such addition to the Lease in an amount equal to the appraised value of Thirteen Million Six Hundred Seventy Three Thousand Dollars ($13,673,000), escalated at an annualized rate of three percent (3%) from December 1, 2012, compounded on an annual basis each December 1 thereafter, and pro-rated monthly for any partial year on which the payment date falls."

6. Maintenance of Fences. Section 11 of the Lease is hereby amended by adding to the end thereof a new Section 11.4 to read as follows:

"11.4. Maintenance of Fences. The Port Authority, at its sole cost, shall be responsible for the maintenance or removal of all portions of the boundary fence located along Rockaway Boulevard fronting land leased to the Port Authority, including the Fan Parcel. The City or its designees shall continue to be responsible for maintenance of the boundary fence along City-owned property not leased to the Port Authority."

7. Except as amended by this Amendment, the Lease and all the covenants, agreements, terms and conditions contained therein shall remain in full force and effect and are incorporated herein by reference, and the Lease, as so amended, is hereby in all respects ratified and confirmed. Any future reference to the Lease shall be deemed to be a reference to the Lease as amended by this Amendment and as the same may, from time to time, be hereafter further modified.

8. This Amendment may not be changed orally, but only by a writing signed by the party against whom enforcement thereof is sought.

9. The covenants, agreements, terms and conditions contained in this Amendment shall bind and inure to the benefit of the parties hereto and their respective successors and assigns.

10. This Amendment may be executed in two or more counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same agreement.

11. Each party herein covenants, warrants and represents to the other party that it has had no dealings, conversations or negotiations with any broker concerning the execution and delivery of this Amendment.

12. The parties hereto represent and warrant to each other that each has full right and authority to enter into this Amendment and that the person signing this Amendment on behalf of the City and the Port Authority, respectively, has the requisite authority for such act.

13. No commissioner, director, elected official, officer, agent, representative or employee of the Port Authority or the City or EDC shall be charged personally by either party hereto with any liability or held personally liable under any of the terms or provisions of this Amendment or because of its execution or because of any breach or attempted or alleged breach hereof.

14. If any term or provision of this Amendment or the application thereof to any persons or circumstances shall, to any extent, be held to be invalid or unenforceable, the remainder of this Amendment or the application of such term or provision to persons or circumstances other than those as to which it is held to be invalid or unenforceable shall not be affected thereby, and each term and provision of this Amendment shall be valid and enforceable to the fullest extent permitted by law.

[Signature page to follow]

IN WITNESS WHEREOF, person or officers hereunto duly authorized for the Port Authority and the City have duly executed this Amendment as of the day and year first above written.

Approval as to Form:

Acting Corporation Counsel

THE CITY OF NEW YORK

By: _____

Name: Robert W. Walsh

Title: Commissioner, Department of Small Business Services

Approved as to Form:

DEPUTY BUCHANAN
GENERAL COUNSEL

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

By: _____

Name: Patrick J. Foye

Title: Executive Director

APPROVED:
FORM | TERMS

STATE OF NEW YORK)
) ss.:
COUNTY OF NEW YORK)

On the 22 day of May in the year 2013 before me, the undersigned, a Notary Public in and for said state, personally appeared Patrick J. Foye, personally known to me or proved to me on the basis or satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the person, or the entity upon behalf of which the person acted, executed the instrument.

RISA A. RESNICK
Notary Public, State of New York
No. 02RE5075256
Qualified in New York County
Commission Expires 9/5, 2015

Notary Public

STATE OF NEW YORK)
) ss.:
COUNTY OF NEW YORK)

On the 2 day of July in the year 2013 before me, the undersigned, a Notary Public in and for said state, personally appeared Robert Walsh, personally known to me or proved to me on the basis or satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the person, or the entity upon behalf of which the person acted, executed the instrument.

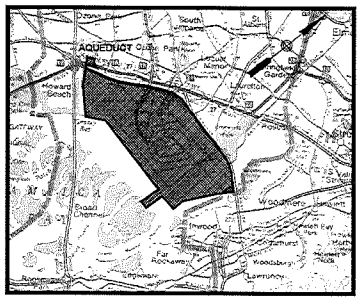
ANDREW SCHWARTZ
Notary Public, State of New York
No. 24-4943703
Qualified in Kings County
Commission Expires Oct. 31, 2014

Notary Public

EXHIBIT A

SURVEYS

(SEPARATE ATTACHMENT)



KEY MAP
NOT TO SCALE

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Beginning at a point on the southerly side of International Airport Center Boulevard formerly known as Rockaway Boulevard, distant easterly 2,162.00 feet along said southerly side of International Airport Center Boulevard from where it intersects with the easterly side of Boundary Road, said Point of Beginning having the coordinates of South 51133.14 East 76237.51;

Running thence the following fourteen (14) courses and distances;

1. South 10 degrees 01 minute 51 seconds West, a distance of 70.61 feet to a non-tangent point of curvature, thence;
2. Along an arc curving to the right having a radius of 135.00 feet, an arc length of 62.74 feet, a central angle of 26 degrees 37 minutes 42 seconds, a chord bearing of South 09 degrees 50 minutes 03 seconds East, and a chord distance of 62.18 feet to a point of non-tangent, thence;
3. South 03 degrees 31 minutes 07 seconds West, a distance of 110.19 feet to a non-tangent point of curvature, thence;
4. Along an arc curving to the left having a radius of 90.72 feet, an arc length of 59.70 feet, a central angle of 37 degrees 42 minutes 03 seconds, a chord bearing of South 15 degrees 45 minutes 11 seconds East, and a chord distance of 58.63 feet to a point of non-tangent, thence;
5. South 34 degrees 40 minutes 35 seconds East, a distance of 22.71 feet to a non-tangent point of curvature, thence;
6. Along an arc curving to the left having a radius of 80.35 feet an arc length of 39.44 feet and a central angle of 28 degrees 07 minutes 17 seconds, a chord bearing of South 48 degrees 48 minutes 09 seconds East, and a chord distance of 39.04 feet to a non-tangent point of curvature, thence;
7. Along an arc curving to the left having a radius of 4564.98 feet an arc length of 304.88 feet and a central angle of 03 degrees 49 minutes 36 seconds, a chord bearing of South 86 degrees 25 minutes 17 seconds West, and a chord distance of 304.82 feet to a point of non-tangent, thence;
8. South 84 degrees 22 minutes 06 seconds West, a distance of 773.64 feet to a non-tangent point of curvature, thence;
9. Along an arc curving to the right having a radius of 3369.00 feet an arc length of 96.69 feet and a central angle of 01 degree 38 minutes 40 seconds, a chord bearing of South 85 degrees 11 minutes 26 seconds West, and a chord distance of 96.69 feet to a point of non-tangent, thence;
10. North 01 degrees 39 minutes 00 seconds East, a distance of 346.72 feet to a point, thence,
11. North 52 degrees 35 minutes 18 seconds West, a distance of 50.83 feet to a point, thence,
12. North 89 degrees 50 minutes 24 seconds West, a distance of 435.00 feet to a point, thence;
13. North 00 degrees 09 minutes 57 seconds West, a distance of 277.36 feet to a point, thence;
14. South 82 degrees 24 minutes 03 seconds East, a distance of 1696.46 feet to the True Point and Place of Beginning.

Containing 635,155 square feet or 14.98 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.

Parcel 2 Description

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

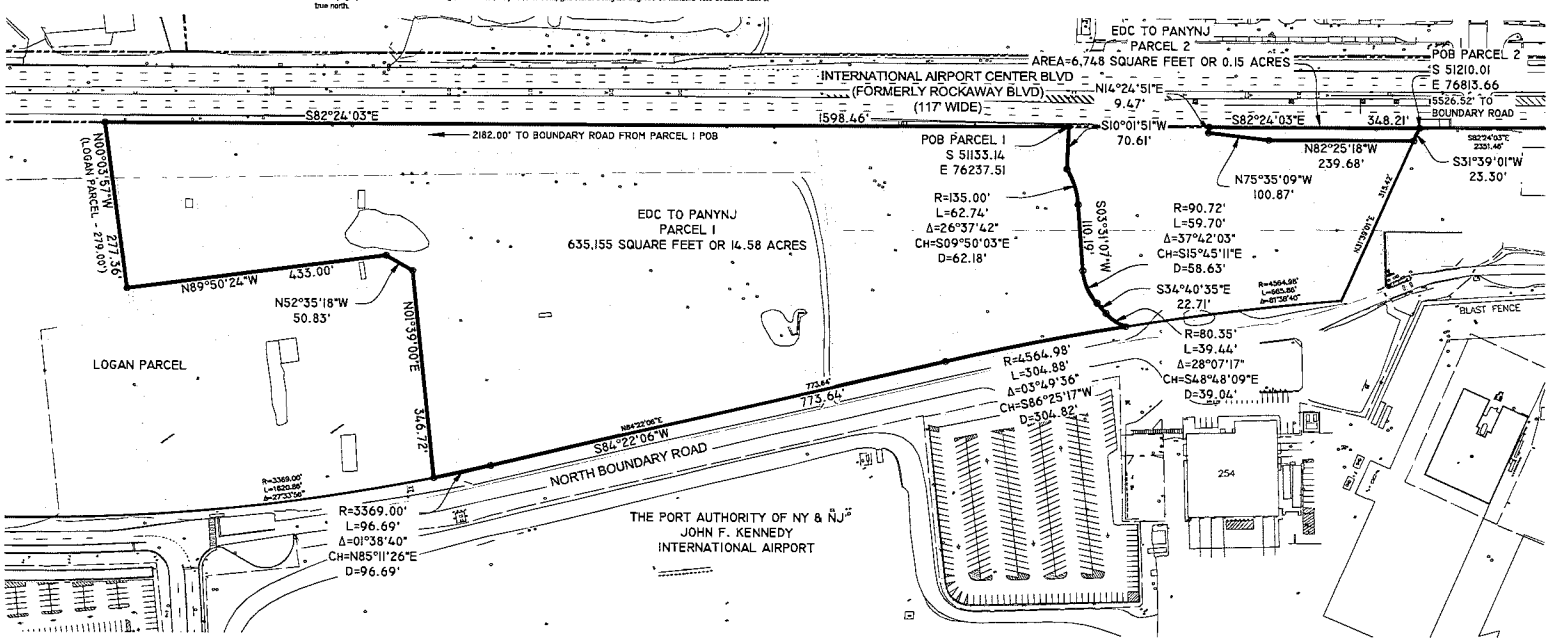
Beginning at a point on the southerly side of International Airport Center Boulevard formerly known as Rockaway Boulevard, distant easterly 5526.52 feet along said southerly side of International Airport Center Boulevard from where it intersects with the easterly side of Boundary Road, said Point of Beginning having the coordinates of South 51210.01 East 76813.66;

Running thence the following five (5) courses and distances;

1. South 31 degrees 39 minutes 01 second West a distance of 23.30 feet to a point, thence;
2. North 82 degrees 25 minutes 18 seconds West a distance of 239.68 feet to a point, thence;
3. North 75 degrees 35 minutes 09 seconds West a distance of 100.87 feet to a point, thence;
4. North 14 degrees 24 minutes 51 seconds East a distance of 9.47 feet to a point, thence;
5. South 82 degrees 24 minutes 03 seconds East a distance of 348.21 feet to the True Point and Place of Beginning.

Containing 6,748 square feet or 0.15 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.



GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

Sheet of ##

THE PORT AUTHORITY OF NY&NJ

IMPORTANT NOTE :
THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE DATES INDICATED AND CAN BE CONSIDERED AS THE ORIGINAL CONDITIONS EXISTING AT THAT TIME. BE ADVISED THAT ADDITIONAL INFORMATION MAY RESIDE ON DIGITAL FILES AND MAY NOT BE PLOTTED ON THIS MAP.

No.	Date	Revision	Approved

ENGINEERING DEPARTMENT

JOHN F. KENNEDY INTERNATIONAL AIRPORT

CENTRAL SURVEY GROUP

Title

JFK/CITY
PARCEL TRANSFERS

CITY TO PANY&NJ

PARCEL 1 – FAN
PARCEL 2 – TURNING LANE

PROPERTY TRANSFERS

This drawing subject to conditions in contract. All inventions, ideas, designs and methods herein are reserved to Port Authority and may not be used without its written consent.

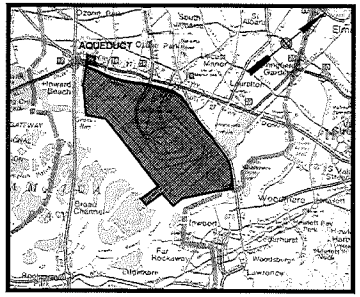
STANTEC CONSULTING SERVICES
Surveyed by Drawn by Checked by

Date January, 2013 Scale 1"=100'

Contract Number

Survey Number # 2011-387

Drawing Number



KEY MAP
NOT TO SCALE

Parcel Description

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Commencing at a point on the southerly side of International Airport Center Boulevard formerly known as Rockaway Boulevard, distant exactly 5526.52 feet along said southerly side of International Airport Center Boulevard from where it intersects with the easterly side of Boundary Road, said Point of Commencement having the coordinates of South 51210.01 East 76813.66;

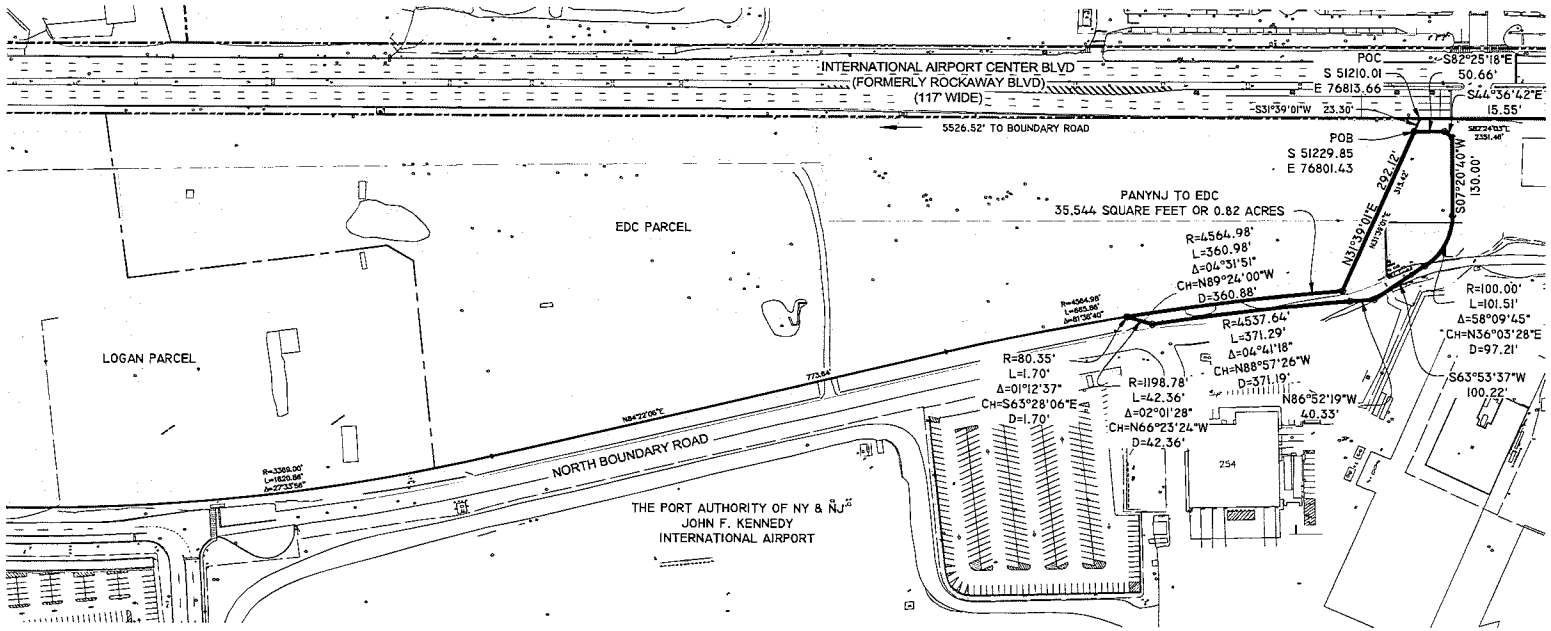
Running thence southwesterly South 31 degrees 39 minutes 01 seconds West a distance of 23.30 feet to the True Point and Place of Beginning, said Point of Beginning having the coordinates of South 51229.85 East 76801.43;

Running thence, the following 10 courses and distances through the lands Now or Formerly of the Port Authority of New York and New Jersey;

1. South 82 degrees 25 minutes 18 seconds East, a distance of 50.66 feet to a point, thence;
2. South 44 degrees 36 minutes 42 seconds East, a distance of 15.55 feet to a point, thence;
3. South 07 degrees 20 minutes 40 seconds West, a distance of 130.00 feet to a point of curvature, thence;
4. Along an arc curving to the right having a radius of 100.00 feet an arc length of 101.51 feet and a central angle of 58 degrees 09 minutes 45 seconds to a point of tangent, thence;
5. South 63 degrees 53 minutes 37 seconds West, a distance of 100.22 feet to a point, thence;
6. North 86 degrees 52 minutes 19 seconds West, a distance of 40.33 feet to a point of curvature, thence;
7. Along an arc curving to the left having a radius of 4537.64 feet an arc length of 371.29 feet and a central angle of 04 degrees 41 minutes 18 seconds to a non-tangent point of curvature, thence;
8. Along an arc curving to the left having a radius of 1198.78 feet an arc length of 42.36 feet and a central angle of 02 degrees 01 minute 28 seconds to a tangent point of curvature, thence;
9. Along an arc curving to the right having a radius of 80.35 feet an arc length of 1.70 feet and a central angle of 01 degree 12 minutes 37 seconds to a non-tangent point of curvature, thence;
10. Along an arc curving to the right having a radius of 4564.98 feet an arc length of 360.98 feet and a central angle of 04 degrees 31 minutes 51 seconds to a point of non-tangent, thence;
11. North 31 degrees 39 minutes 01 second East, a distance of 292.12 feet to the True Point and Place of Beginning.

Containing 35,544 square feet or 0.82 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 50 minutes 13.5 seconds east of true north.



GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

Sheet of ##

THE PORT AUTHORITY OF NY & NJ

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No.	Date	Revision	Approved

ENGINEERING DEPARTMENT

JOHN F. KENNEDY INTERNATIONAL AIRPORT

CENTRAL SURVEY GROUP

Title

JFK/CITY
PARCEL TRANSFERS

PANY&NJ TO CITY

EAST OF FAN

PROPERTY TRANSFERS

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STANTEC CONSULTING SERVICES

Surveyed by Drawn by Checked by

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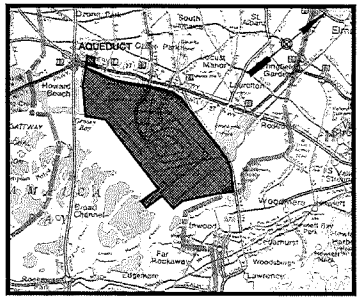


KEY MAP
NOT TO SCALE

Impound Lot Parcel 1

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Commencing at a point on the southerly side of Rockaway Boulevard, where it intersects with the easterly side of Farmers Boulevard (width varies), said Point of Commencement having the coordinates of South 50580.33 East 71588.09;

Running thence the following four (4) courses and distances;

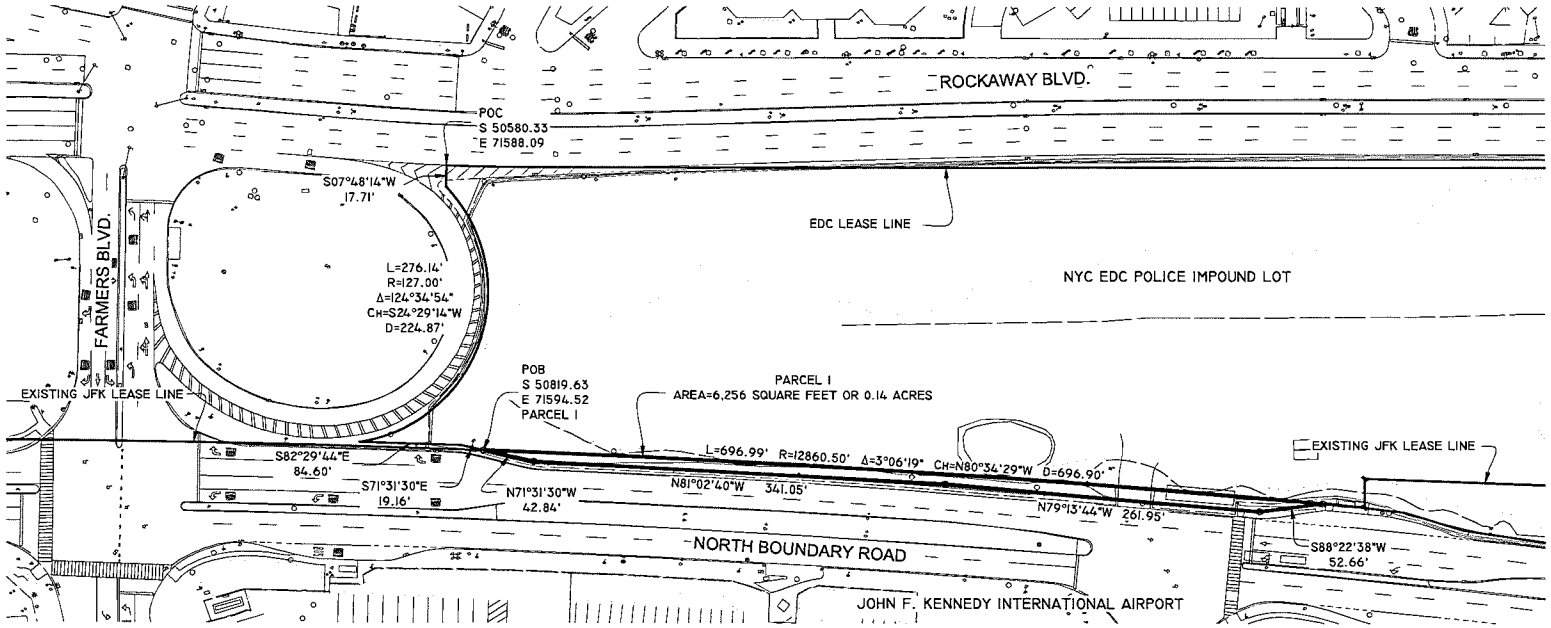
1. South 07 degrees 48 minutes 13 seconds West a distance of 17.71 feet to a non-tangent point of curvature;
2. Thence along an arc curving to the right having a radius of 127.00 feet an arc length of 276.14 feet and a central angle of 124 degrees 34 minutes 54 seconds to a point of non-tangent, thence;
3. Thence South 82 degrees 29 minutes 44 seconds East a distance of 84.60 feet to a point;
4. South 71 degrees 31 minutes 30 seconds East a distance of 19.16 feet to a non-tangent point of curvature and the True Point and Place of Beginning, said Point of Beginning having the coordinates of South 50819.63 East 71594.52;

Running thence the following five (5) courses and distances;

1. Along an arc curving to the right having a radius of 12860.50 feet an arc length of 696.88 feet and a central angle of 03 degrees 06 minutes 19 seconds to a point of non-tangent;
2. South 88 degrees 22 minutes 38 seconds West a distance of 52.66 feet to a point;
3. North 79 degrees 13 minutes 44 seconds West a distance of 261.95 feet to a point;
4. North 81 degrees 02 minutes 40 seconds West a distance of 341.05 feet to a point;
5. North 71 degrees 31 minutes 30 seconds West a distance of 42.84 feet to the True Point and Place of Beginning.

Containing 6,256 square feet or 0.14 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Sheet of ##

THE PORT AUTHORITY OF NY & NJ

IMPORTANT NOTE :
THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE DATES INDICATED AND CAN BE CONSIDERED AS THE GENERAL CONDITIONS EXISTING AT THAT TIME. BE ADVISED THAT ADDITIONAL INFORMATION MAY RESIDE ON DIGITAL FILES AND MAY NOT BE PLOTTED ON THIS MAP.

No.	Date	Revision	Approved

ENGINEERING DEPARTMENT

JOHN F. KENNEDY INTERNATIONAL AIRPORT

CENTRAL SURVEY GROUP

Title
JFK/CITY
PARCEL TRANSFERS
NYC POLICE IMPOUND LOT
PARCEL 1

PROPERTY TRANSFERS

This drawing subject to conditions in contract. All inventions, ideas, designs and methods herein are reserved to Port Authority and may not be used without its written consent.

STANTEC CONSULTING SERVICES
Surveyed by Drawn by Checked by

Date January, 2013 Scale 1"=50'

Contract Number

Survey Number # 2011-387

Drawing Number

EXHIBIT B

FAN PARCEL

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Beginning at a point on the southerly side of International Airport Center Boulevard formerly known as Rockaway Boulevard, distant easterly 2,182.00 feet along said southerly side of International Airport Center Boulevard from where it intersects with the easterly side of Boundary Road, said Point of Beginning having the coordinates of South 51133.14 East 76237.51;

Running thence the following fourteen (14) courses and distances;

1. South 10 degrees 01 minute 51 seconds West, a distance of 70.61 feet to a non-tangent point of curvature, thence;
2. Along an arc curving to the right having a radius of 135.00 feet, an arc length of 62.74 feet, a central angle of 26 degrees 37 minutes 42 seconds, a chord bearing of South 09 degrees 50 minutes 03 seconds East, and a chord distance of 62.18 feet to a point of non-tangent, thence;
3. South 03 degrees 31 minutes 07 seconds West, a distance of 110.19 feet to a non-tangent point of curvature, thence;
4. Along an arc curving to the left having a radius of 90.72 feet, an arc length of 59.70 feet, a central angle of 37 degrees 42 minutes 03 seconds, a chord bearing of South 15 degrees 45 minutes 11 seconds East, and a chord distance of 58.63 feet to a point of non-tangent, thence;
5. South 34 degrees 40 minutes 35 seconds East, a distance of 22.71 feet to a non-tangent point of curvature, thence;
6. Along an arc curving to the left having a radius of 80.35 feet an arc length of 39.44 feet and a central angle of 28 degrees 07 minutes 17 seconds, a chord bearing of South 48 degrees 48 minutes 09 seconds East, and a chord distance of 39.04 feet to a non-tangent point of curvature, thence;
7. Along an arc curving to the left having a radius of 4564.98 feet an arc length of 304.88 feet and a central angle of 03 degrees 49 minutes 36 seconds, a chord bearing of South 86 degrees 25 minutes 17 seconds West, and a chord distance of 304.82 feet to a point of non-tangent, thence;
8. South 84 degrees 22 minutes 06 seconds West, a distance of 773.64 feet to a non-tangent point of curvature, thence;
9. Along an arc curving to the right having a radius of 3369.00 feet an arc length of 96.69 feet and a central angle of 01 degree 38 minutes 40 seconds, a chord bearing of South 85 degrees 11 minutes 26 seconds West, and a chord distance of 96.69 feet to a point of non-tangent, thence;
10. North 01 degrees 39 minutes 00 seconds East, a distance of 346.72 feet to a point, thence;
11. North 52 degrees 35 minutes 18 seconds West, a distance of 50.83 feet to a point, thence;
12. North 89 degrees 50 minutes 24 seconds West, a distance of 433.00 feet to a point, thence;
13. North 00 degrees 03 minutes 57 seconds West, a distance of 277.36 feet to a point, thence;
14. South 82 degrees 24 minutes 03 seconds East, a distance of 1598.46 feet to the True Point and Place of Beginning.

Containing 635,155 square feet or 14.58 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.

EXHIBIT D

EAST OF FAN PARCEL

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Commencing at a point on the southerly side of International Airport Center Boulevard formerly known as Rockaway Boulevard, distant easterly 5526.52 feet along said southerly side of International Airport Center Boulevard from where it intersects with the easterly side of Boundary Road, said Point of Commencement having the coordinates of South 51210.01 East 76813.66;

Running thence southwesterly South 31 degrees 39 minutes 01 seconds West a distance of 23.30 feet to the True Point and Place of Beginning, said Point of Beginning having the coordinates of South 51229.85 East 76801.43;

Running thence, the following 10 courses and distances through the lands Now or Formerly of the Port Authority of New York and New Jersey;

1. South 82 degrees 25 minutes 18 seconds East, a distance of 50.66 feet to a point, thence;
2. South 44 degrees 36 minutes 42 seconds East, a distance of 15.55 feet to a point, thence;
3. South 07 degrees 20 minutes 40 seconds West, a distance of 130.00 feet to a point of curvature, thence;
4. Along an arc curving to the right having a radius of 100.00 feet an arc length of 101.51 feet and a central angle of 58 degrees 09 minutes 45 seconds to a point of tangent, thence;
5. South 63 degrees 53 minutes 37 seconds West, a distance of 100.22 feet to a point, thence;
6. North 86 degrees 52 minutes 19 seconds West, a distance of 40.33 feet to a point of curvature, thence;
7. Along an arc curving to the left having a radius of 4537.64 feet an arc length of 371.29 feet and a central angle of 04 degrees 41 minutes 18 seconds to a non-tangent point of curvature, thence;
8. Along an arc curving to the left having a radius of 1198.78 feet an arc length of 42.36 feet and a central angle of 02 degrees 01 minute 28 seconds to a tangent point of curvature, thence;
9. Along an arc curving to the right having a radius of 80.35 feet an arc length of 1.70 feet and a central angle of 01 degree 12 minutes 37 seconds to a non-tangent point of curvature, thence;
10. Along an arc curving to the right having a radius of 4564.98 feet an arc length of 360.98 feet and a central angle of 04 degrees 31 minutes 51 seconds to a point of non-tangent, thence;
11. North 31 degrees 39 minutes 01 second East, a distance of 292.12 feet to the True Point and Place of Beginning.

Containing 35,544 square feet or 0.82 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.

EXHIBIT E

IMPOUND LOT PIECE

Impound Lot Parcel 1

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Commencing at a point on the southerly side of Rockaway Boulevard, where it intersects with the easterly side of Farmers Boulevard (width varies), said Point of Commencement having the coordinates of South 50580.33 East 71588.09;

Running thence the following four (4) courses and distances;

1. South 07 degrees 48 minutes 13 seconds West a distance of 17.71 feet to a non-tangent point of curvature;
2. Thence along an arc curving to the right having a radius of 127.00 feet an arc length of 276.14 feet and a central angle of 124 degrees 34 minutes 54 seconds to a point of non-tangent, thence;
3. Thence South 82 degrees 29 minutes 44 seconds East a distance of 84.60 feet to a point;
4. South 71 degrees 31 minutes 30 seconds East a distance of 19.16 feet to a non-tangent point of curvature and the True Point and Place of Beginning, said Point of Beginning having the coordinates of South 50819.63 East 71594.52;

Running thence the following five (5) courses and distances;

1. Along an arc curving to the right having a radius of 12860.50 feet an arc length of 696.99 feet and a central angle of 03 degrees 06 minutes 19 seconds to a point of non-tangent,
2. South 88 degrees 22 minutes 38 seconds West a distance of 52.66 feet to a point;
3. North 79 degrees 13 minutes 44 seconds West a distance of 261.95 feet to a point;
4. North 81 degrees 02 minutes 40 seconds West a distance of 341.05 feet to a point;
5. North 71 degrees 31 minutes 30 seconds West a distance of 42.84 feet to the True Point and Place of Beginning.

Containing 6,256 square feet or 0.14 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.

Impound Lot Parcel 2

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Commencing at a point on the southerly side of Rockaway Boulevard, where it intersects with the easterly side of Farmers Boulevard (width varies), said Point of Commencement having the coordinates of South 50580.33 East 71588.09;

Running thence the following five (5) courses and distances;

1. South 07 degrees 48 minutes 13 seconds West a distance of 17.71 feet to a non-tangent point of curvature;
2. Thence along an arc curving to the right having a radius of 127.00 feet an arc length of 276.14 feet and a central angle of 124 degrees 34 minutes 54 seconds to a point of non-tangent, thence;
3. Thence South 82 degrees 29 minutes 44 seconds East a distance of 84.60 feet to a point;
4. South 71 degrees 31 minutes 30 seconds East a distance of 19.16 feet to a non-tangent point of curvature;
5. Thence along an arc curving to the right having a radius of 12860.50 feet an arc length of 723.52 feet and a central angle of 03 degrees 13 minutes 24 seconds to a point of non-tangent, And the True Point and Place of Beginning, said Point of Beginning having the coordinates of South 50938.84 East 72308.06;

Running thence the following nine (9) courses and distances;

1. South 78 degrees 53 minutes 09 seconds East a distance of 8.04 feet to a point;
2. North 05 degrees 47 minutes 21 seconds East a distance of 23.88 feet to a point;
3. South 82 degrees 12 minutes 20 seconds East a distance of 482.52 feet to a point of curvature;
4. Thence along an arc curving to the left having a radius of 2631.00 feet an arc length of 535.67 feet and a central angle of 11 degrees 39 minutes 55 seconds to a non-tangent point of curvature;
5. Thence along an arc curving to the right having a radius of 511.00 feet an arc length of 146.13 feet and a central angle of 16 degrees 23 minutes 03 seconds to a point of curvature;
6. Thence along an arc curving to the right having a radius of 1027.00 feet an arc length of 454.69 feet and a central angle of 25 degrees 22 minutes 01 seconds to a point of tangent;
7. Thence North 76 degrees 02 minutes 32 seconds West a distance of 359.81 feet to a point;
8. Thence North 67 degrees 11 minutes 48 seconds West a distance of 49.93 feet to a point;
9. Thence North 77 degrees 09 minutes 52 seconds West a distance of 41.71 feet to the True Point and Place of Beginning.

Containing 60,053 square feet or 1.38 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.

EXHIBIT F

DEVELOPMENT PARCEL

All that certain plot, piece or parcel of land, situate in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Commencing at a point on the southerly side of International Airport Center Boulevard formerly known as Rockaway Boulevard, distant easterly 5526.52 feet along said southerly side of International Airport Center Boulevard from where it intersects with the easterly side of Boundary Road, said Point of Commencement having the coordinates of South 51210.01 East 76813.66;

Running thence westerly North 82 degrees 24 minutes 03 seconds West a distance of 348.21 feet to the True Point and Place of Beginning, said Point of Beginning having the coordinates of South 51163.96 East 76468.51;

Running thence the following seventeen (17) courses and distances;

1. South 14 degrees 24 minutes 51 seconds West a distance of 9.47 feet to a point, thence;
2. South 75 degrees 35 minutes 09 seconds East a distance of 100.87 feet to a point, thence;
3. South 82 degrees 25 minutes 18 seconds East a distance of 290.34 feet to a point, thence;
4. South 44 degrees 36 minutes 42 seconds East a distance of 15.55 feet to a point, thence;
5. South 07 degrees 20 minutes 40 seconds West a distance of 130.00 feet to a point of curvature, thence;
6. Along an arc curving to the right having a radius of 100.00 feet a distance of 101.51 feet and a central angle of 58 degrees 09 minutes 45 seconds to a point of tangent, thence;
7. South 63 degrees 53 minutes 37 seconds West, a distance of 100.22 feet to a point, thence;
8. North 86 degrees 52 minutes 19 seconds West, a distance of 40.33 feet to a point of curvature, thence;
9. Along an arc curving to the left having a radius of 4535.44 feet an arc length of 330.97 feet and a central angle of 04 degrees 10 minutes 52 seconds to a non-tangent point of curvature, thence;
10. Along an arc curving to the left having a radius of 1198.78 feet an arc length of 42.36 feet and a central angle of 02 degrees 01 minute 28 seconds to a tangent point of curvature, thence;
11. Along an arc curving to the right having a radius of 80.35 feet an arc length of 41.13 feet and a central angle of 29 degrees 19 minutes 53 seconds to a point of tangent, thence;
12. North 34 degrees 40 minutes 35 seconds West a distance of 22.71 feet to a point of curvature, thence;
13. Along an arc curving to the right having a radius of 90.72 feet an arc length of 59.70 feet and a central angle of 37 degrees 42 minutes 03 seconds to a point of tangent, thence;
14. North 03 degrees 31 minutes 07 seconds East a distance of 110.19 feet to a point of curvature, thence;
15. Along an arc curving to the left having a radius of 135.00 feet an arc length 62.74 feet and a central angle of 26 degrees 37 minutes 42 seconds to a point of non-tangent, thence;
16. North 10 degrees 01 minute 51 seconds East a distance of 70.61 feet to a point, thence;
17. South 82 degrees 24 minutes 03 seconds East a distance of 233.05 feet to the True Point and Place of Beginning.

Containing 182,072 square feet or 4.18 acres more or less.

The coordinates and bearings hereinabove mentioned in the description refer to the rectangular system of coordinates established by the Topographical Bureau of the Borough of Queens, City of New York, grid North being 28 degrees 59 minutes 13.5 seconds east of true north.

Agency

New York State Department of Transportation

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From:	Francis, Ian (DOT)
To:	Al Meyer
Cc:	Madu, Uchenna (DOT); Calderon, Luis (DOT); Libove, Fred (DOT); Demetropoulos, Steven; Lynn LaMunyon; AAllen@maserconsulting.com
Subject:	RE: PANYNJ Rockaway Boulevard Access Project: 100% Design Submission
Date:	Friday, December 28, 2012 10:16:05 AM
Attachments:	image001.png image002.png

Hi Al:

The following message was received from the region Traffic and Safety Unit:

TS&M has reviewed the Port Authority's responses to our comments and the revised plans.

All of our comments and concerns have been addressed.

Ian

From: Al Meyer [mailto:ameyer@samschwartz.com]
Sent: Wednesday, December 19, 2012 4:11 PM
To: Francis, Ian (DOT)
Cc: Madu, Uchenna (DOT); Calderon, Luis (DOT); Libove, Fred (DOT); Demetropoulos, Steven; Lynn LaMunyon; AAllen@maserconsulting.com
Subject: RE: PANYNJ Rockaway Boulevard Access Project: 100% Design Submission

Hello Ian,

As I mentioned to you Monday, I am following up on the December 3rd submission of the 100% design package for the Rockaway Boulevard Access project. Please let me know if you will be providing comments by December 21.

Thanks very much.

Al Meyer

From: Al Meyer
Sent: Thursday, November 29, 2012 12:05 PM
To: 'Francis, Ian (DOT)'
Cc: 'Madu, Uchenna (DOT)'; 'Calderon, Luis (DOT)'; 'Libove, Fred (DOT)'; 'Demetropoulos, Steven'; 'Lynn LaMunyon'; AAllen@maserconsulting.com
Subject: PANYNJ Rockaway Boulevard Access Project: 100% Design Submission

Ian,

Thank you for your assistance in the 90% review of the above project.

The Port Authority will submit the 100% design drawings to NYCDOT, NYSDOT and NYCDEP on Monday, December 3. We respectfully request comments on the 100% design by December 21. To assist in the review, all of the 90% design submission comments from NYSDOT will be addressed in a separate package that will contain a comment and response table accompanied by any design drawing(s) that was revised to reflect those comments. Custom packages will be prepared for each NYSDOT reviewer who commented on the 90% design. Each package will also contain a CD of the full 100% design set. We plan to provide these packages in hard copy as well as electronic versions.

Please let me know if you require a full or half-size set of drawings for your review or records and if you have any questions regarding this submission.

Thanks,

Al Meyer

Alfred G. Meyer, AICP
Senior Vice President
Sam Schwartz Engineering, PLLC
744 Broad Street, Suite 2090
Newark, NJ 07102
T 973.639.9629 (Ext 211)
F 973.639.9191
C 917.678.7117

www.samschwartz.com

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New York City Department of Transportation

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NEW YORK CITY DOT Department of Transportation

JANETTE SADIK-KHAN, Commissioner

MEMORANDUM

TO: Alfred Meyer, Senior VP, Sam Schwartz Engineering

FROM: Dalila Hall, Queens Deputy Borough Commissioner

DATE: January 25, 2013

RE: Rockaway Blvd. 100% Design Review

NYCDOT has completed its 100% design review and the project design is approved -- subject to those comments being incorporated in the construction documents. All relevant NYCDOT units have submitted approvals for both the 90% and 100% set of plans.

We look forward to working with PANYNJ and your company as this project moves into the next phase. Should there be any questions, please contact me at (212) 839-2510.

NYC Department of Transportation
Office of the Queens Borough Commissioner
120-55 Queens Boulevard – Rm 285, Kew Gardens, NY 11424
T: 212.839.2510 F: 212.839.2518
www.nyc.gov/dot

Agency

New York City Department of Environmental Protection

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NYC
Environmental Protection

Carter H. Strickland, Jr.
Commissioner

James J. Roberts, P.E.
Deputy Commissioner
Bureau of Water &
Sewer Operations
jroberts@dep.nyc.gov

59-17 Junction Boulevard
Flushing, NY 11373

June 11, 2013

11000634G

Adam Allen, P.E.,TSOS
Maser Consulting P.A
American Metro Center
100 American Metro Boulevard, Suite 152
Hamilton, NJ 08619

RE: PANYNJ Rockaway Boulevard Access: John F. Kennedy International Airport. Borough of Queens.

Dear Mr. Allen:

This is in response to your transmittal of plans (dated April 17, 2013) along with a letter dated May 23, 2013 for the above referenced project. The proposed catch basins work is acceptable as shown on the referenced plans. This office has no further comments.

Please contact Ms. Kori Smith, at (718)595-5213, at this office, to schedule a pre-construction meeting for catch basins work at least fifteen (15) days before commencing construction.

Very truly yours,

Paul Faublas.

Paul Faublas, P.E., Chief
Division of Review & Construction
Compliance

C: James Garin, P.E., Director of Engineering, BWSO
Paul Faublas, P.E., Chief, Division of Review & Construction
Irina Veytsman, P.E., Chief, Plan Review Section
John Weiburg, P.E., LEED Green Associate EIC, Plan Review Section
Leviyev/Noaman, Construction Inspection, Plan Review Section
Mohammad Rezaur Rahman, Plan Review Section
File; MRR/mrr

RECEIVED
JUN 24 2013
MASER CONSULTING

Agency

New York Department of State

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STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001

ANDREW M. CUOMO
GOVERNOR

CESAR A. PERALES
SECRETARY OF STATE

July 6, 2012

Marc Helman
Supervisor, Permits & Government Approvals
Environmental Engineering Unit
The Port Authority of New York & New Jersey
2 Gateway Center, 14th Floor
Newark, New Jersey 07102

Re: F-2012-0513
The Port Authority of NY & NJ/FAA
Rehabilitation of Runway 4L/R22 with concrete in place of asphalt, widening the runway from 150' to 200', adding 728' of runway on the north end. Construction of new high-speed taxiway exists to the central terminal area and new taxiway access points at runway ends
Queens County
General Concurrence

Dear Mr. Helman:

The Department of State received your Federal Consistency Assessment Form and consistency certification and supporting information for this proposal on 5/18/2012.

The Department of State has determined that this proposal meets the Department's general consistency concurrence criteria. Therefore, further review of the proposed activity by the Department of State, and the Department's concurrence with an individual consistency certification for the proposed activity, are not required.

This General Concurrence is without prejudice to and does not obviate the need to obtain all other applicable licenses, permits, other forms of authorization or approval that may be required pursuant to existing State statutes.

When communicating with us regarding this matter, please contact us at (518) 474-6000 and refer to our file #F-2012-0513.

Sincerely,

Jeffrey Zappieri
Supervisor, Consistency Review Unit
Office of Development and Planning

JZ/dc
cc: Federal Aviation Administration
DEC/Region 2 – John Cryan
NYC Planning – Jessica Fain

THE PORT AUTHORITY OF NY & NJ

Engineering Department

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

May 7, 2012

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 4L/22R REHABILITATION AND ASSOCIATED IMPROVEMENTS

Dear Mr. Zappieri:

The Port Authority of NY & NJ (Port Authority) is proposing to rehabilitate and make improvements to Runway 4L-22R and associated facilities at the John F. Kennedy International Airport (JFK), adjacent to Jamaica Bay, at Jamaica, Borough of Queens, Queens County, NY.

The purpose of the proposed work is to rehabilitate and widen Runway 4L/22R, to construct a Runway Safety Area (RSA) that will comply with Federal Aviation Administration (FAA) RSA design standards, and to implement delay reduction initiatives at JFK. The Proposed Action includes the following three major categories of improvements to Runway 4L/22R: (1) Runway Improvements, (2) Taxiway Improvement, and (3) Supporting Element Improvements.

Runway Improvements include the rehabilitation of Runway 4L/22R with concrete in place of asphalt, widening the runway from 150 feet to 200 feet, adding 728 feet of runway on the north end to accommodate Design Group VI aircraft without operational restrictions, and relocating landing thresholds. Taxiway Improvements include construction of new high-speed taxiway exits to the central terminal area and new taxiway access points at runway ends. Supporting Element Improvements include relocation of runway localizer antennas and glide slope antennas due to threshold relocations and widening of the runway. Localizer and glide slope signals establish and maintain an aircraft's horizontal position and descent rate, respectively, until visual contact confirms the runway alignment and location. In addition, the airport patrol road will be relocated to accommodate the RSA at the north end of the runway.

Enclosed are project drawings depicting the work locations, photos and information concerning localizer and glide slope antennas, a completed Federal Consistency Assessment Form (FCAF) and policy evaluation, and a completed New York City Waterfront Revitalization Program Consistency Assessment Form (NYCWRPCAF) and policy evaluation to assist in your review of the proposed project.

Two Gateway Center
Newark, NJ 07102

The proposed work involves federal funding and a modification of the Airport Layout Plan that must be approved by the Federal Aviation Administration (FAA). This triggers the need for a consistency concurrence from the New York State Department of State (NYSDOS) pursuant to the state's Coastal Zone Management (CZM) policies. In addition, a consistency concurrence from the New York City Department of City Planning (NYCDCP) pursuant to the New York City Waterfront Revitalization Program (NYCWRP) policies is also required.

The Port Authority has reviewed the subject project in light of the NYSDOS CZM and the NYCWRP coastal zone policies. The Port Authority has determined that there would be no foreseeable adverse effects on coastal resources from this project.

The project site is located in an area of the airport that is inland of the shoreline and is separated from the shoreline runways, roads, and taxiways. Therefore, the work will not require a permit from the U.S. Army Corps of Engineers. However, the work associated with the relocation of patrol road north of Runway 4L-22R and construction of the RSA will intrude into a tidal wetland adjacent area. Therefore, a Tidal Wetlands Permit from the New York State Department of Conservation (NYSDEC) will be required.

In addition, a Stormwater Pollution Prevention Plan (SWPPP) prepared and the Notice of Intent (NOI) will be submitted to NYSDEC in accordance with requirements set forth in State Pollutant Discharge Elimination System (SPDES) Permit No. NY 000 8109 issued to the Port Authority of New York and New Jersey.

Thank you for your assistance in this matter. If you have any questions or require 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) Localizer & Glide Slope Photos/Information
3) FCAF w/ Policy Evaluation
4) NYCWRPCAF w/ Policy Evaluation

cc: Michael Marrella, NYCDCP

THE PORT AUTHORITY OF NY & NJ

Engineering Department

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

May 7, 2012

Michael Marrella
Director, Waterfront and Open Space Division
New York City Department of City Planning
22 Reade Street
New York, NY 10007-1216

SUBJECT: JOHN F. KENNEDY INTERNATIONAL AIRPORT FACILITY UPGRADE: RUNWAY 4L-22R REHABILITATION AND IMPROVEMENTS

Dear Mr. Marrella:

The Port Authority of NY & NJ (Port Authority) is proposing to rehabilitate and make improvements to Runway 4L-22R and associated facilities at the John F. Kennedy International Airport (JFK), adjacent to Jamaica Bay, at Jamaica, Borough of Queens, Queens County, NY.

The purpose of the proposed work is to rehabilitate and widen Runway 4L/22R, to construct a Runway Safety Area (RSA) that will comply with Federal Aviation Administration (FAA) RSA design standards, and to implement delay reduction initiatives at JFK. The Proposed Action includes the following three major categories of improvements to Runway 4L/22R: (1) Runway Improvements, (2) Taxiway Improvement, and (3) Supporting Element Improvements.

Runway Improvements include the rehabilitation of Runway 4L/22R with concrete in place of asphalt, widening the runway from 150 feet to 200 feet, adding 728 feet of runway on the north end to accommodate Design Group VI aircraft without operational restrictions, and relocating landing thresholds. Taxiway Improvements include construction of new high-speed taxiway exits to the central terminal area and new taxiway access points at runway ends. Supporting Element Improvements include relocation of runway localizer antennas and glide slope antennas due to threshold relocations and widening of the runway. Localizer and glide slope signals establish and maintain an aircraft's horizontal position and descent rate, respectively, until visual contact confirms the runway alignment and location. In addition, the airport patrol road will be relocated to accommodate the RSA at the north end of the runway.

Enclosed are project drawings depicting the work locations, photos and information concerning localizer and glide slope antennas, a completed New York City Waterfront Revitalization Program Consistency Assessment Form (NYCWRPCAF) and a completed Federal Consistency Assessment Form (FCAF) and policy evaluation to assist in your review of the proposed project.

Two Gateway Center
Newark, NJ 07102

The proposed work involves federal funding and a modification of the Airport Layout Plan that must be approved by the Federal Aviation Administration (FAA). This triggers the need for a consistency concurrence from the New York State Department of State (NYSDOS) pursuant to the state's Coastal Zone Management (CZM) policies. Of course, obtaining an NYSDOS concurrence is predicated upon obtaining a consistency concurrence from the New York City Department of City Planning (NYCDCP) pursuant to the New York City Waterfront Revitalization Program (NYCWRP) policies.

The Port Authority has reviewed the subject project in light of the NYCWRP coastal zone policies and the NYSDOS CZM policies. The Port Authority has determined that there would be no foreseeable adverse effects on coastal resources from this project.

The project site is located in an area of the airport that is inland of the shoreline and is separated from the shoreline by runways, roads, and taxiways. Therefore, the work will not require a permit from the U.S. Army Corps of Engineers. However, the work associated with the relocation of patrol road north of Runway 4L-22R and construction of the RSA will intrude into a tidal wetland adjacent area. Therefore, a Tidal Wetlands Permit from the New York State Department of Conservation (NYSDEC) will be required.

In addition, a Stormwater Pollution Prevention Plan (SWPPP) prepared and the Notice of Intent (NOI) will be submitted to NYSDEC in accordance with requirements set forth in State Pollutant Discharge Elimination System (SPDES) Permit No. NY 000 8109 issued to the Port Authority of New York and New Jersey.

Thank you for your assistance in this matter. 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) Localizer & Glide Slope Photos/Information
3) NYCWRPCAF w/ Policy Evaluation
4) FCAF w/ Policy Evaluation

cc: Jeffrey Zappieri, NYSDOS

Subject: FW: CZM Concurrence: #F-2012-0513 -- JFK Airport Runway 4L-22R

From: Zappieri, Jeffrey D (DOS) [mailto:Jeffrey.Zappieri@dos.ny.gov]
Sent: Friday, February 07, 2014 2:52 PM
To: Helman, Marc
Subject: RE: CZM Concurrence: #F-2012-0513 -- JFK Airport Runway 4L-22R

Marc
The project change does not alter the original effect on applicable coastal policies and hence does not change our decision or require additional review.
Jeff

Agency

New York City Department of Parks and Recreation

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To: Knoesel, Edward
Subject: RE: Idlewild Park

From: Lopez, Jose (Parks) [mailto:Jose.Lopez@parks.nyc.gov]
Sent: Monday, February 03, 2014 01:09 PM
To: Knoesel, Edward
Subject: Idlewild Park

Hi Ed,

I am responding to your message regarding the acreage count for Idlewild Park, which is 180.85 acres and is noted on our website. We don't count the mapped un-built Nassau Expressway that traverses through the park in our acreage. Please feel free to call me if you have any questions.

Thank you, Jose

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Appendix B

APPENDIX B
NOISE

This appendix describes the methodology, assumptions, and results of the aircraft noise analysis that was conducted to assess the noise effects that proposed projects to Runway 4L/22R would have on noise exposure in the communities surrounding John F. Kennedy International Airport (the Airport). The runway projects have been proposed by the Airport's sponsor, the Port Authority of New York and New Jersey (the Port Authority). This EA was prepared in accordance with Federal Aviation Administration (FAA) FAA Orders 1050.1E Change 1, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport*.

ALTERNATIVES EVALUATED

The noise exposure levels associated with the No-Build/No-Action Alternative and the Proposed Action Alternative were evaluated at the 2015 and 2020 activity levels. The No-Build/No-Action and Proposed Action scenarios are described in the following paragraphs.

No-Build / No-Action

The No-Build/No-Action scenario would maintain the existing airfield configuration. Specifically, the Runway 4L arrival threshold and Runway 22R departure starting point would remain in their existing location, 728 feet of additional runway pavement would not be constructed, and the runway would not be widened to 200 feet or rehabilitated.

Proposed Action

The Proposed Action includes the following elements that would change the noise exposure at the Airport:

- *Displace the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA for Runway 4L to comply with FAA design standards* – This would result in arriving aircraft being higher over areas to the south of the runway.
- *Construct 728 feet of new runway pavement on the north side of Runway 4L/22R to maintain adequate departure length on Runway 22R while providing 1,000 feet of required overrun RSA for Runway 22R to comply with FAA design standards* - The additional runway pavement would result in aircraft, departing to the south on Runway 22R, starting their takeoff roll 728 feet further to the north due to the change in the departure starting point. The existing Runway 22R departure starting point is currently located approximately 1,675 feet south of Rockaway Boulevard. With implementation of the Proposed Action, the Runway 22R departure starting point would be approximately 950 feet south of Rockaway Boulevard. The new departure starting point may result in aircraft turning in the air at slightly different points and at a slightly higher altitude than existing conditions. However, the turn point location is expected to be similar to

the existing turn points, over the Rockaway Peninsula, and would occur over the same general areas as they do in existing conditions.

NOISE ANALYSIS METHODOLOGY

The noise analysis was performed using the FAA's Integrated Noise Model (INM), Version 7.0d. The INM was developed under the guidance of the FAA and it is the preferred aircraft noise contour software approved by FAA to conduct aircraft noise studies, Part 150 studies and NEPA noise evaluations. The noise contours calculated by the INM for an airport are a function of several factors/elements including: the number of aircraft operations during the period evaluated, the types of aircraft flown, the time of day when they are flown, how frequently each runway is used for arrivals and departures, the routes of flight used to and from the runways, and the operating weight of the aircraft.

The INM produces day-night average sound level (DNL) noise contours. The DNL metric represents the cumulative noise level in an area over a 24-hour period, typically an average day during any given year. The INM computes DNL levels by summing the noise produced by all aircraft events during a 24-hour period and then adding an extra 10 decibel weight to nighttime operations (between 10:00 p.m. and 6:59 a.m.).

In this analysis, the INM was used to produce 65, 70 and 75 DNL contours for the No-Build/No-Action airfield configuration using 2012/2013[1], 2015, and 2020 levels of aviation activity. The year of implementation of the Proposed Action is 2015; therefore DNL contours for the Proposed Action airfield configuration at the 2015 and 2020 (five years after implementation) aviation activity levels were produced for comparison. Additionally, an analysis was conducted to identify potential areas of significant change in aircraft noise exposure. The number of housing units, residential population, and area within these contours was also estimated using 2010 U.S. Census Data.

NOISE COMPATIBILITY EVALUATION

In this analysis, criteria from FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures,* was used to assess whether the Proposed Action would result in significant noise impacts to noise sensitive land uses near the Airport. As stated on Page A-61 of Order 1050.1E, Change 1, *a significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe. For example, an increase from 63.5 dB to 65 dB is considered a significant impact.* Therefore, the primary goal in this analysis was to evaluate whether the Proposed Action would cause significant increases in noise exposure over noise sensitive areas northeast and southwest of the Airport relative to the No-Build/No-Action scenario.

[1] The Existing noise exposure contours were based on data from June 1, 2012 through May 31, 2013, as it was the latest data available at the time the noise contours were prepared.

INTEGRATED NOISE MODEL INPUT DATA

The following paragraphs describe the input data that were used to develop the INM models for this study.

Airport Characteristics

The INM uses airport elevation, average annual temperature, and average annual relative humidity in its computation of aircraft noise propagation. According to the FAA's *Airport/Facility Directory*, the Airport is situated at 13 feet above sea level. The average annual temperature recorded at the Airport—53.6° F—was used as input to the INM. This value was obtained from data maintained by the National Climatic Data Center and directly affects the propagation of sound through the air.

Airfield Description

The existing runway system at the Airport features two sets of intersecting parallel runways. Runways 4R/22L and 4L/22R are separated by 3,000 feet while Runways 13L/31R and Runway 13R/31L are separated by 7,000 feet. **Table B-1, *Runway Characteristics***, presents the physical characteristics of Runway 4L/22R for the No-Build/No-Action and Proposed Action scenarios.

As noted previously, the differences in the physical characteristics between the No-Build/No-Action and Proposed Action scenarios involves the relocation of the departure starting point on Runway 22R 728 feet to the north and the relocation of the Runway 4L arrival threshold.

Table B-1
RUNWAY CHARACTERISTICS
John F. Kennedy International Airport

	NO-BUILD/ NO-ACTION	PROPOSED ACTION	CHANGE
Runway 4L			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Pavement Width	150 feet	200 feet	+50 feet
Takeoff available distance	11,351 feet	11,351 feet	0 feet
Landing available distance	11,351 feet	11,169 feet	-182 feet
Displaced arrival threshold	0 feet	460 feet	460 feet
Runway 22R			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Pavement Width	150 feet	200 feet	+50 feet
Takeoff available distance	11,351 feet	11,219 feet	-132 feet
Landing available distance	8,655 feet	7,795 feet	-860 feet
Displaced arrival threshold	2,696 feet	3,424 feet	+728 feet

Source: PANYNJ, Landrum & Brown 2013.

Aircraft Operations

Annual aircraft operations (arrivals and departures) levels and fleet mix distributions for the 2012/2013 level of aviation activity at the Airport were obtained from the Port Authority's airport noise and operations management system (ANOMS) and the FAA's Air Traffic Activity System (ATADS). This data indicated that approximately 407,864 aircraft landed at or departed from the Airport from June 1, 2012 through May 31, 2013.

The aircraft operations levels and fleet mix distributions for 2015 and 2020 were calculated using operations estimates from the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario*, April 2012. This forecast reports annual operations levels for the various market segments of activity that use the Airport (e.g. air carrier, cargo, commuter, general aviation, and military) through 2032. The annual activity levels reported in these forecasts were 445,818 operations in 2015 and 487,072 operations in 2020. **Table B-2, *Forecast Activity Comparison – Airport Operations***, shows how these values compare with the *2012 Terminal Area Forecast* (2012 TAF), produced by the FAA. As shown, the Port Authority's operations forecasts are slightly lower than the 2012 TAF, but remain within the FAA required ten percent difference between the 2012 TAF and both future years.

Table B-2
FORECAST ACTIVITY COMPARISON – AIRPORT OPERATIONS
John F. Kennedy International Airport

YEAR	PORT AUTHORITY FORECAST	FAA 2012 TAF	% DIFFERENCE FROM TAF
2015	445,819	447,491	0.38%
2020	487,072	507,889	4.27%

Source: PANYNJ, FAA, Landrum & Brown, 2013

Because the INM uses average annual day (AAD) activity to produce noise contours, the number of annual operations for 2012/2013, 2015, and 2020 were divided by 365, producing AAD activity levels of approximately 1,117, 1,221, and 1,334 operations, respectively.

The Port Authority's forecast provides information regarding aircraft fleet mixes for future activity levels (i.e., 2015 and 2020), which were incorporated in this analysis. However, several assumptions were made for the noise analysis in the future years.

- The fleet mix distribution for the general aviation activity was kept constant with the distribution used in the Existing (2012/2013) conditions INM model.
- General markets served by air carrier aircraft would be similar in 2015 and 2020 to 2012/2013 conditions.
- General runway and flight track use would be similar in 2015 and 2020 to 2012/2013 conditions.

The resulting aircraft fleet mix forecasts by aircraft type for the 2012/2013, 2015, and 2020 activity levels are summarized in **Table B-3, *Average Annual Day Operations by INM Type – 2012/2013, 2015, & 2020***. The Airbus 350-800 and the Airbus 350-900 are not included in the INM and the FAA has not published a substitution aircraft. Therefore, the following substitutions were approved[2] by the FAA and used in the model:

Aircraft	**INM Substitution Aircraft**
Airbus 350-800	Boeing 777-200
Airbus 350-900	Boeing 777-200

[2] See approval letter provided at the end of this Appendix.

Table B-3
AVERAGE ANNUAL DAY OPERATIONS BY INM TYPE – 2012/2013, 2015, & 2020
John F. Kennedy International Airport

INM Type	Aircraft Type	2012/13	2015	2020
1900D	Beech 1900D	1.5	-	-
737500	Boeing 737-500	1.1	2.4	-
737700	Boeing 737-700	8.4	8.9	11.5
737800	Boeing 737-800	113.3	90.0	114.3
74710Q	Boeing 747-100	-	14.8	16.2
74720B	Boeing 747-200	1.8	2.3	1.5
747400	Boeing 747-400	44.1	29.4	29.7
7478	Boeing 747-800	2.6	2.2	3.0
757PW	Boeing 757-200 (PW engines)	105.2	83.6	54.4
767300	Boeing 767-300	101.9	152.7	162.0
767400	Boeing 767-400	0.2	13.3	17.7
777200	Boeing 777-200	32.6	12.8	11.3
7772LR	Boeing 777-200LR	2.5	5.2	12.2
777300	Boeing 777-300	0.3	0.2	0.3
7773ER	Boeing 777-300ER	33.1	23.8	31.2
7878R	Boeing 787-8 Dreamliner	-	2.4	7.4
A300B4-203	Airbus A300B4-200	1.6	4.2	5.5
A310-304	Airbus A310-304	0.4	1.0	1.3
A319-131	Airbus A319-131	24.6	25.2	33.5
A320-232	Airbus A320-232	245.3	233.1	260.9
A321-232	Airbus A321-232	8.8	55.5	79.4
A330-301	Airbus A330-301	21.0	24.7	32.0
A330-343	Airbus A330-343	28.0	-	-
A340-211	Airbus A340-211	15.5	21.2	16.9
A350	Airbus A350	-	0.9	4.1
A380-841	Airbus A380	-	10.3	14.4
A380-861	Airbus A380	9.3	-	-
BEC58P	Beechcraft Baron 58P	0.8	1.3	1.2
CIT3	Citation III	0.8	0.6	0.6
CLREGJ	Bombardier CRJ200 Regional Jet	67.8	50.4	49.5
CNA208	Cessna 208	0.7	-	-
CNA441	Cessna Conquest II	0.2	0.0	0.0
CNA500	Citation II	1.1	0.4	0.4
CNA750	Citation X	0.8	2.4	2.4
CRJ701	Bombardier CRJ700 Regional Jet	-	29.0	35.1
CRJ900	Bombardier CRJ900 Regional Jet	-	48.0	49.6
CRJ9-ER	Bombardier CRJ900 Regional Jet	66.1	-	-
DC1010	McDonnell Douglas DC-10-10	3.8	4.1	4.3
DC870	McDonnell Douglas DC-8-70	-	0.6	0.5
DHC6	Dash 6	0.8	-	-
DHC830	Dash 8-300	3.0	-	-
EMB135	Embraer Regional Jet E135	-	17.0	14.8
EMB145	Embraer Regional Jet E145	53.9	79.4	77.3
EMB170	Embraer ERJ-170-100	0.4	6.3	10.1
EMB175	Embraer ERJ-170-200	-	21.3	23.4
EMB190	Embraer ERJ-190	84.3	99.1	108.4
FAL20	Falcon Jet 20	0.2	1.3	1.3
GASEPV	Single-engine variable-pitch prop	2.6	2.4	2.4
GIIB	Gulfstream G-IIB	-	0.2	0.2
GIV	Gulfstream G-IV	1.0	0.9	0.9
GV	Gulfstream G-V	0.6	2.0	5.2
LEAR25	Learjet 25	0.4	2.8	2.8
LEAR35	Learjet 35	4.8	2.3	2.3
MD11GE	McDonnell Douglas MD-11	3.7	7.7	10.5
MD83	McDonnell Douglas MD-83	13.3	14.7	3.3
MU3001	Mitsubishi MU-300 Diamond	3.2	7.1	7.1
SD330	Shorts SD-330	0.3	-	-
Total		**1,117.4**	**1,221.4**	**1,334.4**

Source: PANYNJ, Landrum & Brown, 2013.

Day – Night Distribution

The time of day operations (arrivals and departures) occur is also a key component of the INM input. It is important to the computation of the cumulative average noise level because a penalty of ten decibels is assigned to each operation that occurs at night (between 10:00 p.m. and 6:59 a.m.). The day-night split for Existing (2012/2013) Condition was computed using the Port Authority's ANOMS data from June 1, 2012 through May 31, 2013. This split was retained in the 2015 and 2020 input files. On average, approximately 82 percent of operations at the Airport occur during daytime hours (7:00 a.m. to 9:59 p.m.). Day-night splits are presented in the summary of 2012/2013, 2015, and 2020 AAD operations, which are presented in **Table B-4, *Average Annual Day Operations by INM Type, Time of Day, and Stage Length – 2012/2013,*** **Table B-5**, ***Average Annual Day Operations by INM Type, Time of Day, and Stage Length – 2015,*** and **Table B-6**, ***Average Annual Day Operations by INM Type, Time of Day, and Stage Length – 2020,*** respectively.

Flight Profiles

Aircraft noise characteristics vary depending on the takeoff profiles and climb rates of individual aircraft, which are directly affected by the takeoff weight. Because obtaining data on aircraft takeoff weight is difficult, stage length is often used as a surrogate. Stage length refers to the average distance an aircraft travels nonstop. Departure operations in the INM are divided into nine stage lengths that correspond to approximate nonstop flight distances. Each stage length associates the aircraft operations with a takeoff weight that represents a typical passenger load factor and fuel requirement. The climb profile of the aircraft will become less steep as the stage length is increased to reflect the heavy fuel load carried for long-haul travel.

Stage length assumptions for the 2015 and 2020 scenarios were the same as was used in the Existing (2012/2013) Condition. Aircraft types in the 2015 and 2020 fleets that were not represented in the Existing (2012/2013) Condition were assumed to have similar stage length distributions to comparable aircraft from the 2012/2013 fleet mix. For example, Boeing 787 and Airbus A350 aircraft were assumed to have the same stage length distributions as Boeing 777-300 aircraft. Stage length assumptions, which remain constant throughout current and future activity levels, are presented by aircraft type in Tables B-4, B-5, and B-6.

Runway Use

The INM requires input regarding the number of operations (takeoffs and landings) that use each runway end at the Airport. Runway use for the Existing (2012/2013) condition was based on the Port Authority's ANOMS data from June 1, 2012 through May 31, 2013. The resulting distributions were then applied to the 2015 and 2020 aircraft fleet mixes to produce runway use distributions for the 2015 and 2020. The same runway use assumptions were applied to both the No-Build/No-Action and Proposed Action scenarios with one exception. During wet pavement conditions certain heavy jet aircraft (Boeing 747-400, McDonnell Douglas MD-11, and Airbus 340) would not be able to land on Runway 22R due to the available

landing distance being reduced from 8,655 feet to 7,795 feet in the Proposed Action. Therefore, in the Proposed Action those heavy jet aircraft were assumed to land on Runway 22L. A review of hourly weather observation data at the Airport from January 1, 2003 through December 31, 2012, determined wet pavement conditions occur approximately 5.3 percent of the time annually. Therefore, runway use percentages for heavy jet arrivals on Runway 4L/22R were adjusted for the 2015 and 2020 Proposed Action to account for this condition. Due to the limited percent of time Runway 22R is used for heavy jet arrivals this adjustment is not evident in the percentages shown in Table 8 or Table 9.

Tables B-7, *Runway Use by INM Type and Time of Day – 2012/2013*, Table B-8, *Runway Use by INM Type and Time of Day – 2015*, and **Table B-9, *Runway Use by INM Type and Time of Day – 2020*,** summarize the resulting arrival and departure runway use distributions for 2012/2013, 2015, and 2020, respectively.

Generalized Flight Tracks

The INM requires generalized flight tracks that aircraft utilize during their approach to or departure from the Airport. The INM also requires input information regarding the horizontal dispersion of aircraft in space when they use these flight tracks. In this analysis, both the generalized flight tracks and parameters relating to flight track dispersion were developed from the Port Authority's ANOMS to ensure established procedures were adequately modeled. The generalized flight tracks from this model are shown in **Exhibit B-1, Generalized No-Build/No-Action Aircraft Flight Tracks** and **Exhibit B-2, Generalized Proposed Action Aircraft Flight Tracks**. The No-Build/No-Action flight tracks were modified in the Proposed Action to reflect the proposed Runway 4L arrival threshold location and Runway 22R departure starting point. All other flights tracks remained the same between the No-Build/No-Action and Proposed Action scenarios.

As previously discussed relocating the Runway 22R departure starting point 728 feet to the north would result in Runway 22R departing aircraft starting their takeoff roll 728 feet further to the north. The existing Runway 22R departure starting point is currently located approximately 1,675 feet south of Rockaway Boulevard. With implementation of the Proposed Action, the Runway 22R departure starting point would be approximately 950 feet south of Rockaway Boulevard. The new departure starting point may result in aircraft turning in the air at slightly different points and at a slightly higher altitude than existing conditions. The displaced arrival threshold on Runway 4L would result in aircraft being higher over areas to the south of Runway 4L.

Housing and Population Data

Estimates of housing units and population, within each noise contour, was based on data obtained from the New York City Department of City Planning for areas within New York City (Queens County) and the U.S. Census Bureau. For areas within Queens County, MapPLUTO™ parcel data was obtained, which included counts of total residential units per parcel. Total population per parcel was estimated by multiplying the number of housing units by the average household size for the U.S. Census block in which each parcel was located.

For Nassau County, data from the 2010 United States Census—specifically the *Census 2010 Redistricting Data (P.L. 94-171) Summary File, Census of Population and Housing*—was used to estimate the approximate number of housing units and residential population that would experience changes in noise exposure as a result of the Proposed Action. To enhance the accuracy of these estimates for Nassau County, census blocks were reviewed in a geographic information system (GIS) database to ensure they did not include large unpopulated areas (e.g., golf courses, marsh areas, open water, parks) that would affect the population analysis. The housing units and population associated with each block were assumed to be uniformly distributed throughout the census blocks. GIS software was then used to estimate the proportion of each census block encompassed within each contour band. Estimates of the housing units and populations within each contour band were then calculated by multiplying the resulting area proportions by the housing and population estimates associated with each census block.

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Table B-4
AVERAGE ANNUAL DAY OPERATIONS BY INM TYPE, TIME OF DAY, AND STAGE LENGTH – 2012/2013
John F. Kennedy International Airport

		Arrivals		Departures																			
				Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Stage 7		Stage 8		Stage 9		All Operations		
INM Type	Aircraft Type	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Total
1900D	Beech 1900D	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.5
737500	Boeing 737-500	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.1	1.1
737700	Boeing 737-700	2.5	1.7	0.2	0.0	0.2	0.2	1.0	0.1	2.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	2.3	8.4
737800	Boeing 737-800	40.2	16.3	2.7	0.3	2.3	2.4	13.6	1.4	27.3	3.0	3.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.7	23.6	113.3
74710Q	Boeing 747-100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
74720B	Boeing 747-200	0.6	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.6	1.8
747400	Boeing 747-400	16.1	5.9	0.2	0.0	0.1	0.3	0.2	1.7	0.6	0.1	6.2	2.0	1.8	2.3	0.4	0.2	0.7	1.1	2.5	1.6	28.9	15.1	44.1
7478	Boeing 747-800	1.0	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.4	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	1.7	0.9	2.6
757PW	Boeing 757-200 (PW engines)	40.3	12.3	0.0	0.0	5.5	0.5	8.7	1.1	25.1	3.2	6.9	1.3	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	86.7	18.5	105.2
767300	Boeing 767-300	44.6	6.7	0.9	0.1	2.7	0.3	3.1	2.1	9.0	2.0	5.8	0.4	12.4	5.0	5.2	1.6	0.0	0.0	0.0	0.0	83.8	18.2	101.9
767400	Boeing 767-400	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
777200	Boeing 777-200	13.4	2.9	0.0	0.0	0.2	0.0	0.5	0.2	0.0	0.0	3.7	2.5	3.0	1.1	0.4	1.0	1.5	0.4	1.4	0.5	24.0	8.6	32.6
7772LR	Boeing 777-200LR	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.2	0.1	0.0	0.1	0.1	0.0	0.1	0.0	1.8	0.7	2.5
777300	Boeing 777-300	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.3
7773ER	Boeing 777-300ER	15.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.0	0.0	0.0	4.9	3.6	5.6	0.0	0.0	0.0	0.0	0.0	26.9	6.2	33.1
7878R	Boeing 787-8 Dreamliner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A300B4-203	Airbus A300B4-200	0.3	0.5	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.7	1.6
A310-304	Airbus A310-304	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.4
A319-131	Airbus A319-131	8.6	3.7	0.0	0.0	0.7	0.8	1.2	0.0	7.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.9	6.7	24.6
A320-232	Airbus A320-232	91.4	31.2	19.0	6.2	10.7	1.5	28.8	4.2	35.9	8.8	6.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	192.6	52.6	245.3
A321-232	Airbus A321-232	2.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	2.6	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2	3.6	8.8
A330-301	Airbus A330-301	9.0	1.7	0.0	0.0	0.8	0.2	0.0	0.1	3.0	1.7	1.8	2.1	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	15.1	6.0	21.0
A330-343	Airbus A330-343	13.4	0.5	2.6	0.0	0.0	0.0	0.0	0.0	0.2	0.0	2.0	1.1	8.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	26.2	1.8	28.0
A340-211	Airbus A340-211	7.1	0.6	0.0	0.0	0.0	0.1	0.6	0.0	0.8	0.7	0.7	0.8	1.6	0.4	1.5	0.5	0.0	0.0	0.0	0.0	12.3	3.2	15.5
A350	Airbus A350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A380-841	Airbus A380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A380-861	Airbus A380	4.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0	0.0	1.4	1.0	1.6	0.0	0.0	0.0	0.0	0.0	7.6	1.7	9.3
BEC58P	Beechcraft Baron 58P	0.1	0.3	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.5	0.8
CIT3	Citation III	0.4	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.8
CLREGJ	Bombardier CRJ200 Regional Jet	32.7	1.2	30.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.7	4.1	67.8
CNA208	Cessna 208	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.7
CNA441	Cessna Conquest II	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
CNA500	Citation II	0.4	0.2	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.3	1.1
CNA750	Citation X	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.8
CRJ701	Bombardier CRJ700 Regional Jet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRJ900	Bombardier CRJ900 Regional Jet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRJ9-ER	Bombardier CRJ900 Regional Jet	31.9	1.2	30.2	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.1	4.0	66.1
DC1010	McDonnell Douglas DC-10-10	1.1	0.8	0.0	0.0	0.8	0.7	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	1.7	3.8
DC870	McDonnell Douglas DC-8-70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC6	Dash 6	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.8
DHC830	Dash 8-300	1.5	0.0	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.1	3.0
EMB135	Embraer Regional Jet E135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EMB145	Embraer Regional Jet E145	25.9	1.1	7.8	1.6	7.2	0.1	9.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.4	3.5	53.9
EMB170	Embraer ERJ-170-100	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4
EMB175	Embraer ERJ-170-200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EMB190	Embraer ERJ-190	40.7	1.5	38.5	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.2	5.1	84.3
FAL20	Falcon Jet 20	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
GASEPV	Single-engine variable-pitch prop	1.3	0.1	1.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.2	2.6
GIIB	Gulfstream G-IIB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GIV	Gulfstream G-IV	0.5	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.2	1.0
GV	Gulfstream G-V	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.6
LEAR25	Learjet 25	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.4
LEAR35	Learjet 35	2.1	0.3	2.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.6	4.8
MD11GE	McDonnell Douglas MD-11	1.5	0.4	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.7	3.7
MD83	McDonnell Douglas MD-83	3.5	3.1	0.0	0.0	2.1	0.8	2.6	0.4	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8	4.5	13.3
MU3001	Mitsubishi MU-300 Diamond	1.5	0.1	1.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.2	3.2
SD330	Shorts SD-330	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total		**459.8**	**99.5**	**143.2**	**18.8**	**34.5**	**8.2**	**70.8**	**12.3**	**116.5**	**25.2**	**39.1**	**12.2**	**34.8**	**14.3**	**14.8**	**3.4**	**2.4**	**1.5**	**4.1**	**2.3**	**919.9**	**197.5**	**1,117.4**

Source: PANYNJ Data, Landrum & Brown, 2013.

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Table B-5
AVERAGE ANNUAL DAY OPERATIONS BY INM TYPE, TIME OF DAY, AND STAGE LENGTH - 2015
John F. Kennedy International Airport

		Arrivals		Departures																			
				Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Stage 7		Stage 8		Stage 9		All Operations		
INM Type	Aircraft Type	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Total
727EM2	Boeing 727-200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
737500	Boeing 737-500	1.1	0.1	0.0	0.0	0.0	0.0	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.2	2.4
737700	Boeing 737-700	2.7	1.6	0.2	0.0	0.2	0.2	1.1	0.1	2.2	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	2.3	8.9
737800	Boeing 737-800	32.8	11.8	2.2	0.2	1.9	1.7	11.1	1.0	22.1	2.1	2.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.9	17.1	90.0
74710Q	Boeing 747-100	5.1	2.3	0.0	1.6	0.0	0.0	0.0	0.0	3.0	0.0	1.3	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	5.3	14.8
74720B	Boeing 747-200	0.8	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.8	2.3
747400	Boeing 747-400	11.1	3.8	0.1	0.0	0.1	0.2	0.2	1.0	0.4	0.1	4.3	1.2	1.3	1.4	0.3	0.1	0.5	0.7	1.7	1.0	19.9	9.5	29.4
7478	Boeing 747-800	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	1.5	0.7	2.2
757PW	Boeing 757-200 (PW engines)	32.4	8.9	0.0	0.0	4.5	0.4	7.1	0.8	20.5	2.4	5.7	0.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	70.2	13.4	83.6
767300	Boeing 767-300	66.4	9.1	1.4	0.1	4.3	0.4	4.8	2.9	14.1	2.8	9.1	0.6	19.4	7.0	8.1	2.2	0.0	0.0	0.0	0.0	127.6	25.1	152.7
767400	Boeing 767-400	6.6	0.2	0.1	0.0	0.3	0.0	0.4	0.3	1.1	0.3	0.7	0.1	1.6	0.7	0.7	0.2	0.0	0.0	0.0	0.0	11.5	1.8	13.3
777200	Boeing 777-200	5.3	1.1	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.0	1.5	0.9	1.2	0.4	0.2	0.4	0.6	0.1	0.5	0.2	9.6	3.2	12.8
7772LR	Boeing 777-200LR	2.2	0.4	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.6	0.4	0.5	0.2	0.1	0.2	0.2	0.1	0.2	0.1	3.9	1.3	5.2
777300	Boeing 777-300	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
7773ER	Boeing 777-300ER	10.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.7	0.0	0.0	3.6	2.3	4.1	0.0	0.0	0.0	0.0	0.0	19.7	4.1	23.8
7878R	Boeing 787-8 Dreamliner	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.4	0.2	0.4	0.0	0.0	0.0	0.0	0.0	2.0	0.4	2.4
A300B4-203	Airbus A300B4-200	0.9	1.2	0.0	0.0	1.4	0.2	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1.9	4.2
A310-304	Airbus A310-304	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.7	1.0
A319-131	Airbus A319-131	9.0	3.5	0.0	0.0	0.7	0.8	1.3	0.0	7.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8	6.4	25.2
A320-232	Airbus A320-232	88.8	27.7	18.4	5.3	10.4	1.3	28.0	3.6	34.8	7.6	6.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	187.0	46.1	233.1
A321-232	Airbus A321-232	16.3	11.5	0.1	0.0	0.0	0.0	0.2	0.0	17.2	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.8	21.7	55.5
A330-301	Airbus A330-301	11.0	1.8	0.0	0.0	0.9	0.2	0.0	0.1	3.3	2.0	2.0	2.5	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	17.8	6.9	24.7
A330-343	Airbus A330-343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A340-211	Airbus A340-211	10.1	0.7	0.0	0.0	0.0	0.2	0.9	0.0	1.0	0.9	0.9	1.1	2.2	0.6	2.0	0.6	0.0	0.0	0.0	0.0	17.1	4.1	21.2
A350	Airbus A350	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.7	0.1	0.9
A380-841	Airbus A380	3.9	1.3	0.0	0.0	0.0	0.1	0.1	0.4	0.1	0.0	1.5	0.4	0.4	0.5	0.1	0.0	0.8	0.6	0.0	0.0	6.9	3.3	10.3
A380-861	Airbus A380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BEC58P	Beechcraft Baron 58P	0.2	0.5	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.9	1.3
CIT3	Citation III	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.6
CLREGJ	Bombardier CRJ200 Regional Jet	23.2	2.1	21.6	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.8	5.6	50.4
CNA208	Cessna 208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CNA441	Cessna Conquest II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA500	Citation II	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.4
CNA750	Citation X	1.2	0.0	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.1	2.4
CRJ701	Bombardier CRJ700 Regional Jet	13.3	1.2	12.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	3.2	29.0
CRJ900	Bombardier CRJ900 Regional Jet	22.1	2.0	20.6	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.7	5.3	48.0
CRJ9-ER	Bombardier CRJ900 Regional Jet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DC1010	McDonnell Douglas DC-10-10	1.2	0.9	0.0	0.0	1.0	0.7	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	1.8	4.1
DC870	McDonnell Douglas DC-8-70	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.6
DHC6	Dash 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC830	Dash 8-300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EMB135	Embraer Regional Jet E135	8.1	0.5	7.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.9	1.0	17.0
EMB145	Embraer Regional Jet E145	38.2	1.5	11.6	2.1	10.7	0.2	14.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.8	4.6	79.4
EMB170	Embraer ERJ-170-100	3.0	0.1	2.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.3	6.3
EMB175	Embraer ERJ-170-200	10.3	0.3	9.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2	1.2	21.3
EMB190	Embraer ERJ-190	47.8	1.6	45.9	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.8	5.4	99.1
FAL20	Falcon Jet 20	0.6	0.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1	1.3
GASEPV	Single-engine variable-pitch prop	1.2	0.1	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.1	2.4
GIIB	Gulfstream G-IIB	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
GIV	Gulfstream G-IV	0.4	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.1	0.9
GV	Gulfstream G-V	0.9	0.1	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.2	2.0
LEAR25	Learjet 25	1.6	0.2	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.5	2.8
LEAR35	Learjet 35	1.0	0.1	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.3	2.3
MD11GE	McDonnell Douglas MD-11	3.1	0.7	0.0	0.0	1.2	0.2	0.0	0.0	0.0	0.0	0.5	0.1	1.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	6.4	1.3	7.7
MD83	McDonnell Douglas MD-83	4.1	3.4	0.0	0.0	2.3	0.8	2.9	0.4	0.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	4.8	14.7
MU3001	Mitsubishi MU-300 Diamond	3.2	0.3	3.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.5	7.1
SD330	Shorts SD-330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		**505.6**	**105.1**	**165.4**	**25.2**	**40.1**	**7.7**	**73.6**	**12.2**	**129.8**	**31.9**	**38.8**	**11.5**	**33.0**	**14.1**	**16.2**	**3.8**	**2.1**	**1.5**	**2.6**	**1.4**	**1,007.1**	**214.3**	**1,221.4**

Source: PANYNJ Data, Landrum & Brown, 2013.

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Table B-6
AVERAGE ANNUAL DAY OPERATIONS BY INM TYPE, TIME OF DAY, AND STAGE LENGTH - 2020
John F. Kennedy International Airport

		Arrivals		Departures																			
				Stage 1		Stage 2		Stage 3		Stage 4		Stage 5		Stage 6		Stage 7		Stage 8		Stage 9		All Operations		
INM Type	Aircraft Type	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Total
727EM2	Boeing 727-200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
737500	Boeing 737-500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
737700	Boeing 737-700	3.5	2.1	0.3	0.0	0.2	0.3	1.4	0.1	2.9	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	2.8	11.5
737800	Boeing 737-800	42.1	14.6	2.8	0.3	2.4	2.1	14.1	1.3	28.2	2.6	3.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.1	21.2	114.3
74710Q	Boeing 747-100	5.7	2.4	0.0	1.7	0.0	0.0	0.0	0.0	3.4	0.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.5	5.7	16.2
74720B	Boeing 747-200	0.6	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.5	1.5
747400	Boeing 747-400	11.3	3.7	0.1	0.0	0.1	0.2	0.2	1.0	0.4	0.1	4.4	1.2	1.3	1.4	0.3	0.1	0.5	0.6	1.7	1.0	20.3	9.4	29.7
7478	Boeing 747-800	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.4	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.2	0.1	2.1	1.0	3.0
757PW	Boeing 757-200 (PW engines)	21.2	5.6	0.0	0.0	2.9	0.2	4.6	0.5	13.4	1.5	3.7	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.9	8.5	54.4
767300	Boeing 767-300	70.7	9.4	1.5	0.1	4.6	0.4	5.2	3.0	15.1	2.9	9.7	0.6	20.7	7.2	8.6	2.3	0.0	0.0	0.0	0.0	136.0	26.0	162.0
767400	Boeing 767-400	8.8	0.2	0.1	0.0	0.5	0.1	0.5	0.4	1.5	0.4	1.0	0.1	2.1	1.0	0.9	0.3	0.0	0.0	0.0	0.0	15.4	2.4	17.7
777200	Boeing 777-200	4.7	0.9	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.0	1.3	0.8	1.1	0.4	0.1	0.3	0.5	0.1	0.5	0.2	8.5	2.7	11.3
7772LR	Boeing 777-200LR	5.1	1.0	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.0	1.4	0.8	1.2	0.4	0.2	0.3	0.6	0.1	0.5	0.2	9.2	3.0	12.2
777300	Boeing 777-300	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.3
7773ER	Boeing 777-300ER	14.3	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.8	0.0	0.0	4.7	3.0	5.5	0.0	0.0	0.0	0.0	0.0	25.9	5.3	31.2
7878R	Boeing 787-8 Dreamliner	3.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.0	0.0	1.1	0.7	1.3	0.0	0.0	0.0	0.0	0.0	6.1	1.2	7.4
A300B4-203	Airbus A300B4-200	1.2	1.6	0.0	0.0	1.8	0.2	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	2.4	5.5
A310-304	Airbus A310-304	0.3	0.4	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.9	1.3
A319-131	Airbus A319-131	12.0	4.6	0.0	0.0	1.0	1.0	1.7	0.0	10.5	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2	8.3	33.5
A320-232	Airbus A320-232	100.1	30.2	20.7	5.8	11.7	1.4	31.4	3.9	39.2	8.2	7.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	210.6	50.3	260.9
A321-232	Airbus A321-232	23.7	16.1	0.1	0.0	0.0	0.0	0.3	0.0	24.9	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.9	30.5	79.4
A330-301	Airbus A330-301	14.3	2.3	0.0	0.0	1.2	0.3	0.0	0.2	4.4	2.6	2.7	3.1	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	23.2	8.8	32.0
A330-343	Airbus A330-343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A340-211	Airbus A340-211	8.1	0.6	0.0	0.0	0.0	0.1	0.7	0.0	0.8	0.7	0.7	0.8	1.8	0.4	1.6	0.5	0.0	0.0	0.0	0.0	13.8	3.2	16.9
A350	Airbus A350	1.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.6	0.4	0.7	0.0	0.0	0.0	0.0	0.0	3.4	0.7	4.1
A380-841	Airbus A380	5.5	1.8	0.1	0.0	0.0	0.1	0.1	0.5	0.2	0.0	2.1	0.6	0.6	0.7	0.1	0.1	1.1	0.8	0.0	0.0	9.8	4.5	14.4
A380-861	Airbus A380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BEC58P	Beechcraft Baron 58P	0.2	0.5	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.8	1.2
CIT3	Citation III	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.1	0.6
CLREGJ	Bombardier CRJ200 Regional Jet	22.8	2.0	21.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.2	5.3	49.5
CNA208	Cessna 208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CNA441	Cessna Conquest II	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CNA500	Citation II	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.4
CNA750	Citation X	1.2	0.0	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.1	2.4
CRJ701	Bombardier CRJ700 Regional Jet	16.2	1.4	15.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3	3.8	35.1
CRJ900	Bombardier CRJ900 Regional Jet	22.9	2.0	21.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.2	5.3	49.6
CRJ9-ER	Bombardier CRJ900 Regional Jet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DC1010	McDonnell Douglas DC-10-10	1.3	0.9	0.0	0.0	1.0	0.8	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	1.8	4.3
DC870	McDonnell Douglas DC-8-70	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.5
DHC6	Dash 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC830	Dash 8-300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EMB135	Embraer Regional Jet E135	7.1	0.4	6.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.9	0.8	14.8
EMB145	Embraer Regional Jet E145	37.2	1.4	11.4	2.0	10.5	0.2	13.9	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.9	4.4	77.3
EMB170	Embraer ERJ-170-100	4.9	0.2	4.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6	0.5	10.1
EMB175	Embraer ERJ-170-200	11.3	0.4	10.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	1.3	23.4
EMB190	Embraer ERJ-190	52.3	1.8	50.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102.5	5.9	108.4
FAL20	Falcon Jet 20	0.6	0.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.1	1.3
GASEPV	Single-engine variable-pitch prop	1.2	0.1	1.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.1	2.4
GIIB	Gulfstream G-IIB	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
GIV	Gulfstream G-IV	0.4	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.1	0.9
GV	Gulfstream G-V	2.4	0.2	2.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.6	5.2
LEAR25	Learjet 25	1.7	0.2	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.5	2.8
LEAR35	Learjet 35	1.0	0.1	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.2	2.3
MD11GE	McDonnell Douglas MD-11	4.2	1.0	0.0	0.0	1.6	0.3	0.0	0.0	0.0	0.0	0.7	0.1	2.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	8.8	1.7	10.5
MD83	McDonnell Douglas MD-83	0.9	0.7	0.0	0.0	0.5	0.2	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1.0	3.3
MU3001	Mitsubishi MU-300 Diamond	3.3	0.3	3.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.4	7.1
SD330	Shorts SD-330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		**553.3**	**113.9**	**178.9**	**26.6**	**40.3**	**7.9**	**75.3**	**12.5**	**146.9**	**37.8**	**41.5**	**12.4**	**38.3**	**16.3**	**19.4**	**3.9**	**2.8**	**1.8**	**2.9**	**1.4**	**1,099.8**	**234.7**	**1,334.4**

Source: PANYNJ Data, Landrum & Brown, 2013.

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Table B-7
RUNWAY USE BY INM TYPE AND TIME OF DAY – 2012/2013 (SHOWN IN PERCENTAGES)
John F. Kennedy International Airport

INM Type	Daytime																				Nighttime																
	Arrivals									Departures											Arrivals									Departures								
	4L	4R	13L	13R	22L	22R	31L	31R	Total	4L	4R	13L	13R	22L	22R	31L	31L[k]	31R	Total	4L	4R	13L	13R	22L	22R	31L	31R	Total	4L	4R	13L	13R	22L	22R	31L	31L[k]	31R	Total
1900D	4	13	7	10	23	1	18	24	**100**	16	0	0	17	0	33	16	16	2	**100**	5	16	0	0	37	0	25	17	**100**	8	0	0	5	0	13	36	36	2	**100**
737500	3	22	11	1	34	2	11	17	**100**	25	0	0	10	0	28	18	18	0	**100**	2	10	5	1	25	2	6	48	**100**	10	2	0	6	2	35	21	21	3	**100**
737700	3	24	9	1	29	2	16	16	**100**	17	0	0	7	1	24	25	25	0	**100**	4	24	3	3	24	1	24	18	**100**	25	1	0	1	0	25	24	24	0	**100**
737800	4	16	16	1	24	3	18	19	**100**	17	0	0	10	1	22	25	25	0	**100**	2	23	4	1	30	1	14	24	**100**	23	0	0	5	0	33	19	19	0	**100**
74710Q	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
74720B	4	18	10	0	37	2	5	24	**100**	20	0	1	14	1	27	19	19	0	**100**	3	15	5	3	31	1	10	30	**100**	20	1	1	5	1	34	18	18	2	**100**
747400	3	19	9	0	37	2	8	22	**100**	24	0	1	12	0	40	17	7	0	**100**	4	20	4	0	28	2	9	32	**100**	22	0	1	6	0	34	28	8	2	**100**
7478	3	19	9	0	37	2	8	22	**100**	24	0	1	12	0	40	17	7	0	**100**	4	20	4	0	28	2	9	32	**100**	22	0	1	6	0	34	28	8	2	**100**
757PW	3	18	13	0	32	3	12	20	**100**	20	0	0	11	0	27	21	21	0	**100**	2	22	4	1	31	2	15	24	**100**	21	0	1	6	0	33	19	19	1	**100**
767300	2	18	7	0	39	2	9	23	**100**	20	0	0	14	0	31	25	10	0	**100**	3	24	4	0	31	2	10	27	**100**	20	0	1	6	0	34	30	8	1	**100**
767400	1	16	4	0	44	1	10	24	**100**	23	0	0	14	1	50	9	3	0	**100**	7	14	8	1	27	3	9	30	**100**	23	0	0	7	1	37	25	7	0	**100**
777200	1	22	7	0	42	1	2	25	**100**	26	0	0	11	0	40	17	4	0	**100**	3	23	4	0	28	1	2	39	**100**	20	1	0	8	1	35	27	8	1	**100**
7772LR	1	22	7	0	42	1	2	25	**100**	26	0	0	11	0	40	17	4	0	**100**	3	23	4	0	28	1	2	39	**100**	20	1	0	8	1	35	27	8	1	**100**
777300	2	23	8	0	33	1	1	32	**100**	22	0	0	15	1	29	32	2	0	**100**	0	0	0	0	38	0	4	58	**100**	20	0	1	6	0	40	28	3	1	**100**
7773ER	2	23	8	0	33	1	1	32	**100**	22	0	0	15	1	29	32	2	0	**100**	0	0	0	0	38	0	4	58	**100**	20	0	1	6	0	40	28	3	1	**100**
7878R	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
A300B4-203	3	40	3	0	33	3	5	14	**100**	3	0	77	1	4	3	6	6	0	**100**	7	32	1	12	25	1	3	17	**100**	14	6	1	4	4	35	18	18	0	**100**
A310-304	10	14	7	4	14	34	2	15	**100**	14	0	3	5	18	19	30	5	7	**100**	0	35	2	0	30	0	2	31	**100**	28	0	6	2	0	28	18	17	1	**100**
A319-131	3	21	12	0	32	2	10	20	**100**	21	0	0	10	0	26	21	21	0	**100**	3	20	6	0	35	1	4	31	**100**	21	1	1	6	1	33	18	18	2	**100**
A320-232	4	21	14	0	30	3	6	23	**100**	19	0	0	12	0	23	22	22	0	**100**	3	20	5	0	31	2	3	36	**100**	21	0	1	5	0	33	19	19	2	**100**
A321-232	1	26	11	4	35	1	2	20	**100**	22	0	0	12	1	30	16	16	1	**100**	2	15	5	8	28	1	3	39	**100**	19	0	1	6	0	32	20	20	2	**100**
A330-301	1	1	1	4	4	25	57	7	**100**	21	1	7	6	10	28	8	7	13	**100**	3	24	4	1	29	2	6	30	**100**	22	2	0	18	0	1	30	27	1	**100**
A330-343	1	16	6	0	40	1	4	33	**100**	27	0	0	10	0	46	13	3	0	**100**	0	0	0	0	34	0	0	66	**100**	19	0	0	9	0	42	17	13	0	**100**
A340-211	3	14	8	0	37	2	2	34	**100**	27	0	0	11	0	44	14	4	0	**100**	4	26	2	0	26	2	2	37	**100**	20	0	0	8	0	36	24	11	0	**100**
A350	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
A380-841	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
A380-861	2	23	8	0	33	1	1	32	**100**	22	0	0	15	1	29	32	2	0	**100**	0	0	0	0	38	0	4	58	**100**	20	0	1	6	0	40	28	3	1	**100**
BEC58P	5	23	6	3	25	9	21	8	**100**	13	0	0	8	0	26	8	8	37	**100**	9	20	4	1	17	8	6	36	**100**	27	0	0	1	0	52	3	3	14	**100**
CIT3	1	19	4	8	32	6	27	4	**100**	14	0	0	13	0	18	24	24	6	**100**	0	7	0	0	7	6	32	47	**100**	42	0	0	37	0	7	7	7	0	**100**
CLREGJ	4	20	13	1	30	3	13	17	**100**	21	0	0	13	0	27	19	19	0	**100**	2	25	4	1	28	1	12	28	**100**	18	2	0	7	3	38	15	15	3	**100**
CNA208	10	19	4	2	30	7	20	7	**100**	31	0	2	18	0	22	11	11	6	**100**	0	41	9	8	0	0	4	39	**100**	46	0	7	10	0	16	10	10	0	**100**
CNA441	4	13	7	10	23	1	18	24	**100**	16	0	0	17	0	33	16	16	2	**100**	5	16	0	0	37	0	24	17	**100**	8	0	0	5	0	13	36	36	2	**100**
CNA500	2	8	17	5	21	17	19	11	**100**	7	0	0	21	0	17	27	27	0	**100**	0	22	15	0	15	0	25	22	**100**	0	0	0	32	0	48	10	10	0	**100**
CNA750	5	13	12	2	35	5	13	16	**100**	13	0	0	14	0	26	23	23	1	**100**	0	18	0	0	43	0	30	9	**100**	12	0	0	4	0	37	24	24	0	**100**
CRJ701	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
CRJ900	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
CRJ9-ER	4	20	13	1	30	3	13	17	**100**	21	0	0	13	0	27	19	19	0	**100**	2	25	4	1	28	1	12	28	**100**	18	2	0	7	3	38	15	15	3	**100**
DC1010	3	26	9	0	46	2	1	12	**100**	7	0	2	3	1	9	39	39	0	**100**	2	29	2	0	22	3	3	39	**100**	21	0	5	2	0	30	21	21	0	**100**
DC870	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
DHC6	4	13	7	10	23	1	18	24	**100**	16	0	0	17	0	33	16	16	2	**100**	5	16	0	0	37	0	25	17	**100**	8	0	0	5	0	13	36	36	2	**100**
DHC830	4	13	7	10	23	1	18	24	**100**	16	0	0	17	0	33	16	16	2	**100**	5	16	0	0	37	0	24	17	**100**	8	0	0	5	0	13	36	36	2	**100**
EMB135	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
EMB145	3	19	15	1	27	3	16	17	**100**	19	0	0	15	0	25	20	20	1	**100**	0	23	6	0	32	1	11	27	**100**	21	0	0	7	0	37	18	18	0	**100**
EMB170	3	22	11	1	34	2	11	17	**100**	25	0	0	10	0	28	18	18	0	**100**	2	10	5	1	25	2	6	48	**100**	10	2	0	6	2	35	21	21	3	**100**
EMB175	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
EMB190	4	20	13	1	30	3	13	17	**100**	21	0	0	13	0	27	19	19	0	**100**	2	25	4	1	28	1	12	28	**100**	18	2	0	7	3	38	15	15	3	**100**
FAL20	5	13	12	4	26	9	24	6	**100**	13	1	1	20	0	28	19	19	0	**100**	0	20	12	0	13	0	38	17	**100**	20	0	0	14	0	24	21	21	0	**100**
GASEPV	10	19	4	2	30	7	20	7	**100**	31	0	2	18	0	22	11	11	6	**100**	0	41	9	8	0	0	4	39	**100**	46	0	7	10	0	16	10	10	0	**100**
GIIB	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	**-**
GIV	7	13	7	4	37	2	16	13	**100**	14	0	0	17	0	22	23	23	2	**100**	0	17	12	0	33	0	38	0	**100**	14	0	0	8	0	34	22	22	0	**100**
GV	3	22	11	0	31	2	4	26	**100**	20	0	1	13	0	25	20	20	0	**100**	2	20	6	0	34	2	2	34	**100**	20	0	1	7	1	36	18	18	0	**100**
LEAR25	2	3	43	7	15	15	10	5	**100**	5	0	0	4	0	12	3	3	74	**100**	0	22	0	0	7	6	50	15	**100**	20	0	0	5	16	22	19	19	0	**100**
LEAR35	5	20	10	4	28	4	20	9	**100**	15	0	0	15	1	19	24	24	1	**100**	2	15	9	2	25	1	34	12	**100**	12	0	0	8	3	29	24	24	0	**100**
MD11GE	4	19	7	5	24	6	26	8	**100**	16	0	0	17	1	15	35	12	2	**100**	4	15	18	2	23	13	21	5	**100**	15	4	10	4	3	32	21	10	1	**100**
MD83	8	14	5	15	27	3	6	21	**100**	27	0	1	7	1	32	16	16	0	**100**	0	15	4	0	25	6	7	41	**100**	22	0	0	7	0	31	20	20	2	**100**
MU3001	4	16	19	1	23	2	19	16	**100**	14	0	0	16	0	20	25	25	0	**100**	0	18	0	0	47	1	13	21	**100**	18	0	0	8	1	28	23	23	0	**100**
SD330	4	13	7	10	23	1	18	24	**100**	16	0	0	17	0	33	16	16	2	**100**	5	16	0	0	37	0	25	17	**100**	8	0	0	5	0	13	36	36	2	**100**
TOTAL	3	19	12	1	31	3	11	21	**100**	20	0	1	12	0	27	21	18	0	**100**	3	21	4	1	30	2	8	31	**100**	21	0	1	6	0	33	22	15	2	**100**

Notes: Totals may not equal 100 due to rounding
$31L^k$ represents departures on Runway 31L at the intersection of Taxiway K.
Source: PANYNJ Data, Landrum & Brown, 2013.

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Table B-8
RUNWAY USE BY INM TYPE AND TIME OF DAY – 2015 (SHOWN IN PERCENTAGES)
John F. Kennedy International Airport

INM Type	Daytime																				Nighttime																	
	Arrivals									Departures											Arrivals									Departures									
	4L	4R	13L	13R	22L	22R	31L	31R	Total	4L	4R	13L	13R	22L	22R	31L	31L[k]	31R	Total		4L	4R	13L	13R	22L	22R	31L	31R	Total	4L	4R	13L	13R	22L	22R	31L	31L[k]	31R	Total
1900D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
737500	3	20	13	1	32	3	10	19	**100**	23	0	0	11	0	27	19	19	0	**100**		3	9	6	1	22	3	5	52	**100**	9	2	0	7	2	34	22	22	1	**100**
737700	4	22	11	1	27	3	15	18	**100**	15	0	0	8	1	22	27	27	0	**100**		5	22	3	3	22	2	23	21	**100**	22	1	0	1	0	23	26	26	0	**100**
737800	5	14	18	1	21	4	17	20	**100**	15	0	0	12	1	20	26	26	0	**100**		3	21	5	1	28	2	13	28	**100**	21	0	0	6	0	32	21	21	0	**100**
74710Q	0	15	19	1	14	3	13	35	**100**	19	0	2	42	3	30	2	2	0	**100**		3	31	4	2	31	6	17	6	**100**	15	0	0	11	0	22	26	26	1	**100**
74720B	6	16	12	0	34	2	4	26	**100**	18	0	1	16	1	25	20	20	0	**100**		4	14	6	3	28	2	9	33	**100**	18	1	1	5	1	33	20	20	1	**100**
747400	3	17	11	0	35	2	7	25	**100**	22	0	1	14	0	38	18	7	0	**100**		6	18	5	0	26	2	8	35	**100**	20	0	1	7	0	33	30	8	1	**100**
7478	3	17	11	0	35	2	7	25	**100**	22	0	1	14	0	38	18	7	0	**100**		6	18	5	0	26	2	8	35	**100**	20	0	1	7	0	33	30	8	1	**100**
757PW	4	16	15	0	29	3	11	22	**100**	17	0	0	13	0	25	22	22	0	**100**		3	20	5	1	29	2	14	27	**100**	19	0	1	7	0	32	21	20	0	**100**
767300	2	16	8	0	36	2	9	26	**100**	17	0	0	16	0	29	27	10	0	**100**		4	21	4	0	29	2	9	30	**100**	18	0	1	8	0	32	32	9	0	**100**
767400	1	14	5	0	41	2	9	28	**100**	21	0	0	16	1	48	10	4	0	**100**		9	12	9	1	24	4	8	32	**100**	20	0	0	9	1	36	27	7	0	**100**
777200	2	20	8	0	39	2	1	28	**100**	24	0	0	13	0	39	18	5	0	**100**		4	20	4	0	25	2	2	43	**100**	18	1	0	9	1	33	29	9	0	**100**
7772LR	2	20	8	0	39	2	1	28	**100**	24	0	0	13	0	39	18	5	0	**100**		4	20	4	0	25	2	2	43	**100**	18	1	0	9	1	33	29	9	0	**100**
777300	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**		0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
7773ER	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**		0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
7878R	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**		0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
A300B4-203	4	37	4	0	31	3	5	16	**100**	3	0	76	1	4	3	7	7	0	**100**		10	29	1	12	24	2	3	20	**100**	12	6	1	5	4	33	19	19	0	**100**
A310-304	11	11	7	4	11	38	2	15	**100**	13	0	3	6	19	19	34	5	2	**100**		0	32	3	0	28	0	2	35	**100**	25	0	6	3	0	27	20	19	0	**100**
A319-131	3	19	14	0	30	3	9	22	**100**	19	0	0	12	0	25	22	22	0	**100**		4	18	7	0	32	1	3	35	**100**	19	1	1	7	1	32	20	20	0	**100**
A320-232	5	18	16	0	27	3	5	25	**100**	17	0	0	13	0	22	24	24	0	**100**		4	18	5	0	28	2	2	40	**100**	19	0	1	6	0	32	21	21	0	**100**
A321-232	1	24	13	4	33	2	2	22	**100**	20	0	0	14	1	29	18	18	0	**100**		2	13	6	8	25	1	3	42	**100**	17	0	1	7	0	31	22	22	1	**100**
A330-301	1	1	1	4	4	31	50	8	**100**	21	1	8	8	11	30	9	8	4	**100**		4	21	4	1	27	2	6	34	**100**	19	2	0	20	0	1	31	28	0	**100**
A330-343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A340-211	3	13	9	0	33	2	2	37	**100**	25	0	0	13	0	43	16	4	0	**100**		5	23	3	0	24	3	2	41	**100**	18	0	0	9	0	35	26	12	0	**100**
A350	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**		0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
A380-841	3	17	11	0	34	2	7	25	**100**	22	0	1	14	0	38	18	7	0	**100**		6	18	5	0	26	2	8	35	**100**	20	0	1	7	0	33	30	8	1	**100**
A380-861	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BEC58P	7	21	7	3	23	11	19	9	**100**	16	0	0	13	0	34	12	12	13	**100**		11	17	4	1	15	9	6	38	**100**	29	0	0	1	0	58	4	4	4	**100**
CIT3	2	17	5	8	30	7	26	4	**100**	13	0	0	15	0	18	26	26	1	**100**		0	6	0	0	6	8	28	51	**100**	37	0	0	42	0	7	8	8	0	**100**
CLREGJ	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**		2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
CNA208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CNA441	5	11	8	10	21	2	16	26	**100**	14	0	0	19	0	32	17	17	1	**100**		7	16	0	0	35	0	22	20	**100**	7	0	0	4	0	12	38	38	1	**100**
CNA500	3	7	19	5	18	21	16	11	**100**	6	0	0	23	0	16	27	27	0	**100**		0	20	18	0	14	0	23	25	**100**	0	0	0	35	0	44	11	11	0	**100**
CNA750	6	12	13	2	32	6	12	18	**100**	11	0	0	16	0	24	24	24	0	**100**		0	17	0	0	43	0	30	11	**100**	11	0	0	5	0	35	25	25	0	**100**
CRJ701	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**		2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
CRJ900	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**		2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
CRJ9-ER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DC1010	4	24	11	0	44	3	1	14	**100**	6	0	2	3	1	8	40	40	0	**100**		3	25	3	0	20	3	3	43	**100**	19	0	5	2	0	28	23	23	0	**100**
DC870	6	22	8	1	29	0	3	31	**100**	33	3	4	28	7	6	9	9	1	**100**		5	13	10	2	18	3	5	44	**100**	13	0	5	6	2	28	23	23	2	**100**
DHC6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC830	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EMB135	4	17	14	0	25	3	9	27	**100**	18	0	0	17	0	23	21	21	1	**100**		2	19	6	0	24	3	5	40	**100**	17	0	0	13	1	36	17	17	0	**100**
EMB145	4	17	17	1	25	3	14	19	**100**	17	0	0	17	0	23	21	21	0	**100**		0	21	7	0	30	1	10	30	**100**	19	0	0	8	0	35	19	19	0	**100**
EMB170	5	18	14	1	28	3	12	19	**100**	18	0	0	15	0	26	20	20	0	**100**		2	22	5	1	26	1	11	31	**100**	17	2	0	8	3	37	16	16	1	**100**
EMB175	5	18	14	1	28	3	12	19	**100**	18	0	0	15	0	26	20	20	0	**100**		2	22	5	1	26	1	11	31	**100**	17	2	0	8	3	37	16	16	1	**100**
EMB190	5	18	14	1	28	3	12	19	**100**	18	0	0	15	0	26	20	20	0	**100**		2	22	5	1	26	1	11	31	**100**	17	2	0	8	3	37	16	16	1	**100**
FAL20	6	12	14	4	24	11	22	7	**100**	11	1	1	22	0	26	20	20	0	**100**		0	18	14	0	12	0	36	19	**100**	17	0	0	17	0	23	22	22	0	**100**
GASEPV	13	17	5	2	28	10	19	8	**100**	29	0	2	22	0	21	12	12	1	**100**		0	36	10	8	0	0	4	43	**100**	42	0	7	12	0	15	11	11	0	**100**
GIIB	14	15	13	4	13	12	11	18	**100**	4	0	0	13	10	14	30	30	0	**100**		23	14	0	0	29	0	17	18	**100**	12	0	0	29	0	13	23	23	0	**100**
GIV	9	12	8	4	35	3	15	15	**100**	12	0	0	19	0	21	24	24	0	**100**		0	16	14	0	32	0	37	0	**100**	12	0	0	9	0	32	23	23	0	**100**
GV	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**		2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
LEAR25	3	3	45	6	12	17	9	5	**100**	9	0	0	10	0	25	7	7	42	**100**		0	20	0	0	6	8	48	17	**100**	18	0	0	6	16	20	20	20	0	**100**
LEAR35	6	18	12	4	26	6	19	10	**100**	13	0	0	18	1	17	25	25	0	**100**		2	14	10	2	23	2	33	14	**100**	11	0	0	9	3	27	25	25	0	**100**
MD11GE	5	17	8	5	23	7	25	9	**100**	14	0	0	19	1	14	37	13	1	**100**		6	13	20	2	21	15	18	5	**100**	14	5	10	5	3	30	23	10	0	**100**
MD83	10	13	5	15	25	3	6	23	**100**	24	0	1	8	1	30	18	18	0	**100**		0	13	5	0	23	8	7	45	**100**	19	0	0	8	0	29	21	21	0	**100**
MU3001	6	14	22	1	21	3	17	18	**100**	12	0	0	18	0	18	26	26	0	**100**		0	16	0	0	46	1	12	24	**100**	16	0	0	9	1	26	24	24	0	**100**
SD330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	4	17	13	1	28	4	9	24	**100**	18	0	1	14	0	25	22	19	0	**100**		3	18	5	1	28	2	7	35	**100**	18	0	1	8	0	31	24	17	0	**100**

Notes: Totals may not equal 100 due to rounding
31L[k] represents departures on Runway 31L at the intersection of Taxiway K.
Source: Landrum & Brown.

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Table B-9
RUNWAY USE BY INM TYPE AND TIME OF DAY – 2020 (SHOWN IN PERCENTAGES)
John F. Kennedy International Airport

INM Type	Daytime																				Nighttime																	
	Arrivals									Departures											Arrivals									Departures									
	4L	4R	13L	13R	22L	22R	31L	31R	Total	4L	4R	13L	13R	22L	22R	31L	31L[k]	31R	Total	4L	4R	13L	13R	22L	22R	31L	31R	Total	4L	4R	13L	13R	22L	22R	31L	31L[k]	31R	Total
1900D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
737500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
737700	4	22	11	1	27	3	15	18	**100**	15	0	0	8	1	22	27	27	0	**100**	5	22	3	3	22	2	23	21	**100**	22	1	0	1	0	23	26	26	0	**100**
737800	5	14	18	1	21	4	17	20	**100**	15	0	0	12	1	20	26	26	0	**100**	3	21	5	1	28	2	13	28	**100**	21	0	0	6	0	32	21	21	0	**100**
74710Q	0	15	19	1	14	3	13	35	**100**	19	0	2	42	3	30	2	2	0	**100**	3	31	4	2	32	6	17	6	**100**	15	0	0	11	0	22	26	26	1	**100**
74720B	6	15	12	0	34	2	4	26	**100**	18	0	1	16	1	25	20	20	0	**100**	4	14	6	3	28	2	9	33	**100**	19	1	1	5	1	33	20	20	1	**100**
747400	3	17	11	0	35	2	7	25	**100**	22	0	1	14	0	38	18	7	0	**100**	6	18	5	0	26	2	8	35	**100**	20	0	1	7	0	33	30	8	1	**100**
7478	3	17	11	0	35	2	7	25	**100**	22	0	1	14	0	38	18	7	0	**100**	6	18	5	0	26	2	8	35	**100**	20	0	1	7	0	33	30	8	1	**100**
757PW	4	15	15	0	29	3	11	22	**100**	17	0	0	13	0	25	22	22	0	**100**	3	20	5	1	29	2	14	27	**100**	19	0	1	7	0	32	21	20	0	**100**
767300	2	16	8	0	36	2	9	26	**100**	17	0	0	16	0	29	27	10	0	**100**	4	21	4	0	29	2	9	30	**100**	18	0	1	7	0	32	32	9	0	**100**
767400	1	14	5	0	41	1	9	28	**100**	21	0	0	16	1	48	10	4	0	**100**	9	12	9	1	24	4	8	32	**100**	20	0	0	9	1	36	27	7	0	**100**
777200	2	20	8	0	40	2	1	28	**100**	24	0	0	13	0	39	18	5	0	**100**	4	20	4	0	25	2	2	43	**100**	18	1	0	9	1	33	29	9	0	**100**
7772LR	2	20	8	0	40	2	1	28	**100**	24	0	0	13	0	39	18	5	0	**100**	4	20	4	0	25	2	2	43	**100**	18	1	0	9	1	33	29	9	0	**100**
777300	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**	0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
7773ER	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**	0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
7878R	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**	0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
A300B4-203	4	37	4	0	32	3	5	16	**100**	3	0	76	1	4	3	7	7	0	**100**	10	29	1	12	24	2	3	20	**100**	12	6	1	5	4	33	19	19	0	**100**
A310-304	12	11	8	4	12	38	2	15	**100**	13	0	3	6	19	19	34	5	2	**100**	0	32	3	0	28	0	2	35	**100**	25	0	6	3	0	27	20	19	0	**100**
A319-131	3	18	14	0	30	3	9	22	**100**	19	0	0	12	0	25	22	22	0	**100**	4	18	7	0	32	1	3	35	**100**	19	1	1	7	1	32	20	20	0	**100**
A320-232	5	18	16	0	27	3	5	25	**100**	17	0	0	13	0	22	24	24	0	**100**	4	18	5	0	28	2	2	40	**100**	20	0	1	6	0	32	21	21	0	**100**
A321-232	1	24	13	4	33	2	2	22	**100**	20	0	0	14	1	29	18	18	0	**100**	2	13	6	8	25	1	3	42	**100**	17	0	1	7	0	31	22	22	1	**100**
A330-301	1	1	1	4	4	31	51	8	**100**	21	1	8	8	11	30	9	8	4	**100**	4	21	4	1	27	2	6	34	**100**	19	2	0	20	0	1	31	28	0	**100**
A330-343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A340-211	3	13	9	0	33	2	2	37	**100**	25	0	0	13	0	43	15	4	0	**100**	5	23	3	0	24	3	2	41	**100**	18	0	0	9	0	35	26	12	0	**100**
A350	2	20	9	0	30	1	1	35	**100**	19	0	0	17	1	27	33	2	0	**100**	0	0	0	0	34	0	3	63	**100**	18	0	1	8	0	38	31	4	0	**100**
A380-841	3	17	11	0	35	2	7	25	**100**	22	0	1	14	0	38	18	7	0	**100**	6	18	5	0	26	2	8	35	**100**	20	0	1	7	0	33	30	8	1	**100**
A380-861	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BEC58P	7	21	7	3	23	11	19	9	**100**	17	0	0	13	0	34	12	12	13	**100**	11	17	4	1	15	9	6	38	**100**	29	0	0	1	0	58	4	4	4	**100**
CIT3	2	17	5	8	30	7	26	4	**100**	13	0	0	15	0	18	26	26	1	**100**	0	6	0	0	6	8	28	51	**100**	37	0	0	42	0	7	8	8	0	**100**
CLREGJ	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**	2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
CNA208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CNA441	6	11	8	10	21	2	16	26	**100**	14	0	0	19	0	32	17	17	1	**100**	7	15	0	0	35	0	22	20	**100**	8	0	0	5	0	12	37	37	1	**100**
CNA500	3	7	19	5	18	21	17	11	**100**	6	0	0	23	0	16	27	27	0	**100**	0	20	18	0	14	0	23	25	**100**	0	0	0	35	0	44	11	11	0	**100**
CNA750	6	12	13	2	32	6	12	18	**100**	11	0	0	16	0	24	24	24	0	**100**	0	17	0	0	43	0	30	11	**100**	11	0	0	5	0	35	25	25	0	**100**
CRJ701	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**	2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
CRJ900	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**	2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
CRJ9-ER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DC1010	4	24	11	0	44	2	1	13	**100**	6	0	2	3	1	8	40	40	0	**100**	3	25	3	0	20	3	3	43	**100**	19	0	5	2	0	28	23	23	0	**100**
DC870	6	22	8	1	29	0	3	31	**100**	33	3	4	28	7	6	9	9	1	**100**	6	13	10	2	18	3	5	44	**100**	13	0	5	6	2	28	22	22	2	**100**
DHC6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC830	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EMB135	4	17	14	0	25	3	9	27	**100**	18	0	0	16	0	23	21	21	1	**100**	2	19	6	0	24	3	5	40	**100**	17	0	0	13	1	36	17	17	0	**100**
EMB145	4	16	17	1	25	3	14	19	**100**	17	0	0	17	0	23	21	21	0	**100**	0	21	7	0	30	1	10	30	**100**	19	0	0	8	0	35	19	19	0	**100**
EMB170	5	18	14	1	28	3	12	19	**100**	18	0	0	15	0	26	20	20	0	**100**	2	22	5	1	26	1	11	31	**100**	17	2	0	8	3	37	16	16	1	**100**
EMB175	5	18	14	1	28	3	12	19	**100**	18	0	0	15	0	26	20	20	0	**100**	2	22	5	1	26	1	11	31	**100**	17	2	0	8	3	37	16	16	1	**100**
EMB190	5	18	14	1	28	3	12	19	**100**	18	0	0	15	0	26	20	20	0	**100**	2	22	5	1	26	1	11	31	**100**	17	2	0	8	3	37	16	16	1	**100**
FAL20	6	12	14	4	24	11	22	7	**100**	11	1	1	22	0	26	20	20	0	**100**	0	18	14	0	13	0	36	19	**100**	17	0	0	16	0	23	22	22	0	**100**
GASEPV	13	17	5	2	28	9	19	8	**100**	29	0	2	22	0	21	12	12	1	**100**	0	36	10	8	0	0	4	43	**100**	43	0	7	12	0	15	11	11	0	**100**
GIIB	14	15	13	4	13	11	11	18	**100**	4	0	0	13	10	14	30	30	0	**100**	23	14	0	0	29	0	16	18	**100**	12	0	0	29	0	13	23	23	0	**100**
GIV	9	12	8	4	35	3	15	15	**100**	12	0	0	19	0	21	24	24	0	**100**	0	16	14	0	32	0	37	0	**100**	12	0	0	9	0	32	23	23	0	**100**
GV	4	19	13	0	29	3	3	29	**100**	18	0	1	15	0	23	22	22	0	**100**	2	18	7	0	31	3	2	37	**100**	18	0	1	8	1	34	19	19	0	**100**
LEAR25	3	3	45	6	12	17	9	5	**100**	9	0	0	10	0	25	7	7	42	**100**	0	20	0	0	6	8	48	17	**100**	18	0	0	6	16	21	20	20	0	**100**
LEAR35	6	18	12	4	26	5	19	10	**100**	13	0	0	17	1	17	25	25	0	**100**	2	14	11	2	23	2	33	14	**100**	11	0	0	9	3	28	25	25	0	**100**
MD11GE	6	17	8	5	23	7	25	9	**100**	14	0	0	19	1	14	37	13	1	**100**	6	13	20	2	21	15	18	5	**100**	14	5	10	5	3	31	23	10	0	**100**
MD83	10	13	6	15	25	3	6	23	**100**	24	0	1	8	1	30	18	18	0	**100**	0	13	5	0	23	8	7	45	**100**	20	0	0	8	0	29	21	21	0	**100**
MU3001	6	14	22	1	21	3	17	18	**100**	12	0	0	18	0	18	26	26	0	**100**	0	16	0	0	46	1	12	24	**100**	16	0	0	9	1	26	24	24	0	**100**
SD330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	4	17	13	1	28	4	10	24	**100**	18	0	1	14	1	25	22	19	0	**100**	3	18	5	2	28	2	7	35	**100**	18	0	1	8	0	31	24	17	0	**100**

Notes: Totals may not equal 100 due to rounding
31L[k] represents departures on Runway 31L at the intersection of Taxiway K.
Source: Landrum & Brown.

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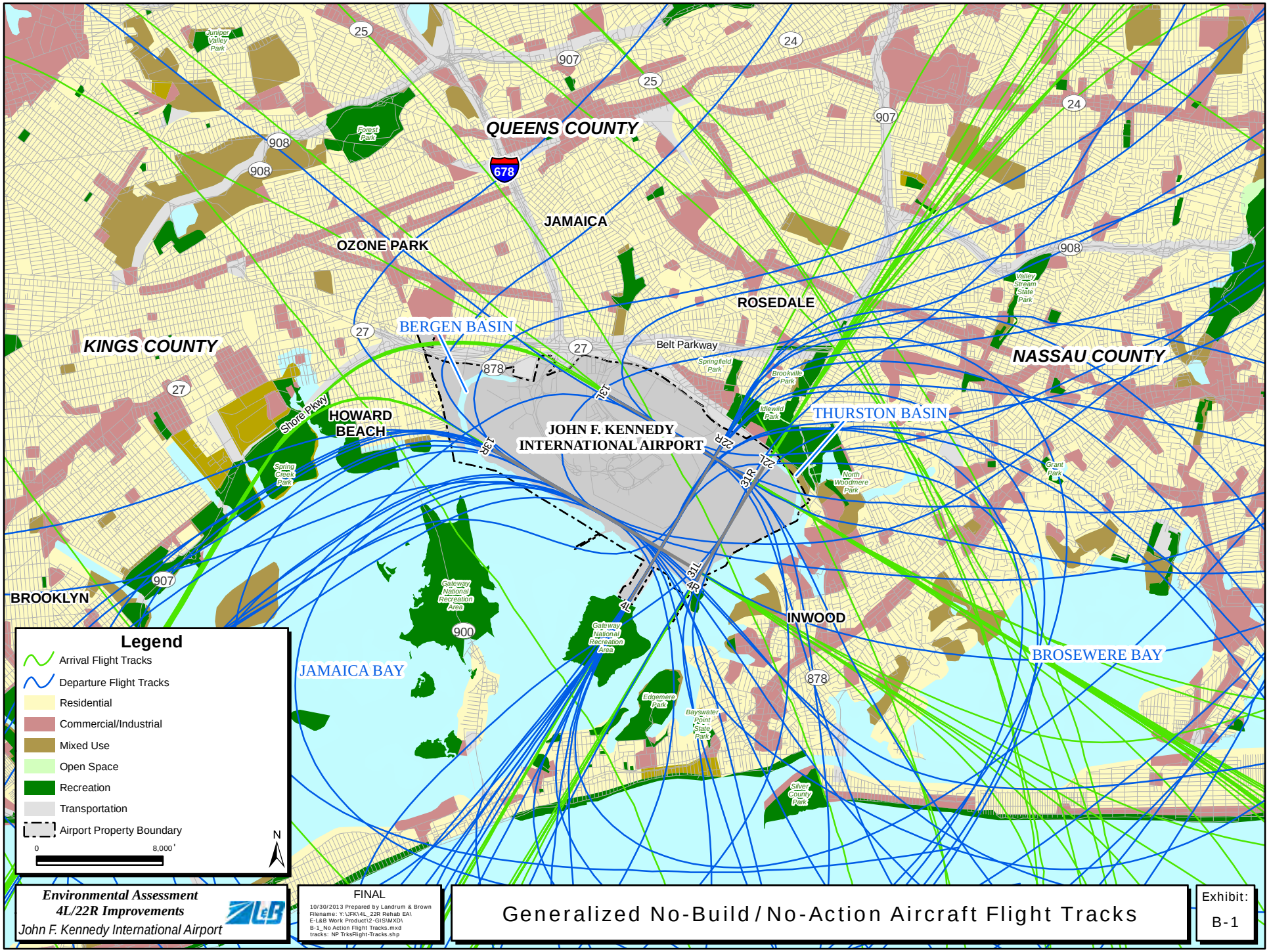
QUEENS COUNTY
JAMAICA
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ROSEDALE
KINGS COUNTY
NASSAU COUNTY
BERGEN BASIN
THURSTON BASIN
JOHN F. KENNEDY INTERNATIONAL AIRPORT
HOWARD BEACH
BROOKLYN
INWOOD
JAMAICA BAY
BROSEWERE BAY
Belt Parkway
Shore Pkwy
Juniper Valley Park
Forest Park
Springfield Park
Brookville Park
Idlewild Park
Valley Stream State Park
Spring Creek Park
North Woodmere Park
Grant Park
Gateway National Recreation Area
Edgemere Park
Bayswater Point State Park
Silver County Park
13L
13R
22L
22R
31L
31R
4L
4R
Legend
Arrival Flight Tracks
Departure Flight Tracks
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
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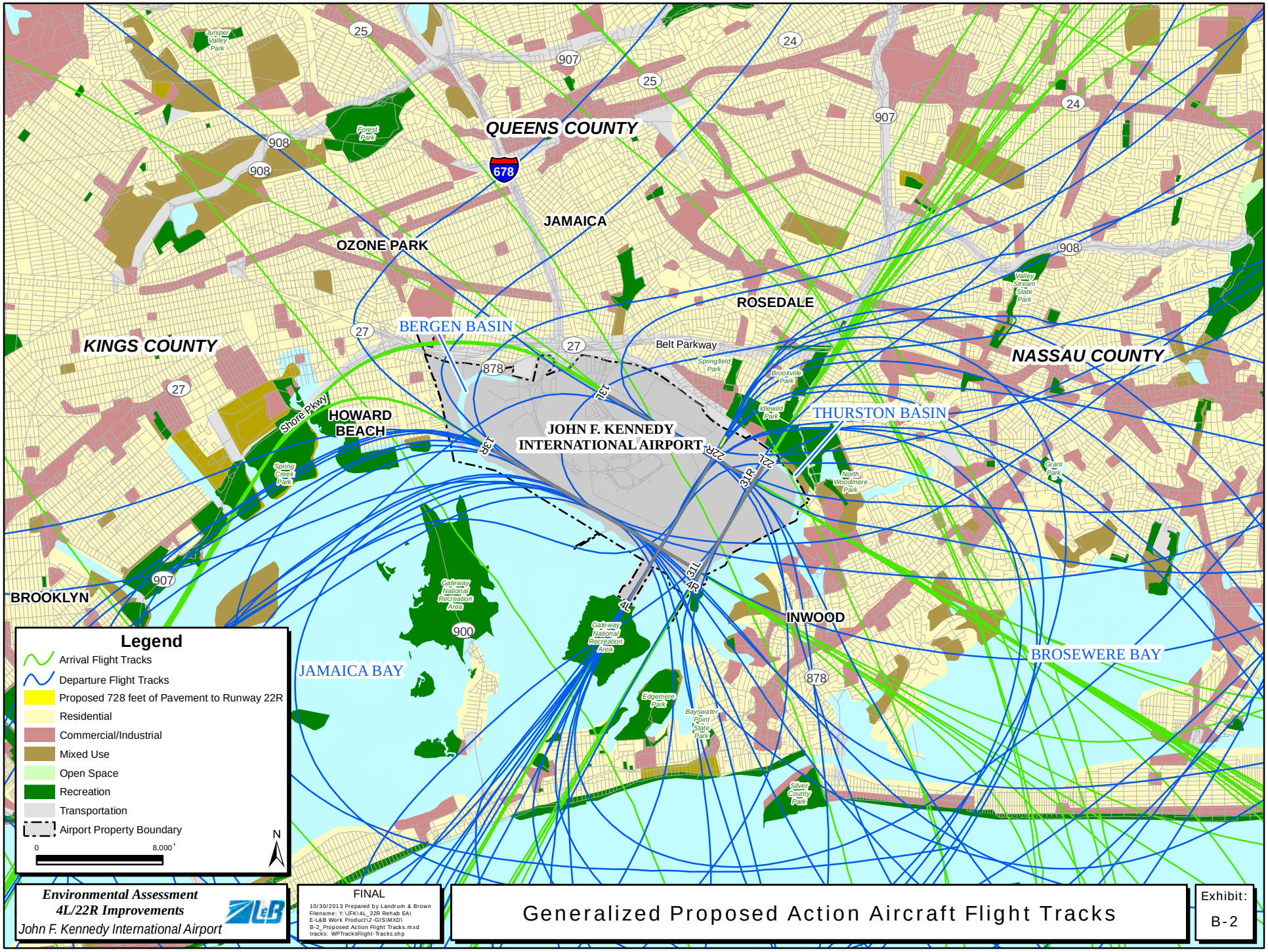
Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport
FINAL
10/30/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\
E-L&B Work Product\2-GIS\MXD\
B-1_No Action Flight Tracks.mxd
tracks: NP TrksFlight-Tracks.shp
Generalized No-Build / No-Action Aircraft Flight Tracks
Exhibit:
B-1

BACK OF EXHIBIT B-1, GENERALIZED NO-BUILD / NO-ACTION AIRCRAFT FLIGHT TRACKS


QUEENS COUNTY
KINGS COUNTY
NASSAU COUNTY
JAMAICA
OZONE PARK
ROSEDALE
BERGEN BASIN
THURSTON BASIN
JOHN F. KENNEDY INTERNATIONAL AIRPORT
HOWARD BEACH
BROOKLYN
INWOOD
JAMAICA BAY
BROSEWERE BAY
Belt Parkway
Shore Pkwy
Juniper Valley Park
Forest Park
Springfield Park
Brookville Park
Idlewild Park
Valley Stream State Park
Spring Creek Park
North Woodmere Park
Grant Park
Gateway National Recreation Area
Edgemere Park
Bayswater Point State Park
Silver County Park
Legend
Arrival Flight Tracks
Departure Flight Tracks
Proposed 728 feet of Pavement to Runway 22R
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
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Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport
FINAL
10/30/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\
E-L&B Work Product\2-GIS\MXD\
B-2_Proposed Action Flight Tracks.mxd
tracks: WPTracksFlight-Tracks.shp
Generalized Proposed Action Aircraft Flight Tracks
Exhibit:
B-2

BACK OF EXHIBIT B-2, GENERALIZED PROPOSED ACTION AIRCRAFT FLIGHT TRACKS

RESULTS

Exhibit B-3, *Existing (2012/2013) Noise Exposure Contour*, shows the Existing 2012/2013 Noise Exposure Contour. **Exhibit B-4, *2015 No-Build/No-Action vs. 2015 Proposed Action Noise Exposure Contour*** and **Exhibit B-5, *2020 No-Build/No-Action vs. 2020 Proposed Action Noise Exposure Contour*** show comparisons of the noise exposure contours modeled for the No-Build/No-Action and Proposed Action scenarios at the 2015 and 2020 activity levels, respectively. These two exhibits show the 65, 70, and 75 dB DNL contours for both scenarios, overlaid atop one another. As shown, the changes in noise contours associated with the Proposed Action would be minimal. As illustrated, the 65 DNL contour shifts slightly as compared to the No-Build/No-Action 65 DNL contour.

Along the extended centerline to the north of Runway 4L/22R, the contour shifts to the north approximately 150-feet to a point just near 141st Avenue and widens slightly due to the proposed new location for the start of takeoff roll for aircraft departing on Runway 22R. To the south of Runway 4L/22R, the Proposed Action noise contour is smaller compared to the No-Build/No Action contour due to the proposed Runway 4L arrival threshold being displaced 460 feet to the north.

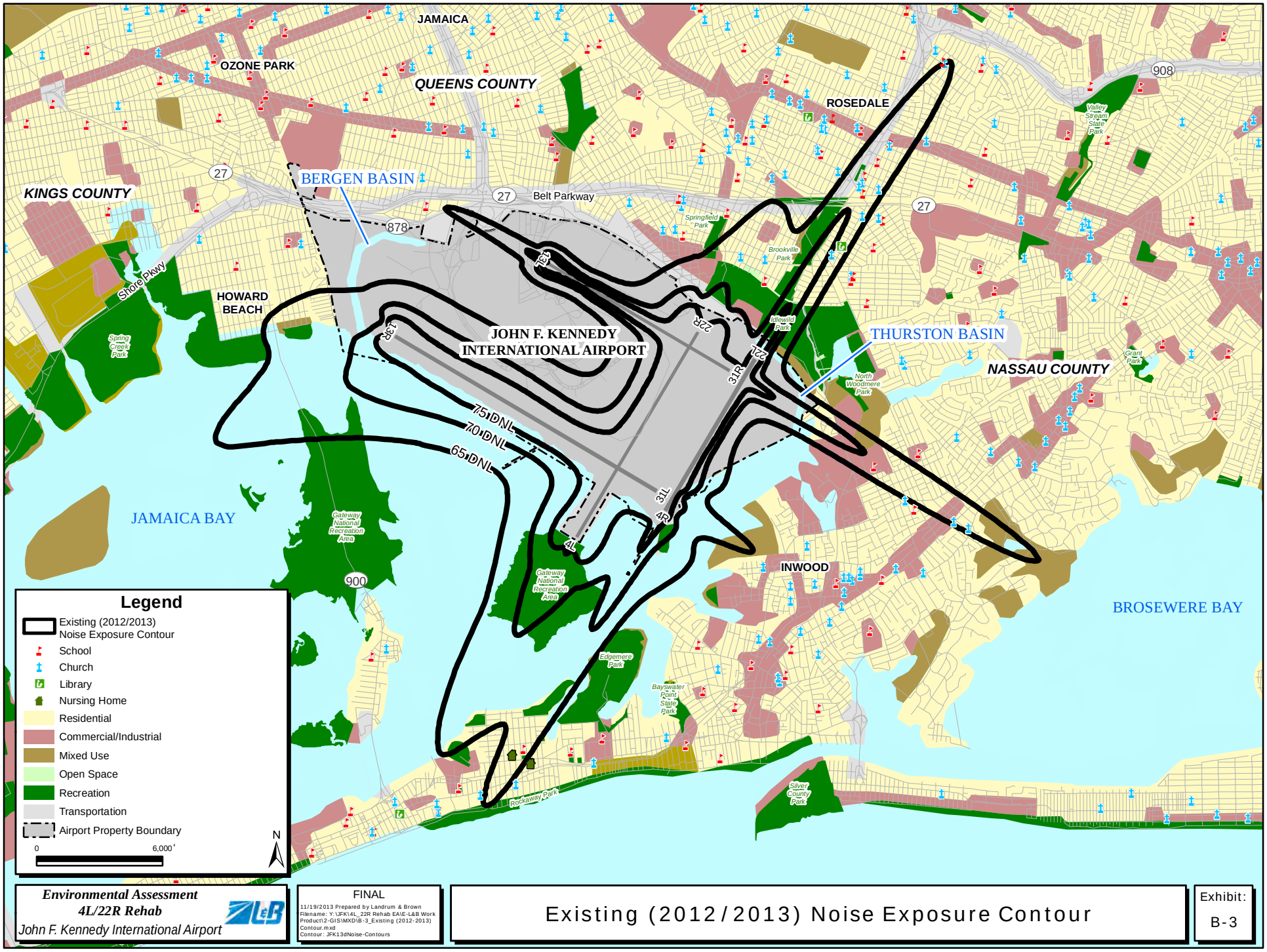
Table B-10, ***Noise Exposure Area, Housing Units, and Population***, shows a tabular comparison of the land area and residential population that are estimated to be contained within the 65, 70, and 75 dB DNL noise contours for the No-Build/ No-Action and Proposed Action scenarios for the 2015 and 2020 activity levels that were evaluated in this analysis. The Existing (2012/2013) conditions land area and residential population that are estimated to be contained within the 65, 70, and 75 dB DNL noise contours are also shown. As shown in the table there is a net decrease in the number of housing units and population exposed to 65+DNL noise levels when comparing the Proposed Action and No-Build/No-Action noise exposure contours. It is important to note, the Proposed Action would not cause airport operations to increase. The forecasted increase in operations is anticipated to occur with or without the Proposed Action.

As mentioned previously, if any noise sensitive land uses within the DNL 65 dB noise contour would experience increases in noise of DNL 1.5 dB or greater as a result of the Proposed Action, a significant noise impact would occur. **Exhibit B-6, *2015 Areas of DNL 1.5 dB Increase with in the 65 DNL*** and **Exhibit B-7, *2020 Areas of DNL 1.5 dB Increase with in the 65 DNL*** show the areas of change of 1.5 dB DNL between the No-Build/No-Action and Proposed Action scenarios for 2015 and 2020 activity levels, respectively. As shown, the Proposed Action is not expected to result in any *significant* impacts in noise-sensitive land uses around the Airport.

The area of change of 1.5 dB DNL associated with 2015 Proposed Action is marked by the purple change contour line. The DNL 1.5 dB change contours associated with 2015 Proposed Action have a distinct shape that is directly related to the relocation of the Runway 22R departure starting point. This heart-shaped pattern is the typical noise pattern that is found behind aircraft as they start their takeoff roll with the most noise radiating outward at a 30 to 45 degree angle from the tail

of the aircraft. The relocation of the start of takeoff roll shifts this pattern of noise and thus creates change contours of a similar shape.

As Exhibit B-6 illustrates, the area of change of 1.5 dB DNL associated with 2015 Proposed Action area is largely limited to Airport property and only extends over compatible land uses (commercial/industrial) immediately adjacent to Rockaway Boulevard and small areas of land designated as Idlewild Park. These portions of the park include wooded and vacant areas which are not used for active recreation activities. As shown in Exhibit B-7, the size and shape of the 1.5 dB DNL change contours associated with the 2020 Proposed Action is similar to the 2015 Proposed Action and does not include any noise-sensitive land uses.


JAMAICA
OZONE PARK
QUEENS COUNTY
ROSEDALE
908
KINGS COUNTY
27
BERGEN BASIN
Belt Parkway
878
Springfield Park
Brookville Park
Idlewild Park
Valley Stream State Park
Shore Pkwy
HOWARD BEACH
Spring Creek Park
JOHN F. KENNEDY INTERNATIONAL AIRPORT
13R
13L
22R
22L
31R
31L
4R
4L
THURSTON BASIN
NASSAU COUNTY
North Woodmere Park
Grant Park
75 DNL
70 DNL
65 DNL
JAMAICA BAY
Gateway National Recreation Area
900
INWOOD
BROSEWERE BAY
Edgemere Park
Baysawater Point State Park
Rockaway Park
Silver County Park
Legend
Existing (2012/2013) Noise Exposure Contour
School
Church
Library
Nursing Home
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
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6,000'
N
Environmental Assessment
4L/22R Rehab
John F. Kennedy International Airport
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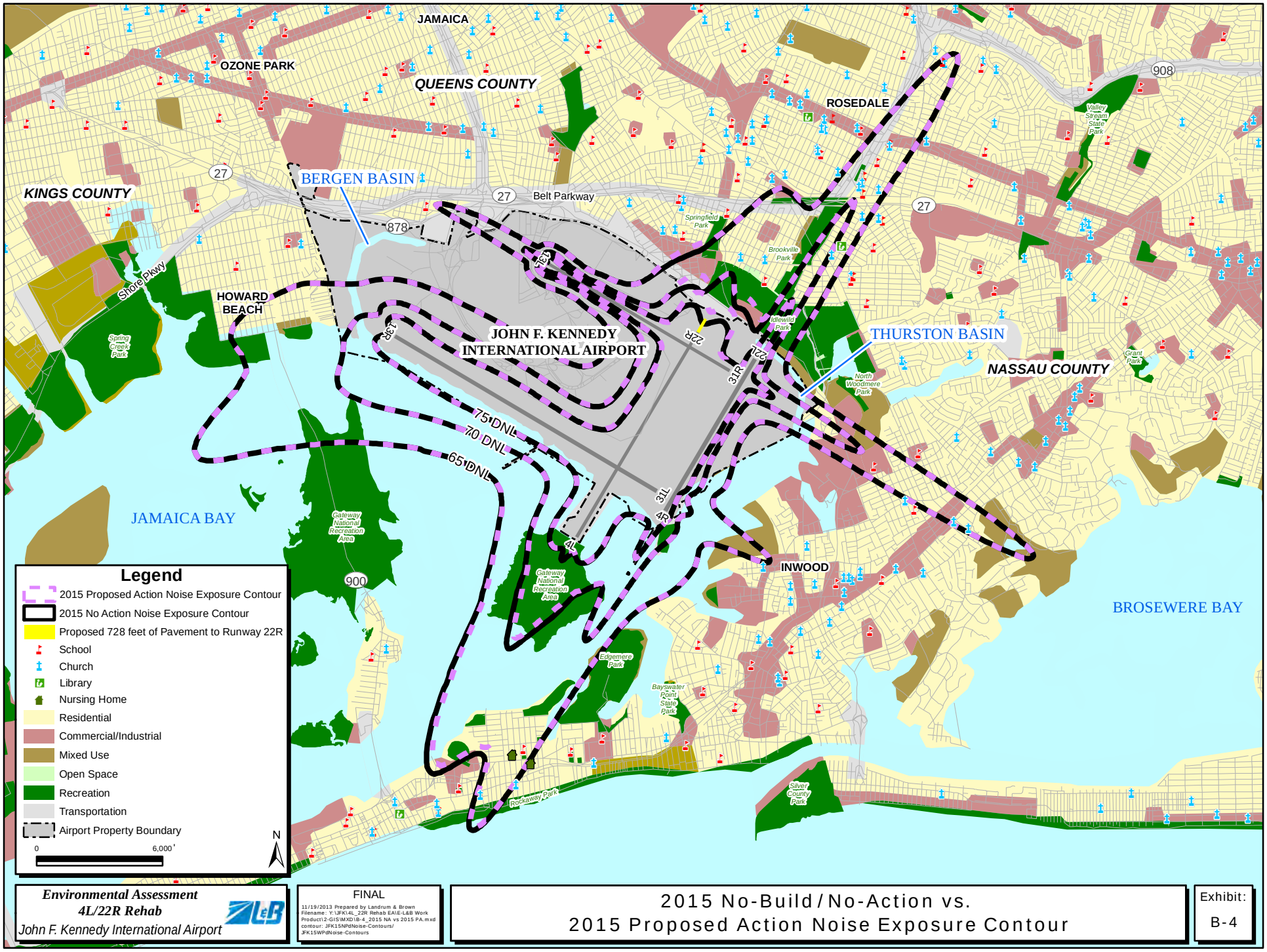
FINAL
11/19/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\E-L&B Work Product\2-GIS\MXD\B-3_Existing (2012-2013) Contour.mxd
Contour: JFK13dNoise-Contours
Existing (2012/2013) Noise Exposure Contour
Exhibit:
B-3

BACK OF EXHIBIT B-3, EXISTING 2012/2013 NOISE EXPOSURE CONTOUR



Environmental Assessment
4L/22R Rehab
John F. Kennedy International Airport

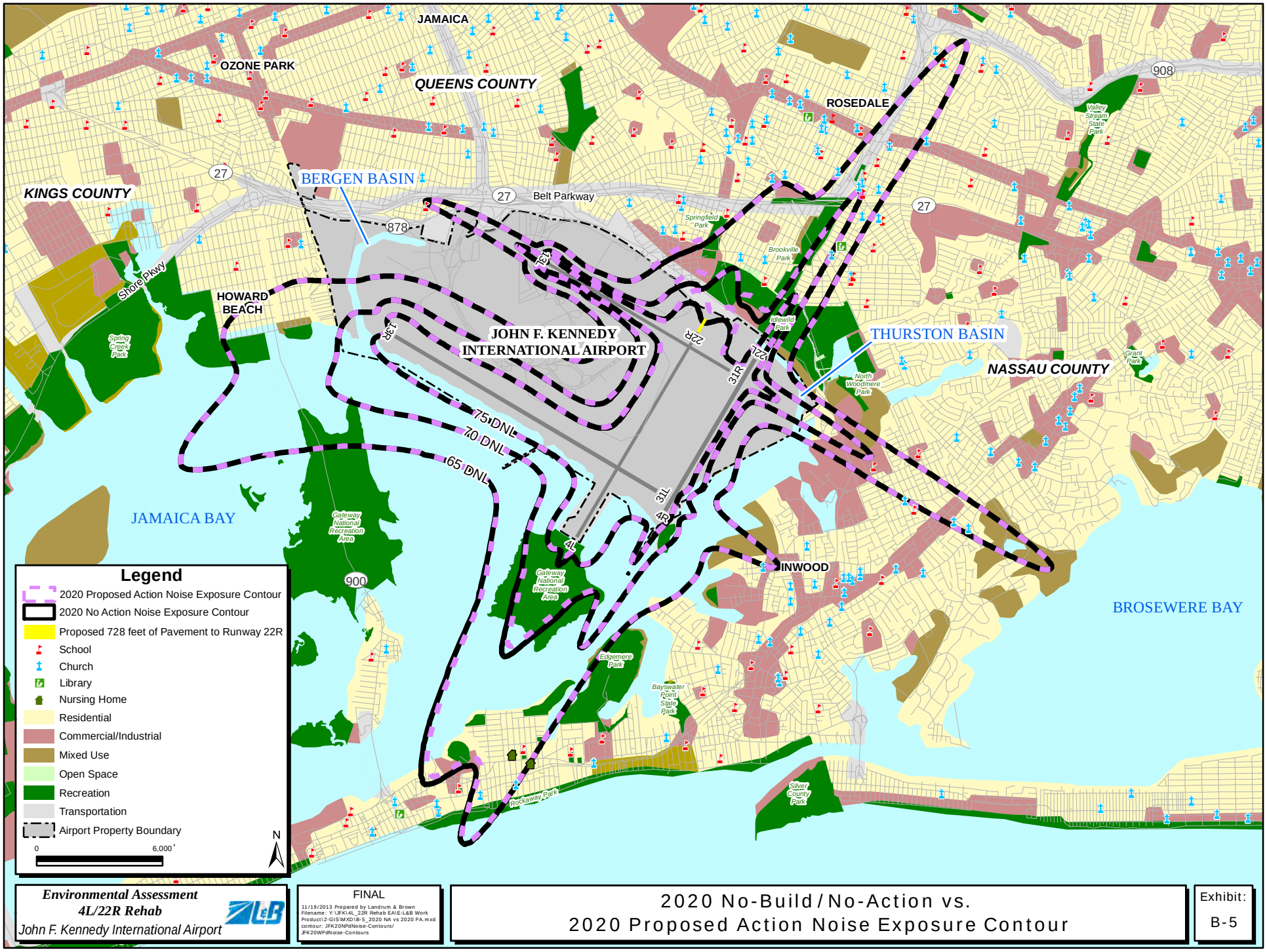
FINAL

11/19/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\E-L&B Work Product\2-GIS\MXD\B-4_2015 NA vs 2015 PA.mxd
contour: JFK15NPdNoise-Contours/
JFK15WPdNoise-Contours

2015 No-Build / No-Action vs. 2015 Proposed Action Noise Exposure Contour

Exhibit:
B-4

BACK OF EXHIBIT B-4, 2015 NO-ACTION/NO-BUILD VS. PROPOSED ACTION NOISE EXPOSURE CONTOUR


JAMAICA
OZONE PARK
QUEENS COUNTY
ROSEDALE
908
KINGS COUNTY
27
BERGEN BASIN
Belt Parkway
878
Springfield Park
Brookville Park
Valley Stream State Park
Shore Pkwy
HOWARD BEACH
Spring Creek Park
JOHN F. KENNEDY INTERNATIONAL AIRPORT
13R
13L
22R
22L
31R
31L
4R
4L
Idlewild Park
THURSTON BASIN
NASSAU COUNTY
Grant Park
North Woodmere Park
75 DNL
70 DNL
65 DNL
JAMAICA BAY
Gateway National Recreation Area
900
INWOOD
BROSEWERE BAY
Edgemere Park
Baysawater Point State Park
Rockaway Park
Silver County Park
Legend
2020 Proposed Action Noise Exposure Contour
2020 No Action Noise Exposure Contour
Proposed 728 feet of Pavement to Runway 22R
School
Church
Library
Nursing Home
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
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6,000'
N
Environmental Assessment
4L/22R Rehab
John F. Kennedy International Airport
FINAL
11/19/2013 Prepared by Landrum & Brown
Filename: Y:\JFK\4L_22R Rehab EA\E-L&B Work Product\2-GIS\MXD\B-5_2020 NA vs 2020 PA.mxd
contour: JFK20NPdNoise-Contours/
JFK20WPdNoise-Contours
2020 No-Build/No-Action vs.
2020 Proposed Action Noise Exposure Contour
Exhibit:
B-5

BACK OF EXHIBIT B-5, 2020 NO-ACTION/NO-BUILD VS. PROPOSED ACTION NOISE EXPOSURE CONTOUR

Table B-10
NOISE EXPOSURE AREA, HOUSING UNITS, AND POPULATION
John F. Kennedy International Airport

2012/2013 Activity Level												
DNL	No-Build/No-Action				Proposed Action				Difference Between No-Build/No-Action and Proposed Action			
	Square Miles	Housing Units	Population	NSF	Square Miles	Housing Units	Population	NSF	Square Miles	Housing Units	Population	NSF
65-70	7.59	9,399	29,482	18	The Proposed Action was not evaluated for the 2012/2013 activity level.							
70-75	2.90	801	2,603	0								
75+	2.41	0	0	0								
Total	12.90	10,200	32,085	18								

2015 Activity Level												
DNL	No-Build/No-Action				Proposed Action				Difference Between No-Build/No-Action and Proposed Action			
	Square Miles	Housing Units	Population	NSF	Square Miles	Housing Units	Population	NSF	Square Miles	Housing Units	Population	NSF
65-70	8.35	11,952	36,668	20	8.27	11,909	36,574	20	-0.08	-43	-94	0
70-75	2.96	876	2,851	0	2.92	876	2,851	0	-0.04	0	0	0
75+	2.88	0	0	0	2.92	0	0	0	0.04	0	0	0
Total	14.19	12,828	39,519	20	14.11	12,785	39,425	20	-0.08	-43	-94	0

2020 Activity Level												
DNL	No-Build/No-Action				Proposed Action				Difference Between No-Build/No-Action and Proposed Action			
	Square Miles	Housing Units	Population	NSF	Square Miles	Housing Units	Population	NSF	Square Miles	Housing Units	Population	NSF
65-70	8.97	13,747	41,545	21	8.89	13,655	41,292	21	-0.08	-92	-253	0
70-75	3.22	1,009	3,286	0	3.17	1,008	3,286	0	-0.05	0	0	0
75+	3.05	0	0	0	3.10	0	0	0	0.05	0	0	0
Total	15.24	14,756	44,831	21	15.16	14,663	44,578	21	-0.08	-92	-253	0

NSF = Noise-Sensitive Facilities
Source: New York City Department of City Planning, 2013; U.S. Census Bureau, 2010; Landrum & Brown, 2013.

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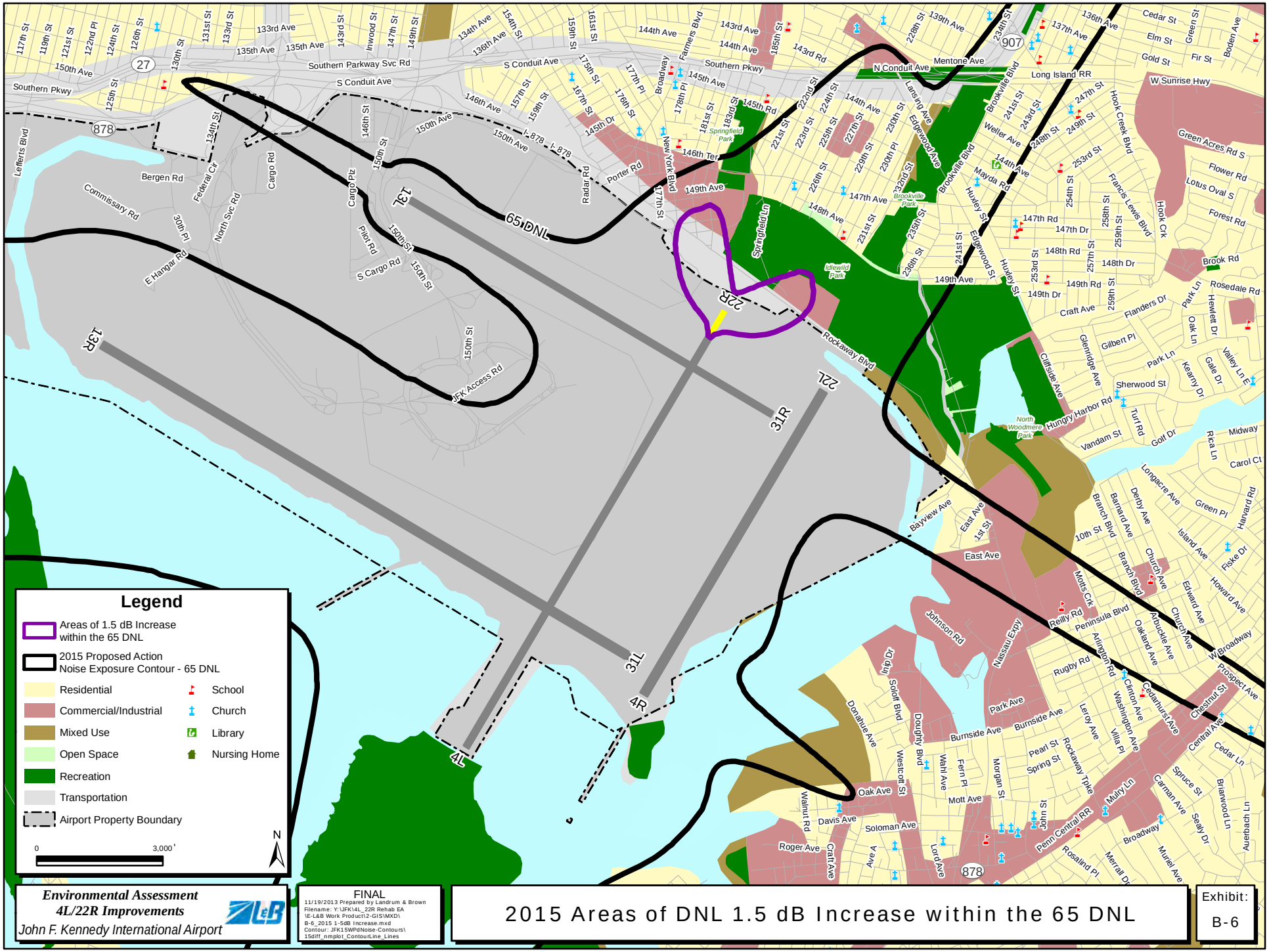
Legend
Areas of 1.5 dB Increase within the 65 DNL
2015 Proposed Action Noise Exposure Contour - 65 DNL
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
School
Church
Library
Nursing Home
0
3,000'
N
65 DNL
13L
13R
22L
22R
31L
31R
4L
4R
Southern Pkwy
Southern Parkway Svc Rd
S Conduit Ave
N Conduit Ave
Long Island RR
Rockaway Blvd
Cargo Rd
Commissary Rd
Bergen Rd
Federal Cir
North Svc Rd
Pilot Rd
S Cargo Rd
E Hangar Rd
JFK Access Rd
Springfield Park
Idlewild Park
Brookville Park
North Woodmere Park
Environmental Assessment
4L/22R Improvements
John F. Kennedy International Airport
FINAL
11/19/2013 Prepared by Landrum & Brown
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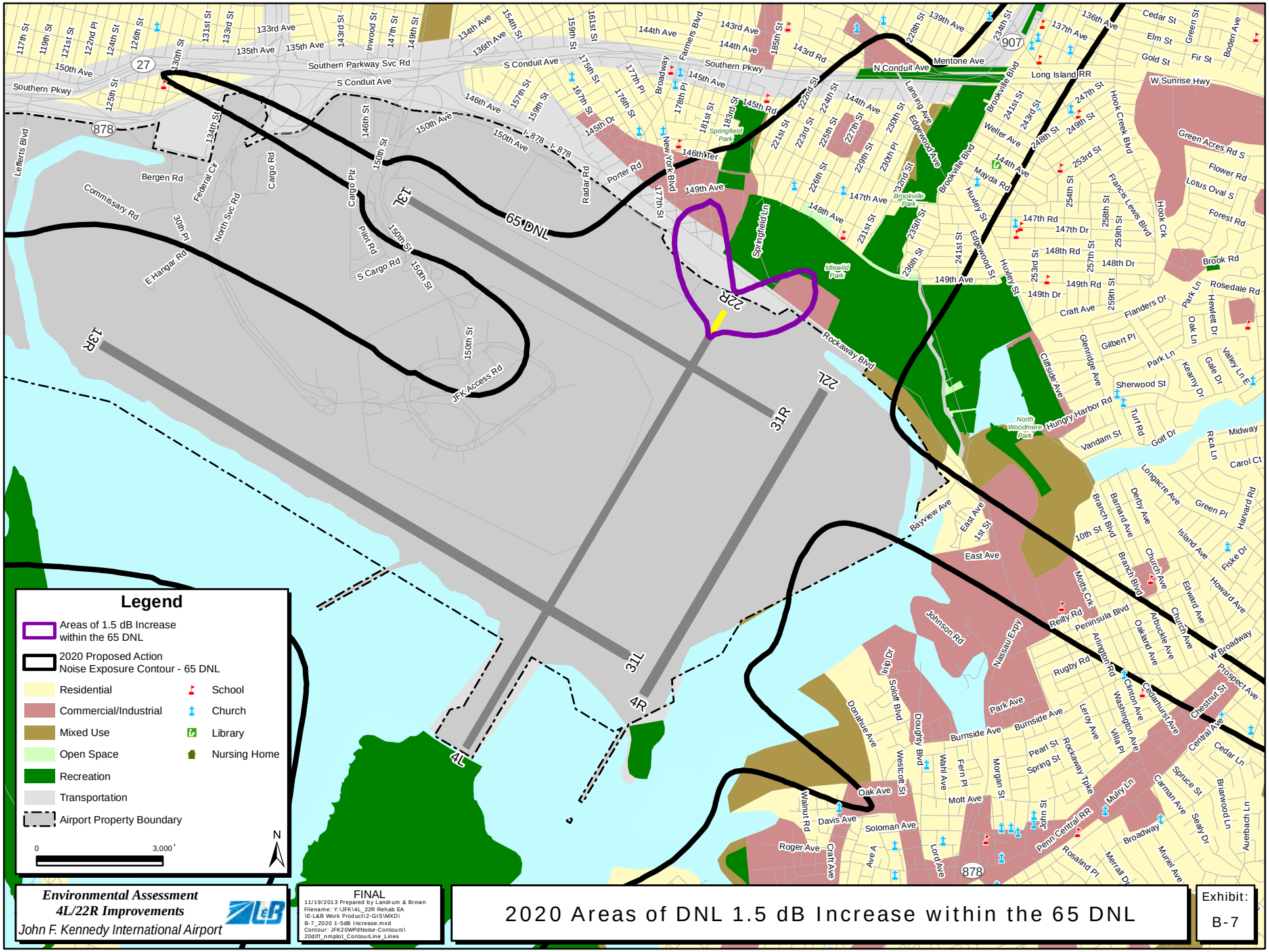
Contour: JFK15WPdNoise-Contours\15diff_nmplot_ContourLine_Lines
2015 Areas of DNL 1.5 dB Increase within the 65 DNL
Exhibit:
B-6

BACK OF EXHIBIT B-6, 2015 AREAS OF DNL 1.5 DB INCREASE WITH IN THE 65 DNL


Legend
Areas of 1.5 dB Increase within the 65 DNL
2020 Proposed Action Noise Exposure Contour - 65 DNL
Residential
Commercial/Industrial
Mixed Use
Open Space
Recreation
Transportation
Airport Property Boundary
School
Church
Library
Nursing Home
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65 DNL
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Southern Pkwy
Southern Parkway Svc Rd
S Conduit Ave
N Conduit Ave
Mentone Ave
Long Island RR
W Sunrise Hwy
Rockaway Blvd
Bergen Rd
Commissary Rd
Federal Cir
Cargo Rd
Cargo Plz
North Svc Rd
Pilot Rd
S Cargo Rd
E Hangar Rd
JFK Access Rd
Radar Rd
Porter Rd
New York Blvd
Springfield Ln
Springfield Park
Idlewild Park
Brookville Park
North Woodmere Park
Brookville Blvd
Edgewood Ave
Lefferts Blvd
Mayda Rd
Weller Ave
Craft Ave
Flanders Dr
Hungry Harbor Rd
Sherwood St
Cliffside Ave
Glenridge Ave
Gilbert Pl
Vandam St
Golf Dr
Turf Rd
Midway
Bayview Ave
East Ave
Johnson Rd
Nassau Expy
Motts Ck
Reilly Rd
Peninsula Blvd
Arlington Rd
Rugby Rd
Oakland Ave
Arbuckle Ave
Church Ave
Edward Ave
W Broadway
Prospect Ave
Chestnut St
Central Ave
Cedar Ln
Briarwood Ln
Auerbach Ln
Sealy Dr
Muriel Ave
Merrall Dr
Rosalind Pl
Broadway
Penn Central RR
John St
Carman Ave
Spruce St
Mulry Ln
Villa Pl
Washington Ave
Cedarhurst Ave
Clinton Ave
Leroy Ave
Rockaway Tpke
Spring St
Pearl St
Morgan St
Mott Ave
Fern Pl
Wahl Ave
Westcott St
Doughty Blvd
Soloff Blvd
Donahue Ave
Inlip Dr
Burnside Ave
Park Ave
Oak Ave
Davis Ave
Soloman Ave
Walnut Rd
Roger Ave
Lord Ave
Ave A
Craft Ave
Environmental Assessment
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FINAL
11/19/2013 Prepared by Landrum & Brown
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Contour: JFK20WPdNoise-Contours\20diff_nmplot_ContourLine_Lines
2020 Areas of DNL 1.5 dB Increase within the 65 DNL
Exhibit:
B-7

BACK OF EXHIBIT B-7, 2020 AREAS OF DNL 1.5DB INCREASE WITH IN THE 65 DNL

NOISE EXPOSURE AT POTENTIAL SECTION 4(f) RESOURCES

An analysis of noise levels at potential Section 4(f) resources was conducted to determine the noise level band that various potential Section 4(f) resources were within for each Alternative. A comparison of the change in noise levels between the No-Build/No-Action and the Proposed Action for 2015 and 2020 conditions is shown in **Table B-11, *Summary of Noise Exposure at Potential Section 4(f) Resources***. As shown in Table B-11, there are 21 potential Section 4(f) resources located within the 65+ DNL of the 2015 No-Build/No-Action noise exposure contour. Each of these 21 resources continues to be within the same contour band under both the 2015 Proposed Action and the 2020 Proposed Action noise exposure contours. It should be noted that the noise contour level shown in the table is the highest noise contour level within which the resource (or a part of a resource) is located under each condition. Also please note Brookville Park, Idlewild Park, and Hook Creek Wildlife Sanctuary all are part of the Idlewild Park Preserve. However each park's noise levels were reported individually to accurately report the potential change in the noise level due to the Proposed Action at each of these three resources.

Table B-11
SUMMARY OF NOISE EXPOSURE AT POTENTIAL SECTION 4(F) RESOURCES
John F. Kennedy International Airport

RESOURCE NAME	EXISTING (2012/2013) BASELINE	2015 NO BUILD/NO ACTION	2015 WITH PROJECT	2020 NO BUILD/NO ACTION	2020 WITH PROJECT
Gateway National Rec Area	75+ DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Idlewild Park (Western portion)[1]	65-70 & 70-75 DNL	65-70 & 70-75 DNL	65-70 & 70-75 DNL	65-70 & 70-75 DNL	65-70 & 70-75 DNL
Idlewild Park (Eastern portion)[2]	75+ DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Brookville Park (Southern portion)	70-75 DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Jamaica Bay Park	75+ DNL	75+ DNL	75+ DNL	75+ DNL	75+ DNL
Brookville Park (Northern portion)	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL	70-75 DNL
Edgemere Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Frank M Charles Memorial Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Spring Creek Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Springfield Park (Northern portion)	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Belt Parkway	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Hook Creek Wildlife Sanctuary	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Springfield Park (Southern portion)	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Almeda Playground	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Dubos Point Wildlife Sanctuary	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Brant Point Wildlife Sanctuary	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Vernam Barbadoes Peninsula	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Thursby Basin Park	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Rockaway Beach and Boardwalk		65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Mentone Playground	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
Laurelton Playground	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL
JFK Terminal 5	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL	65-70 DNL

1. The area of Idlewild located directly to the north of Runway 4L/22R.
2. The area of Idlewild located directly to the north of Runway 4R/22L.

Source: Landrum & Brown, 2013.

CONCLUSION

The Proposed Action would not significantly change noise exposure over noise sensitive land uses in the vicinity of the Airport. The results of the preceding analysis indicate that the levels of noise change associated with the 2015 and 2020 Proposed Action would be below FAA's threshold of significance of a 1.5 dB DNL increase over a noise sensitive land use within the 65 DNL level. In fact, the 1.5 dB DNL change area would be entirely contained over Airport property and commercial-industrial land uses and vacant/wooded areas immediately adjacent to the Airport.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of Environment and Energy

800 Independence Ave., S.W.
Washington, D.C. 20591

March 9, 2012

Marie C. Jenet
Environmental Specialist
Federal Aviation Administration
New York Airports District Office
600 Old Country Road, Suite 446
Garden City, New York 11530

Dear Marie,

The Office of Environment and Energy (AEE) has reviewed the proposed non-standard Integrated Noise Model (INM) aircraft substitutions for the Environmental Assessment (EA) for John F. Kennedy International Airport (JFK).

The Port Authority of New York and New Jersey is preparing an EA for improvements to Runway 4L/22R at JFK. As part of this process noise exposure contours will be prepared for 2015 and 2020. The operations forecasts for these years contain three aircraft that are not currently modeled in the INM; the A350-800, the A350-900, and the B747-800. The consultant preparing the noise exposure contours has proposed using the INM 777200 as a substitute for the A350-800 and -900 aircraft, and the INM 747400 as a substitute for the B747-800 aircraft.

AEE approves the proposed INM substitution aircraft for the JFK EA for improvements to Runway 4L/22R. Please understand that this approval is limited to this particular EA for JFK. Any additional projects or non-standard INM input at JFK or any other site will require separate approval.

Sincerely,

Rebecca Cointin, Acting Manager
AEE/Noise Division

cc: Jim Byers, APP-400

Appendix C

APPENDIX C
AIR QUALITY

This appendix presents an assessment of the potential impacts to air quality from the Proposed Action and the No-Build/No-Action. The following subsections discuss the relevant Federal and state air quality review requirements. Also presented are the results of the air quality analysis for the Existing Conditions (2012/2013) and conditions for year 2015 and 2020 under both the No-Build/No-Action and the Proposed Action.

The Airport is located within Queens County, New York, which is included in the New Jersey-New York-Connecticut Intrastate Air Quality Control Region (AQCR).[1] The New Jersey-New York-Connecticut Intrastate AQCR does not meet the Federal standard for the 8-hour concentration of ozone or the Federal standard for the 24-hour and annual arithmetic mean concentrations of fine particulate matter ($PM_{2.5}$).[2] In the past, Queens County was designated as nonattainment for carbon monoxide (CO); however, on May 20, 2002, the U.S. Environmental Protection Agency (USEPA) determined the area had attained the CO standard and the region was redesignated to attainment for CO. The area now operates under a maintenance plan for CO.

C.1 REGULATORY BACKGROUND

This section evaluates the conformity of the Proposed Action with the New York State Implementation Plans (SIP) by assessing the potential impact of the Proposed Action on state efforts to achieve and maintain compliance with the National Ambient Air Quality Standards (NAAQS) established under Title I of the Clean Air Act (CAA). In addition to these CAA requirements, there are state regulations that may apply to airport projects, including an Indirect Source Review (ISR). These Federal and state air quality requirements are discussed below.

C.1.1 NATIONAL AMBIENT AIR QUALITY STANDARDS

The CAA, including the 1990 Amendments, provides for the establishment of standards and programs to evaluate, achieve, and maintain acceptable air quality in the U.S. Under the CAA, the USEPA established a set of standards, or criteria, for six pollutants determined to be potentially harmful to human health and welfare.[3]

[1] U.S. Environmental Protection Agency (USEPA), 40 CFR Part 81, Section 81.13, *New Jersey-New York-Connecticut Intrastate Air Quality Control Region* (December 23, 1980).

[2] U.S. Environmental Protection Agency (USEPA), Green Book Nonattainment Status for Each County by Year as of December 14, 2012.

[3] USEPA, Code of Federal Regulations, Title 40, Part 50 (40 CFR Part 50) *National Primary and Secondary Ambient Air Quality Standards (*NAAQS), July 2011.

The USEPA considers the presence of the following six criteria pollutants to be indicators of air quality:

- Ozone (O_3);
- Carbon monoxide (CO);
- Nitrogen dioxide (NO_2);
- Particulate matter (PM_{10} and $PM_{2.5}$);[4]
- Sulfur dioxide (SO_2); and,
- Lead (Pb).[5]

The standards for the criteria pollutants, known as the NAAQS, are summarized in **Table C-1, *National Ambient Air Quality Standards (NAAQS)***. For each of the criteria pollutants, the USEPA established primary standards intended to protect public health, and secondary standards for the protection of other aspects of public welfare, such as preventing materials damage, preventing crop and vegetation damage, and assuring good visibility. Areas of the country where air pollution levels consistently exceed these standards may be designated nonattainment by the USEPA.

A non-attainment area is a homogeneous geographical area[6] (usually referred to as an air quality control region) that is in violation of one or more NAAQS and has been designated as nonattainment by the USEPA as provided for under the CAA. Some regulatory provisions, for instance the CAA conformity regulations, apply only to areas designated as nonattainment or maintenance.

A maintenance area describes the air quality designation of an area previously designated nonattainment by the USEPA and subsequently redesignated attainment after emissions are reduced. Such an area remains designated as maintenance for a period up to 20 years at which time the state can apply for redesignation to attainment, provided that the NAAQS were sufficiently maintained throughout the maintenance period.

[4] PM_{10} and $PM_{2.5}$ are airborne inhalable particles that are less than ten micrometers (coarse particles) and less than 2.5 micrometers (fine particles) in diameter, respectively.

[5] Airborne lead in urban areas is primarily emitted by vehicles using leaded fuels. The chief source of lead emissions at airports would be the combustion of leaded aviation gasoline in small piston-engine general aviation aircraft. An exceedence of the lead standard at JFK would be unlikely because of the extreme low number of operations that use low-lead fuel for piston-engine aircraft. Therefore, emissions of lead were not considered in this analysis.

[6] A homogeneous geographical area, with regard to air quality, is an area, not necessarily bounded by state lines, where the air quality characteristics have been shown to be similar over the whole area. This may include several counties, encompassing more than one state, or may be a very small area within a single county.

Table C-1
NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS)
John F. Kennedy International Airport

NAAQS FOR CRITERIA POLLUTANTS			
POLLUTANT	**AVERAGING PERIOD**	**PRIMARY STANDARDS**	**SECONDARY STANDARDS**
a) Sulfur Dioxide (SO_2)	1-Hour Average 3-Hour Average	0.075 PPM None	None 0.50 PPM
b) Particulate Matter (PM_{10})	24-Hour Average	150 $\mu g/m^3$	Same as Primary
b) Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean 24-Hour Average (2006 Std)	12 $\mu g/m^3$ 35$\mu g/m^3$	15 $\mu g/m^3$ 35$\mu g/m^3$
c) Carbon Monoxide (CO)	8-Hour Average 1-Hour Average	9 PPM 35 PPM	None
d) Ozone (O_3)	8-Hour Average (2008 Std)	0.075 PPM	Same as Primary
e) Nitrogen Dioxide (NO_2)	1-Hour Daily Maximum Annual Arithmetic Mean	0.100 PPM 0.053 PPM	Same as Primary
f) Lead (Pb)	Rolling 3-Month Average	0.15 $\mu g/m^3$	Same as Primary
	3-Month Arithmetic Mean	1.5 $\mu g/m^3$	

a) 75 Federal Register 35520, June 22, 2010. Final rule signed June 2, 2010. The 1971 annual and 24-hour SO2 standards (38 FR 25678 September 14, 1973) were revoked in that same rulemaking. However, these standards remain in effect until one year after an area is designated for the 2010 standard, except in areas designated nonattainment for the 1971 standards, where the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standard are approved.

b) 71 Federal Register 61144, October 2006 and 78 Federal Register January 15, 2013.

c) 76 Federal Register 54294, August 31, 2011.

d) 73 Federal Register 16436, March 27, 2008. Final rule signed March 12, 2008. The 1997 ozone standard (0.08 ppm, annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years) and related implementation rules remain in place. In 1997, EPA revoked the 1-hour ozone standard (0.12 ppm, not to be exceeded more than once per year) in all areas, although some areas have continued obligations under that standard.

e) 75 Federal Register 6474, February 9, 2010. 61 Federal Register 52852, October 8, 1996.

f) 73 Federal Register 66964, November 12, 2008. Final rule signed October 15, 2008. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Notes: PPM is parts per million; Std is Standard.

$\mu g/m^3$ is micrograms per cubic meter.

Sources: USEPA, 40 CFR Part 50.4 through Part 50.13, *National Primary and Secondary Ambient Air Quality* Standards.

According to FAA guidelines[7] that establish procedures to meet NEPA requirements, an air quality assessment prepared pursuant to NEPA regulations should include an analysis and conclusions of a Federal action's impacts on air quality, as quoted in **Table C-2, *NEPA Compliance for Airport Federal Actions***.

[7] FAA Order 1050.1E Change 1, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 2 *Air Quality*, March 20, 2006.

Table C-2
NEPA COMPLIANCE FOR AIRPORT FEDERAL ACTIONS
John F. Kennedy International Airport

FAA GUIDELINES FOR AIRPORT NEPA COMPLIANCE
Environmental Impacts: Policies and Procedures **FAA Order 1050.1E Change 1, Section 2, *Air Quality***
Paragraph 2.1(c), *Requirements:*
When a NEPA analysis is needed, the proposed action's impact on air quality is assessed by evaluating the impact of the proposed action on the NAAQS. The proposed action's "build" and "no-build" emissions are inventoried for each reasonable alternative. Normally, further analysis would not be required for pollutants where emissions do not exceed General Conformity [*de minimis*] thresholds.

Source: FAA Order 1050.1E Change 1, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 2, *Air Quality*, March 20, 2006.

At a minimum, an inventory would be prepared reflecting emissions under the baseline (no action) conditions, and a separate inventory would be prepared describing emissions due to the Proposed Action. The net emissions derived from the comparison of the two inventories indicate the relative impact to air quality. Generally, when a Federal action will not result in net emissions that equal or exceed the requirements under the CAA General Conformity regulations, a comparative evaluation of the Federal action to the NAAQS, which requires dispersion analysis, is not necessary, and the Federal action is assumed to comply with the NAAQS.

C.1.2 STATE IMPLEMENTATION PLAN (SIP)

According to the CAA, each state must provide the USEPA with a State Implementation Plan (SIP). The SIP must include a strategy for air quality improvement in local areas for each criteria pollutant that exceeds the NAAQS. The SIP must also include a plan to maintain acceptable air quality in areas that did not meet the NAAQS in the recent past.

C.1.3 CLEAN AIR ACT CONFORMITY REGULATIONS

The CAA Amendments of 1990 included provisions to ensure emissions from Federal actions will comply with the goals of the SIP and will not interfere with the plans to improve air quality in a nonattainment or maintenance area. Compliance to the SIP requires the sponsoring Federal agency to prepare an analytical demonstration of the potential for significant air quality impacts from Federal actions unless the action is exempt under the CAA regulations, or is a project included in the sponsoring agency's Presumed to Conform List.[8]

[8] The Final Notice for the FAA Presumed to Conform list was published in the Federal Register on July 30, 2007 (72 FR 41565) and includes airport projects that would not require evaluation under the General Conformity regulations. RSA improvements are presumed to conform unless a new road or the relocation of a road is required. Therefore, the Proposed Action at JFK is not exempt under General Conformity.

The USEPA promulgated the conformity regulations on November 24, 1993[9] to assist Federal agencies in complying with the SIP by specifying rules for two categories of Federal actions: transportation actions and general actions. The two rules have separate and distinct applicability and evaluation requirements. Transportation conformity applies to highway and transit projects, and general conformity regulations apply to all other Federal actions that are not transportation projects, such as airport improvement projects.

C.1.4 GENERAL CONFORMITY RULE APPLICABILITY

The General Conformity Rule under the CAA establishes minimum values, referred to as the *de minimis* thresholds, for the criteria and precursor pollutants[10] for the purpose of:

- Identifying Federal actions with project-related emissions that are clearly negligible (*de minimis*);
- Avoiding unreasonable administrative burdens on the sponsoring agency, and;
- Focusing efforts on key actions that would have potential for significant air quality impacts.

The *de minimis* rates vary depending on the severity of the nonattainment area and further depend on whether the general Federal action is located inside an ozone transport region.[11] An evaluation relative to the General Conformity Rule (the Rule), published under 40 CFR Part 93,[12] is required only for general Federal actions that would cause emissions of the criteria or precursor pollutants, and are:

- Federally-funded or Federally-approved;
- Not a highway or transit project[13];
- Not identified as an exempt project[14] under the CAA;
- Not a project identified on the approving Federal agency's Presumed to Conform list; and,
- Located within a nonattainment or maintenance area.

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9 58 FR 62188, dated November 24, 1993.

10 Precursor pollutants are pollutants that are involved in the chemical reactions that form the resultant pollutant. Ozone precursor pollutants are NO_x and VOC, whereas $PM_{2.5}$ precursor pollutants include NO_x, VOC, SO_x, and ammonia (NH_3).

11 The ozone transport region is a single transport region for ozone (within the meaning of Section 176A(a) of the CAA), comprised of the States of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the Consolidated Metropolitan Statistical Area that includes the District of Columbia, as given at Section 184 of the CAA.

12 USEPA, 40 CFR Part 93, Subpart B, *Determining Conformity of General Federal Actions to State or Federal Implementation Plans*, July 1, 2006.

13 Highway and transit projects are defined under Title 23 U.S. Code and the Federal Transit Act.

14 The JFK Proposed Action is not listed as an action exempt from a conformity determination pursuant to 40 CFR Part 93.153(c). An exempt project is one that the USEPA has determined would clearly have no impact on air quality at the facility, and any net increase in emissions would be so small as to be considered negligible.

The Proposed Action at JFK is included in a nonattainment area for ozone and emissions of $PM_{2.5}$ and maintenance area for CO. Further, the Proposed Action meets the remaining criteria for requiring an evaluation under the General Conformity Rule. When the action requires evaluation under the General Conformity regulations, the net total direct and indirect emissions due to the Federal action may not equal or exceed the relevant *de minimis* thresholds unless:

- An analytical demonstration is provided that shows the emissions would not exceed the NAAQS; or
- Net emissions are accounted for in the SIP planning emissions budget; or
- Net emissions are otherwise accounted for by applying a solution prescribed under 40 CFR Part 93.158.

The Federal *de minimis* thresholds established under the CAA are given in **Table C-3, *De Minimis Thresholds***. The Proposed Action would occur in Queens County, which is designated nonattainment for ozone and $PM_{2.5}$ and maintenance area for CO. Conformity to the *de minimis* thresholds is relevant only with regard to those pollutants and the precursor pollutants for which the area is nonattainment or maintenance. Notably, there are no *de minimis* thresholds to which a Federal agency would compare ozone emissions. This is because ozone is not directly emitted from a source. Rather, ozone is formed through photochemical reactions involving emissions of the precursor pollutants NO_x and VOC in the presence of abundant sunlight, and heat. Therefore, emissions of ozone on a project level are evaluated based on the rate of emissions of the ozone precursor pollutants, NO_x and VOC.

Although $PM_{2.5}$ is sometimes emitted directly, fine particle emissions can form resulting from chemical reactions involving emissions of the $PM_{2.5}$ precursor pollutants NO_x, VOC, SO_x, and ammonia (NH_3).[15] Similar to ozone, the net emissions of $PM_{2.5}$ and the precursor pollutants SO_x, NO_x, and VOC would be evaluated with regard to General Conformity. As such, the pollutants of concern for the Proposed Action at JFK are CO, NO_x, VOC, $PM_{2.5}$, and SO_x. The relevant *de minimis* thresholds as shaded on Table C-3 are 100 tons per year for all of these pollutants except VOCs, which would be limited to 50 tons per year.

[15] Emissions of NH_3 are generally associated with commercial animal agriculture, including feeding operations. Therefore, emissions of NH_3 were not included in this analysis.

Table C-3
DE MINIMIS THRESHOLDS
John F. Kennedy International Airport

CRITERIA AND PRECURSOR POLLUTANTS	TYPE AND SEVERITY OF NONATTAINMENT AREA	TONS PER YEAR THRESHOLD
Ozone (VOC or NO_x)[1]	Serious nonattainment	50
	Severe nonattainment	25
	Extreme nonattainment	10
	Other areas outside an ozone transport region	100
Ozone (NO_x)[1]	Marginal and moderate nonattainment inside an ozone transport regions[2]	100
	Maintenance	100
Ozone (VOC)[1]	Marginal and moderate nonattainment inside an ozone transport region[2]	50
	Maintenance within an ozone transport region[2]	50
	Maintenance outside an ozone transport region[2]	100
Carbon monoxide (CO)	All nonattainment & maintenance	100
Sulfur dioxide (SO_2)	All nonattainment & maintenance	100
Nitrogen dioxide (NO_2)	All nonattainment & maintenance	100
Coarse particulate matter (PM_{10})	Serious nonattainment	70
	Moderate nonattainment and maintenance	100
Fine particulate matter ($PM_{2.5}$) (VOC, NO_x, NH_3, and SO_x)[3]	All nonattainment and maintenance	100
Lead (Pb)	All nonattainment and maintenance	25

Notes: Federal thresholds that are shaded are applicable to this project.

Code of Federal Regulations (CFR), Title 40, *Protection of the Environment*.

USEPA defines *de minimis* as emissions that are so low as to be considered insignificant and negligible.Volatile organic compounds (VOC); Nitrogen oxides (NO_x); Ammonia (NH_3); Sulfur oxides (SO_x).

[1] The rate of increase of ozone emissions is not evaluated for a project-level environmental review because the formation of ozone occurs on a regional level and is the result of the photochemical reaction of NO_x and VOC in the presence of abundant sunlight and heat. Therefore, USEPA considers the increasing rates of NO_x and VOC emissions to reflect the likelihood of ozone formation on a project level.

[2] An OTR is a single transport region for ozone, comprised of the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the Consolidated Metropolitan Statistical Area that includes the District of Columbia.

[3] For the purposes of General Conformity applicability, VOC's and NH_3 emissions are only considered $PM_{2.5}$ precursors in nonattainment areas where either a State or USEPA has made a finding that the pollutants significantly contribute to the $PM_{2.5}$ problem in the area. In addition, NO_X emissions are always considered a $PM_{2.5}$ precursor unless the State and USEPA make a finding that NO_X emissions from sources in the State do not significantly contribute to $PM_{2.5}$ in the area. Refer to 74 FR 17003, April 5, 2006.

Sources: USEPA, 40 CFR Part 93.153(b)(1) & (2), March 25, 2008.USEPA, 40 CFR Part 51.853, March 25, 2008.

If the General Conformity evaluation of the Proposed Action at JFK were to show that any of these thresholds could potentially be equaled or exceeded on an annual basis, additional, more detailed analysis to demonstrate conformity would be required, which is referred to as a General Conformity Determination.[16] Conversely, if the General Conformity evaluation were to show that none of the relevant thresholds were equaled or exceeded, the Proposed Action at JFK would be presumed to conform under the CAA, NEPA, and the New York SIP and no further analysis would be required under the CAA.

C.1.5 TRANSPORTATION CONFORMITY RULE APPLICABILITY

Although airport improvement projects are usually considered under the General Conformity regulations, there can be elements of a Federal action or its alternatives that may require an analysis to demonstrate Transportation Conformity, such as actions relating to transportation plans, programs, projects developed, funded, or approved under Title 23 United States Code (U.S.C.) or the Federal Transit Act,[17] or involve Federal highways. In such cases, the sponsoring Federal agency would be required to coordinate with the Federal Highway Administration (FHWA), the state Department of Transportation (DOT), and the local metropolitan planning organization (MPO) to assist in completing a Transportation Conformity evaluation.

As with General Conformity, Transportation Conformity regulations apply only to Federal actions located within a nonattainment or maintenance area. The Proposed Action under consideration at JFK would not be developed, funded, or approved by the FHWA or FTA, and does not have a significant adverse effect on regional transportation plans or programs. Therefore, the Transportation Conformity regulations would not apply.

C.1.6 INDIRECT SOURCE REVIEW

Some states require an air quality review when a Federal action has the potential to cause an increase in net emissions from indirect sources. Indirect sources cause emissions that occur later in time or are farther removed from the Federal action. Depending on the state, indirect sources may be identified as motor vehicles on highways, parking at sports and entertainment facilities, or an increase in aircraft operations. The state requirement is referred to as the Indirect Source Review (ISR) and each state requiring an ISR sets thresholds for increased operation of the indirect sources. When a Federal action has the potential to exceed these thresholds, an air quality review is required to assess the character and impact of the additional emissions, which is separate from the analyses required under NEPA or the CAA. According to FAA, *Air Quality Procedures for Airports and Air Force Bases*,[18] New York is listed as one of the states requiring an ISR; however, the ISR is required only for the County of New York south of 60th Street. Therefore, since JFK is in Queens County an ISR is not required for the Proposed Action.

[16] 40 CFR Part 93.153.
[17] USEPA, 40 CFR Part 93.153, *Applicability*, July 1, 2006.
[18] FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases*, Appendix J, April 1997 and Addendum September 2004.

C.2 MODELING APPROACH

The impacts to air quality due to the Proposed Project were determined in accordance with the guidelines provided in FAA, *Air Quality Procedures for Civilian Airports & Air Force Bases,* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, which together with the guidelines of FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*, constitute compliance with all the relevant provisions of NEPA and the CAA.

In order to properly determine the potential for impact to air quality the following analyses were conducted for this assessment:

- Criteria and precursor pollutant emission inventory;
- Construction equipment emissions inventory; and
- Dispersion analysis (Carbon Monoxide Hot Spot Analysis).

C.2.1 METEOROLOGY

In order to properly estimate the emissions inventories, information regarding the weather must be obtained, particularly the mixing height, temperature, barometric pressure, wind direction, ceiling height and visibility.

The calculation of emissions assumes that aircraft operate only within the mixing layer, below the mixing height, where the emissions may influence ground-based pollutant concentrations. The mixing height, combined with the angle of approach (usually 3 degrees above the horizon) and the departure angle, determines the total time an aircraft operates during approach and climbout.

The emissions inventories were prepared using the FAA-required and USEPA-approved Emissions and Dispersion Modeling System (EDMS) version 5.1.4 computer program released in June 2013. EDMS is an emissions inventory and air dispersion model designed specifically to estimate emissions and calculate pollutant concentrations from airport specific sources. EDMS requires the declaration of a mixing height when the computer study is created. The EDMS default mixing height of 3,000 feet was used in this analysis. In addition, the EDMS default value of 53 degrees Fahrenheit was used for the analysis.

C.2.2 AIRCRAFT, GSE, AND APUS

Aircraft

At all airports the number of aircraft operations directly affects emissions relative to the use of aircraft engines in arrival and departure operations, the use of aircraft engines during taxi time, and through departure queue delay time. With or without the Proposed Action, air traffic is projected to increase each year and by 2015 the number of annual aircraft operations will be higher as compared to the 2012/2013 Existing Conditions. The Proposed Action would not increase the actual number of

aircraft or change the existing or projected fleet mix. Therefore, the Proposed Action would not increase the total number of aircraft operations as compared to the No-Build/No-Action conditions.

The Proposed Action which relocating the departure starting point on Runway 22R 728 feet to the north and the construction of a high speed taxiway exit leading to the central terminal area would have the potential to change average taxi time at the Airport. Therefore, the only changes to emissions from aircraft due to the Proposed Action would be a result of a change in average taxi-time.

To determine the fleet mix used in the modeling, data from the Port Authority's airport noise and operations management system (ANOMS) and the FAA's Air Traffic Activity System (ATADS) for JFK was obtained. The data was used to determine the annual operations for the existing conditions. See Appendix B, *Noise* for details/methodology for the existing conditions.

To represent the Proposed Action only those aircraft operations that have the potential to be affected were modeled in EDMS. The FAA operates the JFK runway system in a large number of combinations of arrival and departure runways (configurations). JFK operations fall into one of four ground flow conditions, northwest flow, southwest flow, southeast flow, or northeast flow. The Proposed Action would only affect aircraft operating in southwest and northeast ground flow. For the existing conditions it was determined that JFK operated in southwest flow and northeast flow 56.9 percent of the time.[19]

In order to properly estimate emissions, the landing take-off cycles (LTOs) of each particular aircraft is needed. An LTO consists of the approach, landing roll, taxi to and from the gate/terminal/or parking area, idle time, takeoff, and climbout. An LTO is defined as one arrival operation and one departure operation. Therefore 407,864 annual operations in 2012/2013 would equal 203,932 LTOs, and further applying the 56.9 percent for aircraft operating in southwest and northeast flow would result in 116,037 LTOs. In 2015, there is an approximate nine percent increase in annual aircraft operations from the baseline and in 2020 an approximate nineteen percent increase in annual aircraft operations from the baseline (See Appendix B, Noise for details on the forecast of operations). **Table C-4, C-5, and C-6** shows the EDMS aircraft, total annual operations, and LTOs operating in southwest and northeast flow (56.9 percent of total) for each year in the study.

[19] Port Authority of New York and New Jersey and Landrum & Brown analysis.

Table C-4
2012/2013 TOTAL AIRCRAFT OPERATIONS
John F. Kennedy International Airport

INM AIRCRAFT TYPE	EDMS REPRESENTATIVE AIRCRAFT	(EXISTING CONDITIONS) 2012 OPERATIONS	2012 LTO'S (56.9% OF TOTAL)
7478	Boeing 747-8	957	272
737500	Boeing 737-500 Series	398	113
737700	Boeing 737-700 Series	3,061	871
737800	Boeing 737-800 Series	41,342	11,762
74720B	Boeing 747-200 Series	647	184
747400	Boeing 747-400 Series	16,084	4,576
757PW	Boeing 757-300 Series	38,403	10,926
767300	Boeing 767-300 Series	37,199	10,583
767400	Boeing 767-400 Series	57	16
777200	Boeing 777-200 Series	11,914	3,390
777300	Boeing 777-300 Series	103	29
7772LR	Boeing 777-200 LR	911	259
7773ER	Boeing 777-300 Extended Range	12,077	3,436
1900D	Raytheon Beech 1900-D	549	156
A300B4-203	Airbus A300B2-100 Series	574	163
A310-304	Airbus A310-200 Series	134	38
A319-131	Airbus A319-100 Series	8,981	2,555
A320-232	Airbus A320-200 Series	89,520	25,469
A321-232	Airbus A321-200 Series	3,195	909
A330-301	Airbus A330-200 Series	7,672	2,183
A330-343	Airbus A330-200 Series	10,238	2,913
A340-211	Airbus A340-200 Series	5,650	1,608
A380-861	Airbus A380-800 Series	3,406	969
BEC58P	Raytheon Beech Baron 58	287	82
CIT3	Cessna 650 Citation III	292	83
CLREGJ	Bombardier CRJ 200	24,734	7,037
CNA208	Cessna 208	260	74
CNA441	Cessna 441 Conquest II	89	25
CNA500	Cessna 500 Citation I	414	118
CNA750	Cessna 750 Citation X	279	79
CRJ9-ER	Bombardier CRJ 900 Extended Range	24,137	6,867
DC1010	Boeing DC-10-10 Series	1,371	390
DHC6	De Havilland DHC-6-100	276	79
DHC830	De Havilland DHC-8-100	1,111	316
EMB145	Embraer ERJ145	19,659	5,593
EMB170	Embraer ERJ170	153	43
EMB190	Embraer ERJ190	30,782	8,758
FAL20	Dassault Falcon 200	55	16
GASEPV	Raytheon Beech Bonanza 36	949	270
GIV	Gulfstream IV-SP	371	106
GV	Gulfstream V-SP	214	61
LEAR25	Bombardier Learjet 25	132	37
LEAR35	Bombardier Learjet 35	1,749	497
MD11GE	Boeing MD-11	1,355	386
MD83	Boeing MD-83	4,863	1,384
MU3001	Cessna 560 Citation V	1,166	332
SD330	Shorts 330-100 Series	92	26
Total Aircraft Operations		**407,864**	**116,037**

Source: PANYNJ data and Landrum & Brown analysis, 2013. Totals may not sum exactly due to rounding.

Table C-5
2015 TOTAL AIRCRAFT OPERATIONS
John F. Kennedy International Airport

INM AIRCRAFT TYPE	EDMS REPRESENTATIVE AIRCRAFT	2015 OPERATIONS	2015 LTO'S (56.9% OF TOTAL)
7478	Boeing 747-8	802	228
737500	Boeing 737-500 Series	880	250
737700	Boeing 737-700 Series	3,272	931
737800	Boeing 737-800 Series	32,608	9,277
74710Q	Boeing 747-100 Series	5,397	1,535
74720B	Boeing 747-200 Series	834	237
747400	Boeing 747-400 Series	10,879	3,095
757PW	Boeing 757-300 Series	30,502	8,678
767300	Boeing 767-300 Series	56,106	15,962
767400	Boeing 767-400 Series	4,979	1,417
777200	Boeing 777-200 Series	4,740	1,349
777300	Boeing 777-300 Series	88	25
7772LR	Boeing 777-200 LR	1,936	551
7773ER	Boeing 777-300 Extended Range	8,696	2,474
7878R	Boeing 787-8 Dreamliner	888	253
A300B4-203	Airbus A300B2-100 Series	1,557	443
A310-304	Airbus A310-200 Series	367	105
A319-131	Airbus A319-100 Series	9,214	2,621
A320-232	Airbus A320-200 Series	84,326	23,991
A321-232	Airbus A321-200 Series	20,438	5,815
A330-301	Airbus A330-200 Series	9,172	2,609
A340-211	Airbus A340-200 Series	7,758	2,207
A350	Airbus A350-800 Series	311	89
A380-841	Airbus A380-800 Series	3,793	1,079
BEC58P	Raytheon Beech Baron 58	501	143
CIT3	Cessna 650 Citation III	234	67
CLREGJ	Bombardier CRJ 200	18,282	5,201
CNA441	Cessna 441 Conquest II	7	2
CNA500	Cessna 500 Citation I	133	38
CNA750	Cessna 750 Citation X	870	247
CRJ701	Bombardier CRJ-700	10,511	2,990
CRJ900	Bombardier CRJ-900	17,422	4,957
DC1010	Boeing DC-10-10 Series	1,499	426
DC870	Boeing MD-87	208	59
EMB135	Embraer ERJ135	6,187	1,760
EMB145	Embraer ERJ145	28,883	8,217
EMB170	Embraer ERJ170	2,302	655
EMB175	Embraer ERJ175	7,779	2,213
EMB190	Embraer ERJ190	36,178	10,293
FAL20	Dassault Falcon 200	467	133
GASEPV	Raytheon Beech Bonanza 36	894	254
GIIB	Gulfstream II-B	63	18
GIV	Gulfstream IV-SP	325	93
GV	Gulfstream V-SP	715	203
LEAR25	Bombardier Learjet 25	1,269	361
LEAR35	Bombardier Learjet 35	846	241
MD11GE	Boeing MD-11	2,795	795
MD83	Boeing MD-83	5,362	1,526
MU3001	Cessna 560 Citation V	2,541	723
Total Aircraft Operations		**445,819**	**126,836**

Source: PANYNJ data and Landrum & Brown analysis, 2013. Totals may not sum exactly due to rounding.

Table C-6
2020 TOTAL AIRCRAFT OPERATIONS
John F. Kennedy International Airport

INM AIRCRAFT TYPE	EDMS REPRESENTATIVE AIRCRAFT	2020 OPERATIONS	2020 LTO'S (56.9% OF TOTAL)
7478	Boeing 747-8	1,117	318
737700	Boeing 737-700 Series	4,241	1,206
737800	Boeing 737-800 Series	41,389	11,775
74710Q	Boeing 747-100 Series	5,895	1,677
74720B	Boeing 747-200 Series	564	160
747400	Boeing 747-400 Series	10,978	3,123
757PW	Boeing 757-300 Series	19,848	5,647
767300	Boeing 767-300 Series	59,521	16,934
767400	Boeing 767-400 Series	6,612	1,881
777200	Boeing 777-200 Series	4,181	1,189
777300	Boeing 777-300 Series	115	33
7772LR	Boeing 777-200 LR	4,529	1,289
7773ER	Boeing 777-300 Extended Range	11,371	3,235
7878R	Boeing 787-8 Dreamliner	2,689	765
A300B4-203	Airbus A300B2-100 Series	2,056	585
A310-304	Airbus A310-200 Series	487	138
A319-131	Airbus A319-100 Series	12,261	3,488
A320-232	Airbus A320-200 Series	94,340	26,840
A321-232	Airbus A321-200 Series	29,248	8,321
A330-301	Airbus A330-200 Series	11,896	3,384
A340-211	Airbus A340-200 Series	6,202	1,764
A350	Airbus A350-800 Series	1,490	424
A380-841	Airbus A380-800 Series	5,310	1,511
BEC58P	Raytheon Beech Baron 58	494	141
CIT3	Cessna 650 Citation III	235	67
CLREGJ	Bombardier CRJ 200	17,952	5,107
CNA441	Cessna 441 Conquest II	7	2
CNA500	Cessna 500 Citation I	133	38
CNA750	Cessna 750 Citation X	874	249
CRJ701	Bombardier CRJ-700	12,710	3,616
CRJ900	Bombardier CRJ-900	17,978	5,115
DC1010	Boeing DC-10-10 Series	1,559	444
DC870	Boeing MD-87	182	52
EMB135	Embraer ERJ135	5,383	1,531
EMB145	Embraer ERJ145	28,112	7,998
EMB170	Embraer ERJ170	3,688	1,049
EMB175	Embraer ERJ175	8,552	2,433
EMB190	Embraer ERJ190	39,545	11,251
FAL20	Dassault Falcon 200	468	133
GASEPV	Raytheon Beech Bonanza 36	898	255
GIIB	Gulfstream II-B	63	18
GIV	Gulfstream IV-SP	326	93
GV	Gulfstream V-SP	1,900	540
LEAR25	Bombardier Learjet 25	1,272	362
LEAR35	Bombardier Learjet 35	849	242
MD11GE	Boeing MD-11	3,811	1,084
MD83	Boeing MD-83	1,189	338
MU3001	Cessna 560 Citation V	2,552	726
Total Aircraft Operations		**487,072**	**138,572**

Source: PANYNJ data and Landrum & Brown analysis, 2013. Totals may not sum exactly due to rounding.

Taxi Times

The average taxi-in and taxi-out time is dependent on the airfield configuration. Gate delays as well as total taxi time was determined for the existing conditions for aircraft operating in southwest and northeast flow. For this analysis, gate time and taxi time for arrivals and departures were averaged to determine taxi-in and taxi-out time. For the existing conditions taxi-in time was determined to be 8.10 minutes and taxi-out time was 26.61 minutes.[20] The average taxi in and taxi out time was applied to each aircraft in the No-Build/No-Action fleet list for the calculation of the existing conditions emissions inventory.

The Proposed Action includes the construction of a new high speed taxiway exit leading to the central terminal area, new taxiway access points to the ends of the runway, and other taxiway modifications. These proposed modifications would result in a reduction of arrival delays in both southwest and northeast flow and would help decrease the runway occupancy time. Total taxi time for the Proposed Action was determined for the future conditions for aircraft operating in southwest and northeast flow.[21] The average taxi in-time (7.76 minutes) and taxi-out time (25.84 minutes) was applied to each aircraft in the Proposed Action future fleet list for the applicable alternative for the calculation of the emissions inventory.

APU

The larger jet aircraft operating at JFK use an (auxiliary power unit) APU to operate heat, air conditioning, and electric for the aircraft at the gate. The APU is also used to restart the engines before departing from the gate area. The assignments of APUs were made using the EDMS default assignments. It is assumed there would be no change in operating time of APU use from the 2015 No-Build/No-Action to the 2015 Proposed Action or from the 2020 No-Build/No-Action to the 2020 Proposed Action.

GSE

The EDMS default assignments for the type and operating time of ground support equipment (GSE) for each aircraft type was used for the analysis. It is assumed there would be no change in GSE use from the 2015 No-Build/No-Action to the 2015 Proposed Action or from the 2020 No-Build/No-Action to the 2020 Proposed Action.

C.2.3 GROUND ACCESS VEHICLES (GAV)

On-airport traffic counts for North Boundary Road were obtained from the Port Authority and were used in the analysis.[22] Future vehicle traffic volumes were projected assuming the increase in the number of vehicles at the Airport would be directly related to projected increases in aircraft annual operations.

[20] Landrum & Brown analysis.
[21] Landrum & Brown analysis.
[22] Maser Consulting, P.A. Traffic DataBank counts. North Boundary Road west of Police Academy, JFK Airport, New York, 10/09/2011 to 10/17/2011.

For the 2012/2013 conditions there were approximately 174 vehicles per day or 63,688 per year. **Table C-7, *Annual Ground Access Vehicles***, shows the annual GAVs for each year in the study. Refer to Chapter 5, *Environmental Consequences* for more detailed information and analysis with regard to surface transportation and traffic conditions.

Table C-7
ANNUAL GROUND ACCESS VEHICLES
John F. Kennedy International Airport

	2012	2015	2020
Ground Access Vehicles	63,688	67,425	73,664

Source: Maser Consulting, P.A. Traffic DataBank counts and Landrum & Brown analysis.

As part of the Proposed Action, a portion of North Boundary Road would be relocated and a new driveway from Rockaway Boulevard would be constructed. All vehicles accessing the PAPD facilities would use Rockaway Boulevard instead of North Boundary Road. While the number of vehicles would be the same, the Proposed Action would cause ground access vehicles to travel a longer distance and would increase potential emissions. Emissions from ground access vehicles (GAVs) on roadways were estimated using EDMS Version 5.1.4 computer program which is approved for predicting emissions from GAVs.

C.2.4 STATIONARY SOURCES

The Proposed Action is expected to have a negligible impact on public utilities, energy suppliers, and natural resources and demand would not exceed supply. Refer to Chapter 5, *Environmental Consequences* for more detailed information. Therefore for this analysis it is assumed there would be no change in stationary source use from 2015 No-Build/No-Action to the 2015 Proposed Action or from the 2020 No-Build/No-Action to the 2020 Proposed Action.

C.3 EXISTING CONDITIONS

The results of the emission inventory for the 2012/2013 Existing Conditions are provided in **Table C-8, *2012/2013 Existing Conditions Emissions Inventory***.

Table C-8
2012/2013 EXISTING CONDITIONS EMISSIONS INVENTORY
John F. Kennedy International Airport

EMISSION SOURCES	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	1,886.76	196.20	2,105.00	211.40	24.54	24.54
GSE	898.41	31.33	104.34	2.24	3.92	3.76
APUs	35.62	3.61	53.78	6.60	6.55	6.55
Vehicles	0.49	0.03	0.05	0.00	0.00	0.00
Total	**2,821.28**	**231.17**	**2,263.16**	**220.24**	**35.02**	**34.85**

Total emissions may not sum exactly due to rounding.
Source: Landrum & Brown Analysis, 2013.

C.4 CONSTRUCTION

Short-term temporary air quality impacts would be caused by construction of the Proposed Action. In accordance with FAA Order 1050.1E Change 1, *Environmental Impacts: Policies and Procedures*, the impacts to the environment due to construction activities must be assessed. Final engineering for the Proposed Action is not complete. Therefore, the analysis of construction emissions was based on estimates of the type and quantity of construction activities likely to be used for the project. The use of equipment anticipated to be necessary for the construction of the Proposed Action were based on airport construction projects of similar size and scope that were successfully reviewed in previous recent airport environmental documents.

Construction of the Proposed Action is planned to occur between March 2014 and December 2015. In order to determine construction emissions, a list of construction equipment necessary for each construction task was developed. Total operating hours for each piece of equipment required for each construction task was calculated.

The emissions for all the individual construction tasks were added together to determine the total construction emissions for each year of construction attributable to the Proposed Action as provided in **Table C-9, *Proposed Action Construction Emissions Inventory***.

Table C-9
PROPOSED ACTION CONSTRUCTION EMISSIONS INVENTORY
John F. Kennedy International Airport

Construction Year	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
2014	0.732	0.407	0.977	0.012	0.041	0.039
2015	0.895	0.497	1.194	0.015	0.050	0.048
***de minimis* THRESHOLD**	**100**	**50**	**100**	**100**	**100**	**100**

Total emissions may not sum exactly due to rounding.
Source: Landrum & Brown Analysis, 2013.

Construction of the Proposed Action would result in short term air quality impacts from exhaust emissions from construction equipment and from fugitive dust emissions from vehicle movement and soil excavation. Fugitive dust emissions consist mostly of soil. As provided in Table C-9, emissions due to construction equipment would not exceed applicable threshold.

While the construction of the Proposed Action would be expected to contribute to fugitive dust in and around the construction site, the Port Authority would ensure that all possible measures would be taken to reduce fugitive dust emissions during construction by requiring the construction contractor to submit a proposed method of erosion and dust control, and disposal of waste materials pursuant to guidelines included in FAA Advisory Circular, *Standards for Specifying Construction of Airports*.[23] While the estimated annual occurrence of temporary fugitive dust emissions during construction is highly variable on a daily basis, the implementation of the measures by the Port Authority would result in fugitive dust emissions from construction activity being essentially nil. In addition to the fugitive dust controls, the Port Authority would be required to obtain any applicable local, state, or Federal air quality permits associated with concrete batch plant operation prior to construction. Methods of controlling dust and other airborne particles will be implemented to the maximum possible extent and may include, but not limited to, the following:

- Minimizing the exposed area of erodible earth;
- Use of water sprinkler trucks for material piles and unpaved areas;
- Use of particle-trap exhaust filters;
- Reduction of idling of diesel engines;
- Use of covered haul trucks to move construction material;
- Use of dust palliatives or penetration asphalt on haul roads; and
- Use of plastic sheet coverings for material piles.

[23] FAA AC, *Standards for Specifying Construction of Airports*, Item P-156, *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*, AC 150/5370-10F (September 30, 2011).

C.5 EMISSIONS INVENTORY

The results of the emission inventory for the 2015 No-Build/No-Action Conditions are provided in **Table C-10, *2015 No-Build/No-Action Emissions Inventory***.

Table C-10
2015 NO-BUILD/NO-ACTION EMISSIONS INVENTORY
John F. Kennedy International Airport

EMISSION SOURCES	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	2,153.21	265.79	2,218.19	225.06	27.41	27.41
GSE	563.11	20.34	70.95	2.05	3.14	3.00
APUs	41.77	3.84	55.09	6.99	6.71	6.71
Vehicles	0.48	0.03	0.04	0.00	0.00	0.00
Total	**2,758.57**	**289.99**	**2,344.27**	**234.10**	**37.25**	**37.11**

Total emissions may not sum exactly due to rounding.
Source: Landrum & Brown Analysis, 2013.

The results of the emission inventory for the 2015 Proposed Action Conditions are provided in **Table C-11, *2015 Proposed Action Emissions Inventory***.

Table C-11
2015 PROPOSED ACTION EMISSIONS INVENTORY
John F. Kennedy International Airport

EMISSION SOURCES	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	2,153.21	265.79	2,218.19	225.06	27.41	27.41
GSE	563.11	20.34	70.95	2.05	3.14	3.00
APUs	41.77	3.84	55.09	6.99	6.71	6.71
Vehicles	0.55	0.03	0.05	0.00	0.00	0.00
Construction	0.90	0.50	1.19	0.02	0.05	0.05
Total	**2,759.54**	**290.49**	**2,345.47**	**234.12**	**37.30**	**37.16**

Total emissions may not sum exactly due to rounding.
Source: Landrum & Brown Analysis, 2013.

The results of the emission inventory for the 2020 No-Build/No-Action Conditions are provided in **Table C-12, *2020 No-Build/No-Action Emissions Inventory***.

Table C-12
2020 NO-BUILD/NO-ACTION EMISSIONS INVENTORY
John F. Kennedy International Airport

EMISSION SOURCES	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	2,405.31	299.19	2,477.55	249.49	30.45	30.45
GSE	287.23	11.57	36.29	2.17	2.08	1.97
APUs	42.88	3.95	59.95	7.52	7.02	7.02
Vehicles	0.43	0.02	0.03	0.00	0.00	0.00
Total	**2,735.86**	**314.73**	**2,573.81**	**259.18**	**39.54**	**39.43**

Total emissions may not sum exactly due to rounding.
Source: Landrum & Brown Analysis, 2013.

The results of the emission inventory for the 2020 Proposed Action Conditions are provided in **Table C-13, *2020 Proposed Action Emissions Inventory***.

Table C-13
2020 PROPOSED ACTION EMISSIONS INVENTORY
John F. Kennedy International Airport

EMISSION SOURCES	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Aircraft	2,332.45	290.06	2,461.36	245.17	29.92	29.92
GSE	287.23	11.57	36.29	2.17	2.08	1.97
APUs	42.88	3.95	59.95	7.52	7.02	7.02
Vehicles	0.55	0.03	0.03	0.00	0.00	0.00
Total	**2,663.11**	**305.60**	**2,557.63**	**254.86**	**39.01**	**38.90**

Total emissions may not sum exactly due to rounding.
Source: Landrum & Brown Analysis, 2013.

C.5.1 GENERAL CONFORMITY EVALUATION

The purpose of a general conformity evaluation is to examine the results of the emissions inventories and to determine the applicability of the General Conformity Rule to the Proposed Action. A General Conformity Determination is required if the net increase in emissions resulting from the Proposed Action exceed the applicable *de minimis* thresholds. **Table C-14, *General Conformity Evaluation***, shows that the estimated net emissions from construction and implementation of the Proposed Action would be less than the applicable *de minimis* thresholds.

Table C-14
GENERAL CONFORMITY EVALUATION
John F. Kennedy International Airport

ALTERNATIVES	ANNUAL EMISSIONS (tons per year)					
	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
2015 No-Build/No-Action	2,758.57	289.99	2,344.27	234.10	37.25	37.11
2015 Proposed Action	2,759.54	290.49	2,345.47	234.12	37.30	37.16
NET EMISSIONS	**0.97**	**0.50**	**1.20**	**0.02**	**0.05**	**0.05**
2020 No-Build/No-Action	2,735.86	314.73	2,573.81	259.18	39.54	39.43
2020 Proposed Action	2,663.11	305.60	2,557.63	254.86	39.01	38.90
NET EMISSIONS	**-72.75**	**-9.13**	**-16.18**	**-4.31**	**-0.53**	**-0.53**
***de minimis* THRESHOLD**	**100**	**50**	**100**	**100**	**100**	**100**

Total emissions may not sum exactly due to rounding.
Source: EDMS version 5.1.4, Landrum & Brown Analysis, 2013.

The 2015 Proposed Action would result in an increase in emissions as compared to the 2015 No Build/No Action due to construction activities and ground access vehicles having to travel further distances. The 2020 Proposed Action results in a reduction in emissions compared to the 2020 No Build/No Action due to the reduction in aircraft taxi times once the Proposed Action has been implemented.

Because construction and implementation of the Proposed Action would not result in increased emissions above the applicable *de minimis* thresholds, no further analysis is required under the General Conformity (Rule 40 CFR Part 93, §93.153) and the Proposed Action is presumed to conform.

C.6 CLIMATE AND GREENHOUSE GAS EMISSIONS

Research has shown there is a direct correlation between fuel combustion and GHG emissions. In terms of U.S. contributions, the General Accounting Office (GAO) reports that "domestic aviation contributes about three percent of total carbon dioxide emissions, according to EPA data," compared with other industrial sources including the remainder of the transportation sector (20 percent) and power generation (41 percent).[24] The International Civil Aviation Organization (ICAO)

[24] *Aviation and Climate Change.* GAO Report to Congressional Committees, (2009).

estimates that GHG emissions from aircraft account for roughly three percent of all anthropogenic GHG emissions globally.[25] Climate change due to GHG emissions is a global phenomenon, so the affected environment is the global climate.[26]

The scientific community is continuing efforts to better understand the impact of aviation emissions on the global atmosphere. The FAA is leading and participating in a number of initiatives intended to clarify the role that commercial aviation plays in GHG emissions and climate. The FAA, with support from the U.S. Global Change Research Program and its participating federal agencies (e.g., National Aeronautics and Space Administration (NASA), National Oceanic and Atmospheric Administration (NOAA), Environmental Protection Agency (EPA), and Department Of Energy (DOE)), has developed the Aviation Climate Change Research Initiative (ACCRI) in an effort to advance scientific understanding of regional and global climate impacts of aircraft emissions. FAA also funds the Partnership for Air Transportation Noise & Emissions Reduction (PARTNER) Center of Excellence research initiative to quantify the effects of aircraft exhaust and contrails on global and U.S. climate and atmospheric composition. Similar research topics are being examined at the international level by the International Civil Aviation Organization.[27]

Although there are no federal standards for aviation-related GHG emissions, it is well-established that GHG emissions can affect climate.[28] The Council on Environmental Quality (CEQ) has indicated that climate should be considered in NEPA analyses. As noted by CEQ, however, "it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions; as such direct linkage is difficult to isolate and to understand".[29]

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[25] Alan Melrose, "European ATM and Climate Adaptation: A Scoping Study," in *ICAO Environmental Report.* (2010).

[26] As explained by the U.S. Environmental Protection Agency, "greenhouse gases, once emitted, become well mixed in the atmosphere, meaning U.S. emissions can affect not only the U.S. population and environment but other regions of the world as well; likewise, emissions in other countries can affect the United States." Climate Change Division, Office of Atmospheric Programs, U.S. Environmental Protection Agency, *Technical Support Document for Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act* 2-3 (2009).

[27] Lourdes Q. Maurice and David S. Lee. *Chapter* 5: *Aviation Impacts on Climate.* Final Report of the International Civil Aviation Organization (lCAO) Committee on Aviation and Environmental Protection (CAEP) Workshop. October 29th November 2nd 2007, Montreal.

[28] See *Massachusetts* v. *E.P.A.,* 549 U.S. 497, 508-10, 521-23 (2007).

[29] *Draft NEPA Guidance on Consideration* of *the Effects* of *Climate Change and Greenhouse Gas Emissions,* CEQ (2010). http://ceq.hss.doe.gov/nepa/regs/Consideration_ of Effects_ of GHG_Draft_NEP A_Guidance_FINAL _02182010.pdf

An emissions inventory was prepared using the EDMS version 5.1.4 computer program. The results are provided in **Table C-15, *Greenhouse Gas Emissions***. The greenhouse gas assessment demonstrates that the Proposed Action would not cause an increase in greenhouse gas emissions compared to the No-Build/No-Action alternative. The Proposed Action would actually decrease emissions as compared to the No-Build/No-Action.

Table C-15
GREENHOUSE GAS EMISSIONS
John F. Kennedy International Airport

Annual Metric Tons of CO_2	
2020 No-Build/No-Action	552,685.22
2020 Proposed Action	543,128.83
NET EMISSIONS	***-9,556.39***

CO_2: Carbon Dioxide
Total emissions may not sum exactly due to rounding.
Source: EDMS version 5.1.4, Landrum & Brown Analysis, 2013.

Currently, there are no Federal standards for reporting greenhouse gas emissions from aviation sources, as well as no significance thresholds. Pursuant to FAA Order 1050.1E Guidance Memo #3, no further consideration of GHGs is necessary.[30]

The cumulative impact of this Proposed Action on the global climate when added to other past, present, and reasonably foreseeable future actions is not currently scientifically predictable. Aviation has been calculated to contribute approximately three percent of global carbon dioxide (CO_2) emissions; this contribution may grow to five percent by 2050. Actions are underway within the U.S. and by other nations to reduce aviation's contribution through such measures as new aircraft technologies to reduce emissions and improve fuel efficiency, renewable alternative fuels with lower carbon footprints, more efficient air traffic management, market-based measures and environmental regulations including an aircraft CO_2 standard. The U.S. has ambitious goals to achieve carbon-neutral growth for aviation by 2020 compared to a 2005 baseline, and to gain absolute reductions in GHG emissions by 2050. At present there are no calculations of the extent to which measures individually or cumulatively may affect aviation's CO_2 emissions. Moreover, there are large uncertainties regarding aviation's impact on climate. The FAA, with support from the U.S. Global Change Research Program and its participating federal agencies (e. g., NASA, NOAA, EPA, and DOE), has developed the Aviation Climate Change Research Initiative (ACCRI) in an effort to advance scientific understanding of regional and global climate impacts of aircraft emissions, with quantified uncertainties for current and projected aviation scenarios under changing atmospheric conditions.[31]

[30] FAA Order 1050.1E, Change 1, Guidance Memo#3. To: FAA Lines of Business and Managers with NEPA Responsibilities. From: Julie Marks, FAA AEE-400, Prepared by Thomas Cuddy, FAA AEE-400. Subject: Considering Greenhouse Gases and Climate Under the National Environmental Policy Act (NEPA): Interim Guidance. January 12, 2012.

[31] Nathan Brown, et. al. *The U.S. Strategy for Tackling Aviation Climate Impacts,* (2010). 27th International Congress of the Aeronautical Sciences.

C.7 EMISSIONS DISPERSION (HOT SPOT ANALYSIS)

A hot spot analysis is needed whenever a Federal action is expected to cause an increase in traffic volumes at nearby intersections that could potentially cause an exceedence of the CO standard or have a significant impact on the level of service at the intersection. A dispersion analysis was conducted to determine whether CO emissions due to proposed new GAV trips at the proposed new roadway intersection on Rockaway Boulevard would result in unacceptably high emissions levels in public areas. The dispersion computer model develops a mathematical approximation of future pollution levels using input parameters that include source emissions, meteorological conditions, and theoretical receptor locations. The dispersion analysis was conducted using the same FAA EDMS Version 5.1.4 computer model.

In order to show the total potential emissions concentration at each theoretical receptor location, background concentrations were added to the sources calculated by EDMS. The background concentration is a level of pollutant concentration that is not directly attributable to the emissions from any one source or roadway. Rather it is the result of air quality monitoring networks throughout the study area. The existing condition background concentrations, obtained from the Department of Environmental Conservation's monitoring network in Queens County were used for the projected future levels at JFK.[32]

The estimated probable total maximum carbon monoxide concentrations at each receptor under the No-Build/No-Action and the Proposed Action are provided in **Table C-16** and **Table C-17**. As the table shows, none of the NAAQS would be exceeded under the Proposed Action.

[32] Department of Environmental Conservation. New York State Ambient Air Quality Report for 2011. Accessed online July 2013. Region 2 Air Quality Data, Highest Values for Queens College 2 monitor were used.

Table C-16
MAXIMUM EMISSIONS DISPERSION SUMMARY
8-HOUR CARBON MONOXIDE (CO) - USEPA Standard 9 PPM
John F. Kennedy International Airport

	8- HOUR CARBON MONOXIDE CONCENTRATIONS (PPM) DISPERSION RECEPTORS							
ALTERNATIVES	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
2015 No Action	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**
2015 Proposed Action	0.003	0.003	0.003	0.003	0.002	0.002	0.003	0.003
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**
2020 No Action	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**
2020 Proposed Action	0.003	0.003	0.003	0.003	0.002	0.002	0.003	0.003
Background	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Total	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**	**1.8**

Note: Pollutant concentrations are given in parts per million (PPM). USEPA is the U.S. Environmental Protection Agency.
Sources: EDMS Version 5.1.4. Landrum & Brown analysis, 2013.

Table C-17
MAXIMUM EMISSIONS DISPERSION SUMMARY
1-HOUR CARBON MONOXIDE (CO) - USEPA Standard 35 PPM
John F. Kennedy International Airport

	1- HOUR CARBON MONOXIDE CONCENTRATIONS (PPM) DISPERSION RECEPTORS							
ALTERNATIVES	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
2015 No Action	0.004	0.004	0.004	0.004	0.005	0.007	0.007	0.007
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**
2015 Proposed Action	0.010	0.009	0.009	0.009	0.010	0.008	0.010	0.011
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**
2020 No Action	0.004	0.004	0.004	0.004	0.005	0.007	0.007	0.007
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**
2020 Proposed Action	0.009	0.009	0.009	0.009	0.010	0.008	0.010	0.011
Background	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Total	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**	**2.1**

Note: Pollutant concentrations are given in parts per million (PPM). USEPA is the U.S. Environmental Protection Agency.
Sources: EDMS Version 5.1.4. Landrum & Brown analysis, 2013.

C.8 RESULTS

The air quality assessment demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable *de minimis* thresholds. The Proposed Action would actually decrease emissions as compared to the No-Build/No-Action. Therefore, the Proposed Action conforms to the New York SIPs and the CAA because the Proposed Action would not exceed the *de minimis* thresholds established by the USEPA for the criteria pollutants. In addition, the hot spot analysis shows that the operation of the Proposed Action would not create any new violation of the NAAQS, delay the attainment of any NAAQS, nor increase the frequency or severity of any existing violations of the NAAQS.

The Port Authority would be required to ensure fugitive dust controls are implemented and that any applicable local, state, or Federal air quality permits would be obtained prior to construction. As a result, no adverse impact on local or regional air quality is expected by implementation of the Proposed Action. No further analysis or reporting is required under the Clean Air Act or NEPA.

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ATTACHMENT 1
GLOSSARY

Airport planning and the Environmental Assessment (EA) process require the use of many technical terms. Some of the most important terms are defined in this section. Terms in *italics* are defined separately in this glossary.

Air Quality Control Region (AQCR) An EPA designated interstate or intrastate geographic region that has significant air pollution or the potential for significant air pollution and, due to topography, meteorology, etc., needs a common air quality control strategy. The region includes all the counties that are affected by or have sources that contribute directly to the air quality of that region.

Attainment Area – Any area that meets the national primary or secondary ambient air quality standard for a particular criteria pollutant.

Carbon Monoxide (CO) - A *criteria pollutant* that is colorless, odorless gas produced through the incomplete combustion of fossil fuels.

CFRs – Code of Federal Regulations

Clean Air Act (CAA) – The Federal law regulating air quality. The first Clean Air Act (CAA) passed in 1967, required that air quality criteria necessary to protect the public health and welfare be developed. Since 1967, there have been several revisions to the CAA. The Clean Air Act Amendments of 1990 represent the fifth major effort to address clean air legislation.

Conformity – The act of meeting Section 176(c)(1) of the CAAA that requires Federal actions to conform to the SIP for air quality. The action may not increase the severity of an existing violation nor can it delay attainment of standards.

Criteria Pollutants – The six air pollutants listed in the CAA for which the USEPA has established health-based limits. The six criteria pollutants are *carbon monoxide, nitrogen dioxide, lead, sulfur dioxide, particulate matter,* and *ozone*.

De Minimis Thresholds – The de minimis thresholds are considered the thresholds of significance relative to compliance of net emissions under Federal and state air quality regulations, and in determining the potential for significant air quality impacts caused by a Federal action. They are the minimum rates (tons per year) for the Proposed Action above which a General Conformity Determination would be required. De minimis is defined by the *USEPA* as emissions that are insignificant and negligible, with no potential to cause significant adverse air quality impacts. The applicable rates depend on the severity of the nonattainment designation and whether the project is located within the ozone transport region. Also applicable are rates for precursor pollutants, which are NO_x and VOC for ozone, and SO_x for emissions of $PM_{2.5}$.

Dispersion – The process by which atmospheric pollutants disseminate due to wind and vertical stability.

Emissions and Dispersion Modeling System (EDMS) - FAA-required and USEPA-approved emissions inventory and air dispersion model designed specifically to estimate emissions and calculate pollutant concentrations from airport specific sources.

Emission Factor – The rate at which pollutants are emitted into the atmosphere by one source or a combination of sources.

Federal Aviation Administration (FAA) - The Federal agency responsible for insuring the safe and efficient use of the nation's airspace, for fostering civil aeronautics and air commerce, and for supporting the requirements of national defense.

Fugitive Dust – Dust discharged to the atmosphere in an unconfined flow stream such as that from an unpaved road, storage piles, and heavy construction operations.

Hydrocarbons (HC) – Gases that represent unburned and wasted fuel. They come from incomplete combustion of gasoline and from evaporation of petroleum fuels.

Inversion – A thermal gradient created by warm air situated above cooler air. An inversion suppresses turbulent mixing and thus limits the upward dispersion of polluted air.

LTO – LTO refers to an aircraft's landing and takeoff cycle. One aircraft LTO is equivalent to two aircraft operations (one landing and one takeoff). The standard LTO cycle begins when the aircraft crosses into the mixing zone as it approaches the airport on its descent from cruising altitude, lands and taxis to the gate. The cycle continues as the aircraft taxis back out to the runway for takeoff and climbout as its heads out of the mixing zone and back up to cruising altitude. The five specific operating modes in a standard LTO are: approach, taxi/idle-in, taxi/idle-out, takeoff, and climbout. Most aircraft go through this sequence during a complete standard operating cycle.

Maintenance Area (MA) - Any geographic area of the United States previously designated nonattainment pursuant the CAA Amendments of 1990 and subsequently redesignated to attainment.

Mixing Height - The height of the completely mixed portion of atmosphere that begins at the earth's surface and extends to a few thousand feet overhead where the atmosphere becomes fairly stable.

Mobile Source - A moving vehicle that emits pollutants. Such sources include airplanes, automobiles, trucks and ground support equipment.

National Environmental Policy Act of 1969 (NEPA) - The original legislation establishing the environmental review process for proposed Federal actions.

Nitrogen Dioxide (NO_2) – A *criteria pollutant* gas that absorbs sunlight and gives air a reddish-brown color. NO_2 is a subset of the larger set of nitrogen oxides

(*NO_X*). The gas is reactive and forms when fuel is burned at high temperatures and high pressure.

Nitrogen Oxides (NO_X) – See *NO_2*.

National Ambient Air Quality Standard (NAAQS) - Air Quality standards established by the EPA to protect human health (primary standards) and to protect property and aesthetics (secondary standards).

Nonattainment Area– Any geographical area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for any particular *criteria pollutant*.

Ozone (O_3) – A *criteria pollutant* which is not directly emitted, rather, ozone is formed in the atmosphere through photochemical reaction with *nitrogen oxides (NOX)*, *volatile organic compounds (VOC)*, sunlight, and heat. It is the primary constituent of smog and problems occur many miles away from the pollutant sources. Due to the fact that ozone is not directly emitted and is a regional phenomenon, emissions of NO_x and VOC are evaluated to indicate the likely formation of ozone. Ozone is not evaluated for a project-level emission inventory.

Particulate Matter (PM_{10} & $PM_{2.5}$) – There are two sizes of particulate matter that account for one of the six criteria pollutants. PM_{10}, coarse particles with a diameter of 10 micrometers or less, and $PM_{2.5}$, fine particles with a diameter of 2.5 micrometers or less. Emissions of $PM_{2.5}$ is a subset of emissions of PM_{10}. Particulate matter can be any particle of these sizes, including dust, dirt, and soot. Particulate matter is directly emitted by engine combustion. $PM_{2.5}$ reacts with precursor pollutants VOC, NO*x*, and SO_x gases to form secondary particles.

PPM - Parts per million.

Precursor Pollutant – Pollutant which aid in the formation of *criteria pollutants*. *NO_x* and *VOC* are precursor pollutants to *ozone* development; *SO_x*, NO_x, and VOC are precursors to development of *$PM_{2.5}$*.

State Implementation Plan (SIP) – A plan stating the strategy the state will use to meet and maintain the Federal air quality standards as required under the Clean Air Act (CAA, including the 1990 Amendments). A SIP includes the projected emission budgets and controls for industrial, area, and mobile sources of pollution.

Sulfur Dioxide (SO_2) – A *criteria pollutant* formed when fuel containing sulfur, like coal, oil and jet fuel, is burned and is commonly expressed as SO_X since it is a large subset of sulfur dioxides (SO_2). SO_2 is a colorless gas that is typically identified as having a strong odor. SO_x is a *precursor pollutant* to the formation of *$PM_{2.5}$* emissions.

Sulfur Oxides (SO_X) – See *SO_2*.

Volatile Organic Compound (VOC) – Gases that are emitted from solids or liquids, such as fuel storage, paint, and cleaning fluids. VOC include a variety of chemicals, some which can have short and long-term adverse health effects. VOCs are *precursor pollutants* that react with heat, sunlight and *nitrogen oxides (*NO_x to form *ozone (*O_3*)*. VOC also mix with other gases to form $PM_{2.5}$. VOCs are a subset of TOGs.

Appendix D

APPENDIX D
COMMENTS RECEIVED ON THE MAY 2012 DRAFT ENVIRONMENTAL ASSESSMENT

As discussed in Chapter 1, a Draft EA, *Runway 4L/22R Improvements, John F. Kennedy International Airport,* was prepared and published for public comment in May 2012. Since the publication of the May 2012 Draft EA, the Port Authority has redefined the proposed project to minimize impacts to Idlewild Park (see Chapter 3, Section 3.2 for a description of the revised Proposed Action). All public comments received on the May 2012 Draft EA are included in this appendix. Responses to the comments received on the May 2012 Draft EA are not included due the change in the Proposed Action. However, all of the comments were considered in the preparation of the Final EA. As stated in Chapter 7, *Public Involvement*, a comment period occurred on the Revised Draft EA from October 17, 2013 to November 18, 2013. All of the comments received during the October 17, 2013 to November 18, 2013 comment period are included in the Final EA in Appendix E, *Public Involvement,* along with responses. Three public information meetings were held where a presentation, highlighting the modifications in the Revised Draft EA, was given by the Port Authority. The presentation given at all three meetings is included at the end of Appendix E, *Public Involvement,* along with the advertisements for the meetings.

Public Meeting #1 - Held in collaboration with Eastern Queens Alliance
Date: October 24, 2013
Location: St. Peter's Church, 224-04 147th Avenue, Queens, New York 11413
Time: 7:30 p.m.

Public Meeting #2 - Held in collaboration with the Village of Floral Park, Mayor Tom Tweed, Trustee Mary-Grace Tomecki, Majority Leader Dean Skelos, and State Senator Jack Martins
Date: October 28, 2013
Location: Floral Park Recreation/Pool Building, 128 Stewart Street, Floral Park, New York 11001
Time: 8:00 p.m.

Public Meeting #3 - Held in collaboration with Assemblywoman Michaelle Solages
Date: October 29, 2013
Location: Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, New York 11003
Time: 7:00 p.m.

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167-14 144th Terrace
Springfield Gardens, NY 11434

27th October, 2012

Mr. Edward Knoesel
The Port Authority of New York & New Jersey
225 Park Avenue South, 9th Floor
New York, NY 10003

Subject: Draft Environmental Assessment Prepared for the
Runway 4L/22R Improvements Project at
John F. Kennedy International Airport

Dear Mr. Knoesel:

I am writing this letter for myself, my family and all other homeowners who may have already written or others who have not. This is pertaining to the meeting that was held on October 4th, 2012 at St. Peter's Lutheran Church in Rosedale, Queens sponsored by the Eastern Queens Alliance, Inc. We are so disappointed at learning that the Airport wants to extend the above Runway even longer than it already is and the planes will be flying lower.

I have lived in the community for twenty years and have had to put up with the noise, pollution and all the inconveniences, possibly health hazards and to hear that you want to extend the Runway, my answer is a resounding, **absolutely not**.

Please note some of the reasons and ripple effects on why **absolutely not**:

1. Noise monitors not in correct places
2. Emissions from Aircraft
3. Fumes Impacting Asthma
4. Car Alarms/Cradles Walls
5. Windows Vibrating from Low Flying Planes
6. Unknown Health Impacts
7. Effects and Schools/Child Learning
8. Fuel Dumping
9. Safety at Schools
10. Property Values
11. Wildlife Impacts
12. International Arrival at Nights

Above are just a few of our desperate concerns.

We are asking you to please reconsider your plans to extend the Runway as our community is already going through its toughest time. Thank you for the opportunity to comment on the proposed plan. I do await your earliest response.

Respectfully,

Eldoris R. Colthirst
(718) 712-2231

c: Jamaica Eastern Queens Alliance
PO Box 300818
Rosedale, NY 11430

Eastern Queens Alliance, Inc.

PO Box 300818
Jamaica, NY 11430
Tel/Fax: 347 824-2301
eqa@easternqueensalliance.org
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Comments on Draft Environmental Assessment
Runway 4L/22R Improvements
John F. Kennedy International Airport
Prepared for US Department of Transportation
Federal Aviation Administration and The Port Authority of NY & NJ
May 2012, Prepared by Landrum & Brown

Date: October 29, 2012

Barbara E. Brown, EQA Chairperson &
President, Springfield/Rosedale Community Action Association, Inc.

Patrick L. Evans, Vice Chairperson &
President, Springfield Gardens Tax Payer's Association, Inc.

Lonnie W. Glover, EQA Treasurer &
President, SpringGar Community Civic Association, Inc

Annette Jennings Bradley, Recording Secretary,
Professional Member: Business and Early Childhood Education

Bernella Wilcox, Financial Secretary
& Board Member, SpringGar Community Civic Association, Inc.

Michael Gordon, Chairperson of
Wayanda Civic Association, Inc.

Richard Belgrave, Professional Member,
Environmental Specialist

Dwight Johnson, President,
Federated Blocks of Laurelton, Inc.

Gloria Boyce Charles, Professional Member,
Business & Education

William Perkins, President, Rosedale Civic Association, Inc.

Greg Mays, President & CEO,
A Better Jamaica, Inc.

Cynthia Curtin, President,
Wayanda Civic Association, Inc.

Louis Kilkenny, Vice President
Springfield/Rosedale Community Action Association, Inc.

Eastern Queens Alliance
Public Comment addressing Environmental Assessment
Runway 4L/22R Improvements John F. Kennedy International Airport

Introduction

The Eastern Queens Alliance (EQA) is a federation of civic associations in Southeast Queens that grew out of the idea to unify, organize mobilize and utilize the talents and potentials of all the residents, civics, neighborhood associations, businesses, clergy and service providers in the area in order to bring about self-determination by acting in concert on mutual concerns and issues. And to use the instruments of power to maintain, preserve, and develop the economic, political, social, moral and cultural stability of the communities within the area; to maintain, stabilize, develop and improve the area's physical environment; to monitor, urge and support the improved delivery of services by the Community Board, elected officials and all city, state and Federal agencies that make decisions which impact upon the lives of those residing in the area.

We submit this comment to the Port Authority of NY & NJ (PANYNJ) and the Federal Aviation Administration (FAA) with the request that an Environmental Impact Statement (EIS) is prepared to further investigate the impacts of the Runway 4L/22R Improvements Project proposed for John F. Kennedy (JFK) Airport. We are concerned that the current conditions experienced in this neighborhood due to airport activities will be exacerbated by this runway project that proposes to move Runway 4L/22R 728 feet closer to the community in Southeast Queens. Our concerns are particularly focused on Noise Pollution; Environmental Justice; Children's Health; Air Quality, and; Land Use. This comment will address the concerns of the Eastern Queens Alliance and community members based on the review of the Draft Environmental Assessment (EA) for this proposed project.

Noise

A highly controversial point relating to land use is if the FAA certifies the EA as a finding of no significant impact (FONSI), it will have considered only the incremental impact of the runway expansion on noise and not the cumulative effect of the existing airport structures, the runway expansion and foreseeable/planned increases in operations. The National Environmental Policy Act (NEPA) requires federal agencies to prepare an EIS for "every … major Federal action significantly affecting the quality of the human environment[1]." An EA is made for the purpose of determining whether an EIS is required[2]. "If *any* 'significant' environmental impacts might result from the proposed agency action then an EIS must be prepared *before* agency action is taken.[3]"

Aircraft noise is a common occurrence for most communities within the U.S. however, for communities neighboring airports the noise is far more detrimental to health and quality of life. A recent GAO study revealed that the FAA expects that by 2024 air traffic for the U.S. will

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[1] 42 U.S.C. § 4332(2)(C) (2006)
[2] 40 C.F.R. § 1508.9 (2011)
[3] Sierra Club v. Peterson, 230 U.S. App. D.C. 352, 717 F.2d 1409, 1415 (D.C. Cir. 1983)

increase 20%[4]. Without any mitigation, the noise impacts at JFK may cause serious harm to the populations in the surrounding communities.

Research into the health impacts of airport noise has grown as airports continue to accommodate larger planes and more passengers. Studies have highlighted the potential physical and mental health links associated with aircraft noise. Stress-related ailments such as hypertension, cardiovascular impacts, and neuroendocrine elevation have been related to chronic noise exposure[5] [6]. Mental health impacts include, lack of sleep, awakening from sleep, lessening of communication in social situations and aggression due to annoyance from chronic aircraft noise[7] [8].

According to the EA prepared for this proposed action, the noise analysis used the FAA's Integrated Noise Model (INM) to produce a 65,70,75 DNL Contour Map to evaluate noise impacts and found no significant impact by the proposed action. This map however is inconsistent with the 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ. Specifically, the Springfield Gardens (4L/4R) monitor, the noise monitor in the community directly north of the proposed action is located in the 65 DNL zone according to the INM contour map. However, the actual data from the noise monitor reveals that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65 with many months exceeding 70 DNL. If the noise analysis used in this EA cannot accurately produce a contour map that is representative of actual noise exposure, the projected no significant impact findings cannot be trusted to be accurate. Further, the Noise Analysis disregards cumulative impacts by only comparing the proposal with current and not the baseline of natural quiet and to consider the total impact of aircraft noise on homes and parks nearby. In addition, we contend that the calculations used to determine the 1.5dB increase zone are erroneous and require real data and mathematical proofs, as even simple calculations can show the increase in proximity of the runway to the community will have, on average, a 1.5dB increase over a far larger scale than shown by the EA.

If the FAA, were to conclude that the runway expansion would have no significant impact on the environment of the homes and parks nearby, it would essentially conclude that there is little discernible increased noise intrusion to the homes and parks in the area from the proposed expansion to the No Build/No Action alternative and that the increase in noise levels that would result from the expansion of the runway is negligible because airplanes still take-off and land in the area, even if the runway expansion is not constructed. The EA did acknowledge the existence of noise levels in and above 65 dBA in the area; however, it suggests that since this is an urbanized area the increase in noise is either suitable for the current land use or will not be

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[4] United States Government Accountability Office. (2012). AIRPORT NOISE GRANTS: FAA Needs to Better Ensure Project Eligibility and Improve Strategic Goal and Performance Measures. Washington, DC.

[5] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

[6] Jarup, L., Dudley, M., Babisch, W. H., Swart, W., Pershagen, G., Bluhm, G., et al. (2005). Hypertension and Exposure to Noise near Airports (HYENA): Study Design and Noise Exposure Assessment. Environmental Health Perspectives, 1473-1478.

[7] United States Environmental Protection Agency. (1978). Noise: A Health Problem. Washington, D.C.: Office of Noise Abatement and Control.

[8] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

noticed. While recognizing that the take-offs and landings constitute noise events that are higher than background natural quiet during periods when ambient noise levels are low, the EA focuses on the incremental impact and ignores the cumulative impact while making unfounded assumptions about urban populations.

The Eastern Queens Alliance contends that by granting a FONSI the FAA cannot be said to have taken a "hard look"[9] at the problem as it considers only the incremental impacts of the runway expansion and not the total noise impact that will result from the expansion. The EA does not address the cumulative impact in light of other take-offs, landings, and air flights over the homes and parks and the reasonably foreseeable future aircraft activity that will contribute to the cumulative noise impact on homes and parks. Indeed, the EA's statement on cumulative impact is, in part:

> "The cumulative impact of the Proposed Action, when added to the other past, present, and reasonable foreseeable future actions described above, is collectively insignificant given the history of intense urbanization that has occurred in the New York City metropolitan area."[10]

The cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time[11]. The courts, in reviewing whether a federal agency has acted arbitrarily and capriciously in finding no significant environmental impact, have given effect to the plain language of the regulations. While the factual settings differ in some respects from the instant issue, the consistent position in the case law is that, depending on the environmental concern at issue, the agency's EA must give a realistic evaluation of the total impacts and cannot isolate a proposed project, viewing it in a vacuum[12]. Noting that the regulatory definition of cumulative impact specifies that the "'incremental impact of the action' [at issue]" must be considered " 'when added to other past, present, and reasonably foreseeable future actions[13],'" we believe that, consistent with the regulation and purpose of NEPA, "it makes sense to consider the 'incremental impact' of a project for possible cumulative effects by incorporating the effects of other projects into the background 'data base' of the project at issue"[14]. The point, the court stated, was to provide in the EA "sufficient [information] to alert interested members of the public to any arguable cumulative impacts involving other projects"[15]. Further, the court concluded that insofar as *Kleppe v. Sierra Club*[16], "may bear on an agency's duty to consider impacts in a context that realistically includes other pending projects, the [agency] fully complied by planning on the basis of … ultimate completion of the related projects[17]." Similarly, the court in *Peterson*, without regard to any particular NEPA regulation, reversed a finding of no significant impact and a decision to issue certain oil and gas leases in national forests without

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[9] Nat'l Parks & Conserv. Ass'n v. U.S. DOT, 222 F.3d 677 (9th Cir. 2000) (9th Cir. Haw. 2000)
[10] Landrum & Brown. (2012). *Draft Environmental Assessment: Runway 4L/22R Improvements, John F. Kennedy International Airport.* Unpublished manuscript.
[11] 40 C.F.R. § 1508.7
[12] Coal. on Sensible Transp., Inc. v. Dole, 263 U.S. App. D.C. 426, 826 F.2d 60 (D.C. Cir. 1987)
[13] *id.* quoting 40 C.F.R. § 1508.7
[14] *id.* at 70-71
[15] *id.* at 71
[16] Kleppe v. Sierra Club, 427 U.S. 390, 49 L. Ed. 2d 576, 96 S. Ct. 2718 (1976)
[17] Id. at 415 n.26, 49 L. Ed. 2d 576, 96 S. Ct. 2718.

preparing an EIS, remanding the case because the agency had failed, as NEPA requires, to "[fully assess] the [possible] environmental consequences" of activities "which have the potential for disturbing the environment[18]." *Natural Resources Defense Council, Inc. v. Hodel*[19], is to the same effect. There, the agency had failed to consider the cumulative impact, as defined in the Council on Environmental Quality (CEQ) regulations, of simultaneous development in the region on "species, particularly whales and salmon, that migrate through the different planning areas" when it considered only the effect on those species "within the Planning Area" rather than "the interregional effects[20]."

Various airports throughout the world have established programs to address the environmental consequences they have on their community. There are currently 256 airports in the US with Airport Improvement Program grants to conduct Part 150 studies. These airports are using this funding to understand the impacts of noise and provide mitigation measures to communities living in the 65+ DNL contours. Some facilities have even taken this step further to provide mitigation to communities living in the 60+ DNL zones. The only mitigation measures for noise the PANYNJ has performed were to insulate a handful of schools in Queens in 2001. None of the schools in the 65+ DNL zone north of runway 4L/22R and no homes have been insulated by the PANYNJ. (See Appendix A)

While, it is understood that the EA is not intended to be a lengthy document, it must at minimum address the considerations relevant to determining whether an EIS is required. NEPA regulations require that an agency consider cumulative impacts, and the EA fails to address the total noise impact that will result from the runway expansion. Indeed, the FAA's own NEPA policy calls for meaningful consideration of cumulative impact, parroting the language of the NEPA regulations to include proposed projects and past, present, and reasonably foreseeable future actions. Comments submitted by individual community members on the draft EA will call the FAA's attention to the need to consider mitigation measures in view of perceived noise-annoyance levels to persons near the runway. These submitted comments will also express concern about the total impacts of noise on the area, yet the EA contains no analysis of the foreseeable increase of take-offs, landings, and over flights from a more efficient runway system. EQA maintains that each flight may be responsible for a noise level of 55 to 75 dBA and that an increase of 10 dBA correlates to a doubling of loudness such that a commercial jet taking-off or landing may be 4 to 23 times as loud as the natural soundscape. Even in the absence of the regulatory definitions it would be difficult to understand how an agency could determine that an EIS is not required if it had not evaluated actual existing noise impacts as well as those planned impacts that will exist in the foreseeable future. From the case law it is clear that:

> a meaningful cumulative impact analysis must identify (1) the area in which the effects of the proposed project will be felt; (2) the impacts that are expected in that area from the proposed project; (3) other actions--past, present, and proposed, and reasonably foreseeable--that have had or are expected to have impacts in the same area; (4) the impacts or expected impacts from these other actions; and (5) the overall impact that can be expected if the individual impacts are allowed to accumulate. (Fritiofson v. Alexander, 772 F.2d 1225, 1245 (5th Cir. 1985) (citing Cabinet Mtns. Wilderness/Scotchman's Peak

[18] 717 F.2d at 1415
[19] Natural Resources Defense Council v. Hodel, 275 U.S. App. D.C. 69, 296, 865 F.2d 288 (D.C. Cir. 1988)
[20] Id. at 297-99, 865 F.2d 288

Grizzly Bears v. Peterson, 222 U.S. App. D.C. 228, 685 F.2d 678, 683-84 (D.C. Cir. 1982)); *see also Hodel*, Natural Resources Defense Council v. Hodel, 865 F.2d 288, 297-99 (1988); City of Carmel-by-the-Sea v. U.S. DOT, 123 F.3d 1142, 1160 (9th Cir. 1997)).

The EA, quoting CEQ guidance on preparation of an EIS, may assume that the no-action alternative is properly viewed as a "benchmark against which decision makers may compare the magnitude of environmental effects" of actions. However, neither the guidance nor the case law relieves the FAA of the duty to meaningfully consider cumulative impact in the EA. The EA has impermissibly taken a foreshortened view of the impacts which could result from the act of constructing and operating the runway expansion[21].

The city of New York has already drawn up recommendations in a report to reduce sound levels related to airports under NYC Administrative Code 40 C.F.R. pts. 24-205. The recommendations are steps that would be beneficial to this community and would show that the PANYNJ has good will to its surrounding neighbors. The report, including the recommendations can be found at the following address: *www.nyc.gov/html/dep/pdf/**noise/airport-noise**-study.pdf*

We would also request the PANYNJ ensure better compliance and lighter planes during nighttime hours (10pm-7am). This should be enforced by increasing the current noise violation fee from $250 to an amount that will make an airline reevaluate their practices. Some airports charge upwards of $5,000 for these violations.

Our request to the PANYNJ is similar to many airport communities around the county – address the noise effects the community is already facing before extending a runway closer to the community. This runway extension could add unknown changes that will affect the health and peace of mind of the neighborhood's community members. The analysis in the EA, in other words, cannot treat the identified environmental concern in a vacuum, as an incremental approach attempts. Without analyzing the total noise impact on the area as a result of the construction and operation of the runway expansion, as of this EA, the FAA is not in a position to determine whether the additional noise that is projected to come from the expansion of the runway would cause a significant environmental impact on the area and, thus, requires preparation of an EIS.

Environmental Justice

The CEQ has promulgated regulations implementing NEPA[22]. Under these regulations, an agency is required to prepare an EA in order to determine whether to prepare an EIS or a FONSI[23].

Eastern Queens Alliance contends that the preparation of a FONSI by the FAA will violate NEPA, a Department of Transportation ("DOT") Environmental Justice Order, and Executive Order No. 12898 by failing to evaluate or develop alternative plans which do not have adverse impacts which weigh disproportionately high on minority or low-income populations. The EA position on impacts to the minority population does not take into consideration the cumulative

[21] *Peterson*, Sierra Club v. Peterson, 717 F.2d 1409, 1413 (1983)
[22] Id. § 1500.1
[23] Id. § 1501.4; 1508.9

effects of the runway expansion on a "79.5% to 80.0%[24]" minority population and only look at the incremental increase of adverse effects. As will be stated infra, in more depth, this is faulty logic and violates the good faith embodied in the aforementioned acts, regulations and orders. Even though both the Environmental Justice Order and Executive Order specifically state that they do not create any right to judicial review for alleged noncompliance this lack of an evaluation and development of alternatives as well as the incremental approach to environmental justice will negate any FAA claim of giving the EA a 'hard look' under NEPA and allow potential challenges under the APA for a violation of the NEPA, having exhausted available administrative remedies prior to bringing an action[25].

NEPA's regulations require agencies to "rigorously explore and objectively evaluate all reasonable alternatives.[26]" "The 'existence of a viable but unexamined alternative renders an environmental assessment inadequate.[27]'" The touchstone for an EA's selection and discussion of alternatives fosters informed decision-making and informed public participation.[28]" The EA has failed to give specifics of any alternative, except for a No Build/No Action, that may help to inform the public and allow them to participate in a meaningful fashion. The only mention of an alternative is Proposal 16, which is summarily discounted without detailed discussion and only mentions the invasion of wetlands, which the current plan proposes as well. A certification of FONSI by the FAA would conclude to the community that the FAA arbitrarily and capriciously reviewed the EA in order to reach a predetermined result[29].

It is also the duty of the FAA to "study, develop, and describe appropriate alternatives.[30]" If the certification of FONSI is granted by the FAA, it has not then fulfilled that requirement and need to develop and discuss a number of alternatives. In City of Angoon, the courts stated that the parties claiming a NEPA violation "had not offered a specific, detailed counterproposal that had a chance of success [and that] those who challenge an EIS bear a responsibility 'to structure their participation so that it is meaningful, so that it alerts the agency to the intervenors' position and contentions.[31]'" It is our desire to effectuate a structure so that the community, Eastern Queens Alliance, the PANYNJ, FAA, and all other parties can develop a meaningful plan that satisfies all stakeholders without the costly delay of protracted litigation.

Therefore, even though an agency is required to examine only those alternatives necessary to permit a reasoned choice,[32]" by granting a FONSI in light of this EA, the FAA will not be able to fulfill its obligation under NEPA to "rigorously explore and objectively evaluate all reasonable alternatives.[33]" Eastern Queens Alliance asserts that the preparers of the EA arbitrarily chose the

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[24] Landrum & Brown. (2012). Draft Environmental Assessment: Runway 4L/22R Improvements, John F. Kennedy International Airport. Unpublished manuscript.
[25] Winnemem Wintu Tribe v. U.S. DOI, 725 F. Supp. 2d 1119, 1139 (E.D. Cal. 2010)
[26] 40 C.F.R. § 1502.14
[27] Res. Ltd. v. Robertson, 35 F.3d 1300, 1307 (9th Cir. 1994) (quoting Idaho Conserv. League v. Mumma, 956 F.2d 1508, 1519 (9th Cir. 1992)
[28] Angoon v. Hodel, 803 F.2d 1016, 1020 (9th Cir. 1986)
[29] 40 C.F.R. § 1502.14
[30] 42 U.S.C. § 4332(2)(E)
[31] Angoon, 803 F.2d at 1022 (quoting Vt. Yankee Nuclear Power Corp. v. Natural Resources Defense Council, 435 U.S. 519, 553, 55 L. Ed. 2d 460, 98 S. Ct. 1197 (1978))
[32] Ass'n of Pub. Agency Customers v. Bonneville Power Admin., 126 F.3d 1158, 1185 (9th Cir. 1997)
[33] 40 C.F.R. § 1502.14

plan submitted in the EA and ignored potential alternative(s) which do not infringe upon the population of Eastern Queens and Nassau County. The Eastern Queens Alliance propose the FAA require an EIS and mandate the contracting company to work directly with Eastern Queens Alliance and other community groups to create specific and feasible alternatives that would reduce the burden of adverse effects on the minority community while still allowing runway improvements.

Children's Environmental Health and Safety

An area of great concern is the health and well-being of children living in the community north of runway 4L/22R. With little mitigation in place for noise, a specific worry is what impact this chronic exposure has on children currently and in the long-term.

Most studies on airport impacts to children have reviewed school-related achievement. These are highly useful in linking detrimental effects aircraft noise has on children's reading skills, attention spans, cognitive functions, and overall school failure rates[34] [35] [36]. Studies that produce such findings are the motivation behind airports' mitigation plans to insulate schools. However, our concern is that children don't spend all their time at school. Young children of pre-school age or children home after school are still susceptible to aircraft impacts even if their school has been insulated.

Studies conducted to understand the impacts of noise at home find that young children whom live or play in noisy environments may never develop listening skills necessary at the point they reach school age. Chronic noise exposure has also need linked to high levels of annoyance in children which is generally defined as "a mixture of anger, fear, and mild irritation." With the long-term health effects of such mental states unknown, we urge the PANYNJ and the FAA to initiate further studies with an EIS of this proposed project and make more of an effort to mitigate the impacts aircrafts have on this community before exposing the community youth to increased disruptions at school and home.

Air Quality

JFK and its surrounding neighborhoods are in an air quality region of non-attainment for Ozone (8hr), $PM_{2.5}$, and until recently CO which is now in maintenance status. All of these pollutants have an impact on human and environmental health. Ozone has direct effects on respiratory tracts and can lead to diseases such as asthma or bronchitis. On average New York City residents have consistently higher asthma rates that the rest of the state. These health effects can be compounded with the regions non-attainment for $PM_{2.5}$ which is produced by vehicle combustion and reactions with Volatile Organic Compounds and SOx and NOx. Currently there is no air quality monitoring stations in Queens County near JFK to verify the emission levels produced by the airport.

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[34] Evans, G., & Maxwell, L. (1997). Chronic Noise Exposure and Reading Deficits: The Mediation Effects of Language Aquisition. Environment and Behavior, 638.

[35] Haines, M., Stansfield, S., Job, R., Berglund, B., & Head, J. (2001). Chronic Aircraft Noise Exposure, Stress Responses, Mental Health and Cognitive Performance in School Children. *Psychological Medicine*, 265-277.

[36] Federal Interagency Committee on Aviation Noise. (2007). Findings of the FICAN Pilot Study on the Relationship Between Aircraft Noise Reduction and Changes in Standardized Test Scores. Washington, DC: FICAN.

Carbon dioxides, volatile organic compounds (VOCs) and nitrogen oxides (NOx)-- the air pollutants emitted by aircraft and airport-related industry—release a variety of toxic chemicals such a benzene and formaldehyde. A 1993 EPA health risk assessment concluded that aircraft engines were responsible for approximately 10.5 percent of the cancer cases within a 16-square-mile area surrounding Chicago's Midway airport. The National Resources Defense Council warns"the same conclusion might apply to people living immediately adjacent to airports all over the country.[37]"

The proposed action presented in the EA states there will be an improvement in air quality because of the potential for reduced taxi time. However, the proposal also shows a foreseeable increase of over 250 aircrafts per day using the airport. The effect of the runway extension on the number of aircraft that can use JFK is significant, at a foreseeable increase of approximately 25%. The proposed action should take into account these increases as a result of increased runway usage and any shifts in emissions that would potentially be directed over the neighborhood north of 4L/22R.

In addition to the omission of foreseeable increases in airport traffic, the GHG measurements and modeling used by L&B are in conflict with a 2009 PANYNJ study on Greenhouse gasses.[38] The PANYNJ study places total GHG emissions from JFK airport and operations at 1,570,818 metric tons CO_2 equivalent; whereas the figures provided by L&B show only 460,669 annual metric tons of CO_2. This purported decrease of 79% is either (1) erroneous, or (2) represents a drastic decrease in emissions that should be carried over into the 2015 No-Build/No-Action plan.

Because of the non-attainment status of the air quality region JFK is located in, the airport is eligible for funding through the Voluntary Airport Low Emissions (VALE) program. The FAA program helps airports reduce all sources of ground emissions and meet state air quality requirements of the Clean Air Act. Through the program Airport Improvement Program funding would cover 75% of costs to JFK for such a program. The remaining 25% could be covered by Passenger Facility Charge funding. The Eastern Queens Alliance requests the PANYNJ further evaluates the impact this proposed project will have on the air quality in the areas of South East Queens through an EIS. We also request the PANYNJ take advantage of available funds from the FAA for establishing a VALE program at JFK airport.

Land Use

Impact to Wetlands and Idlewild Park Preserve

An EA should analyze both the direct and indirect impacts of a proposed action[39]. Indirect impacts are defined as being caused by the action and are later in time or farther removed in distance but still reasonably foreseeable[40]. Eastern Queens Alliance believes that in granting a FONSI the FAA will have violated NEPA by their inadequate analysis of impacts on wetlands at the north of the runway expansion, both direct and indirect. After reviewing the EA, especially chapters 4 and 5, we believe that the indirect impact on wetlands analysis is not adequate to the

[37] Skolnick, Sharon. (2001). *Exposing Airports' Poison Circles.* Earth Island Journal. 15, 4.
[38] Southern Research Institute. (2009). Greenhouse Gas Emissions Inventory for the Port Authority of New York and New Jersey. (Prepared for the Port Authority of New York & New Jersey).
[39] Custer Cnty. Action Ass'n v. Garvey, 256 F.3d 1024, 1035 (10th Cir. 2001)
[40] 40 C.F.R. § 1508.8(b)

point of being arbitrary and capricious. In addition, we contend that NEPA will be violated because the EA: (1) failed to identify and classify into subcategories the wetlands located between Rockaway Blvd., and the current airport property boundary, (2) failed to take actual field data relating to environmental impacts of the proposed runway project, and (3) failed to disclose the necessity of removing and/or 'topping' trees in Idlewild Park Preserve in the EA.

We argue that the EA erred by failing to consider the environmental impacts of cumulative or induced growth, thereby precluding a true comparison of alternatives. The EA shows conflicting data in regards to the destruction or filling of wetlands towards the north end of the runway and summarily and without discussion dismisses or disregards the foreseeable increase in air traffic, and thus noise, pollution, and vibrations related to the increased efficiency of the runway and the airport as a whole. In addition, the EA does not validate reasoning why one wetland is more important than another. The proposed plan impacts wetlands at the head of Jamaica Bay and by association could potentially do significant harm to the Bay itself.

We further allege that the EA improperly omitted from its analysis the impact to Idlewild Park Preserve. In a public hearing on October 4, 2012 to discuss the impacts of the proposed runway expansion the issue of tree-tops in Idlewild Park Preserve were mentioned. The PANYNJ representative noted that the trees would have to be removed, cut down, or topped to meet FAA safety standards. There is no mention of this significant impact in the EA nor is there a discussion of the impact this will have to the Peregrine Falcon (*Falco peregrinus)*, a New York State Endangered Species, that may nest in the tops of trees of the height in Idlewild Park Preserve. The Preserve, as designated by New York City, is a wildlife refuge officially part of New York City's Forever Wild Program (See Appendix B) and therefore, is entitled to § 4(f) protections[41]. § 4(f) requires, in part, that the Secretary of Transportation not approve any project which requires the use of *publicly* owned land from a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or *any land* from an historic site of national, state, or local significance *unless* the Secretary *finds there is no feasible and prudent alternative* to the use of such land (see comments supra for discussion of alternatives), and that all possible planning has been done to minimize harm to that protected area. According to the EA representative, the trees are obstructions to air navigation under the United States Federal Aviation Administration regulations, making them potential hazards to aeronautical safety that they will be obligated to remediate. However, we assert that because the trees are located in wetlands, protected by the Tidal Wetlands Enforcement Policy[42], the FAA will need to obtain permission from multiple state and local organizations before trimming or removing trees and thus making the runway safe under FAA Regulations. The federal regulation of airport safety does not preempt state and local environmental laws which were created because any impact to tidal wetlands can be significant. Yet, there is no discussion of how this hurdle will be handled nor that the hurdle even exists, once again showing that the EA is incomplete, based on poor data, and does not allow the community an adequate opportunity to evaluate and improve the proposal.

In continuing with the inadequacy of the EA in relation to land use, the preparers analysis on Idlewild Park Preserve, all 346 acres is required, yet omitted. The uninterrupted and purposeful use by the public of the property for almost thirty years and a New York City designation of

[41] Nat'l Wildlife Fed'n v. Coleman, 529 F.2d 359, 370 (5th Cir. 1976)
[42] NYS N.Y. Envtl. Conserv. Law, 42 U.S.C. §§ 1-0101, 3-0301, 25-0302

Forever Wild makes these lands a public park and recreation area of state and local significance within the meaning of § 4(f). There is no mention of the increases in noise and pollution from Rockaway Blvd., and the airport which will occur once trees from this historical wetland have been removed, cut down, or topped. Accordingly, an EIS is required, and will have to determine whether (1) there are no prudent and feasible alternatives to using the Idlewild Park Preserve and the NYSEDC land for the project, and (2) whether the project includes all possible planning to minimize whatever harms will result to the Idlewild Park Preserve and the NYSEDC property. If a FONSI is granted, the omittance of the use of publicly owned land from Idlewild Park Preserve for this runway expansion would violate the CEQ guidelines that suggest an EIS be prepared when the impacts are controversial [substantial dispute] as to the size, nature, and effect of the major federal action[43].

Land Use

Construction of New Interchange

An issue related to land use that is only briefly mentioned is the construction of a new interchange from Rockaway Blvd., to the airport access roads. In section 5.3.3, the discussion of a new public access road to JFK airport is summarily dismissed as there is currently little traffic on North Boundary Road. However, the EA does not take into account the foreseeable effects of having a new public access point to the airport from a major thoroughfare.
NEPA requires federal agencies contemplating major action to follow a procedure -- preparing and considering an EIS -- whenever the proposed action may significantly affect the quality of the human environment. 42 U.S.C. § 4332(2)(C). Failing to follow this procedure creates a risk that serious and avoidable environmental consequences of the action, which an EIS would reveal, will not be brought to the attention of agency decision makers. Thus, if a particular project does in fact entail serious but nonobvious environmental impacts, agency failure to prepare an EIS may mean that the last opportunity to eliminate or minimize these impacts, in accordance with NEPA's broad objectives, has been lost. The interchange alone is grounds for requiring an EIS, as can be seen in *Davis v. Coleman,* "an interchange on a major highway in an area where no connecting road currently exists will have a substantial impact on a number of environmental factors.[44]" That this is so is recognized in the Department of Transportation's own PPM 90-1, August 24, 1971, 2 Env. L. Rep. 46106, which governs preparation of impact statements for federal-aid highway projects:

> The improved access and transportation afforded by a highway may generate other related actions that could reach major proportion and which would be difficult to rescind. An example would be a highway improvement which provides access to a non-accessible area, acting as a catalyst for industrial, commercial, or residential development of the area. Id., Appendix E, para. 2f, 2 Env. L. Rep. at 46110.

The impact this new interchange will have on the communities in the area once completed and the foreseeable impacts must be evaluated under an EIS in order to measure these unknowns properly.

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[43] Hanly v. Kleindienst, 471 F.2d 823 (2d Cir. 1972)
[44] Davis v. Coleman, 521 F.2d 661 (9th Cir. 1975)

Land Use

Value of Homes

In 1994 the consulting firm of Booz-Allen & Hamilton, Inc. prepared a report titled *The Effect of Airport Noise on Housing Values: A Summary Report* for the Federal Aviation Administration[45]. The report describes a methodology for evaluating the impact of noise on housing values. The methodology essentially compares market prices in similar neighborhoods that differ only in the level of airport-related noise. In pilot studies using this method, Booz-Allen found that the effect of noise on prices was highest in moderately priced and expensive neighborhoods. In two paired moderately priced neighborhoods north of Los Angeles International Airport, the study found "an average **18.6 percent** higher property value in the quiet neighborhood, or **1.33 percent per dB of additional quiet**.

A 1996 study funded by the Legislature of the State of Washington[46] used a somewhat similar methodology and found that the proposed expansion of Seattle-Tacoma Airport would cost five nearby cities $500 million in property values and $22 million in real-estate tax revenue. The study of single-family homes -- all in "very good" condition, with three or more bedrooms and two or more baths, and excluding the most expensive and inexpensive units to provide more representative comparisons -- found that "a housing unit in the immediate vicinity of the airport would sell for **10.1 percent** more -- if it were located elsewhere." The Washington study also concluded: "all other things remaining equal, the value of a house and lot increases by about 3.4% for every quarter of a mile the house is farther away from being directly underneath the flight track of departing/approaching jet aircraft."

In 1997 Randall Bell, MAI, Certified General Real Estate Appraiser, licensed real estate broker, and instructor for the Appraisal Institute, provided the results of his own professional analysis to the Orange County Board of Supervisors[47]. Comparing sales of 190 comparable properties over six months in communities near Los Angeles International Airport, John Wayne Airport, and Ontario Airport, Bell found a diminution in value due to airport proximity averaging **27.4 percent**. Bell has also developed a list of over 200 conditions that impact real estate values -- airport proximity is categorized as a "detrimental condition. In addition, the EA does not take into consideration all of the impacted communities in south eastern Queens. It specifically ignored the communities of Springfield Gardens, Rosedale, and Laurelton. The omission of a discussion of communities directly around the affected area is a significant omission that further establishes the inadequacy of the EA and the need for an EIS[48]. "The Secretary shall designate critical habitat, and make revisions thereto, . . . on the basis of the best scientific data available and after taking into consideration the economic impact, and any other relevant impact, of specifying any particular area as critical habitat." (Emphasis added.) It is rudimentary administrative law that discretion as to the substance of the ultimate decision does not confer

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[45] Booz-Allen & Hamilton, Inc. (1994). *Effect of Airport Noise on Housing Values: A Summary Report.* (Prepared for the Federal Aviation Administration, Office of Environment and Energy.)

[46] Helmuth, Obata, & Kassabaum, Inc. (1997) *SEA-TAC International Airport Impact Mitigation Study.* (Prepared for the Wasington State Department of Community, Trade and Economic Development.)

[47] Bell, Randall. (1999). "The Impact of Airport Noise on Residential Property Values." PriceWaterhouseCoopers (unpublished paper).

[48] SEC v. Chenery Corp., 318 U.S. 80, 94-95, 87 L. Ed. 626, 63 S. Ct. 454 (1943)

discretion to ignore the required procedures of decision making. And any omission of this nature is reviewable under 40 C.F.R. pt. 1540 (g).

In addition, a special set of takings problems has resulted from airplane flights, including problems of overflights, pollution, noise and nuisance[49]. The traditional theory that a landowner has rights in the space above the land has resulted in compensation when low flights interfered with those rights. This theory has been extended to the problems on nearby lands, not directly under the flight approaches, which have suffered from noise and fumes of the airplanes. Low-flying aircraft have been held to have taken an easement, or to have constituted a trespass, for which compensation must be given. Airflights even within navigable airspace have been held to be takings, and the prohibition of building structures above a certain height when within certain proximity to the airport has also been held to be a taking.

Therefore, by expanding the runway to the north, this, in essence, places planes, the flight paths and the noise/vibration closer to homes, decreasing their value and possibly creating a nuisance or "taking". From the draft EA provided and the lack of calculations and real data used in noise levels it is impossible to determine the exact decrease in land value and an EIS which utilizes actual data should be implemented to avoid future issues with the runway expansion.

Conclusion

The Airport and Airway Improvement Act of 1982 (AAIA) does not permit the FAA to approve an airport development project that has a significant adverse effect on natural resources unless there is no possible and prudent alternative to the project and every reasonable effort to mitigate the adverse effect has been taken[50]. As noted extensively in this comment, there are several significant adverse effects on natural resources and the population around the proposed runway expansion; however, there is no plan put forth to mitigate these effects. We request that further studies, such as a Part 150 study, a VALE Program Evaluation and a formal Environmental Impact Statement be undertaken with the advice and consent of community organizations so as to properly and meaningfully inform the FAA of the adverse effects and how to properly mitigate them, to the satisfaction of all parties.

As stated earlier NEPA requires a federal agency to prepare an EIS before taking any major action "significantly affecting the quality of the human environment.[51]" The purpose of an EIS is to "provide full and fair discussion of significant environmental impacts and [to] inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.[52]" The agency's overall EIS-related obligation is to "take a 'hard look' at the environmental consequences before taking a major action.[53]" At present the EA does not satisfy the 'hard look' obligation and an EIS is required.

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[49] Gardner v. Cnty. of Allegheny, 114 A.2d 491 (Pa. 1955); Ackerman v. Port of Seattle, 348 P.2d 664 (Wash. 1960)
[50] 49 U.S.C. § 47106(c)(1)(B) (2006)
[51] 42 U.S.C. § 4332(2)(C); see Stewart Park & Reserve Coal. v. Slater, 352 F.3d 545, 557 (2d Cir. 2003); Citizens against Burlington, Inc. v. Busey, 290 U.S. App. D.C. 371, 938 F.2d 190, 193 (D.C. Cir. 1991)
[52] 40 C.F.R. § 1502.1
[53] Balt. Gas & Elec. Co. v. Natural Resources Defense Council, 462 U.S. 87, 97, 103 S. Ct. 2246, 76 L. Ed. 2d 437 (1983)

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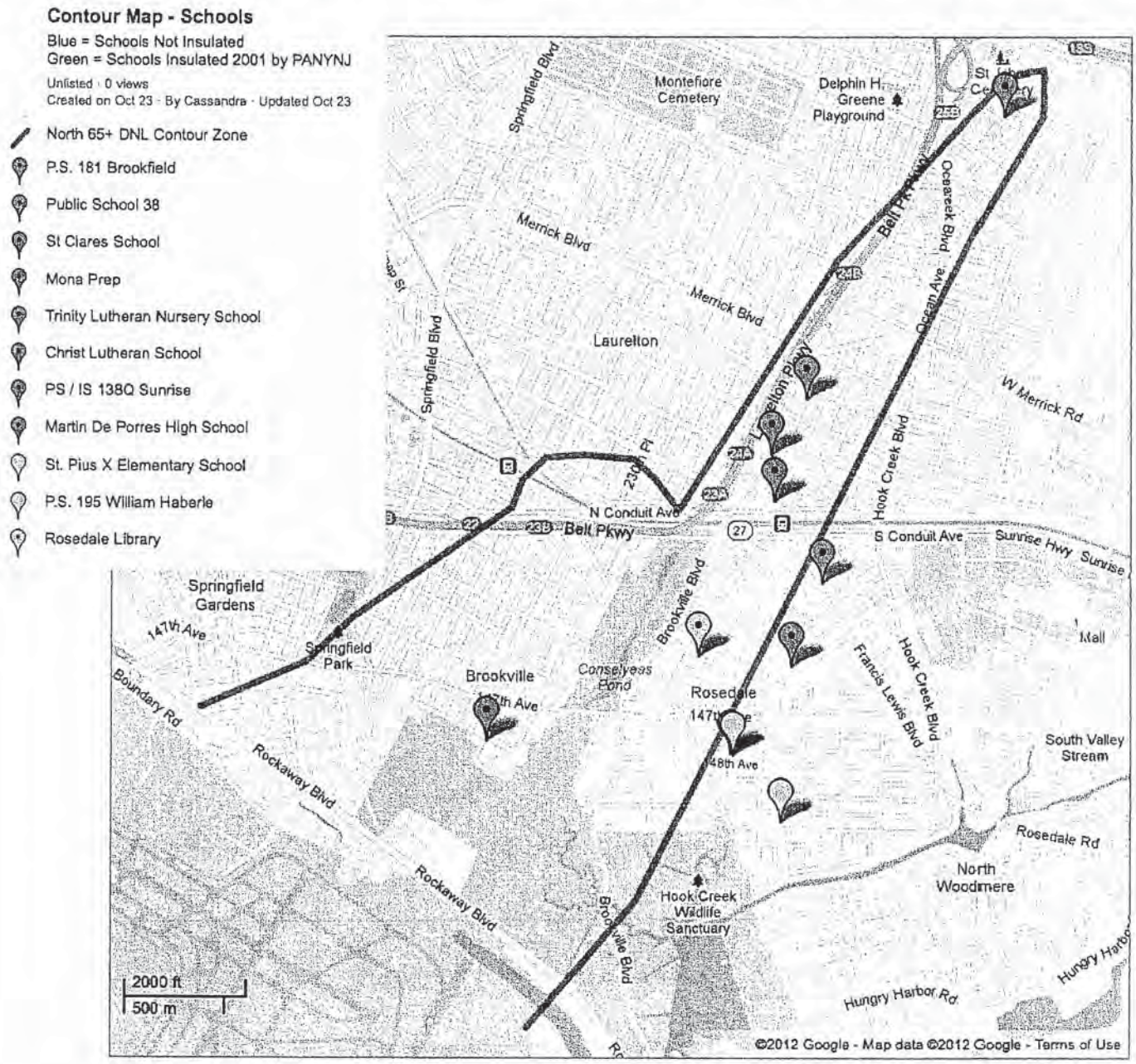
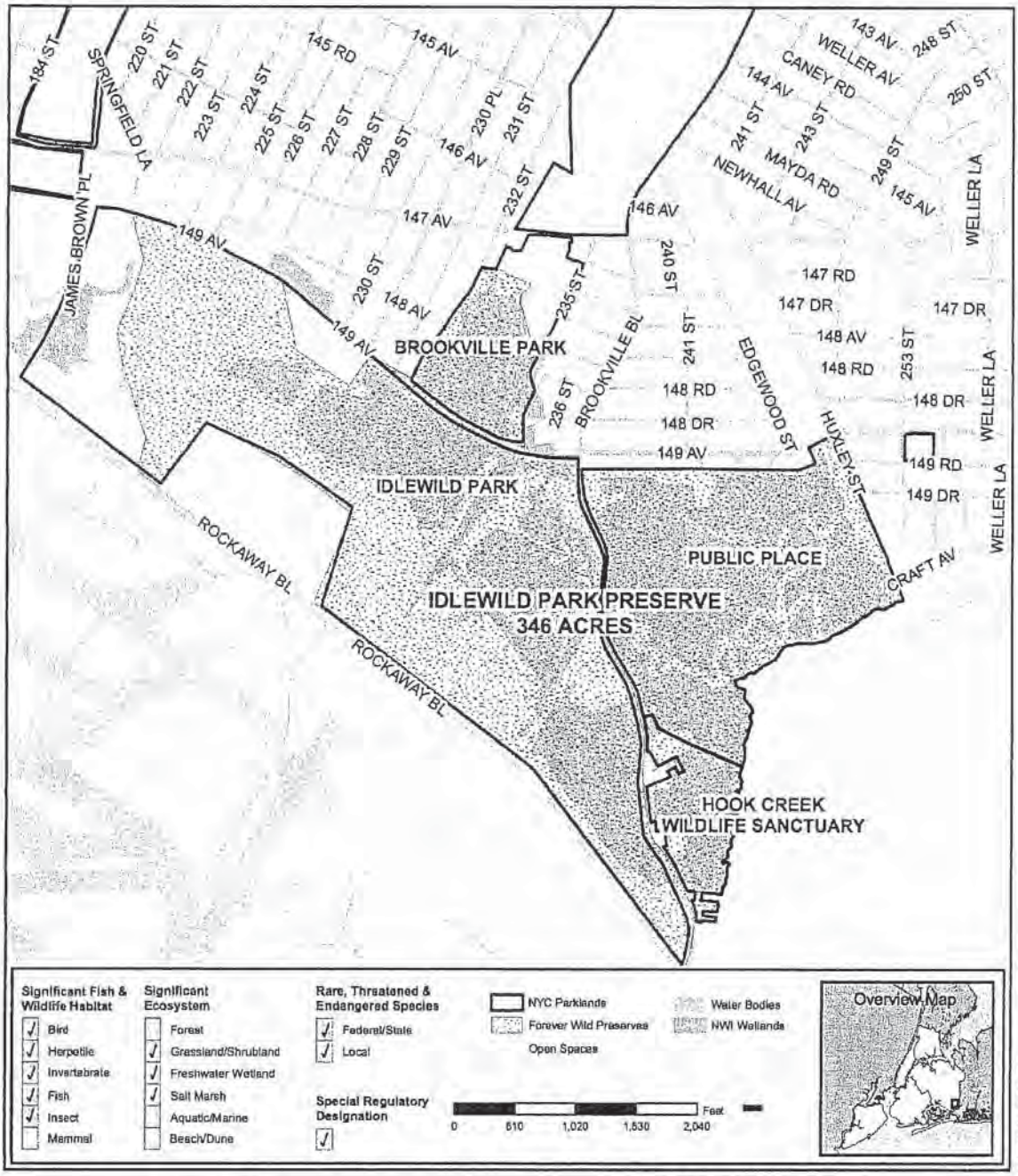
Appendix A – Contour Map with Schools North of Runway 4L/22R



Appendix B – Idlewild Park Preserve



City of New York
Parks & Recreation
Natural Resources Group
Arsenal North, 1234 Fifth Avenue, New York, NY 10029
Michael R. Bloomberg, Mayor
Adrian Benepe, Commissioner
Bill Tai, Director
Craig Mandel, GIS/Data Manager

February 2008

FOREVER WILD
IDLEWILD PARK PRESERVE
IDLEWILD PARK (Q392)
HOOK CREEK WILDLIFE SANCTUARY (Q466)
BROOKVILLE PARK (Q008)
PUBLIC PLACE (Q454)
QUEENS, NY
This map is limited by the accuracy of its source data and is intended for illustrative use only.

Spring-Gar Community Civic Association, Inc.
P.O. Box 300283
Jamaica, New York 11430-0283

October 16, 2012

Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003
Attention: Mr. Edward Knoesel

RE: Runway 4L/22R Improvements – Public Comments

Dear Mr. Knoesel,

The purpose of this letter is to provide the Port Authority of NY/NJ with comments being submitted on behalf of Spring-Gar Community Civic Association, residents and members, which is the community immediately adjacent to the North of the proposed runway expansions at JFK International Airport.

Although Spring-Gar recognizes JFK International Airport as a major gateway to domestic and International destinations, we feel several environmental assessment issues, specifically related to the increased flights anticipated with NextGen, have not been taken into account related to negative community impact.

Spring-Gar is against the Runway 4L/22R Improvements in its current form for the following reasons:

1. **Aircraft noise** is this most critical issue with Springfield Garden residents surrounding JFK, and the proposed runway extensions to the North will only make noise an even bigger issue for residents and children in our community. The runway extensions at JFK Airport is only the current aviation effort to meet the demands for NextGen, within the next 20 years. Extending and or widening the runway safety zone will only result in the increase of noise, already deafening the community with low flying aircraft at takeoffs and landings.
    - Requirement: Noise studies conducted report the average DNL. The average DNL and the expected DNL increase is not an accurate depiction of the noise level. Additional studies should be done to quantify the existing and anticipated DNL. The new studies should report DNL utilizing XmR Charts to accurately reflect its moving average and range.
2. **Fuel emissions** by airport aircraft and the surrounding air cargo facilities vehicles in the immediate area, have a long term impact on the health and well being of the Springfield Garden residents. Currently, there is no environmental monitor to measure air quality anywhere in close proximity of this or other runways. How can the Port Authority of NY/NJ state there is NO environmental impact to the health of the adjacent community, when there are no monitors to measure current air quality. Not to mention the impact that NextGen will add to this health problem with the planned increase in flights and reduce delays.

I agree with this letter.

Ms. Florence David
178-34 146 Rd.
Jamaica, New York 11434

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Emailing: What are the Health Effects of Airport Noise and Airport Pollution.h Hide Details

FROM: David, Randolph (OCFO) Monday, October 22, 2012 9:42 AM

TO: 'Florence David'

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What are the Health Effects of Airport Noise and Airport Pollution?

Airport noise and pollution linked to increased health problems

From Larry West, former About.com Guide

See More About:

- airports
- noise pollution
- air pollution
- chemicals and health
- environment and health

Dear EarthTalk: What are the health and environmental issues associated with the airport noise and air pollution at airports?

-- John Cermak, via e-mail

Researchers have known for years that exposure to excessively-loud noise can cause changes in blood pressure as well as changes in sleep and digestive patterns -- all signs of stress on the human body. The very word "noise" itself derives from the Latin word "noxia," which means injury or hurt.

Airport Noise and Pollution Increases Risk for Illness

On a 1997 questionnaire distributed to two groups--one living near a major airport, and the other in a quiet neighborhood--two-thirds of those living near the airport indicated they were bothered by aircraft noise, and most said that it interfered with their daily activities. The same

178-34 146 Rd
Jamaica New York 11434

I Agree with this artical Ms Florence David

two-thirds complained more than the other group of sleep difficulties, and also perceived themselves as being in poorer health.

Perhaps even more alarming, the European Commission, which governs the European Union (E.U.), considers living near an airport to be a risk factor for coronary heart disease and stroke, as increased blood pressure from noise pollution can trigger these more serious maladies. The E.U. estimates that 20 percent of Europe's population -- or about 80 million people -- are exposed to airport noise levels it considers unhealthy and unacceptable.

Airport Noise Affects Children
Airport noise can also have negative effects on children's health and development. A 1980 study examining the impact of airport noise on children's health found higher blood pressure in kids living near Los Angeles' LAX airport than in those living farther away. A 1995 German study found a link between chronic noise exposure at Munich's International Airport and elevated nervous system activity and cardiovascular levels in children living nearby. And a 2005 study published in the prestigious British medical journal, *The Lancet*, found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study also associated aircraft noise with lowered reading comprehension, even after socio-economic differences were considered.

Citizen Groups Concerned About Effects of Airport Noise and Pollution
Living near an airport also means facing significant exposure to air pollution. Jack Saporito of the U.S. Citizens Aviation Watch Association (CAW), a coalition of concerned municipalities and advocacy groups, cites several studies linking pollutants common around airports--such as diesel exhaust, carbon monoxide and leaked chemicals--to cancer, asthma, liver damage, lung disease, lymphoma, myeloid leukemia, and even depression. CAW is lobbying for the clean up of jet engine exhaust as well as the scrapping or modification of airport expansion plans across the country.

Another group working on this issue is Chicago's Alliance of Residents Concerning O'Hare, which lobbies and conducts extensive public education campaigns in an effort to cut noise and pollution and rein in expansion plans at the world's busiest airport. According to the group, five million area residents may be suffering adverse health effects as a result of O'Hare, only one of four major airports in the region.

GOT AN ENVIRONMENTAL QUESTION? Send it to: EarthTalk, c/o E/The Environmental Magazine, P.O. Box 5098, Westport, CT 06881; submit it at: www.emagazine.com/earthtalk/thisweek or e-mail: *earthtalk@emagazine.com*.

More about Noise Pollution

- Noise Pollution and Hearing Loss Prevention
- Information about Airport Noise Law

More about Air Pollution

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- More Than Half of U.S. Population Lives in Counties with Unsafe Air
- Environmental Hazards Increase the Risk of Heart Disease and Stroke

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I agree with this artical.

Ms Florence Dolce
178-34 146 Rd
Jamaica New York 11434

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I. Agree with these articals

Ms Florence Darrell
178-34 146 Rd
Jamaica New-York 11434

10-24-2012

Dear Mr. Knoesel.

As a member of Spring-Bar Civic Association and a home owner at The same address for over 45 years I would like to add a few more coments about this problem with nois and pollution. There should be a fund set up for the homes and the people in them that will be affected by the airport expansion and should include the damage that has already been done to all the people who still have medical problems. There should also be a mention of property damage when These planes fly so low the dishes break and I am not sure but it must do damage to the foundion of these homes. For any improvement the people should always come first before the Almighty dollar.

Yours Truly:
Ms Florence David

145-69 225th Street
Springfield Gardens, N.Y. 11413-3521
October 31, 2012

Port Authority of New York & New Jersey
Attention: Mr. Edward Knoesel
Aviation Department
225 Park Avenue South
9th Floor
New York, N.Y. 10003

Re: Runway 4L/22R Improvements

Dear Mr. Knoesel:

The purpose of this letter is to provide my comments regarding the proposed runway improvements at JFK International Airport.

I am against Runway 4l/22R Improvements in its current form for the following reasons:

Allowing planes to land lower/closer to the community will exacerbate my wife's pulmonary hypertension condition.. Concentrating airplane pollutants closer to the ground will make her breathing more and more difficult. There is the potential for the airplane emissions and deteriorating air quality to affect many others within the community who have other medical conditions such as asthma which is becoming increasingly common among young school children. It can even potentially affect future generations.

Your report does not take into account the effects of noise vibration on home structures. Vibrations from Overhead landings/takeoffs have produced cracks in my bedroom ceiling and upstairs hallway in front of bedroom which I have had repaired several times over my thirty-six (36) years of living here. Closer landings/takeoffs will create even more destructive vibrations and result in more cracks. This will result in more costly repairs during my upcoming retirement years.

Idlewild Park is a part of the Jamaica Bay Water Shed Protection Plan and deserves the same protection as Gateway National Park. The park is a critical stopover area along the Atlantic Flyway Migration Route.
Increased noise/vibrations, closer landings, and more concentrated pollutants will disrupt natural wildlife in their living and mating habitats. This affects many more species than your report mentions. In addition to Pergrine Falcons, Osprey and Diamond back Terrapin Turtles, the DEP Jamaica Bay Watershed Protection Plan Report (October 2007) mentions many more species such as the following: Short eared/long eared Owls, Piping Plover, Snowy Egret, Least Bittern, Pied-billed Grebe, Roseate Tern, Common Tern and many others. Also mentioned are threatened trees and plants. Mayor Bloomberg signed New York City "Local Law 71" on July 20, 2005 to protect this area. As a community of amateur gardeners and birdwatchers, we have seen changes over the years from the construction in the area. Many species, like Cranes, have not returned in the numbers we are accustomed to seeing.

These are just a few of the issues that we suggest you consider when making decisions that can affect the quality of life and health of the members of the community living near the airport. Think also of the impact on the plants and animals that have been adversely affected by the changes in their environment.

Sincerely,

John P. Besant
Member, Springfield/Rosedale Community Action Association

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

Dear Mr. Knoesel,

I am surprised and appalled to learn that the Port Authority is planning new arrangements for air traffic at John F. Kennedy Airport which will result in planes flying more frequently and at lower altitudes over our community. We can already stand on our church steps and read the writing on planes flying overhead. We can clearly see their landing gear in action.

At a recent civic association meeting, Port Authority officials said that the plan includes cutting many of our nearby trees. If our trees are blocking the flight path of planes, the solution is not to cut the trees but rather to raise the altitude of the planes and change their path to the JFK runways.

It is simply an accepted fact in our community that whether you are indoors or outside, any conversation is going to be punctuated every ten or fifteen minutes by silence as planes roar overhead. In our church, speakers must constantly pause for the same reason, even though they use a microphone.

In short, bringing planes overhead more often and at lower altitudes is totally unacceptable in our area where most residents are striving to build a quiet, decent, peaceful, harmonious community. The plan as it was presented at the civic meeting seems to show callousness, mean-spiritedness, and ill-will on the part of the Port Authority and the airport. I urge you to put the present plans aside and consider other alternatives.

Sincerely,

Rev. Joy P. Clarke

Rev. Joy P. Clarke, Senior Pastor

Marie Adam-Ovide
121-12 234th Street
Laurelton, NY 11422

October 25, 2012

The Port Authority of NY and NJ
225 Park Avenue South, 9th Floor
New York, NY 10003
Attn.: Edward Knoesel

Subject: ***Draft Environmental Assessment Prepared for Runway 4L/22R Improvements Project at John F. Kennedy International Airport***

Dear Sir or Madam:

A meeting was held at St. Peter's Church in Rosedale on October 4, 2012, under the auspices of Eastern Queens Alliance, to address concerns over the proposed expansion runways at JFK. One of the representatives of the Port Authority stated that a study was conducted whereby a simulation of the flight patterns showed only a change of .7 decibel; therefore, there was no adverse impact. There would only be a negative impact if the decibel level was to reach 1.5 or over.
The problem is an unknown number of trees would be removed. I questioned him as to whether or not he took into account that the study was conducted while the trees were still there. Once the trees that act as noise buffers are removed the results of the study would be different. He stated that the removal of the trees was not taken into account in the study. He claims there would not be a change from .7 decibel to 1.5 decibel based on his knowledge of the way noise travels.

Are we, the residents of Laurelton, Rosedale and Springfield Gardens to take him at his word? I think not. According to Earl L. Buts, of ***healthguidance.com***, findings show that reduction of sound values in the order of **5 to 10 decibels** are not unusual for wide belts of tall, dense trees. Granted, we are not talking about wide belts of tall trees in the size mentioned by the study; however, if an increase of .8 decibel is possible, the study is rendered null and void. The representative from the Port Authority could not state with certainty that the removal of the trees would not make such a change. Another source, ***agroforestry.net*** stated that planting "noise buffers" composed of trees and shrubs can reduce noise by five (5) to ten (10) decibels. We can then presume that the removal of trees would create the reverse – it can increase the noise level by 5 to 10 decibels.

In light of this, I am calling on the FAA to order the Port Authority to conduct an Environmental Impact Study (EIS), as the community may be negatively impacted by the expansion.

Sincerely,

Marie Adam-Ovide

Marie Adam-Ovide
Laurelton Resident

Keith and Mary Wingfield
182-05 147th ave Jamaica
New York 11413

October 17, 2012

The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Attention: Edward Knoesel

Subject: Draft Environmental Assessment prepared for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport

Dear Sir or Madam,

"Daddy look! Do you see how low that plane is?" Those are the words from my sixteen year old daughter. I took notice on how low that plane was from take off. I guess some pilots use more runway than others when taking off. My wife and I lived at 182-05 147th ave for over twenty two years and became comfortable with the noise over the years. Now we are in our late forties and we have out grown the neighborhood. The noise, traffic, pollution and planes are increasingly starting to bother us. I guess that's why I've been putting in complaints about the noise and traffic coming from the commercial buildings right across form us.

I had a vision, a plan to move our family to a more peaceful and quiet neighborhood sometime in the near future. We are in a position in paying off our mortgages in a few years and would like to take that opportunity to sell our home a little under market value. Take that money and purchase our new home which would become my wife and I retirement home. But our dream are now in jeopardy. Thanks to your new state of the art; wider and longer runway. If my daughter has been noticing how low some planes are flying now. It would be very difficult to sell my home after this extended runway is built. At least I have a selling pitch for the commercial noise and traffic; *What I love about this house is its easy to get and keep tenants. The house is located on a busy street where mass transit is just a step* away. *.A little busy in the day (Traffic) while you're at work and quiet in the evening and weekends when you're home with the family. Also There are new and wider sidewalk and street.* What selling pitch do I have for the incredibly low flying loud planes? Not to mention, the new Airbus which is bigger, louder and capable of landing at JFK airport once the extended runway is completed.

The big picture is; **This extended runway will significantly decrease the value of our home in the near future.** If we were to sell our home after the extension is completed. We would hope that the buyer would not notice the low, loud flying planes by sealing all windows, closing the curtains, turning up the volume on the stereo and TV as the buyer tours the house. When the buyer steps outside, all we can do is hope for a miracle that the pilots suddenly decide to go on strike. If none of this happens, then our dream of moving into our retirement home has been shattered by JFK selfishness.

After the meeting took place at the church, I felt that we had no other alternative but to stand with the community to have this project stopped in its tracks. In addition I will try to become a active member to help and save our community

from this disastrous extension that will destroy the value of our homes that JFK tried so desperately hard to keep under the radar. I just hope you can find some other alternative to accomplish this project then to degrade our community if this project was to continue.

I will also keep in close contact with *Natalia Nkozikowska from the Queens Tribune* and continue to update her and *The Eastern Queens Alliance, Inc* regarding result from this letter. If you would like to contact me! you can in several ways: you can write us or Email us at wingdog2@verizon.net, Call 718-341-2707 or 914-879-5438.

Thank You

Keith and Mary Wingfield

The Port Authority of NY &NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Attention Edward Knoesel:

Subject: Draft Environment Assessment prepared for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport

Dear Mr. Knoesel,

My name is Michael Pinckney and I've been a resident of Springfield Gardens since 1986. I have two children who attend public school in the area. I believe expanding the runway 4L/22R will have adverse affects on their learning and academic performance. My children undergo a rigorous academic program that includes weekly exams and testing. They, along with their peers, take state mandated exams that affect their promotion on a yearly basis. As a parent who monitor my children when they do homework and study at home, I have noticed that they are distracted by the noise and vibrations caused in my home by overhead flights.

I believe bringing bigger planes closer to residential schools would increase distractibility to the students and negatively impact their learning. It is unclear from your study what the true noise impact would be on the children in the community because your noise model does not include all of the constantly changing variables in the environment and at the airport, which affect our community. Exhibit 4.2 Existing (2010-2011) Noise Exposure Contour shows two public schools within the 65 DNL zone and 8 public schools on the border of the zone. It does not include private and parochial schools nor does it include the Birch School for special needs children located on Farmers Blvd and South Conduit Ave. My children along with thousands of their peers would be subjected to an average of 65 decibels of noise according to your assessment chart. This level of sound is equivalent to "laughter".

As you know, Mr. Knoesel, young children are extremely susceptible to noise and distractions that will undoubtly hinder them in the learning process. You are also aware that the FAA Integrated Noise Model (INM), used in this assessment, is an average-value model and is designed to estimate long-term average effects using average annual input conditions. Because of this, differences between predicted and measured values can occur because certain local acoustical variables are not averaged, or because they may not be explicitly modeled in INM. Examples of detailed local acoustical variables include temperature profiles, wind gradients, humidity effects, ground absorption, individual aircraft directivity patterns and sound diffraction around terrain, buildings, barriers, etc. Differences may also occur due to errors or improper procedures employed during the collection of the measured data. (http://airportnoiselaw.org/inm.html.)

Your model fails to address the effects of climate change on the noise now and in the future. It does not account for changes in plane departure/arrival pathways that occur

in times of airport congestion and bad weather. Your proposal does not put into safeguards that protect or insulate our schools and children from the increased noise and distractions that will subsequently result from the roadway expansion project. I would seriously urge you to conduct an impact study that includes input from other parents, school administrators, teachers and students.

Sincerely,

Michael Pinckney
184-274 145th Avenue
Springfield Gardens, NY 11413
347-661-2646

October 28, 2012

The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Attention: Edward Knoesel

Subject: Draft Environmental Assessment Prepared for the Runway 4L/22R Improve ments Project at John F. Kennedy International Airport.

This petition letter is to express our legitimate concerns vis-à-vis the proposed extension of the aforementioned runway at the said airport. Apart from an increase in the noise and pollution level, such project would alter our lives negatively altogether.

Starting with section **5.1 Noise** impact, among others, we can say the study seems so inaccurate. That is because right now we already have a hard time enjoying quality time inside of our home and in our backyard due to the noise from the planes, the frequency at which they come around and the low height they maintain as they fly by. A perfect example is that since Wednesday, October 24, 2012, our community has been enduring greater hardship due to a reroute of the planes. Throughout the day, it seemed the planes were rerouted. They departed from the route where they usually arrive. The switch from departure to arrival made the noise level even more unbearable. As the social worker at PS195Q, it was so hard for me to make outside calls to parents as well as in-house calls to teachers. Please bear in mind that the windows to my office were closed. In addition, book shelves, and other furniture were shaking as a result of the same. Colleagues were looking at each other in silence, wondering why things were shaking, until the planes flew so low over the school building. Then everyone realized what was happening. The rerouting continues to date, causing residents to get even less sleep now. Also, please be aware that our home and furniture shake as well as these planes fly by. We constantly have to dust off our furniture due the vibration from the planes. .

Further, in regards to 5.5.3 & 5.5.4 Greeenhouse Gas Emissions/Summary of Impacts, we can tell you that at night especially, the strong smell of the fuel chemical cannot be ignored. It is disheartening to read from the assessment for this proposed project that it will not contribute to an escalation of pollutant in the air, affecting the residents of the said community as well as the wild life the vicinity. Residents' complaints range from and not limited to heart palpitation, headaches and insomnia. How can our students perform at school and the residents be productive at work if they are not able to have a good night sleep? Certainly, we worry about our health and our lives; the current and future impact on our educational and recreational resources. Idlewild is the only environmental resource in our community which contributes a great deal to our children's education. It is alarming to anticipate any harm can come to it. The implementation in route this week alone is a horrible nightmare. Imagine what the proposed project would do.

We know there are other options you can consider for this project that can prevent current and future damages to our community and we encourage you to consider them. Thank you.

Sincerely,

Mimose Nelson, Commutity Social Worker

Cc: The Eastern Queens Alliance, Inc.

Encl.

Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

	Name	Address
1.	[illegible]	245-10 147th Ave 11422
2.	Evelyn McCrea Pain	249-17 147TH ROAD 11422
3.	Hans Jackman	253-03 147 Rd Rosedale
4.	[illegible]	147-25 240 ST Rosedale
5.	Delia Garcia	249-46 145th Ave.
6.	[illegible]	238-39 149 Ave Rosedale
7.	[illegible]	139-40 250th St Rosedale NY 11422
8.	[illegible]	144-24 247th Rosedale NY 11422
9.	Kathleen McCabe	245-28 148 Dr Rosedale NY 11422
10.	Tracy HORACE	245-17 Newbold AVE
11.	Charlotte Veronique	240-18 Edgewood St Rosedale, NY
12.	Cyril Veronique	240-18 Edgewood St Rosedale, NY
13.	[illegible]	148-66 Hillcrest ST Rosedale N.Y 114
14.	Rick Jean-Marie	145-45 228 St Rosedale NY 11413
15.	Randy Innocent	145-24 Francis Lewis Blvd Rosedale NY 11422
16.	Jonas Pierre-Louis	159-02 148th Ave
17.	Clara Pecoraro	243-26 145th Ave Rosedale, NY 11422
18.	[illegible]	257-17 145th Ave
19.	Amarachi Okoroma	257-17 145th Ave
20.	MARTHE [illegible]	241-06 140th Ave Rosedale 11422
21.	KINGSLEY [illegible]	" " "
22.	Marie C. Bolidor	244-19 144th Ave Rosedale 11422
23.	Jean Denis	" " "
24.	Jean Claude Bolidor	" " "
25.	Rodrigue Denis	" " "
26.	Jean Denis	" " "
27.	Marie Joseph	787 ST 147 Ave 12 11413
28.	Marie Mondy	238 ST Edgewood Ave.
29.	Arnold Nelson	217-06 136 Rd Laurelton NY 11413
30.	Claude Aniste	253-14 Craft Dve Rosedale 11422
31.	Lilia Aniste	253-14 Craft Ave Rosedale 11422
32.	Edith Aniste	253-11 Craft Ave, Rosedale 11422
33.	Idelmar G. Conard	253-11 Craft Ave Rosedale, 11422
34.	Josette Cadichon	253-26 148th Rd Rosedale, 11422
35.	Marie Exilie	245-20 148th Rd Rosedale, NY 11422
36.	Marie Exilie	245-20 148th Rd Rosedale, NY 11422
37.	ROMAIN Ginette	144-26 Weller Lane Rosedale, NY 11422

Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

	Name	Address
1.	Sandra Chase	22517 139 Laurelton NY
2.	Ingrid Barbe Boyd	21919 74th Rd Springfield Gdns
3.	Lorke Mayo	130-55 223rd St, Laurelton, NY 11413
4.	Talitha Kelly	220-04-137-Drive Laurelton NY 11413
5.	Christina Montreau	136-44 225th St. Laurelton, NY 11413
6.	Bryce Aguilera	148-45 Brookville Blvd Rosedale Queens, NY 11422
7.	Renold Roy	144-18 253 St Rosedale, NY 11422
8.	Claudel Moise	240-23 Newhall Ave Rosedale NY 11422
9.	Carole Moise	240-23 Newhall, Rosedale, NY 11422
10.	Marie Bazelais	240-23 Newhall Ave, Rosedale, NY 11422
11.	Gladys Cantave	241-30 Merrick Rd Rosedale, NY 11422
12.	Velia Jean	139-41 264th St Rosedale, NY 11422
13.	Donna Dimond	241-22 Weller Ave Rosedale NY 11422
14.	Sonia Laurena	255-10 149th Ave Rosedale NY 11422
15.	Bieteguel Pierre	Edgewood St NY 11422
16.	Maud Pierre	Edgewood St NY 11422
17.	C. Butcan	Pierre Edgewood St NY 11422
18.	Marie Limsean	245-04 147th Ave Rosedale NY 11422
19.	Robert Francois	245-04 147th Ave Rosedale NY 11422
20.	Robert Francois	245-04 Rosedale NY 11422
21.	Samuel Francois	245-04 147th Ave NY 11422
22.	Darrell & Kim Fyffe	245-14 147th ave Rosedale NY 11422
23.	Hilda Jamison	245-14 147th ave Rosedale, NY 11422
24.	Caroline Johnson	245-07 147 Ave Rosedale NY 11422
25.	Kay-Ann Montague	245-07 147 Ave Rosedale NY 11422
26.	Sydney Johnson	245-07 147 Ave Rosedale NY 11422
27.	Norma Montague	24507 147 Ave Rosedale NY 11422
28.	Antony Grizzle	24507 147 Ave Rosedale NY 11422
29.	Michelle CRANN	255-12 149Ave Rosedale Queens NY 11422
30.	Delaneau Eloi	245-26 147th Rosedale N.Y 11422
31.	Marie C Eloi	245-26 147th Rosedale N.Y 11422
32.	Donald Eloi	245-26 147th Ave Rosedale N.Y 11422
33.	Felicia Eloi	245-26 147th Rosedale N.Y 11422
34.	R Jimall	245-30 147th Ave N.Y. 11422
35.	Mi 415	24318 Newhall Ave 11422
36.	Lera Brunot	241-30 145th ave 11422
37.	Stephanie	ALEXANDRE 241-30 145th AVE 11422

Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

1. DAPHNE VANCE 181-46 144 AVE 11413
2. JOSEPH Gilles 145-76 176th St S Gardens 11413
3. EDNA EDWARDS 168-10 127 AVE (3rd) JAMAICA NY 11434
4. SIMONA FRANCIS 145-31 177th ST, JAMAICA NY 11434
5. Marie Noel 144-79 176th Jamaica NY 11434
6. Marie Joseph 168-24, 127 AVE JAM
7. EMILY TYLER 172-34 133rd Ave #3A JAMAICA NY 11434
8. Christine Gilles 145-76 176th St, Springfield Gdns, NY 11413
9. FABIAN LANG 172-14 133rd ave Jam NY 11434
10. Cordy NWOZUZU 255-18 147th Dr. NY 11422
11. Judith A. Bryan 154-46 Edgewood Ave, Springfield Gdns NY 11413
12. Marie Rupee 168-14 154th Street Jamaica, NY 11434
13. Colina Chandler 134-15 166 PL. JOE N.Y. 11434
14. Danielle Gilles 145-76 176th St JAMAICA NY 11434
15. THERESA DINNALL 145-60 221 ST SP Queens NY 11413
16. Unifey Saintlictor 175-13 138th Ave Jamaica NY 11434
17. EMMANUEL B AWKU 175-13 138th Rochedale NY 11434
18. Josette Mortel 218-96 Queens Village
19. Cooge Devarieux 147-29 Farmers Blvd Springfield Gdns 11434
20. Julienne Burton 110-15 Elden St St Albans
21. Yves St Victor 139-19 Springfield Gdns NY 11434
22. Adwoa Awku 175-13 138th Springfield Gdns 11413
23. Kwabena Awku 175-13 138th Springfield Gdns 11413
24. Unlike Reid 245-15 147th Rosedale 11422
25. Zellet Piney 245-19 147th Ave Rosedale 11422
26. Anthony Reid 245-19 147th ave Rosedale 11422
27. Hakim Callender 245-19 147th ave Rosedale 11422
28. Shomari Callender 245-15 147th ave Rosedale 11422
29. Paula Goodgee 245-15 147th ave Rosedale 11422
30. Dion Reid-Vicars 245-15 147th ave Rosedale 11422
31. Tiffany Sampson 144-50 168th St
32. Emily Dangerfield 253-18 148th Rd Rosedale NY 11422
33. Gisselle Dangerfield 253-15 148th Rd Rosedale, NJ 422
34. Marlene Josue 139-41 254th St Rosedale, NY 11422
35. Mark Daniel Josue 139-41 254th St Rosedale, NY 11422
36. Dobleen Knight 167-87 N 178th Cresent Blvd NY 11434
37. Candy Alexander 145th 24-30 Astoria, NY 11422

Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

	Name	Address
1.	Juana Vasquez	147-20 235 St Rosedale NY 11422
2.	Alejandro Veras	147-20 235 St Rosedale NY 11422
3.	Antuis Veras	147-20 235 St Rosedale NY 11422
4.	Bulli Nadia	253-15 149 Ave Rosedale NY 11422
5.	Cox Orin O.	259-67 149 Ave Rosedale NY 11422
6.	Gibson Daniel	149-54 256 St Rosedale NY 11422
7.	David Cawiree	149-54 257 St Rosedale NY 11422
8.	L Pyrce	255-10 149 Ave "
9.	Saud Tanveema	253-18 148 Ave "
10.	Marsha McFarlane	245-20 149 DR "
11.	Debby Chambers Guild	256-24 Cuff Ave " "
12.	Marbella Ellis	255-35 149 DR
13.	Crayton Crystal	245-37 148 DR " "
14.	Marelli Bow	259-10 148 RD " "
15.	Ali Shamila	147-71 Hartley St
16.	Jennifer Cuder	254-05 Travis Lewis
17.	Debora Kas	149-63 257 St " "
18.	Kia Watson	132-32 249 St
19.	Nasrin Tabisha	249-17 148 Ave " "
20.	Neeta Ranga NW	257-20 Cuff Ave
21.	William J Davis	149-55 256 St
22.	Cheryl Souvives	145-68 225 St
23.	Masuku Onoyemi	241-04 148 RD " "
24.	MC Farlane Portia	245-20 149 RD " "
25.	Gesse Sonia	234-22 148 Ave
26.	Chung Fenene	255-19 148 Ave
27.	Granberry Keisha	257-32 148 Ave " "
28.	Prewitt Ronada	145-68 224 St " "
29.	Khanna Paul	237-18 Cuff Ave
30.	Addoples Fracian	257-10 148 Ave
31.	Webb Rogana	257-20 Cuff Ave
32.	Guzman Anthony	253-31 149 Ave
33.	Ricketts Sonia	154-49 149 RD
34.	Chiara Mesina	238-31 148 RD
35.	Rogers Natasha	253-03 149 Ave
36.	Indira Ditorimore	241-21 149 Ave
37.	WOOD Falkenese	249-09 149 Ave

Springfield Gardens Taxpayers and Citizens Association
Post Office Box 130099
Springfield Gardens, New York 11413

November 1, 2012

Mr. Edward Knoesel
The Port Authority of NY & NJ
225 Park Avenue South 9th Floor
New York, NY 10003

President
Patrick Evans

Vice-President
Arthur Heard

Secretary
Jacqueline Kellum-Foster

Treasurer
William Molette

Oliver Babb
Sergeant at Arms

Chaplain
Rev. David Brunswick

Re: Draft Environmental Assessment – Runway 4L/22R Extension Project at JFK International Airport.

Dear Sir,

Please accept this letter on behalf of the Springfield Gardens Taxpayers & Citizens Association (The Taxpayers Civic) as official comment on the proposed draft environmental assessment of runway 4L/22R at John F. Kennedy International Airport. The Taxpayers Civic would like to take exception with and argue against the findings of the draft Environmental Assessment report on the following grounds:

- Increased Noise Impact
- Aggregate Levels of Air Pollution
- Diminished Quality of Life/ Health Impact
- Compromised Building Structures and Property Values
- Failure of due diligence in analyzing completely the "Alternatives."

The Taxpayers Civic rejects the Port Authority of NY & NJ's draft Environmental Assessment report findings of "No Cumulative Impact." We are hereby requesting that the Port Authority of NY & NJ perform a comprehensive Environmental Impact Statement (EIS) that rely upon data culled from the community's directly neighboring JFK airport. The Taxpayers Civic further request that all preliminary construction and bid considerations be placed on perpetual hold until said EIS report is filed with the Federal Aviation Administration (FAA.)

Noise Impact:

The Taxpayers Civic take exception with the PANY&NJ draft Environmental Assessment finding that a 1.5 db increase in air traffic noise would not have a noticeable impact upon the communities adjacent to JFK airport. The Taxpayers Civic take the position that any noise decibel increase resulting from the extension of runway 4L/22R would exacerbate the already intolerable air traffic noise levels of the existing 65 – 75db noise exposure contours of runway 4L/22R. The draft finding of a mere 0.70 db of increased air traffic noise is unacceptable to our communities. At current noise levels, The Taxpayers Civic have gotten numerous complaints over the years of residents being abruptly awaken, disturbed in normal speaking and telephone conversations, and interrupted in mental concentration in myriad of tasks.

Furthermore, the draft EA state that the proposed runway extension would affect the arrivals and departures on runway 4L/22R at JFK, by decreasing the existing distance of the air traffic between the surrounding communities homes and the airplanes by forty to seventy feet (40 - 70ft.) The Taxpayers Civic finds that the proposed decreased distance between the homes, schools, medical centers, etc. and the air traffic is wholly unacceptable. Our membership take exception with any action on the part of the PANY&NJ that would result in decreasing the already too close for comfort landing and take-off zone at JFK International Airport. The main objective of the proposed runway extension and improvements for 4L/22R as detailed in the draft EA is to conform to FAA standards imposed vis-à-vis Runway Safety Areas (RSA.) The Taxpayers Civic find that the PANY&NJ would rather conform to FAA standards and create improved RSA's at the expense of human life and comfort. Airline industry standards governing human comfort zones indicate that air traffic operate outside of one thousand feet (1,000 ft.) air zone of people. However, on any given day the communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton, et 'al experience airplanes operating within five hundred feet (500 ft.) of our homes, schools, medical centers, etc. Therefore, The Taxpayers Civic reiterates our rejection of any plan, proposal, and or professional opinion that seek to decrease air safety zones over our community.

The noise analysis provided in Appendix B, *Noise,* describes the methodology, assumptions, and results of aircraft noise analysis that was conducted to assess the effects that the Proposed Action would have on noise exposure in the communities surrounding JFK. A significant noise impact would be considered if there were an increase of 1.5 decibel (dB) or more over noise-sensitive facilities within the 65 DNL noise contour.1

The following elements of the Proposed Action would result in a change in the noise exposure at JFK. However as stated previously these changes would not result in a significant noise impact over noise sensitive areas.

- *Relocating the Runway 4L threshold 460 feet to the north* – This would result in departing aircraft being lower over areas to the north of the runway.
- *Moving the arrival threshold on Runway 22R 3,316 feet to the north* – This would result in aircraft landing on Runway 22R being lower over areas to the north of the runway.
- *Extending the runway 728 feet to the north* – This would result in aircraft departing to the south on Runway 22R being closer to areas to the north of the runway.

Landrum & Brown Chapter 5 – Environmental Consequences
May 2012 Page 5-2

Air Pollution:

The Taxpayers Civic object to the PANY&NJ's draft proposal EA on the 4L/22R runway extension and improvements on the grounds that the proposed action would generate increased levels of air pollution in our community. At present, John F. Kennedy International Airport spews jet fuel throughout

Southeast Queens; thus, creating and aggravating various health concerns amongst its residents. On a busy day lines of aircraft approaches and departures at JFK International Airport within one minute intervals produce streams of hazardous airplane exhaust. Our community understands that this constant flow of air traffic into and out of said airport creates enormous air pollution and health concerns for our residents. We believe that much of our home's roofs currently reveal discoloration from settled jet fuel pollution and rainfall patterns. At present, runway 4L/22R operate group VI aircraft (Airbus A380) via FAA waiver. The waiver would no longer be necessary upon implementation of the draft proposal; however, The Taxpayers Civic request the PANY&NJ perform the necessary air quality studies to determine the increase in air traffic emissions resulting from increased Airbus A380 accommodation.

The existing dimensions of Runway 4L/22R designate it as a Group V runway (aircraft with wingspans up to 213 feet). However, JFK operates Runway 4L/22R under a Modification of Standard that allows this runway to accommodate Group VI aircraft (aircraft with wingspans of 214 feet, but less than 262 feet). To comply with standards for Group VI aircraft and eliminate the Modification of Standard, Runway 4L/22R would need to be widened to 200 feet from the present 150 feet.
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Health & Quality of Life:

The Springfield Gardens Taxpayers & Citizens Association strongly request that the PANY&NJ halt all plans as proposed in the draft Environmental Assessment for runway extension and improvements on 4L/22R at John F. Kennedy International Airport on the basis of detrimental effect upon our communities health and quality of life concerns; thus, greatly overburdening a thriving and upwardly mobile minority community. The Taxpayers Civic thoroughly disagrees with the draft EA findings on the matter of health, Quality of Life, and Minority populations.

The Port Authority of NY & NJ's draft EA finding that relocation housing is currently insufficient and that homes would have to be relocated due to the proposed action – are succinctly rejected by The Taxpayers Civic. We believe the draft EA does not thoroughly address this matter and thus, don't merit such a finding. Our community believe that the expansion of JFK operations in Southeast Queens amounts to in effect "a taking" of our property rights. It is our position that lower flying aircraft within the one thousand feet human to air traffic zone, increased aircraft noise exposure, and added air pollution levels buttress our argument.

The Taxpayers Civic take offense to the PANY&NJ's proposed action to bypass the U.L.U.R.P. process established by the City of New York in the Authority's attempt to acquire a parcel of property outside the airport boundary north of JFK airport. PANY&NJ's action is a deliberate attempt to avoid public scrutiny, comment, and impute. The proposed action is deemed a "business taking" from the local community that have an impact therein.

The Taxpayers Civic has the opinion that the Springfield Gardens community tax basis would be adversely affected if the draft EA as presented by the PANY&NJ concerning the runway extension and improvements on 4L/22R is adopted. We understand that our home values would take an additional negative decline in market value based upon implementation of said proposal. The Taxpayers Civic

believes that lower flying aircraft, increased noise exposure, and added home vibrations would impede current and future sales of the property. The Authority's proposed action would conversely result in a lower property tax assessment by the City of NY and a resulting diminished tax base. Furthermore, we believe the PANY&NJ has not performed a thorough analysis that such a finding would warrant.

The Springfield Gardens Taxpayers & Citizens Association maintain the argument that The Port Authority of NY & NJ draft environmental assessment on JFK's runway extension and improvements on 4L/22R is in fact in violation of president William Jefferson Clinton's ***Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations.*** The Springfield Gardens community is an overwhelmingly majority minority neighborhood. The communities directly adjacent to JFK International Airport constitute upwards of one million people – of which eighty/eighty-five percent consist of people of color. The Taxpayers Civic finds that this minority population is presently over-taxed via. JFK's aggregate pollution – noise and air, thus, correlating to Southeast Queens' increased health risks, and diminished property values. The Port Authority's draft EA does not cite any sources that indicate conclusively that the affected communities would not be increasingly adversely harmed by implementation of the proposed runway extension of 4L/22R. The Taxpayers Civic understand that though the PANY&NJ's assessment correctly state that the proposed action does not unduly fall upon any minority population at the benefit of a particular majority population; yet, we believe the draft EA fail to address the negative effects of continued airport sprawl in relation to the Southeast Queens minority community. The Authority's draft EA neglect to consider the environmental injustice damage caused by decisions made by PANY&NJ executives that don't reside in proximity to and work at JFK. The Authority's executive decisions are made by persons and group of persons that by and large overwhelmingly don't reflect the racial/ ethnic makeup of the affected population. Hence, The Taxpayers Civic argue that the PANY&NJ cumulative effect vis-à-vis the draft EA proposals amount to a net increase in negative health concerns, quality of life matters, compromised building structures, and damaged economic activity. We understand that the draft EA proposals are tantamount to callous environmental injustice pile on with disregard for this overwhelmingly minority community. Therefore, we reject The Port Authority of NY & NJ finding of "No disproportionate impact."

The Taxpayers Civic strongly disagrees with the PANY&NJ's draft environmental assessment of "No Significant Impact" pertaining to health risks as reported therein. It is our understanding that there are an untold number of collateral effects resulting from airport operations existing too close to residential neighborhoods. It is The Taxpayers opinion that air traffic noise and exhaust cause the following:

1) **HEALTH CONCERNS – NOISE**
    a. **Changes in blood pressure**
    b. **Sleep disorders**
    c. **Shifts in digestive patterns**
    d. **Children's Health/Development**
        1. **High blood pressure**
        2. **Elevated nervous system activity and cardiovascular levels**
        3. **Educational lag of two months for every 5 decibel increase above the average noise level (Math & Writing)**

(The above ailments are outward signs of stress – resulting in increased risks of coronary heart disease and strokes)

2) **HEALTH CONCERNS – AIR POLLUTION**
   a. **Diesel Exhaust (Jet Fuel)**
   b. **Carbon Monoxide**
   c. **Leaked Chemicals**

(These pollutants are linked to Cancer, Asthma, Liver damage, Lung disease, Lymphoma, Myeloid Leukemia, and depression)

It is the belief of The Springfield Gardens Taxpayers & Citizens Association that the PANY&NJ draft EA finding of "No Significant Impact" intentionally ignored the above captioned health risks associated with airport sprawl. The draft EA failed to mention and cite any relevant study that was performed to demonstrate the conclusion therein. Therefore, The Taxpayers Civic request that PANY&NJ perform a comprehensive EIS with relevant data collection garnered from the communities directly adjacent to JFK International Airport.

To further our cause, The Taxpayers Civic requires of the Port Authority of NY & NJ the performance of a comprehensive Part 150 study. It is our position that said study would go a very long way in addressing many if not all of the collateral effects bourn upon the Southeast Queens community via JFK international Airport operations. We call upon PANY&NJ to start the Part 150 process prior to moving forward with the draft EA proposed recommendations. It is our understanding that JFK/Idle wild Airport never engaged an environmental impact study – and we believe such a study is long overdue. The Springfield Gardens Taxpayers & Citizens Association holds the position that life in Southeast Queens has grown by leaps and bounds since the establishment of Idle wild Airport circa 1948. It is our belief that JFK/ Idle wild Airport has not kept pace with the developments of the surrounding community. We the residents of Springfield Gardens and Southeast Queens at large demand a more responsible neighbor in John F. Kennedy International Airport and the Port Authority of NY & NJ.

5.3 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Social impacts have been assessed to determine the effect, if any, that implementation of the Proposed Action would have on the social fabric of the surrounding communities. The types of social impacts that typically arise from airport development are:

- *Relocation of residences, but sufficient replacement housing is unavailable*
- *Relocation of community businesses, that would create extensive hardship for the affected communities*
- *Disruption of planned development*
- *Substantial loss in the community tax base*
- *Environmental Justice issues*
- *Children's Environmental Health and Safety Risks*

5.3.1 RELOCATION OF RESIDENCES

No residences would need to be relocated as part of the Proposed Action.

5.3.2 RELOCATION OF BUSINESSES

The Proposed Action would require the PAPD Motor Vehicle Unit, PAPD Impound Lot, and PAPD K9 unit be relocated as described under Section 5.2, Compatible Land Use. However, these facilities would be relocated to an area on Airport property, thereby creating no extensive hardship to the surrounding communities.

5.3.4 LOSS IN COMMUNITY TAX BASE

There would be no change in the community tax base from the Proposed Action.

5.3.5 ENVIRONMENTAL JUSTICE

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities. Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the *Civil Rights Act of 1964* provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in,

be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the *1968 Civil Rights Act* guarantees each person equal opportunity in housing. U.S. Department of Transportation (DOT) Order 5610.2, *Environmental Justice in Minority Populations and Low-Income Populations,* was issued to implement Executive Order 12898.2 DOT Order 5610.2 defines minorities as people who are Black, Hispanic, Asian American, American Indian, or Alaskan Native. Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity." The DOT Order defines a low-income population as "any readily identifiable group" of persons whose median household income is at or below the poverty guidelines of the U.S. Department of Health and Human Services, "who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity."
2 62 CFR 72, *Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations.*

In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The increase in the noise level, deemed by FAA guidance as not a significant impact, would occur to the north of the Airport primarily over minority populations. However, no non-minority populations are benefiting from this increase in noise to the north or receiving a decrease in noise levels due to the Proposed Action. Further analysis shows that within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 79.5 percent of the population is minority. Similarly, in the Proposed Action approximately 80.0 percent of the population within the 65 DNL noise contour is minority, a difference of only 0.5 percent.
Table 5-1, Noise Impacts to Minority Population Households, summarizes the percentage of minority population within the 65 DNL for the No-Build/No-Action and the Proposed Action in both 2015 and 2020. Therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations.

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May 2012 Page 5-13

Notwithstanding, The Taxpayers Civic require of the PANY&NJ a retreat to the ***"Alternatives Considered But Eliminated from Further Consideration."*** It is the opinion of The Taxpayers Civic that the Authority did not adequately address the alternatives to the draft EA proposals. We believe the alternative benefits were treated with a light brush and conversely the draft's findings were falsely supported with inadequate conclusions. For example, the draft EA states that the runway length analysis requires at least 11,219 feet to accommodate Group VI aircraft (A380.) However, it is The Taxpayers Civic position of the FAA's RSA requirement should not and does not necessarily equate to 4L/22R's runway extension. It is our belief that the FAA's Runway Safety Area criteria could be met within the existing runway length. Also, we believe the Port Authority never considered repositioning 4L/22R such that it would not create such an additional burden upon the neighboring community of Springfield Gardens. The Taxpayers Civic is of the understanding that the draft EA proposal was chosen because it presented the least avenue of opposition and the least costly venture – all at the expense of the neighboring communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton et 'al.

(1) Runway Length Requirements - As a result of the runway length analysis, it was determined a takeoff distance of at least 11,219 feet would be required to accommodate the existing and future fleet without causing additional delays.

Landrum & Brown Chapter 3 - Alternatives
May 2012 Page 3-11

In conclusion, it is the position of the Springfield Gardens Taxpayers & Citizens Association that the Port Authority of NY & NJ add this comment to the final draft EA along with all comments submitted in May/June of 2012. Also, it is The Taxpayers Civic request that all preliminary plans and bids be placed on perpetual hold until the aforementioned EIS is performed. We further require that PANY&NJ show good faith and start the process of ordering a Part 150 Study for its jurisdiction and JFK specifically.

Sincerely,

Patrick Evans, Pres.

Cc: **Eastern Queens Alliance, Inc.**
P. O. Box 300818
Jamaica, NY 11430

Residents of Springfield Gardens
Springfield Gardens, NY 11413

October 25, 2012

The Port Authority of NY & NJ
225 Park Avenue South – 9th Floor
New York, NY 10003
Attention: Edward Knoesel

Dear Mr. Knoesel:

We are long-time residents of Springfield Gardens, New York some of us have been residing in Springfield Gardens for approximately 35 – 40 years respectively. We are writing to the Port Authority of New York and New Jersey to express our concern about the recent discussion and pending decision to expand an additional 728 feet to runway 4L/22R, one of JFK's four runaways, 460 feet of which would relocated north toward residential neighborhood in the areas of Springfield Gardens, Laurelton and Rosedale. We understand that the decision is being considered and the project is scheduled to be completed by November 15, 2014.

However, we do believe that it appears that aircrafts will be flying lower and closer to homes and parks in our area. The analysis of noise created currently or in the future does not use any data from our neighborhoods that will be a devastating impact on the residents but have used a model that does not take into consideration the unique community and landscape. The information within EA doesn't indicate how much lower planes would fly over our community. The impact of widening the runways does not benefit the residents of our community and we object to all the noise pollution that is being dumped upon the community.

- Consider: Trees make for a more natural, less artificial, and therefore less stressful, environment. The sight and sound of aircrafts, on the other hand, are not pleasant, and can leave us feeling more stressed. Furthermore, it is well known that trees improve air quality; leaves filter the air we breathe, absorb pollution, and give off oxygen. It is also well known that airplanes give off myriad pollutants that decrease air quality.

- Most of the residents are of the "baby boomer" age and lack of sleep from those aircrafts has a great impact on our health.

- These aircrafts fly over the homes at least one plane every two minutes and they often fly in the early morning hours until very late at night. We are also concerned about the security risk of these low flying aircrafts.

It would seem that widening these runways would bring increased growth, and thus a better economy to our city. However, consider that trees bring energy savings by moderating heat in commercial areas, and that landscaping with trees increases property values. Aircrafts flying every few seconds overhead, on the other hand, will increase noise and air pollution, and will decrease surrounding property values.

As life-long residents of Springfield Gardens, we feel it is important that the above concerns be adequately addressed before **ANY** construction is commenced. Failure to address these issues and others may create cumulative adverse impacts that will harm the community for generations.

Sincerely,

Name	Address	E-mail address (if any)
Fay D Hull	182 05 145th Drive	Fay231hull@yahoo
Ann Donough	182-01 145th Dr. Springfield Gdns 11413	
Lewis Barnes	144-34 184 St Springfield 11413	
Alp Lowry	145-41 182nd St. 11413	
Bonny Defoe	178-41 145 Drive 11434	
John Knight	178-48 145 Drive 11434	
Ann Marie Osman	178-16 145 Ave Jam. 11434	
Sonia Diamond	181-14 145th Dr 11413	
Lyellington Diamond	181 14 145 Drive 11413	
Emanuel Sparks	146-19 183rd St Springfield Gardens 11413	
Lisa Van Putten	145-64 182 St., Springfield Gdns, NY 11413	LIVANPUTTEN @YAHOO.COM
Jean Melvin	182-05 145TH DRIVE, SPRINGFIELD GARDENS, N.Y. 11413-3512	

Springfield/Rosedale Community Action Association, Inc.

PO Box 300165
Jamaica, New York
Email: SRCAAINC@aol.com

Barbara E. Brown,
President

Crystal Brown,
1st Vice President

Louis KilKenny,
2nd Vice President

October 27, 2012

Comments: Draft Environmental Assessment
Runway 4L/22R Improvements
John F. Kennedy International Airport
Prepare for US Department of Transportation
Federal Aviation Administration
The Prot Authority of NY & NJ
May 2012
Prepared by Landrum & Brown

To: *Port Authority of NY & NJ*
225 Park Avenue South
9th Floor
New York, NY 10003
Attention: Edward Knoesel

The Springfield/Rosedale Community Action Association, Inc., the civic association that covers the Brookville Community, is adamantly opposed to the proposed action listed as runway improvements that would:

- Relocate the Runway 4L end 460 feet to the north.
- Construct 728 feet of new runway pavement on the north side of Runway 4L/22R.
- Relocate the displaced landing threshold on Runway 22R 3,316 feet to the north.

The finding of "no significant impact" for all of the required categories is flawed particularly as it pertains to the following categories: noise, compatible land use, socio economic impacts; environmental justice, children's health and safety risks, as well as secondary (induced) impacts such as air quality, water quality, fish, wildlife and plants, wetlands, It also appears to use the terms *rehabilitation* and *improvements* as euphemisms for accommodating the ever longer and wider commercial jets that the Port Authority believes it is important to accommodate.

Page 1 of Chapter 2 of the Draft of The Environmental Assessment (EA) states that the Proposed Action would serve the following needs of the Port Authority, airlines, airline passengers, and the general public:

- Need to rehabilitate and widen Runway 4L/22R,
- Need to comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet; and

• Need to reduce delays and increase airport safety and operational efficiency.

The report takes note of an FAA circular that addresses compliance standards for Runway Safety Areas. It is also pertinent to note that representatives of the Port Authority have identified actions related to compliance with FAA's advisory circular as the primary reason for their actions related to Runway 4L/22R. Runway Safety Areas are critical to the departure and landing of aircraft as well as providing accessibility for emergency vehicles. The report concludes that present RSA operations are deficient and that runway 4L is limited at both ends by natural circumstances and manmade facilities.

According to the Port Authority, proposed solutions for improving the RSA's will result in a loss of runway length and force greater use of Runway 22L. Thus the Port Authority notes that RSA improvements must be combined with additional lengthening of the Runway. However, lengthening of the runway is not required; it is apparent that this is an option that the PA is choosing. In fact, Runway 4R/22L is actually shorter than the resultant shorter length of Runway 4L/22R if only the required improvements are implemented.

The EA also cites the need to widen the runway to accommodate Group VI aircraft. But the EA fails to explain what constitutes Group VI aircraft including size, passenger capacity and noise differential from Group V aircraft for which the runway is presently designated. It needs to clearly outline why it believes it is essential to accommodate Group VI aircraft, especially to the detrimental effects that such action will have on the human environment.

The EA seems to imply the lengthening of the runway is a consequence of its safety actions rather than the reason for their action, but it fails to adequately evaluate the specific effects of moving the runway closer to the community to restore length when the resultant action will be aircraft flying at a lower levels, with greater noise, landscape alterations and point source emissions. Instead, without real depth of analysis, they easily find "no significant impact."

As one reads the Environmental Assessment it seems clear that runway operational efficiency, accommodation of the requirements of future aircraft and reducing delays are major goals of the project. And the report notes that improvements in runway design and taxiways namely smoothness, width and length affect the ability of aircraft to occupy and leave the various terminals as well as the Air Traffic Controller's ability to direct planes. While this can result in reducing delays on the ground it could also result in more flights into and out of JFK, particularly with the advent of NextGen. This consideration is important to community residents and a strong argument for the requirement of an EIS for further study of the proposed action.

We believe that the finding of no significant impact (FONSI) for the following categories is not based on deep analysis and research and is, therefore, spurious:

Noise Pollution—Acknowledging that "the following elements of the Proposed Action would result in a change in the noise exposure at JFK," the EA states "However, as stated previously these changes would not result in a significant noise impact over noise sensitive areas." The authors of the draft admit "Relocating the Runway 4L threshold 460 feet to the north," would "result in departing aircraft being lower over areas to the north of the runway, that "moving the arrival threshold on Runway 22R 3,316 feet to the north…would result in aircraft landing on

Runway 22R being lower over areas to the north of the runway;" and that "extending the runway 728 feet to the north...would result in aircraft departing to the south on Runway 22R being closer to areas to the north of the runway." However, inconceivably, they conclude that there is no significant noise impact.

The Brookville Community, the community between Springfield Park and Brookville Park, South of the Belt Parkway, is the community immediately north of JFK Airport and specifically Runway 4L/22R. Arriving aircraft are already flying very low, disappearing below the tree line and roofs of some of the two family homes even before they start flying over Idlewild Park Preserve. Residents are definitely impacted by the noise from these aircraft coming in for a landing. Departing aircraft roar over our community, sometime every minute to a minute and a half all day long. They are also very low, because they are just starting to climb. In addition to the noise, the attending low frequency noise (LFN) are vibrations that rattle windows, sometimes cause pictures to fall off of walls, and set off car alarms. Some residents have claimed that these LFN vibrations have caused cracks in their walls. The noise interferes with communication both within one's home and during telephone calls. The already low flying planes interfere with basic, non-cable TV reception and cordless telephone reception. The airport-related noise we currently experience definitely lowers one's quality of life. To move the runway closer to the community would be unconscionable. To cause aircraft to fly lower over our community without having determined how much lower the aircraft will be flying shows that the PANYNJ has not done the detailed analysis that it needs to do before assessing impact.

The literature on airport noise indicates that:

- Residences located near run ways can experience high levels of LFN,
- LFN can induce "feelable" vibrations,"
- Standard sound insulation does not sufficiently reduce LFN.
- LFN levels may produce perceptible vibrations at considerable distances from the runway end only in limited directions due to the directional sound pattern produced by jet engines,
- Vibrations could occur 7,000 to 8,000 feet from the start-of-takeoff-roll, well outside the 65 DNL (CNEL) contour

While the EA contends that the increase in noise would not be detectable by the human ear, the noise is already intolerable and unhealthy. The EA shows that our community is completely in the 65DNL contour, which means that at least half of the noise is already above the levels of noise to which human beings should be subjected. In fact, data collected by the PANYNJ from the Springfield Gardens Noise Monitor did not show a reading below 67 for the last few years, indicating that the DNL is higher than 65. Just because one might not consciously perceive an increase in noise does not make the noise any less significant or dangerous to one's health and well being.

It has been noted by several sources "aircraft noise interferes with the enjoyment of our residential property and with sleep, and detracts from the general physiological and psychological well-being of the community. ...It goes without saying that no new source of environmental noise, whether it be associated with the expansion of an existing facility, or an

entirely new facility, should be approved by local jurisdictions without an adequate review of its environmental impacts and the serious consideration of alternatives."

Studies show that:

- Night-time noise from aircraft or traffic can increase a person's blood pressure even if it does not wake them, according to a new study published in the European Heart Journal.... The researchers found that volunteers' blood pressure increased noticeably after they experienced a 'noise event' -- a noise louder than 35 decibels -- such as aircraft travelling overhead ... This effect could be seen even if the volunteer remained asleep and so was not consciously disturbed. ...Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg. ...Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg.

Health data for our community shows a high incidence of high-blood pressure, stroke, heart disease and diabetes. Research shows that all of these can be caused and/or exacerbated by airport-related noise. It is logical to conclude that the health of our community is being negatively impacted the low-flying aircraft.

- Airport noise can seriously affect the health and psychological well–being of children. ...The health problems resulting from chronic airport noise include higher blood pressure and boosted levels of stress hormones. Increases in blood pressure in childhood may predict a greater likelihood of having higher blood pressure throughout adulthood.
    - In 1998, it was reported that New York children living near an international airport tended to be poor listeners and do not read as well as matched children in quiet schools
    - A1980 study found higher blood pressure in kids living near Los Angeles' LAX airport than in those living farther away.
    - A 1995 German study found a link between chronic noise exposure at Munich's International Airport and elevated nervous system activity and cardiovascular levels in children living nearby
    - A 2005 study found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study associated aircraft noise with lowered reading comprehension even after socio-economic differences were considered.

Many of the children in the community are suffering from low achievement levels. Schools in the affected communities are in danger of closing because of this. In addition, many of our children are diagnosed with ADD, ADHD and other developmental problems. It is our contention that the constant drone of aircraft noise overhead is possibly a strong contributor to this. Much further study is needed. Noise mitigation with a no build action is definitely needed.

As stated in a 2012 GAO report, "While airports provide access to transportation for millions of people each day, **airport noise—by, for example, interfering with speech, sleep, and student learning—can severely diminish quality of life in communities around airports ...** FAA has an ongoing responsibility to balance the growing demand for aviation capacity against the environmental concerns and effects on communities caused by airport noise. Aircraft technology, the number of aircraft operations, and noise levels have changed markedly... Moreover, the implementation of and the growth in aircraft operations that NextGen investments could spur may lead to new demand for airport noise mitigation or new noise challenges.

The community requests that the increase in noise that will result from the proposed action of moving take-offs and landings lower over the community be further evaluated through an in-depth study before any decision is made to actualize the proposal. We believe that there will be a significant impact on the quality of life and health of the residential communities to the north of the airport, including its children.

Air Pollution-- Environmental Pollution (Noise and toxic emissions) from the airport is a problem for any community in close proximity to an airport. The PANYNJ Assessment study, suggests that there will be no significant impact on the community from the additional pollutants. Experiences in the community suggest otherwise in that planes are already louder, and odors from emissions (fuel dross) emanating from the airport are more frequent, residents have witnessed aircraft dumping fuel over the neighborhood and Idlewild Park Preserve, and that moving the point source of pollution closer to the community results in an increase in the pollution to which residents are exposed. It is our opinion that the model used in making the no significant impact prediction cannot be accurate in that there are no monitoring sites in the community that may have been used as part of the data from which the model was developed. In addition, the model discusses the green house gases or criteria air pollutants such as ozone. The monitors that measure the criteria air pollutants are miles away from our community and, therefore, do not adequately measure the higher concentrations of such pollutants nearer to the pollutant source. In addition, the EA does not take into account nor propose to evaluate the health or other impacts caused by toxins classified as hazardous air pollutants (HAPs) that are emitted by aircraft and other sources at the airport. The community requests that emissions, particularly those labeled as Hazardous Air Pollutants resulting from the aircraft and other sources be brought closer to the community be studied. Such will allow an accurate determination of the impact of these environmental factors on air quality on the community resulting from the proposed action.

The U.S. EPA has listed the following 14 HAPs (12 individual substances and two select groups of complex organic compounds) they believe are present in the exhaust of aircraft and/or their ground support equipment (GSE):

- 1,3-Butadiene
- Acetaldehyde
- Acrolein
- Benzene
- Ethylbenzene
- nHexane
- Xylene
- Propionaldehyde
- Styrene
- Toluene

- Formaldehyde
- Lead compounds
- Polycyclic Organic Matter (POM) as 7 Polycyclic Organic Hydrocarbons (PAH)
- POM as 16 PAH

- Formaldehyde appears to be the most prevalent HAP in aircraft exhaust followed by acetaldehyde, benzene, and toluene.
- Ten individual HAPs comprise the vast majority of HAPS that are reported to occur in aircraft and/or GSE exhaust:
  - Formaldehyde
  - Acetaldehyde
  - Benzene
  - Toluene
  - Acrolein
  - 1,3-Butadiene
  - Xylene
  - Lead
  - Naphthalene
  - Propionaldehyde

An October 12, 2012 recent article in the London Guardian on the Health consequences of aircraft fumes from major airports in Britain, highlighted that surrounding air quality is not only degraded by take offs and landings but by taxiing of aircraft, and the other airport support equipment. According to the proposed plan, all of this will now take place several hundred feet closer to our community. The US Citizens Aviation Watch Association, a coalition of concerned municipalities and advocacy groups, has cited several studies linking pollutants common to the air around airports to cancer, asthma and lung disease. Surely if the PANYNJ is taking any action which will bring aircraft closer to the community in the air and on the ground, it should be able to provide assurances of consideration of these concerns.

Idlewild Park Preserve--Idlewild Park Preserve is a 346-acre salt marsh and upland area just north of JFK airport. In fact it is the salt marsh area remaining after 5000 square acres of the Jamaica Bay salt marshes were filled in to build JFK airport. It constitutes the headwaters to Jamaica bay. The EA does not take into account the significance of Idlewild. It even understates the size of the park and refers merely to a few of the ball fields on the northern edge of the preserve. The park is not only a significant ecological area, it is a community resource for environmental education as well as a recreational resource and an oasis where people can go to enjoy and soak up nature. It also serves as an environmental buffer to flooding and the air pollution that emanates from the airport. It is the home of the precursor of the soon-to-be-home of a full-fledged Idlewild Park Preserve Environmental Science Learning Center sponsored and run by the Eastern Queens Alliance. For the last several years, schools have been bringing children to Idlewild for field trips.

While the EA neglects to discuss or even mention it, the proposed plan calls for the removal and/or topping of the taller trees in the preserve. This is a serious omission from the EA. The removal of trees was only mentioned as an aside at the October 4th Public Meeting during which the PANYNJ answered questions about the proposed plans. It is important to note that the PA has already conducted a tree survey and has flagged many trees as being too tall for the lower flying planes that will result from extending and moving the runway closer to the north; this before the proposed plan has been approved by the FAA.

According to Michael Feller, Chief Naturalist of NRA of NYCDPR,

> "The scant attention given to Idlewild Park is entirely out of proportion relative to its size and ecological function. First, the park ...almost 150 acres of salt marsh: pristine and plentiful enough for nesting sharp-tailed and seaside sparrows, clapper rail, oyster catcher, and willet. The park's marshes and waterways are frequently used by foraging osprey nesting in North Woodmere Park; northern harrier nesting in or around JFK airport; and, also near the airport, perhaps the last short-eared owls known to nest in the city.
> The salt marsh here is the confluence of the four most extensive fresh water streams tributary to Jamaica Bay: 1) Springfield Pond's outlet stream in Springfield Park to the west; 2) Conselyea's Pond's outlet stream in Brookville Park to the north; and 3) Hook Creek and 4) Valley Stream to the east. Big cordgrass (Spartina cynosuroides), salt marsh bulrush (Scirpus robustus), and water hemp (Amaranthus cannibinum)--three salt marsh plants adapted to lower salinities make their only Jamaica Bay showing here. The potential fish habitat represented by these freshwater tributaries is as yet unplumbed. We are hopeful that future studies will determine what if any role the streams play as breeding sites for anadramous fish like gizzard shad and catadramous fish like American eel...
> Since 1993, NYC's DPR and Department of Environmental Protection (DEP) have been working together to restore wetlands in the park ... Significant improvement to the local environment and the larger Jamaica Bay ecosystem has been provided... Even before the restoration was completed, muskrats, Fowler's toads, marsh hawks, tiger beetles, and more than fifteen species of dragonfly and damselfly were cavorting in the new wetland. Many of the plant species used in the restoration had been entirely extirpated or were largely absent from the Jamaica Bay area. With their return to Idlewild Park, this site is now an important nucleus for dissemination throughout the region of species such as serviceberry, butterflyweed, swamp milkweed, New York ironweed, American holly, turtlehead, and others."

In summary, Idlewild Park Preserve is a significant part of the New York/New Jersey Harbor Estuary and the headwaters to Jamaica Bay. It is included in the Jamaica Bay Water Shed Protection Plan and deserves the same protections as Gateway National Park. The PANYNJ states that it cannot touch Gateway National Park, which is a significant ecological resource. Similarly, it should not touch Idlewild Park Preserve. The park is a critical stopover area along the Atlantic Flyway Migration Route. Increased Noise, closer landings and more concentrated pollutants will disrupt the natural Wildlife living and mating habitats of many more species than the flawed report mentions. In addition to Peregrine falcons, Osprey and Diamond back Terrapin Turtles, the DEP Jamaica Bay Watershed Protection Plan Report (Oct 2007) mentions many more species, i.e., Short eared /Long eared Owls; Piping Plover; Snowy Egret; Least bittern; Pied-billed Grebe; Roseate Tern; Common Tern and many others. Also mentioned are threatened Trees and Plants.) Mayor Bloomberg signed New York City "Local Law 71", July 20th, 2005, to protect this area. As a community of amateur Gardeners and Bird watchers we have seen changes over the years from other construction in the area that impacted the park. We are calling on the FAA to require an EIS that will do an in-depth analysis of the impact of the proposed action on Idlewild Park Preserve and the many vital functions that it provides to the human and natural environment.

Land Use--We contend that property values and the ability of homeowners to sell their property will be negatively impacted by the proposed action. The low flying aircraft with the attendant noise already serves to discourage buyers. Lower flying aircraft will be an additional detriment. This constitutes a theft of property due to the proposed action. This issue has not been mentioned or analyzed in the EA. Further evaluation through an EIS is needed.

Environmental Justice—The EA notes,

> "Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.
>
> "... Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity. ...
>
> "In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population."
>
> "The Proposed Action would result in an increase to the number of noise-sensitive land uses located within the 65 DNL noise contour (see Appendix B, Noise, Table B-10); however there would not be a 1.5 dB increase within the 65 DNL over noise-sensitive land uses (see Section 5.1 and Appendix B). The increase in the noise level, deemed by FAA guidance as not a significant impact, would occur to the north of the Airport primarily over minority populations. However, no non-minority populations are benefiting from this increase in noise to the north or receiving a decrease in noise levels due to the Proposed Action."

As cited above, the Proposed Action would result in an increase to the number of noise sensitive land uses located within the 65 DNL noise contour. This increase in the noise level would occur to the north of the Airport primarily over minority populations. Contrary to the conclusion in the EA, the proposed action is definitely "likely to have adverse effects, effects that we believe will have "significant individual or cumulative human health or environmental effects, including interrelated social and economic effects." We maintain that these effects will be disproportionately high and adverse on the minority…populations living in the Southeast Queens communities of Brookville, Laurelton, Rosedale, and Springfield Gardens. If one examines the 65 DNL contours for JFK Airport, the heavily minority populations of Southeast Queens bear the lions share of the noise impacts from JFK Airport. It is clear from the DNL noise contour maps that much smaller numbers of non-minority populations are within the 65+ DNL contour.

The EA states:

> "Further analysis shows that within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 79.5 percent of the population is minority. Similarly, in the Proposed Action approximately 80.0 percent of the population within the 65 DNL noise contour is minority, a difference of only 0.5 percent."

The Proposed Action is a violation of the Environmental Justice Policies set forth by the US DOT. The adverse effects of the Proposed Action will be predominately borne by the minority population; it will be suffered disproportionately by the minority population; the effects from flights out of JFK airport are and will be appreciably more severe or greater in magnitude than the adverse effects suffered by the non-minority population. The FONSI stated in the EA is, therefore, invalid. It is important that an EIS be completed to analyze in-depth the social, economic, and environmental effects of the proposed action on the minority population and determine an alternative to the proposed action that will not further adversely impact disproportionately the minority communities of Southeast Queens.

In summary, the Springfield/Rosedale Community Action Association, Inc. is convinced that there will be significant negative impacts on the quality of the human environment. The validity and interpretation of the data cited in the EA are seem shallow and flawed and we are, therefore, requesting that an Environmental Impact Statement be completed for the Proposed Action on Runway 4L/22R at JFK airport. We are further requesting that if additional runway length is absolutely necessary, that all possible alternatives to the lengthening of the runway on the Northern end be critically explored and considered before any decision is made. In fact, we question the wisdom of unbridled airport expansion and growth, which seems equivalent to airport sprawl. How big is big enough? Is there or should there be a finite limit to the size of an airport? Should there be a limit on the size of commercial jets, or should they continue to get bigger and bigger and runways continue to get wider and longer to accommodate them? Finally,

we are demanding that before any further airport-related negative impacts on the Brookville community are envisioned or planned, that the PANYNJ do a Part 150 Plan to provide mitigation for the already horrendous noise that impacts our community. We are also demanding that cumulative risks assessments be completed for all of the projects planned by the PANYNJ and related airport businesses in the JFK vicinity before any approvals are given. This we have been demanding for years.

Very truly yours,

Barbara E. Brown,
President

Crystal Brown
1st Vice President

Louis KilKenny
2nd Vice President

John Besant
Treasurer

Jessie Herriott
Financial Secretary

Greta Salsbury
Parliamentarian

Cecil Dixon
Member-at-Large

Calvin Morgan
Member-at-Large

Derrick Warmington
Community Board 13 Rep

Spring-Gar Community Civic Association, Inc.
P.O. Box 300283
Jamaica, New York 11430-0283

October 28, 2012

Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003
Attention: Mr. Edward Knoesel

RE: Runway 4L/22R Improvements – Public Comments

Dear Mr. Knoesel,

The purpose of this letter is to provide the Port Authority of NY/NJ with comments being submitted on behalf of Spring-Gar Community Civic Association, residents and members, which is the community immediately adjacent to the North of the proposed runway expansions at JFK International Airport.

Although Spring-Gar recognizes JFK International Airport as a major gateway to domestic and International destinations, we feel several environmental assessment issues have not been taken into account related to negative community impact.

Spring-Gar is against the Runway 4L/22R Improvements in its current form for the following reasons:

1. **Aircraft noise** is this most critical issue with Springfield Garden residents surrounding JFK, and the proposed runway extensions to the North. It will only make noise an even bigger issue for residents and children in our community. The runway extension at JFK Airport is only the current aviation effort to meet the demands for **NextGen**, within the next 20 years. Extending and widening the runway safety zone to the North, will only result in an increase of noise and damaging foundation infrastructure to houses and already deafening the residential communities with low flying aircraft, particularly at takeoffs rather than landings.
   - Extension of runway is being considered North of the airport rather than South. Jamaica Bay to the South, is Federally protected from any runway expansion, which is mostly over water. Expansion to the North is immediately over residential areas and not protected over State and privately owned related properties.
2. **Fuel emissions** by airport aircraft and the surrounding air cargo facilities vehicles in the immediate area, have had a long term impact on the health and well being of the Springfield Garden residents. Currently, there is no environmental monitor to measure air quality anywhere in close proximity of this or other runways. How can the Port Authority of NY/NJ state there is **NO** environmental impact to the health of the adjacent communities, when there are no monitors immediate to this runway to measure current air quality? Not to mention the impact **NextGen** will add to this health problem with the planned increase in flights in order to reduce delays.

The long term health statistics support a high numbers of health issues directly related to toxins attributed with airport emissions. As the airport continues to expand, those numbers are only certain to grow. Asthma, stress and other conditions directly related to our children's educational impacts, will continue to have a negative impact on our children and adults.

3. Statements have been made by The Port Authority that **ALL** schools in the DNL related area around JFK Airport have been soundproofed to reduce aircraft noise. We have made inquiries with several of the neighboring schools and confirmed they have **NOT** been soundproofed. Another issue of importance is children are not in school and adults are not at work **all day.** Yet airport traffic is performing takeoffs and landings, bombarding noise and jet fuel emissions around the clock. In view of the inevitable implementation of **NextGen,** airports will only be increasing traffic, noise and toxins into the air that surrounding communities will breathe, affecting our long term health.

Another long term goal that should be considered to minimize the impact on our residential communities is the conversion to more efficient jet engines by the air carriers. In addition, air cargo facility vehicles supporting the airport carriers, should be mandated to convert to electric or other fuel efficient engines, to help in the reduction of toxins we breathe. The immediate area North of JFK Airport has already become the focus of many fuel emitting establishments adding to the air cargos, like the NYPD Tow Pound and MTA (JFK) Bus Depot.

Please take our comments provided into account prior to your decision on the proposed expansion of Runway 4L/22R Improvements.

Respectfully submitted,

Mr. Lonnie W. Glover,
President, Spring-Gar Comm. Civic

cc: Eastern Queens Alliance Chair, Barbara E. Brown
Hon. U.S. Congressman, Gregory W. Meeks
Hon. U.S. Senator, Charles E. Schumer
Hon. U.S. Senator, Kristen Gillibrand
Hon. Queens Borough President, Helen Marshall
Hon. City Council Member, James Sanders, Jr.
Community Board 13 Queens Chair, Brian Block
Spring-Gar Community Civic Association, Inc.

The Port Authority of NY/NJ
225 Park Avenue
NY, NY 10003

137-35 Brookville Blvd.
Rosedale, NY 11422
October 21, 2012

Dear Sir/Madam,
Attn: Edward Knoesel

Re: Draft Environmental Assessment prepared for the Runway 4L/22R Improvements Project at JFK International Airport

We the members of St. Clare Church Choir have recently been made aware of the proposed extension of Runway 4L/22R which will run north towards the communities of Rosedale, Laurelton and Springfield Gardens. As it now stands, this zone is already impacted by noise and air pollution created by low flying aircraft in the following ways:

- vibrating windows
- triggered car alarms
- disturbed sleep in the middle of the night (even with closed windows), when the roar of engines can sometimes be heard at two minute intervals between take-offs
- very poor air quality, especially on humid days; and Brookville Park, an outdoor venue for many sporting and recreational events for all ages, has been bearing the brunt as it lies directly below a flight path
- inability to effectively conduct meetings, church services, etc., without interference from aircraft noise

It was also disheartening to learn that trees in Idlewild Park, a nature preserve which abuts many homes in Springfield Gardens, have been identified for topping in order to facilitate pilot visibility. This not only means that residents will be exposed to increased noise but their homes will be dangerously closer to an aircraft's path, not to mention that these very trees which serve as buffers and filters of toxic emissions will be in jeopardy.

We are fully aware that this airport is an important hub which generates much revenue and provides many jobs, but we do ask for wisdom in choosing an environmentally friendlier alternative to your proposed project.

Your kind understanding and cooperation would be greatly appreciated.

Yours sincerely,

St. Clare Church Choir

Sharon Clare

cc. Rev. Andrew. Struzzieri
Rev. Alonzo Cox

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

Dear Mr. Knoesel,

I am surprised and appalled to learn that the Port Authority is planning new arrangements for air traffic at John F. Kennedy Airport which will result in planes flying more frequently and at lower altitudes over our community. We can already stand on our church steps and read the writing on planes flying overhead. We can clearly see their landing gear in action.

At a recent civic association meeting, Port Authority officials said that the plan includes cutting many of our nearby trees. If our trees are blocking the flight path of planes, the solution is not to cut the trees but rather to raise the altitude of the planes and change their path to the JFK runways.

It is simply an accepted fact in our community that whether you are indoors or outside, any conversation is going to be punctuated every ten or fifteen minutes by silence as planes roar overhead. In our church, speakers must constantly pause for the same reason, even though they use a microphone.

In short, bringing planes overhead more often and at lower altitudes is totally unacceptable in our area where most residents are striving to build a quiet, decent, peaceful, harmonious community. The plan as it was presented at the civic meeting seems to show callousness, mean-spiritedness, and ill-will on the part of the Port Authority and the airport. I urge you to put the present plans aside and consider other alternatives.

Sincerely,

Frederick Smith

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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New York, New York 10003

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Sincerely,

Brenda C. White

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

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Sincerely,

Cynthia Griffith

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

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Sincerely, Edward Knoesel

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

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Sincerely,

Daphney Jane

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,

George D. Bruff

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Dasmin Lane

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,

Rev. Erika McGarrigan

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Sincerely,

Jelani Pitter

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Sincerely, Ruth Williams

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely,

224-04 147th Avenue, Springfield Gardens, N.Y. 11413
Linda Davis

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Elsie J Henry

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,

MRS Barbara Flowers

224-04 147th Avenue, Springfield Gardens, N.Y. 11413 Barbara Flowers

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Theresa R Williams

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,
Christene Washington

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,

Rev. Thompson

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,

D Kidd

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

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Sincerely, Nadine V. Coates

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Sincerely, Augustine Francis

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Norma Myers

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Jane Devore

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RICHARD ANGLIN

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,
Elizabeth Daniel

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Sincerely, Janicka Grant

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Chantal Daley &

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In short, bringing planes overhead more often and at lower altitudes is totally unacceptable in our area where most residents are striving to build a quiet, decent, peaceful, harmonious community. The plan as it was presented at the civic meeting seems to show callousness, mean-spiritedness, and ill-will on the part of the Port Authority and the airport. I urge you to put the present plans aside and consider other alternatives.

Sincerely,

Carmen Martin

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

Dear Mr. Knoesel,

I am surprised and appalled to learn that the Port Authority is planning new arrangements for air traffic at John F. Kennedy Airport which will result in planes flying more frequently and at lower altitudes over our community. We can already stand on our church steps and read the writing on planes flying overhead. We can clearly see their landing gear in action.

At a recent civic association meeting, Port Authority officials said that the plan includes cutting many of our nearby trees. If our trees are blocking the flight path of planes, the solution is not to cut the trees but rather to raise the altitude of the planes and change their path to the JFK runways.

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Sincerely,

Evelina Reiss

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely,

Gloria Lamb

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely,

Matthew Rushford M C Taggart

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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224-04 147th Avenue, Springfield Gardens, N.Y. 11413

MAYOR
THOMAS J. TWEEDY

TRUSTEE
JAMES E. RHATIGAN

TRUSTEE
MARY-GRACE TOMECKI

TRUSTEE
DOMINICK A. LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

Incorporated Village of Floral Park

ONE FLORAL BOULEVARD, P.O. BOX 27, FLORAL PARK, N.Y. 11002
TELEPHONE 516-326-6300 VILLAGE HALL FAX 516-326-2734
BUILDING DEPARTMENT FAX 516-326-2751 PUBLIC WORKS FAX 516-326-6435
WEB FPVILLAGE.ORG

VILLAGE ADMINISTRATOR
PATRICK E. FARRELL

VILLAGE CLERK
SUSAN E. WALSH

SUPERINTENDENT PUBLIC WORKS
STEPHEN L. SIWINSKI

SUPERINTENDENT BUILDINGS
STEPHEN L. SIWINSKI

ASSESSOR
GAY TAFFEL

June 13, 2012

Ed Knoesel
Manager, Environmental Programs
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

The Village of Floral Park is in receipt of the Draft Environmental Assessment for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport. As a Trustee in the Village of Floral Park and her mayoral-appointed Noise Abatement Officer, thank you for the opportunity to comment on the proposed initiative. We welcome your response to our concerns and questions.

The Village of Floral Park is geographically located 7 miles from Kennedy International Airport and situated directly under the flight paths of the ILS approach to Runways 22L and 22R. Estimates reveal that approximately 75% of the 4,407 residential properties that constitute Floral Park are adversely affected by air traffic noise. In this vein, Floral Park has concerns and in turn, questions related to the short-term, as well as the long-term impact of the project proposed by the Draft Environmental Assessment (DEA), on our community's quality of life. These concerns and questions are outlined below for your consideration and response:

1. Given the current nature of the glide slope that dictates the ILS flight path, Floral Park is consistently affected by arriving airplanes located at 1,600 feet. According to Page I-21 of the DEA, when the threshold is extended and the localizer is moved for Runway 22R, "the relocation would allow for reduced visibility minimums on the Runway 22R approach." According to Page B-25 of Appendix B, "as the landing threshold is shifted to the north, the arriving aircraft would be at a lower altitude over a given point on the ground to the north of the Airport and thus would be slightly louder." A) What is the proposed new altitude over the Village of Floral Park, of aircraft

arriving on Runway 22R? B) Will the change in altitude be mirrored by aircraft arriving on the ILS approach to Runway 22L?

2. According to Appendix C, Page C-18, "Construction of the Proposed Action is planned to occur between July 2013 and November 2014. The construction is planned to occur in five stages which would allow at least three runways to remain operational at all times during construction." The Village of Floral Park bore a significant increase in air traffic noise when Runway 31L was closed for four months to accommodate Phase 2 of its rehabilitation in 2010. The Village of Floral Park continues to experience the adverse effects of high levels of air traffic as the concrete punch-list for Runway 31L is completed, which was not part of any phase, but still requires Runway 31L to be closed regularly during the overnight hours. A) During what phase of the proposed rehabilitation and for how long will Runway 4L/22R be closed? B) Will Runway 4L/22R be closed for a set period of time, i.e. 24 hours a day, 7 days a week? C) Will the concrete punch-list that has caused the continual closures of Runway 31L during the months of September 2011 to the present time continue to be addressed during the time frame proposed for the rehabilitation of Runway 4L/22R? E) How does the Port Authority's plan to address air traffic when Runway 4L/22R is not in service? F) Does the Port Authority plan on asking the Federal Aviation Administration or any other relative agency to speak to the airlines and/or the airline industry about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service? G) Will the Port Authority engage the airlines and/or the airline industry in a discussion about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service?

3. Arrivals into Runway 22R that utilize the ILS approach are typically part of two unique runway configuration management models. The first configuration is as follows: 22L (ILS approach) is used for arrivals - 22R captures the overflow from 22L for arrivals – 22R is used for departures. The second configuration is as follows: 22L (ILS approach) is used for arrivals – 22R captures the overflow from 22L for arrivals – 31R is used for departures. A) If 22R is not available for arrivals during any phase of the proposed rehabilitation, what runway will be used to capture the overflow from Runway 22L? B) Are there plans to work with TRACON to encourage the use of the VOR/DME approach to Runway 22L when Runway 22R is out-of-service to allow for a more equitable distribution of air traffic during any phase of the proposed rehabilitation?

4. Appendix B, Page B-2 of the DEA reads "a significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB when compared to the no action alternative for the

same timeframe." A) Where are the "noise sensitive areas" located and which communities are deemed "noise sensitive"? B) How and by whom are the "noise sensitive areas" determined?

5. Figures supplied by the Aeronautical and Technical Services Division of the Aviation Department of the Port Authority of New York and New Jersey for the noise monitor positioned directly under the flight path for Runway 22L, in Floral Park confirms that in the last two years, noise levels have actually increased. More disturbing is that the numbers reported hover within the range of the 65 DNL, often exceeding numbers reported by monitors located in closer proximity to Kennedy, i.e. Inwood – Runway 13R and Howard Beach – Runway 31L. For example, in December 2011, the Floral Park noise monitor registered a reading of 63.2, compared to December 2010, when the noise monitor registered a reading of only 58.5. A) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase during the proposed construction period, i.e. July 2013 to November 2014? B) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase after the completion of the proposed rehabilitation of Runway 4L/22R and/or due to the rehabilitation of Runway 4L/22R?

6. Appendix B, Page B-4, Table B-2 references an increase of 50,782 operations projected for 2015 over the number of operations in the one-year period, ending in September 2011. A) What will be done to prevent significant increases to DNL levels?

7. Appendix B, Page B-3, Table B-1 denotes that the proposed construction will result in a decrease of 132 feet of takeoff and landing distance available on Runway 4L and a decrease of 132 feet of takeoff distance available on Runway 22R. A) Does this change in the infrastructure of Runway 4L/22R compromise the ability of either runway to accommodate certain aircraft for landing? B) Will the aforementioned change in infrastructure require Runway 22L to be used more frequently as an arrival runway?

8. According Appendix B, Pages B-17 and 19, Tables B-8 and B-9 respectively, arrivals on 22L for both day and night in 2015 and 2020 are projected to absorb 31% and 30% of overall operations at Kennedy. However, the number of operations is expected to increase by 50,782 in 2015 and 92,036 in 2020. Will this increase in volume not create "a significant noise impact" as outlined in the FAA's own INM criteria?

9. A) Will the proposed project described in the DEA result in any new runway configurations? B) Will the proposed project described in the DEA change any existing runway configurations and if so, which ones and how?

10. Is any aspect of the proposed rehabilitation of Runway 4L/22R designed to facilitate the use of RNAV technology in airport operations at Kennedy Airport?

11. According to Chapter 5, Page 5-36 of the DEA, with respect to the ***"Delay Reduction Program – New Taxiways, Improvements to Existing Taxiways and Runway 13R Threshold Relocation,"*** "major elements of the project were completed in November 2010; however, a few punch list items remain outstanding and the project is not scheduled to be completely finished until the second quarter of 2012." A) Have any of the punch list items required the closure of Runway 31L on the overnight hours? B) What is the month and year that the Port Authority anticipates the punch list to be completed? C) Will the punch list be completed by the time the proposed project is scheduled to begin, i.e. July 2013?

On behalf of the Village of Floral Park, thank you again for the opportunity to share our comments and questions with regards to the DEA for the proposed rehabilitation of Runway 4L/22R at Kennedy International Airport. We look forward to your response in the near future.

Sincerely,

Mary-Grace Tomecki

Mary-Grace Tomecki
Trustee
Village of Floral Park

Appendix E

APPENDIX E
PUBLIC INVOLVEMENT

To satisfy requirements for public involvement, the Local Notice of Availability and Request for Comment, published in the *Daily News (Queens edition), Queens Courier (Sun Courier), Queens Chronicle, South East Queens Press, Queens Times Ledger, Queens Ledger, Newsday (Long Island), LI Herald,* and *Long Island Press* newspapers is included in this Appendix.

Throughout the development of the EA, the Port Authority held briefings to discuss the Runway 4L/22R project at John F. Kennedy International Airport (JFK) with the following local and state elected officials:

- August 20, 2013: Queens Borough President Helen Marshall's staff and Deputy Borough President: Hugh Weinberg and Deputy Borough President Barry Grondenchik
- September 13, 2013: Assemblywoman Michaelle Solages
- September 20, 2013: State Senator Joseph Addabbo, Jr.
- September 20, 2013: NYC Council Member Erich Ulrich
- September 20, 2013: NYC Council Member, Deputy Majority Leader Leroy Comrie
- September 20, 2013: State Senator James Sanders, Jr.
- September 23, 2013: NYC Council Member Donovan Richards
- October 18, 2013: Assemblywoman Michaelle Solages (Tour of JFK airport)
- October 23, 2013: Assemblywoman Barbara Clark
- November 13, 2013: Queens Community Board, District Manager, Mr. Lawrence McClean, Mr. Peter Richards, CB #13's Parks Environment and Cultural Affairs, Chairperson, Mr. Jerry Lamura, Queens Borough President Helen Marshall's office

A comment period occurred on the Revised Draft EA from October 17, 2013 to November 18, 2013. All of the written comments received during that period are included in this Appendix along with responses. Comment letters are included in alphabetical order by the group/organization name or by the individual's last name. Within each comment letter, brackets are used to identify the specific items commented on within each comment letter. The bracketed comments in each letter are labeled by number to provide an identifier for each comment. Following each individual comment letter is a table with responses to comments. A majority of the comments received during the new comment period were from the same community groups that commented on the May 2012 Draft EA.

Three public information meetings were held where a presentation, highlighting the modifications in the revised EA, was given by the Port Authority. The presentation given at all three meetings is included in this Appendix along with the advertisements for the meetings. The following is the list of the public information meetings held along with the date, location, and time of each meeting.

Public Meeting #1 - Held in collaboration with Eastern Queens Alliance
Date: October 24, 2013
Location: St. Peter's Church, 224-04 147th Avenue, Queens, New York 11413
Time: 7:30 p.m.

Public Meeting #2 - Held in collaboration with the Village of Floral Park, Mayor Tom Tweed, Trustee Mary-Grace Tomecki, Majority Leader Dean Skelos, and State Senator Jack Martins
Date: October 28, 2013
Location: Floral Park Recreation/Pool Building, 128 Stewart Street, Floral Park, New York 11001
Time: 8:00 p.m.

Public Meeting #3 - Held in collaboration with Assemblywoman Michaelle Solages
Date: October 29, 2013
Location: Elmont Memorial Library, 700 Hempstead Turnpike, Elmont, New York 11003
Time: 7:00 p.m.

The following information is presented in this Appendix in the order listed:

- Revised Draft EA Notifications
- Public Information Meetings Advertisements and Presentation
- Comments Received on the Revised Draft EA and the Responses to Comments

Revised Draft EA Notifications

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TIMES NEWSPAPERS

Community Newspaper Group

41-02 Bell Blvd., 2nd Fl., Bayside, N.Y. 11361 • Tel: 718-260-8335 • Fax: 718-260-2549 • legal@cnglocal.com

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK
COUNTY OF QUEENS, ss.:

The undersigned is the authorized
designee of the publisher of
TIMES LEDGER incorporating
JAMAICA TIMES, LAURELTON TIMES, JACKSON HEIGHTS TIMES, QUEENS VILLAGE TIMES, FOREST HILLS LEDGER, RIDGEWOOD LEDGER, HOWARD BEACH TIMES, ASTORIA TIMES, RICHMOND HILL TIMES,
FLUSHING TIMES incorporating FRESH MEADOWS TIMES, and
BAYSIDE TIMES incorporating LITTLE NECK LEDGER, WHITESTONE TIMES
weekly newspapers published in
BAYSIDE, NEW YORK
Borough of Queens, City and State of
New York, County of Queens, :
The notice of which the annexe
true copy, has been published i

October 18, 2013

Amanda Tarley

Sworn to before me this 21 S

RICHARD SCHNEIDER
NOTARY PUBLIC-STATE OF NEW YORK
No. 01SC6272132
Qualified in Kings County
My Commission Expires November 13, 2016

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT and
NOTICE OF PUBLIC INFORMATION MEETING
Revised Draft Environmental Assessment
Runway 4L/22R Improvements Project
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 Revised Draft Environmental Assessment (EA) for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport are available for public review and 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
Attn: Jerry Spampanato
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
Aviation Technical Services
225 Park Avenue South, 9th Floor
New York, NY 10003
Attn: Edward Knoesel
Hours: 09:00 am to 05:00 pm

The Revised Draft EA document for this project will be available at these locations until November 18, 2013. In addition, a copy of this document may be viewed online at: http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA.pdf

The EA responds to all of the requirements of the Federal Aviation Administration (FAA) for preparation of an Environmental Assessment under NEPA and also documents compliance with Federal Executive Order 11988, Floodplain Management. In accordance with NEPA, The Port Authority is inviting the Public to submit, in writing, comments on the Revised Draft Environmental Assessment prepared for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport. This EA is a revision of the Draft EA that initially advertised for public comment in May, 2012. The Port Authority is accepting comment on this Revised Draft EA document until the official comment period for this document closes on November 18, 2013. Comments must be received by close of business on November 18, 2013 in order to be considered.

Comments on this EA should be sent to: The Port Authority of NY & NJ, 225 Park Avenue South, 9th Floor, New York, NY 10003, Attn: Edward Knoesel.

In addition, comments may be emailed to JFKRWYEA@panynj.gov with the subject heading "JFK RWY 4L-22R EA COMMENT." If you have any questions on this notice please contact Edward Knoesel at address above.

PUBLIC INFORMATION MEETING
The Port Authority will hold a public information meeting to highlight modifications in the revised EA document. The meeting will be held on October 24 at St. Peter's Church at 7:30 p.m. in collaboration with Eastern Queens Alliance. The church is located at 224-04 147th Avenue, Queens, New York 11413.

Breast Cancer Awareness Month in Q

BY LUIS GRONDA

October is breast cancer awareness month and hospitals around Queens are hosting events to commemorate the occasion.

Every year in October, breast cancer awareness is celebrated across the country to bring attention to the disease that affects many women. According to the American Cancer Society, more than 232,000 new cases

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and director
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which is righ
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12th Annual
Harvest Fes
Saturday, October 19, 11

FOOD & MUSIC
- Jamaica Firehouse's Piping-hot Chili Cook-Off!
- Cooking Demos using fresh Farmers' Market Produce
- Rock out with Savannah Sky Country Western Band
- Sample myriad apples during our Apple Tasting

ARTS &
- Make a sca
Bring your c
clothes and
her/him up
- Pick a Pump
Decorate a
- Have Your F
by the Happ

FOR THE KIDS!
- Magic! Bunnies! with Professor Sparkle
- Clown Around with Clownetta
- Twist Up Some Fun with Bug Lady
- Get roped in by the Black Federation of Cowboys

FANT
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FU
SEE YOU

FARMERS MARKET JAMAICA
160TH ST. & JAMAICA AVE.
FRIDAYS & SATURDAYS, 8AM -
E, J, Z TRAINS: Jamaica Center-Parsons/Archer
F TRAIN: Parsons Blvd/Hillside Ave

Farmers' Market Jamaica is sponsored by Greater Jamaica

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT and NOTICE OF PUBLIC INFORMATION MEETING
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Plaza coming to Ozone Park

BY MAGGIE HAYES
mhayes@queenscourier.com

Ozone Park is officially getting a new pedestrian plaza after the go-ahead vote from Community Boards (CB) 9 and 10.

The Department of Transportation (DOT) has long advocated for a plaza at the intersection of Liberty Avenue and 101st Avenue near Drew Street, just on the Brooklyn-Queens border, a site the DOT said is under-utilized and in need of more open space.

CB 9 was initially hesitant because the plaza will close the Drew Street through-way from 101st Avenue to Liberty Avenue and will change both streets from two-way to one-way, said District Manager Mary Ann Carey.

However, the DOT addressed all of the board's concerns and 39 voted in favor, one voted no and one abstained at October's meeting.

CB 9 Chair Jim Coccovillo said the DOT made a great presentation and adequately addressed public safety and traffic questions. He said construction will start within the next week or two.

"It's something [the DOT] would like to see happen right away because it's something they've been working on for so long," he said.

THE COURIER/Photo by Liam La Guerre

Viewfinder

By Susan Grieco

THE QUESTION: *"Who do you blame for the government shutdown?"*

The President. He refuses to negotiate across party lines. With him it's "his way or the highway."

VICKI PALADINO
COO

Both Congress and the Senate. They get paid too much and accomplish nothing. We should withhold their salaries until they reach a resolution.

ED HASSEL
Manager

They are all irresponsible. Both sides need to cooperate with one another and think of the good of the country, not just the good of their party.

LAURIE LERNER
CPA

The Republicans and the House of Representatives. They are putting items on the spending bill that shouldn't be there.

KEVIN GROSS
Veterinarian

Both the Democrats and Republicans alike. They are all thieves that need to get their acts together. One is worse than the next.

MICHAEL LARTIGAULT
Antiques dealer

Congress. Rather than making the citizens suffer, we need to lock them all in a room and freeze their salaries until they come up with a fair and equitable decision.

TOM PALADINO
Business owner

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT and NOTICE OF PUBLIC INFORMATION MEETING
Revised Draft Environmental Assessment
Runway 4L/22R Improvements Project
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 Revised Draft Environmental Assessment (EA) for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport are available for public review and 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
Attn: Jerry Spampanato
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
Aviation Technical Services
225 Park Avenue South, 9th Floor
New York, NY 10003
Attn: Edward Knoesel
Hours: 09:00 am to 05:00 pm

The Revised Draft EA document for this project will be available at these locations until November 18, 2013. In addition, a copy of this document may be viewed online at: http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA.pdf

The EA responds to all of the requirements of the Federal Aviation Administration (FAA) for preparation of an Environmental Assessment under NEPA and also documents compliance with Federal Executive Order 11988, Floodplain Management. In accordance with NEPA, The Port Authority is inviting the Public to submit, in writing, comments on the Revised Draft Environmental Assessment prepared for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport. This EA is a revision of the Draft EA that initially advertised for public comment in May, 2012. The Port Authority is accepting comment on this Revised Draft EA document until the official comment period for this document closes on November 18, 2013. Comments must be received by close of business on November 18, 2013 in order to be considered.

Comments on this EA should be sent to: The Port Authority of NY & NJ, 225 Park Avenue South, 9th Floor, New York, NY 10003, Attn: Edward Knoesel.

In addition, comments may be emailed to JFKRWYEA@panynj.gov with the subject heading "JFK RWY 4L-22R EA COMMENT." If you have any questions on this notice please contact Edward Knoesel at address above.

PUBLIC INFORMATION MEETING
The Port Authority will hold a public information meeting to highlight modifications in the revised EA document. The meeting will be held on October 24 at St. Peter's Church at 7:30 p.m. in collaboration with Eastern Queens Alliance. The church is located at 224-04 147th Avenue, Queens, New York 11413.

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For the latest news visit qchron.com

Sparks fly at Queens BP debate

- Coninued from page 3 -

in technology," said Arcabascio. "I will tell you that graduates, although they may be bright and intelligent, will come out with quite a bit of loan debt. So I'm not so sure they're going to work in tech centers or start their own start-ups."

He has discussed in interviews that he wishes to create a theater district in Queens and revive the Rockaways' Playland to create jobs and stimulate the economy.

Arcabascio said he will use the two airports as leverage to get more funding from the city.

"We can certainly make a case to get more money from the city," he said. "We are the windows to New York City, because we're the first borough that anyone sees."

Arcabascio was also critical of elected officials in the wake of Hurricane Sandy, saying that $4 million should not have been spent on bathrooms and more focus should have been on ensuring the safety of residents.

"It's a lot easier to criticize government than to come up with a plan," said Katz, adding that one of the biggest mistakes new candidates make is discussing issues "to avoid other issues."

The debate got heated when Arcabascio went off-script in his closing remarks and said that Katz sent out a letter to Queens voters painting him as "the evil Republican." In the mailer, he was criticized as being focused on helping the "one percent."

"Melinda, to be quite honest, unless you're talking about the one percent which happens to be one percent of the successful sons of immigrants that work very hard and get an education and stand here today opposing the Queens Democratic machine candidate, yeah, I'm part of that one percent," he said.

"I'm not an evil Republican," said Arcabascio. "I don't owe any favors."

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

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Legal Notice 17166466

NOTICE TO BIDDERS
SEALED PROPOSALS WILL BE PUBLICLY OPENED AND READ BY THE ASSISTANT SUPERINTENDENT FOR FINANCE & OPERATIONS OF THE BOARD OF EDUCATION, SEWANHAKA CENTRAL HIGH SCHOOL DISTRICT OF THE TOWNS OF HEMPSTEAD AND NORTH HEMPSTEAD AT THE CENTRAL ADMINISTRATIVE OFFICES, 77 LANDAU AVENUE, FLORAL PARK, N.Y. 11001 FOR:

Athletic Awards
Athletic Equipment & Supplies &
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October 30, 2013
@ 11:00 a.m.

COPIES OF SPECIFICATIONS AND CONDITIONS MAY BE OBTAINED AT THE BUSINESS OFFICE ADDRESS ABOVE

JOANNE CUNNINGHAM
DISTRICT CLERK

Legal Notice 17166435

REQUEST FOR PROPOSAL
The Board of Education of the Oceanside Union Free School District hereby invites the submission of proposals for
AFFORDABLE CARE ACT CONSULTING SERVICES FOR 2013-2014 SCHOOL YEAR (RENEWABLE)
Information packets will be available for pick up at the District Business Office located at 145 Merle Avenue, Oceanside, NY 11572 during regular business hours (8:30 am to 3:00 p.m.). Proposals will be received at the Business Office until 3:00 p.m. on November 1, 2013. The Board of Education reserves the right to reject any and all proposals or to accept any proposal which, in the opinion of the Board, will be in the best interests of the School District.

Board of Education
Oceanside Union Free School District
Dr. Phyllis S. Harrington
Superintendent of Schools
Louis S. Frantzis
Assistant Superintendent
For Business
Robin D. Green
District Clerk

Superintendent of Schools
Louis S. Frantzis
Assistant Superintendent
For Business
Robin D. Green
District Clerk

nassaucountyny.gov/Login
Dated: October 1, 2013
at Mineola, New York
MICHAEL SCHLENOFF
DEPUTY DIRECTOR
OFFICE OF PURCHASING

Legal 17166215

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT and

NOTICE OF PUBLIC INFORMATION MEETING

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Yonk adopted on September 16, 2013, a Special District Meeting of the qualified voters of said School District will be held on Tuesday, November 26, 2013 from 7:00 o' clock A.M. to 10:00 o' clock P.M. (Prevailing Time) at the first of Neck South High School, 161 Lakeville Road, Great Neck, New York, for those qualified voters residing south of the L.I.R.R. and at E.M. Baker Elementary School, 14 Baker Hill Road, Great Neck, New York, for those qualified voters residing north of the L.I.R.R., for the purpose of voting upon the following Proposition:

PROPOSITION

RESOLVED

(a) That the Board of Trustees (the "Board") of the Great Neck Library, in the County of Nassau, New York (the "Library"), is hereby authorized to improve and alter the Great Neck Library's main building located at 159 Bayview Avenue, Great Neck, New York (the "Project") substantially as described in the Option 7 Scope of Work by KG&E Architects, adopted by the Great Neck Library Board of Trustees on August 27, 2013, which is available for public inspection at the office of the Director of the Library, and on the Library's website, such Project consisting, in part, of new and over replacements, interior and space reconfiguration and upgrades to the infrastructure – mechanical, plumbing, electrical system, and masonry improvements; all as the foregoing to include the original equipment, furnishings, machinery, apparatus and other work required in connection therewith; and to expend therefor, including preliminary costs and costs incidental thereto and to the financing thereof, and to reimburse any prior authorized expenditures, a sum of $13,000,000.00 plus any additional amounts received by the Library in connection with the financing of the Project, including but not limited to bond sale premiums, investment income on bond proceeds and any amount necessary from the Main Building and Special Services Fund to complete the project; and

(b) That the Board is hereby further authorized to finance such cost by borrowing a principal amount not to exceed $10,000,000.00 from the Dormitory Authority of the State of New York (the "Dormitory Authority" or the "Authority") pursuant to the Dormitory Authority's Financing Agreement Program, and to issue, sell and deliver to the Dormitory Authority its bonds or notes therefor, in one or more series, in such principal amount, not to exceed the amount authorized herein, and upon such terms and conditions as shall be agreed upon by the Board and the Dormitory Authority; and

(c) That the Board is hereby authorized to apply for and accept any gifts or grants available for the Project and to enter into any agreements required in connection therewith; and

(d) That the Board is hereby authorized to take such other action and execute such other documents as may be necessary or convenient to effectuate the Project and the financing thereof.

Such Proposition shall appear on the ballot labels to be issued to the voting machines used for voting at said Special District Meeting substantially in the following condensed form:

PROPOSITION

YES NO

RESOLVED

(a) That the Board of Trustees (the "Board") of the Great Neck Library, in the County of Nassau, New York (the "Library"), is hereby authorized to improve and alter the Great Neck Library main building located at 159 Bayview Avenue, Great Neck, New York (the "Project") and to expend therefor for the Project, not to exceed $13,000,000.00 plus any additional amounts received by the Library in connection with the financing of the Project, including but not limited to bond sale premiums, investment income on bond proceeds and any amount necessary from the Main Building and Special Services Fund to complete the project; and (b) that the Board is hereby authorized to finance such cost by borrowing a principal amount not to exceed $10,000,000.00 from the Dormitory Authority of the State of New York (the "Dormitory Authority" or the "Authority") pursuant to the Dormitory Authority's Financing Agreement Program, and to issue, sell and deliver to the Dormitory Authority its bonds or notes therefor, in one or more series, in such principal amount, not to exceed the amount authorized herein, and upon such terms and conditions as shall be agreed upon by the Board and the Dormitory Authority; and (c) that the Board is hereby authorized to apply for and accept any gifts or grants available for the Project and to enter into any agreements required in connection therewith; and (d) that

Public Information Meetings Advertisements and Presentation

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TIMES Ledger NEWSPAPERS

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The undersigned is the authorized
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The notice of which the annexed is a
true copy, has been published in said newspapers:

October 18, 2013

Amanda Tarley

Sworn to before me this 21ST day of October, 2013

RICHARD SCHNEIDER
NOTARY PUBLIC-STATE OF NEW YORK
No. 01SC6272132
Qualified In Kings County
My Commission Expires November 13, 2016

THE PORT AUTHORITY OF NY & NJ
Revised Draft Environmental Assessment
Runway 4L/22R Improvements Project
John F. Kennedy International Airport,
Jamaica, New York

PUBLIC INFORMATION MEETING

The Port Authority will hold a public information meeting to highlight modifications in the revised EA document. The meeting will be held on **October 24th at St. Peter's Church at 7:30 p.m.** in collaboration with Eastern Queens Alliance. The church is located at 224-04 147th Avenue, Queens, New York 11413.

If you want laughs as well as scares, who you gonna call? Dan Akroyd, left, Bill Murray and Harold Ramis in "Ghostbusters," screening in Huntington.

on the bill with the '80s horror comedies "Ghostbusters" and "Beetlejuice" starring, respectively, Bill Murray and Michael Keaton. Both films "haven't been seen on the big screen in a very long time," says Sherris. "It's nice to see the Stay Puft Marshmallow man [in 'Ghostbusters'] larger than an iPad."

ALSO TRY Cinema Arts Centre hosts the Halloween Terror Fest, a double feature of "Blood Feast" and "The Sadist" hosted by actor-director-rockabilly singer-trash film historian Johnny Legend ($15, next Thursday at 7 p.m.).

On Oct. 26 at 11:30 p.m., Cinema Arts does the "Time Warp" again with "The Rocky Horror Picture Show" and Halloween Gender-Neutral Extravaganza and Costume Contest ($20; 800-838-3006, rockyhorrorfan.com).

On Halloween at 7:30 p.m., the theater will be the perfect setting for a new, restored director's cut of the 1973 psychological thriller "The Wicker Man," starring horror icon Christopher Lee (tickets are $11). Not to be confused with the 2006 Nicolas Cage remake, this cult item "has not been seen in its entirety in 20 years," Sherris says.

Heeeere's Jack (Nicholson, that is) in "The Shining," in Port Washington.

3 'NOSFERATU'
WHEN | WHERE Saturday at 7 p.m., Chaminade High School, 340 Jackson Ave., Mineola
INFO $5-$12; 516-742-5555

This 1922 black-and-white classic has been called the "granddaddy of vampire movies." In silent-movie fashion, it features live accompaniment (by Bernie Anderson Jr.) on the school's pipe organ.

4 'ABBOTT & COSTELLO MEET FRANKENSTEIN'
WHEN | WHERE Wednesday at 7:30 p.m., Port Washington Public Library, 1 Library Dr.
INFO Free; 516-883-4400, pwpl.org

Enjoy one of Bud and Lou's best films, which also marks Bela Lugosi's final appearance as Dracula. Joining in the fun from 1948 are Lon Chaney Jr. as the Wolf Man, Glenn Strange as Frankenstein's monster and, in a heard but not seen cameo — Vincent Price as the Invisible Man.

ALSO TRY On Oct. 28 at 7:30 p.m., the library will show "The Shining," featuring the one and only Jack Nicholson, with ax in hand, announcing, "Heeere's Johnny!"

5 RIFFTRAX LIVE: 'NIGHT OF THE LIVING DEAD'
WHEN | WHERE Next Thursday at 8 p.m., Farmingdale Multiplex Cinema, 1001 Rte. 110; Westbury Stadium 12, 7000 Brush Hollow Rd.; Island 16 Cinema De Lux, Holtsville
INFO $12.50-$13.50; fathomevents.com

Remember when zombies lumbered across the big screen instead of the small? The stars of "Mystery Science Theater 3000," who earlier this year skewered Ed Wood's sci-fi schlocker "Plan 9 From Outer Space," are back wisecracking through George Romero's 1968 zombie shocker.

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NEWS BRIEFS

Comp. John Liu's Former Aides Sentenced

Two aides who worked on the Mayoral campaign of Comptroller been described as an extraordinarily intrusive and exhaustive investigation. Failing to find that I had done anything wrong, they proceeded to set up a weak man and a wonderful young woman," Liu said. "Jenny Hou does not deserve this ordeal and injustice she has been put through. I am very sad but even more angry at what has occurred. The U.S. Attorney's Office was wrong and should not be proud of its conduct."

Pan and Hou plan to appeal their convictions.

South Road in Jamaica May Be Renamed

On Oct. 3, the City Council's Parks Committee held a hearing on renaming South Road in Jamaica to Tuskegee Airmen Way. Councilman Ruben Wills (D-Jamaica) joined two original members of the Tuskegee Airmen in Manhattan – Dabney Montgomery cated combat planes.

"The Tuskegee Airmen have fought with honor and bravery, overcoming adversity in service to a country that once thought them incapable of flying," Wills said at the hearing. "Etching their name in the permanent fabric of our City through the renaming of this street is a fitting tribute to the sacrifices they have made to protect our liberties and integrate the United States Armed Forces."

Brief Us!
Mail your news brief items to:
PRESS of Southeast Queens,
150-50 14th Rd.,
Whitestone, NY 11357

THE PORT AUTHORITY OF NY & NJ

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October 17, 2013 – NASSAU HERALD

Rice challenged by law clerk for DA position

By HOWARD SCHWACH
hschwach@liherald.com

Nassau County District Attorney Kathleen Rice, who has held that law enforcement position for eight years, is being challenged in the Nov. 5 election by Great Neck resident Howard Sturim.

In 2005, Rice, a Democrat, defeated 31-year incumbent Denis E. Dillon to become the first female district attorney in Nassau County's history. Sturim, a Republican, is the principal law clerk to Nassau County Court Judge Alan L. Honorof and has had held that position since 2004.

The function of the Nassau County District Attorney's Office is to investigate and prosecute violations of state and local criminal statutes occurring within Nassau County. The District Attorney manages a staff of more than 300, which includes 160 lawyers. The winner of the race will receive a four-year term.

What is the most important issue that

nals back on the streets without being properly punished for their crimes. My emphasis would be on prosecuting violent predators and getting them off our streets. My priority and seminal issue is to make Nassau County safer so that our residents can live without fear.

What is the one issue that you believe will take up much of the time of your department in the coming year and how

of responsibility in the young prosecutors I train and who work for me. I have also been a staunch advocate for reform in areas of the system that I believe need it. Our system needs to reform its juvenile justice laws to better reflect the immaturity of young, non-violent teens. We need more videotaping of interrogations and we need a forensic testing facility independent of our law enforcement agencies.

Sturim: System-wide, I believe that the criminal justice system in Nassau County strives to be fair and equitable to all residents. In general, with few exceptions, my experience over the past 23 years has been a positive one. Unfortunately, I do not

those people merely accused of being "Johns" for her own benefit. Those accused, and their families, should not be subjected to the humiliation, shame and bullying based upon a mere accusation. In the country in which we live, people are presumed innocent until proven guilty. Although newspaper reporters often get a hold of and release the names of suspects under the First Amendment, I believe the district attorney was motivated to call a press conference to publish the names and photos of these suspected "Johns" herself because of the favorable publicity that she believed she would achieve, thinking nothing of the principles of fairness on which our country is based.

The American Red Cross, one of the nation's most notable and highly respected non-profits, has two openings in their Long Island, NY office or Major Gift Officers. These are exciting and rewarding opportunities that are available due to continued growth and donor interest.

The Major Gift Officer works with donors and prospects to meet annual revenue targets. Donations are used to advance the mission of the organization and assist donors in creating meaning in their lives through giving. If you have a minimum of 3 years of major gifts leadership experience and expertise with the area's funding community, please consider joining hands with us.

To view the job descriptions and apply on-line, please visit our website at: http://www.americanredcross.apply2jobs.com The Requisition numbers for these positions are CHAP37208 and CHAP33944.

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Revised Draft Environmental Assessment
Runway 4L/22R Improvements Project
John F. Kennedy International Airport,
Jamaica, New York

PUBLIC INFORMATION MEETING

The Port Authority will hold a public information meeting to highlight modifications in the revised EA document. The meeting will be held on **October 24th at St. Peter's Church at 7:30 p.m.** in collaboration with Eastern Queens Alliance. The church is located at 224-04 147th Avenue, Queens, New York 11413.

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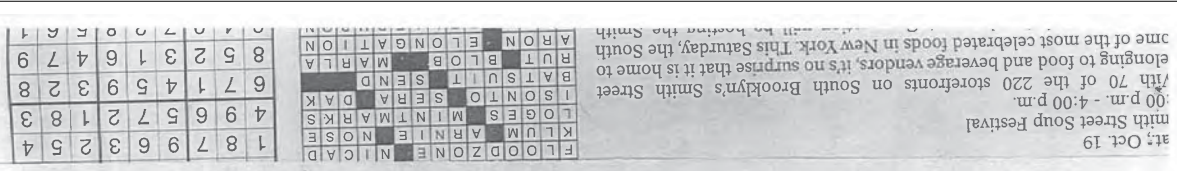

Artists take 5 Pointz owners to court

...said ... Jeannine Chanes, ... legal ... Chanes the artists own the work ... Ebert, a.k.a. Bishop 203, and ... LIC community, but for the world," Chanes said.

GOP BP Candidate says he will take Vallone as deputy

BY ANDREW PAVIA
apavia@queensledger.com

With 33 years experience in the technology industry and 13 years running his own business, Tony Arcabascio believes that it's time someone other than a politician serve as Queens borough president.

The Astoria native is running on the Republican line, but considers himself a moderate and common sense leader.

"This position does not require a legislator or a law degree," said Arcabascio. "I'm not a big fan of what a lot of politicians do. They love these photo ops, but then a year later nothing is done."

He didn't decide to throw his hat into the ring until May because he said he was waiting for someone he could support, but that person never emerged.

However, he did state that one of his former competitors would make a good addition to the office.

"I would welcome the opportunity to have Peter Vallone, Jr. as my deputy borough president," said Arcabascio. "I know where his heart is and I can trust him."

Vallone lost the Democratic Primary to Melinda Katz, the frontrunner for the seat. Katz accused Vallone of being part of the Republican agenda, and is now using that same tactic against Arcabascio.

"The Republican Party hasn't given me a nickel," he said. "The overall theme of my campaign is better quality of life for the borough of Queens. The focus is on safety, better opportunity for people and jobs. I think that we can do a better job of promoting Queens also."

He also plans to focus on issues facing seniors in the borough. With an 89-year-old mother to care for, he has firsthand experience of the problems seniors face.

Arcabascio said he would start with revamping the Access-A-Ride program and ensure that

Jump to 27

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- English Cut Prime Rib
- Club Steak and Fries
- BBQ Ribs
- Fried Shrimp Basket
- Casian Tuna
- Linguini and Shrimp
- Short Rib Shepherd's Pie
- Old Fashioned Chicken Pot Pie
- Tortellini and Chicken Ala Rosa
- Blackened Flat Iron Steak
- Horseradish Crusted Salmon

Photo: Spelman Studios

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Oct. 24-26

SHOP THE HELEN MORLEY EVENINGWEAR TRUNK SHOW, 10 a.m.-5 p.m., at Tallulah, Woodbury Common, 8285 Jericho Tpke., Woodbury; 516-367-8010. The designer makes a personal appearance on Saturday.

FILLY'S has trunk shows by Rose Taft, mother-of-the-bride gowns, and Melanie Harris, short and long hostess dresses (designer visit Friday-Saturday), 9:30 a.m.-5:30 p.m., at 1065 Willis Ave., Albertson; 516-739-9090.

Oct. 25

MEET WITH CELEBRITY MAKEUP ARTIST MICKEY WILLIAMS and team for a free Lancôme makeup application, noon-5 p.m., at Macy's Herald Square. Then stop by the photo booth to capture your new look; purchase a bottle of Lancôme's Advanced Genifique Youth Activating Concentrate or Genifique Eye Light-Pearl and $7 goes to St. Jude Children's Research Hospital; 151 W. 34th St., Manhattan; 212-695-4400.

Oct. 25-26

VISIT NORDSTROM'S Roosevelt Field store for a lingerie fit with a certified stylist; get a free Splendid Intimates thong with your $50 lingerie purchase (one per customer, while supply lasts). Make a select bra purchase during the event and $2 will be donated to the Young Survival Coalition; 516-746-0011.

Oct. 25-27

AT BLOOMINGDALE'S in Roosevelt Field, shop the Stuart Weitzman fall/winter trunk show, Oct. 25-26. On Oct. 26, make a $60 Estée Lauder purchase, 1-4 p.m., and get a full makeover, dry hairstyling, professionally printed photo plus a chance to sit with a casting agent from The Hampton Models (516-873-2700). On Oct. 27, Bloomingdale's is donating 10 percent of Alex and Ani fashion jewelry sales at the Roosevelt Field and Huntington Station stores (631-425-6700) to the Cancer Vixen Fund.

samplesales

MATT BERNSON
Get up to 70 percent off select fall 2013 shoes, jewelry and belts, noon-7 p.m. Oct. 24-27, at 129 Grand St., Manhattan; 212-941-7634.

DAVID YURMAN
Men's and women's jewelry and accessories are up to 70 percent off, 3-8 p.m. Oct. 24, 10 a.m.-7 p.m. Oct. 25-26 and 11 a.m.-5 p.m. Oct. 27, at The Altman Building, 135 W. 18th St., Manhattan; 888-398-7626. Ten percent of proceeds will be donated to the Breast Cancer Research Foundation.

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The Toast Of Queens

At their by-monthly meeting on Oct. 11, Toast of Queens Toastmasters Club conducted their Table Topics Contest. Participating contestants were asked the same question: "If you had the opportunity to go into a time machine, what time period would you go to, where would you go and what would you do when you got there?" The judging panel had to decide which of the answers best met the criteria of structure, engagement, body language and vocal variety within an allotted time of 1-2.30 minutes.

The winner of the contest was Matthew Heymann who will move on to the Toastmasters Area 75 contest later this month. Also representing the Toast of Queens Toastmasters Club is Allan Sabo, who will compete in the Humorous Speech Contest.

Toastmasters International is an organization that helps you develop your public speaking, communication and leadership skills. Toast of Queens meets at Panera's Bread in Bay Terrace Shopping Center, Bayside on the 2nd and 4th Thursday of the month. For more information go to: http://toastofqueens.toastmastersclubs.org.

Second place winner in the Toastmasters Club Table Topics contest Allan Sabo; Third place winner Regla Gibson and first place winner Matthew Heymann were congratulated by Wendy Hung, Donna Ciampa-Lauria and Donna Rollins.

Charged In Hit-Run

The Third Squad has reported an arrest for Leaving the Scene of an Accident which occurred on Tuesday, October 15, at 6:38 PM in Herricks.

According to detectives, Caroline Maggio, 79, of 83-03 Little Neck Parkway, North Floral Park, was driving a 1998 Oldsmobile station wagon westbound on Hillside Avenue when she struck the male victim, 54, at the corner of Foch Boulevard before fleeing westbound on Hillside Avenue.

The victim suffered serious physical injuries and was transported to an area hospital where he is listed in stable condition. Maggio was arrested at her home without incident.

Maggio is charged with Leaving the Scene of an Accident with Serious Physical Injury and was released on an appearance ticket. She was arraigned on Tuesday, October 22, at First District Court in Hempstead.

— At APEC —

(Continued from page 2)

and find out more about workshops on nature-based themes and programs for children and adults.

You can plan your child's birthday party at APEC. Parties for 2 and 3-year-olds and for children from four to 12 years old may be held from 10 AM to noon, 1PM to 3PM, or 4 to 6PM for up to 30 children. The birthday child and his or her guests will meet the resident live animals, take a guided walk through the nature trails and create a craft.

Call APEC at (718) 229-4000 for fees and to register for the ongoing programs.

THE PORT AUTHORITY OF NY &NJ
Revised Draft Environmental Assessment
Runway 4L/22R Improvements Project
John F. Kennedy International Airport, Jamaica, New York

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The meeting will be held on Monday, October 28th at the Floral Park Recreation/Pool Building at 8pm located at 128 Stewart Street, Floral Park, NY 11001.

This meeting is in collaboration with Floral Park Mayor Tom Tweedy, Trustee Mary-Grace Tomecki, Majority Leader Dean Skelos, and Senator Jack Martins.

Everyone is invited to attend.

To view the proposal visit:
http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA.pdf

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Businessperson Of The Year

The Franklin Square Chamber of Commerce Businessperson of the Year Frank Culmone was among the honorees at a breakfast at the Crest Hollow Country Club on Oct. 18. Frank was congratulated by Debbie Hickey, Lisa DelliPizzi, Frank's son Chris, wife Diana, Chamber President Joseph Ardito and Mike Sacco.

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— Town Honors For Frank Culmone —

Frank Culmone, Franklin Square Chamber of Commerce Businessperson of the Year was presented with a plaque by Supervisor Kate Murray at the Nassau Council of Chambers breakfast on Oct. 18. Frank's son Christopher, wife Diana and Town Clerk Nasrin Ahmad added their congratulations.

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...son. So think of this as a redshirt season for Stony Brook Arena, which is in the midst of a $21-million renovation project and isn't scheduled to open until next fall.

But men's coach Steve Pikiell and women's coach Beth O'Boyle each said the planned 4,008-seat facility already has had a profound impact on both programs. "As we are building our program, to have an arena like this is such an incredible asset," O'Boyle told a small media gathering seated on the newly installed wood playing surface.

"You bring every recruit here. It definitely adds to it. When we're talking about what we're trying to create, they've seen the steps, and it validates it. They want to be part of it."

The seating has been installed, the dual scoreboards and video boards at each end of the court are in place, and the finishing touches on the suites should be complete in another month. "It's been a long journey by a lot of people to make this happen," said Pikiell, who said he received verbal commitments in August for all three available scholarships for next season. "This facility is exciting for the program, the players and the community."

According to Todd Phelps, associate ...struction of a television truck pad outside. Building should commence in two or three weeks.

The renovation should be complete by August in time to hold an inaugural entertainment event. The most impressive aspect of the transformed arena is the intimacy of the seating in a complete bowl around the playing floor.

"We're very happy with the way this came out," Phelps said. "We expanded the concourse so there's more movement, and what that did was bring everything down tight to the court. That was [athletic director] Jim Fiore's vision. He wanted to have the fans enjoy it and make it a tough place to play. I think we've done that."

Now, it's up to Pikiell and O'Boyle to build teams to attract fans. In her rookie season, O'Boyle produced a 10-win improvement to 14-16. Pikiell's team won its third America East regular-season title in four seasons, and its 25-8 record was the best in school history.

Pikiell said adjacent Pritchard Gym, the 1,800-seat band box entering its final season, "has been an awesome venue. We've made Pritchard the toughest home court in our league. Now, we're going to have to make this facility the same."

SPORTS TALK RADIO PIONEER BILL MAZER DIES AT 92

A52

Legal 17170617

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John F. Kennedy International Airport, Jamaica, New York

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FP Little Leaguers, Major League Pitcher In Sandlot Game

Former Major Leaguer Peter Munro, who in 2003 as a member of the Houston Astros was one of six pitchers to pitch in a record-setting combined no hitter versus the NY Yankees, visited a clinic held by FP Little League coaches Ken Varnier, Paul Scarapicchia, and Jerry DeLuca.

Also present was longtime Floral Park resident James Lally, James pitched for St. John's University, was part of two NCAA Tournaments Teams, and is now a baseball coach for Hofstra University. All the coaches gave tips on baseball fundamentals to the boys in attendance who range in age from 4 to 9 years old.

The highlight of the day was the boys being randomly placed on "Team Munro" or "Team Lally" for a one-inning game. Peter pitched to all the boys, and James served as batting and bench coach for both teams. After the clinic, many of the boys described the experience as "awesome" and "the greatest day of my life!"

Floral Park Little League President Greg Hand was an honored guest for this once in a lifetime event. This was the best day for the kids, big and small.

Hillcrest Civic Meeting

By Pat Colligan

The next Hillcrest Civic meeting will be held Thursday, October 24th at 7:30 PM in the Recreation Center.

There will be a report from the Floral Park Police Department and Trustee Kevin Fitzgerald will present an up-to-date on current village business.

Mayor Tom Tweedy will also speak.

Refreshments will be served.

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Runway 4L/22R Improvements Environmental Assessment

John F. Kennedy International Airport

Public Information Meeting

October 24, 2013

Background on JFK

- 4,943 acres
- 4 runways
- 6 passenger terminals
- 49.3 million annual passengers
- 1.3 million tons of cargo annually
- 130,000 passengers per day
- 1,120 arrivals & departures per day
- FAA slot controlled

Runway Safety Area (RSA) Compliance Background

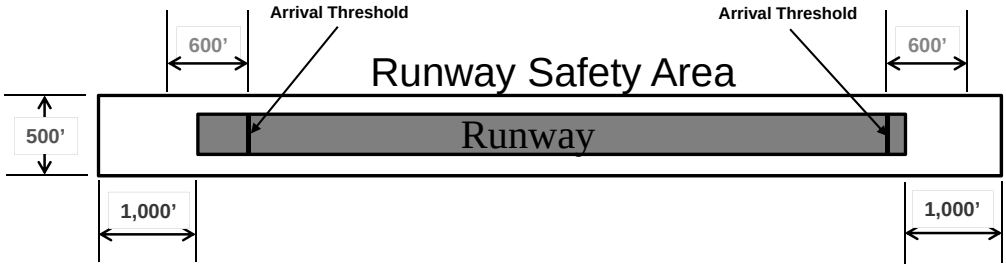
Key Dates:

- 1988: *FAA Part 139* required RSA standards to be improved and approved by the FAA
- 2005: *Congressional mandate* requires all FAA Part 139 certificated airports to improve the airport's RSA to comply with the FAA design standards by no later than **December 31, 2015.**

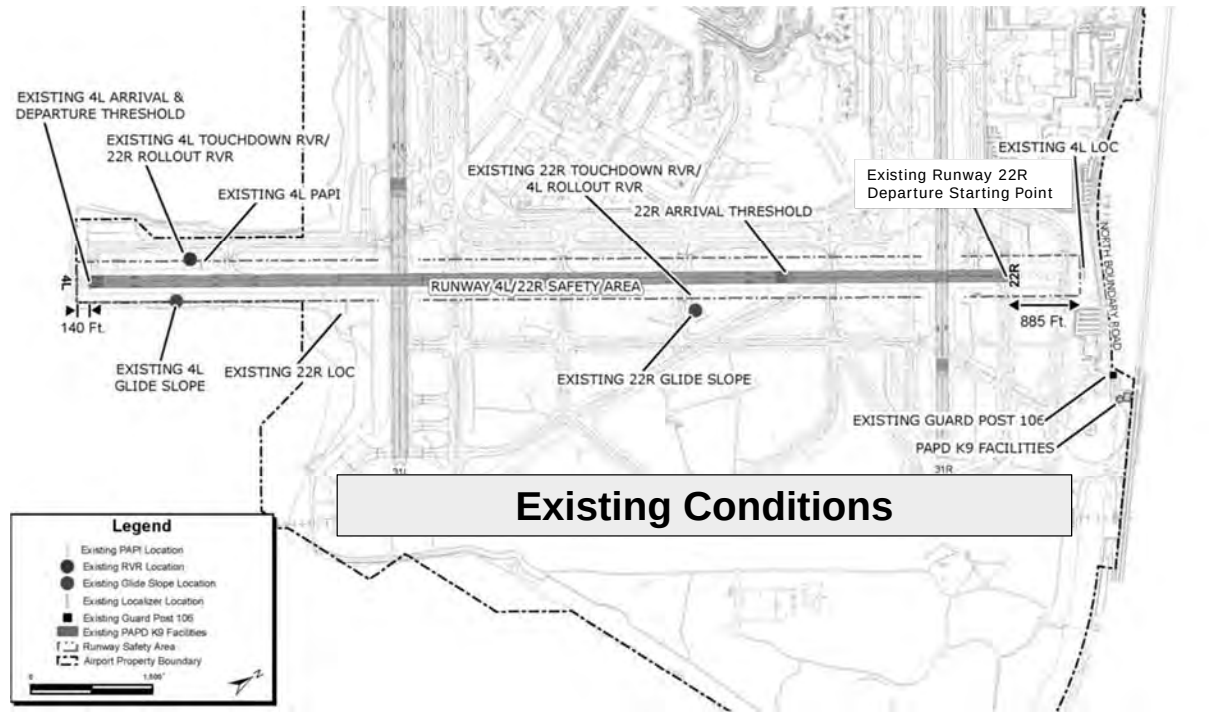
Runway Safety Area (RSA) Compliance Background

Definition

- A surface surrounding the runway that has been prepared for reducing the risk of damage to aircraft and passengers in the event of an *excursion, undershoot*, *or overrun* from the runway.
- An area 500 feet wide centered on the runway centerline.
- An area 600 feet in length prior to *arrival threshold*.
- An area 1,000 feet in length beyond *departure end of runway.*

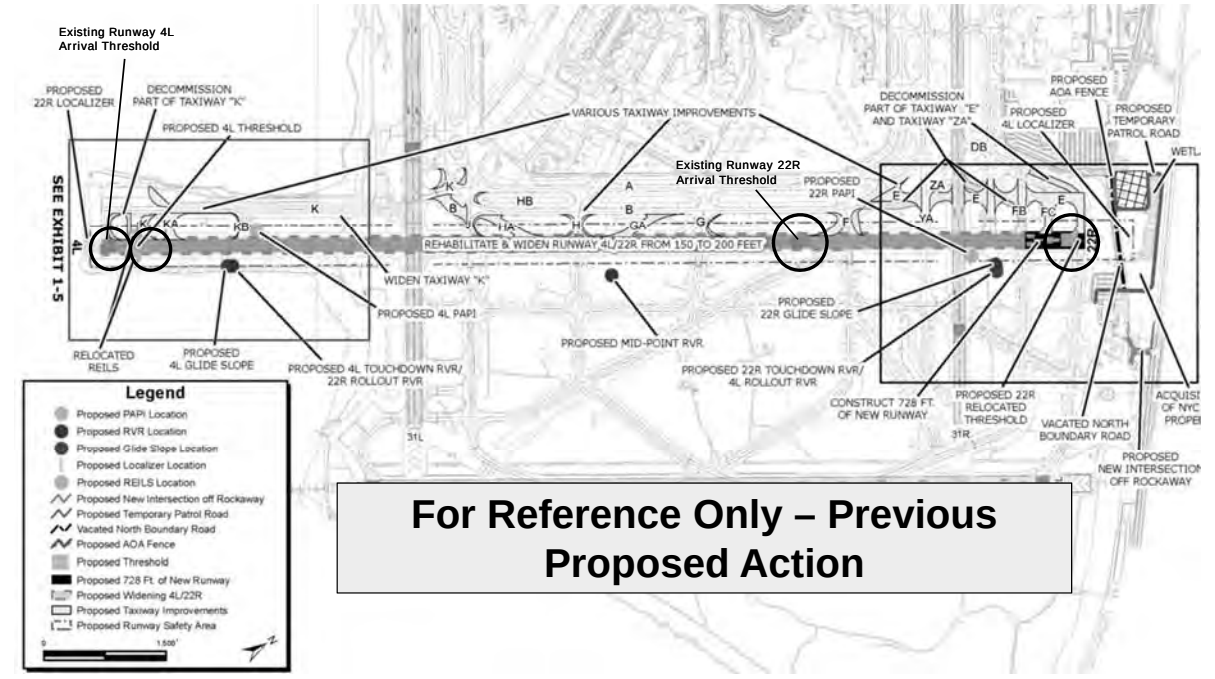


Existing Runway 4L/22R Conditions



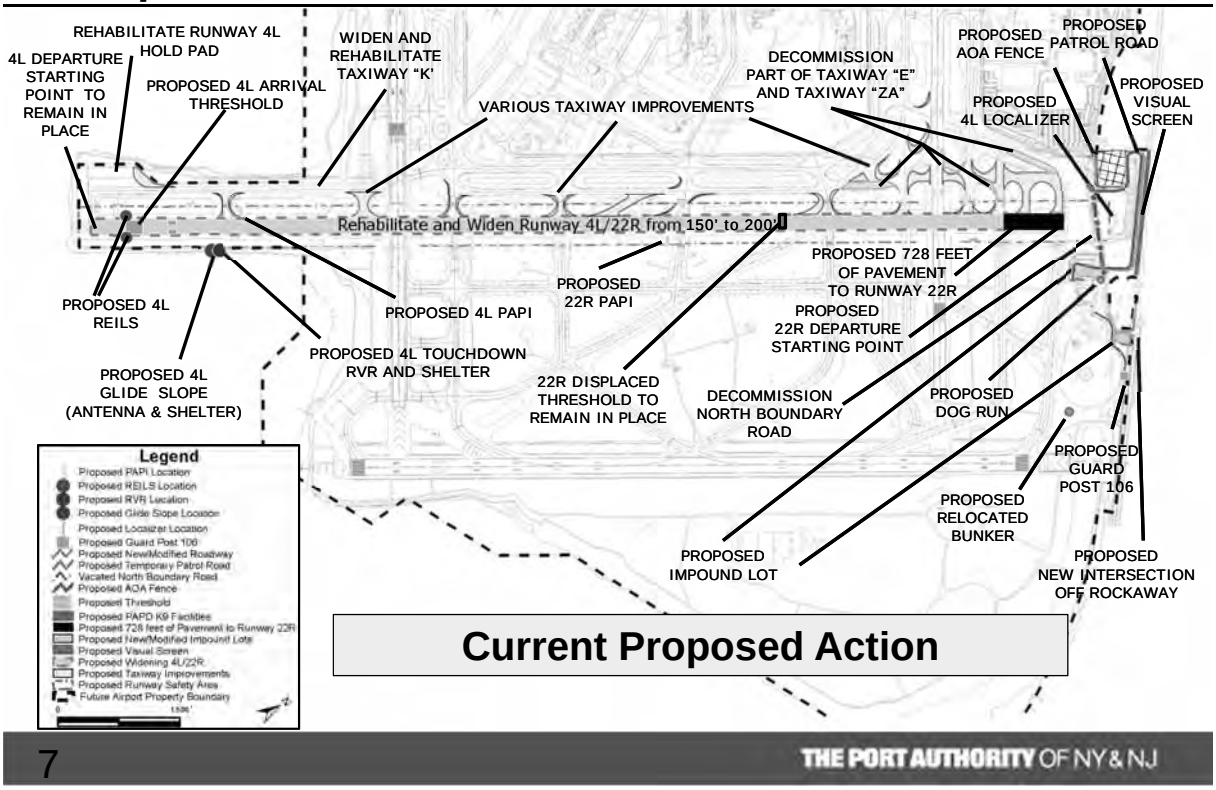
Existing Conditions

May 2012 Draft Environmental Assessment Proposed Action



For Reference Only – Previous Proposed Action

Revised Draft Environmental Assessment
Proposed Action



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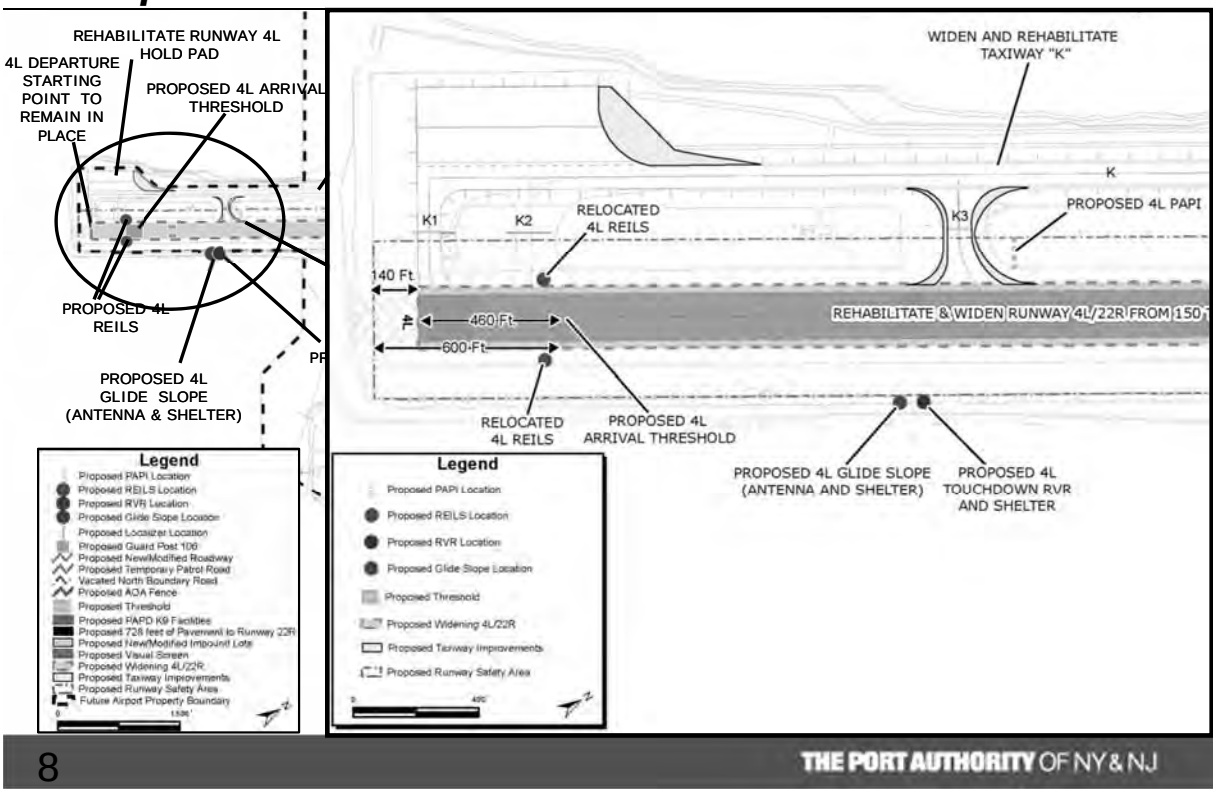

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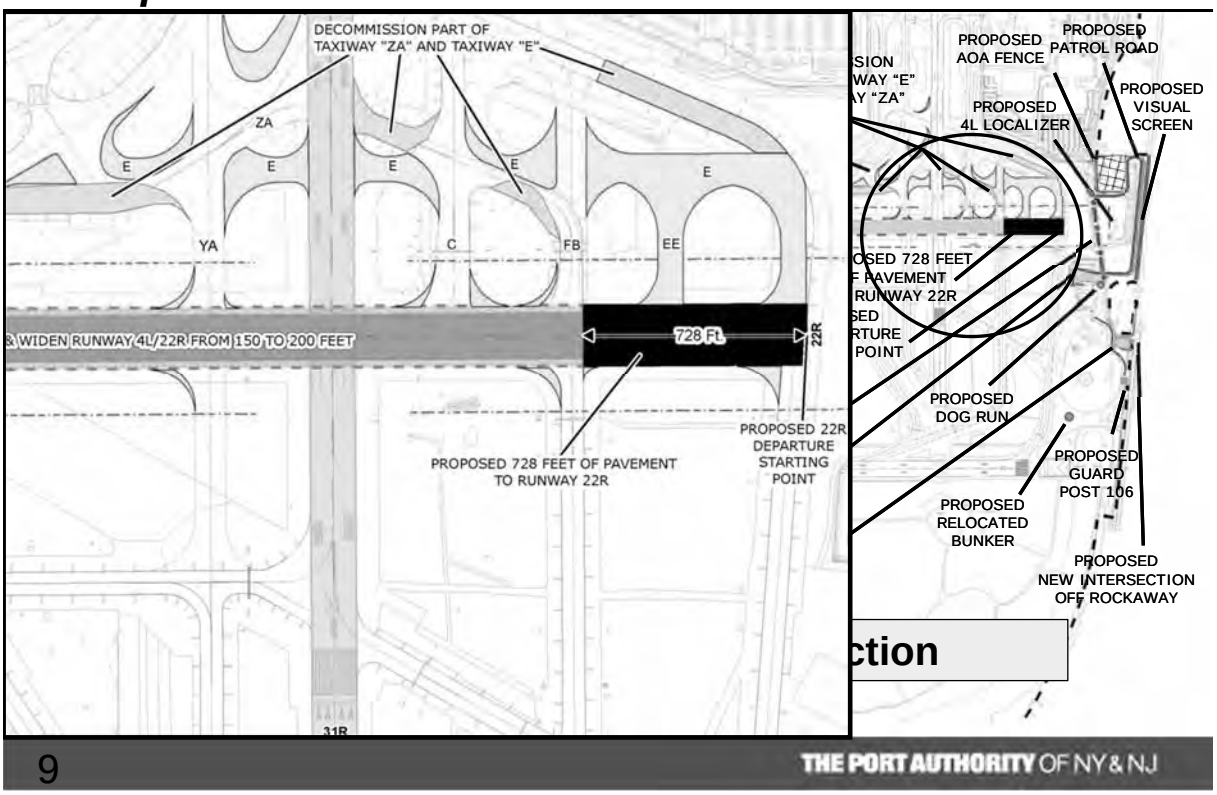

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THE PORT AUTHORITY OF NY & NJ

Current Proposed Action Runway Characteristics

	NO-BUILD/ NO-ACTION	PROPOSED ACTION	CHANGE
Runway 4L			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Takeoff available distance	11,351 feet	11,351 feet	**0 feet**
Landing available distance	11,351 feet	11,169 feet	**-182 feet**
Pavement Width	150 feet	200 feet	+50 feet

Runway 4L

10

THE PORT AUTHORITY OF NY & NJ

Current Proposed Action Runway Characteristics

	NO-BUILD/ NO-ACTION	PROPOSED ACTION	CHANGE
Runway 22R			
Pavement Length	11,351 feet	12,079 feet	+728 feet
Takeoff available distance	11,351 feet	11,219 feet	**-132 feet**
Landing available distance	8,655 feet	7,795 feet	**-860 feet**
Pavement Width	150 feet	200 feet	+50 feet

Differences Between the Current Proposed Action and Previous Proposed Action

- Runway 22R arrival threshold would remain in the same location as existing conditions.
  - No change in the altitude of arrivals landing on Runway 22R to the north of the Airport.
  - **No trees would be trimmed/removed in Idlewild Park because of this project.** (The Port Authority will continue to work with New York City Department of Parks and Recreation to mitigate existing tree obstructions.)
- Runway 4L departure starting point would remain the same location as existing conditions.
  - No change in the altitude of departures on Runway 4L to the north of the Airport.

Environmental Assessment Conclusions

- The Environmental Assessment concluded that the Runway 4L/22R projects would not result in any *significant* impacts, as defined in FAA Order 1051.E to:
  - Noise – no 1.5 dB DNL noise increase in the 65 DNL noise contour over a noise sensitive land use.
  - Air Quality – emissions would not exceed applicable thresholds.
  - Environmental Justice – no subject populations would be disproportionately impacted.
  - Parks – no impact to the surrounding parks.
  - Wetlands – no impacts.

Public Comment Period on the Revised Draft Environmental Assessment

This is an informational meeting only

- Not accepting formal comments at this meeting
- Comments must be written and submitted to the Port Authority:
  - Email: **JFKRWYEA@panynj.gov**, subject heading: "**JFK RWY 4L-22R EA Comment**"
  - Written: The Port Authority of NY & NJ
    225 Park Avenue South, 9th Floor
    New York, NY 10003
    Attn: Edward Knoesel
  - Comment period closes on **November 18, 2013**
  - EA published for public review on October 17
  - All written comments received during the comment period (October 17 - November 18) will be responded to in the Final Environmental Assessment.
  - Document available on the following website:
    http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA.pdf

Poster boards with Port Authority staff are available in the back of the room following this presentation to answer any specific questions.

Comments Received on the Revised Draft EA and the Responses to Comments

This section contains the comments received on the Revised Draft EA and responses to the comments following each letter. The letters are in alphabetical order by the group/organization name or individual's last name. The following list is the order in which the letters are organized:

- Betsy and Peter Andromidas
- Brian J. Block
- East Hills Petition
- East Hills Residences
- Eastern Queens Alliance, Inc. (EQA)
- Incorporated Village of Floral Park (Floral Park)
- David Jaffe
- Michael Kroposki
- Alix Lieberman
- Patrick Lonergan
- Mayor of Village of East Hills
- Rosedale Civic Association, Inc. (RCA)
- Donovan Richards
- Judith Sanders
- Michael Saraceno
- Springfield Gardens Taxpayers and Citizens Association (SGTCA)
- Springfield/Rosedale Community Action Association, Inc. (SRCAA)
- Peggy Sullivan
- Anthony Volpe

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Andromidas

From: Betsy Andromidas <betsyandromidas@gmail.com>
Sent: Wednesday, October 30, 2013 8:23 AM
To: JFK RWY EA
Subject: JFK RWY 4L-22R. EA COMMENT

1 Not only is the aircraft noise a nuisance and a trigger for many children and adults with disabilities but the pollution is a serious issue too. Another issue is the danger - planes flying low over populated areas is a recipe for disaster.

Betsy and Peter Andromidas
Garden City, NY

COMMENT #	COMMENT	RESPONSE
Andromidas 1	Not only is the aircraft noise a nuisance and a trigger for many children and adults with disabilities but the pollution is a serious issue too. Another issue is the danger - planes flying low over populated areas is a recipe for disaster.	Comment noted.

Block

From: Maxine Brannon <maxine.cbthirteen@verizon.net>
Sent: Monday, November 18, 2013 10:39 PM
To: JFK RWY EA
Cc: 'Bryan J. Block'; Larry T. McClean; Stephanie Rainkie
Subject: JFK RWY 4L - 22R EA Comment

From the Desk of Bryan J. Block, Chairperson Community Board #13 Queens

Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
NY, NY 10003

Attention: Edward Knoesel

1 At its General meeting held Monday, November 18, 2013 Community Board 13 Queens approved the position of the Eastern Queens Alliance on Runway 4L, 22R at JFK Airport.

If you have any questions, please contact me or District Manager Lawrence T. McClean at 718-464-9700.

Sincerely,

Bryan J. Block, Chair

COMMENT #	COMMENT	RESPONSE
Block 1	At its General meeting held Monday, November 18, 2013 Community Board 13 Queens approved the position of the Eastern Queens Alliance on Runway 4L, 22R at JFK Airport.	Comment noted.

East Hills Petition

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)		DATE
Carrie Schlanger	Carrie Schlanger	10 Peacock Dr	East Hills, NY 11576	2013
	Dan Schlanger		East Hills, NY 1157__	2013
Yitzhak Septon	Yitzhak Septon	145 Chestnut Dr	East Hills, NY 11576	2013
Kerri Septon	Kerri Septon	145 Chestnut Dr	East Hills, NY 11576	2013
Mina Babazadeh	Mina Babazadeh	100 Walnut Dr.	East Hills, NY 11576	2013
Stephanie Mintz	Stephanie Mintz	66 Milburn Lane	East Hills, NY 11577	2013
Charles Chiodo	Charles Chiodo	57 Cardinal	East Hills, NY 1157__	2013
	JOSH STEIN	12 C Crescent Ln	East Hills, NY 11577	2013
Adam Goldsmith	Adam Goldsmith	62 Midwood Cross	East Hills, NY 11576	2013
Elise Goldsmith	ELISE Goldsmith	62 Midwood Cres	East Hills, NY 11576	2013
Beth McArvey	Beth McArvey	73 Salem Rd	East Hills, NY 11577	2013
ADAM Graziani	Adam graziani	73 Salem Rd	East Hills, NY 1157__	2013
Brendan Dailey	Brendan Dailey	12 Highfield Lane	East Hills, NY 1157__	2013
Lisa Berger	LISA Berger	65 Woods Drive	East Hills, NY 11576	2013
Mary Hirschfeld	Mary Hirschfeld	190 Poplar Drive	East Hills, NY 11576	2013
Robert Goldsher	Robert Goldsher	140 Poplar Drive	East Hills, NY 1157__	2013
Marcia Rovell	Marcia Rovell	44 Round Hill Rd.	East Hills, NY 1157__	2013
Stacey Rothschild	Stacey Rothschild	65 Finch Dr	East Hills, NY 11576	2013
Wendy Love	Wendy Love	108 Revere Rd	East Hills, NY 1157__	2013
	James J. Love	108 Revere Rd	East Hills, NY 1157__	2013
Matthew Ogle	Matthew Ogle	46 Flanagan Dr	East Hills, NY 1157__	2013
Evan Ziegler	Evan Ziegler	85 Entrance Rd	East Hills, NY 1157__	2013
Randi Gordon	Randi Gordon	57 WOODS DRIVE	East Hills, NY 11576	2013
Mark Gordon	Mark Gordon	57 Woods Dr.	East Hills, NY 11576	2013
Richard Krause	Richard Krause	53 Gerrard St.	East Hills, NY 1157__	2013
Cooper Epstein	Cooper Epstein	99 Hickory Ln	East Hills, NY 1157__	2013
Cynthia Cullen	Cynthia Cullen	16 Chestnut Drive	East Hills, NY 1157__	2013
Richard Adler	Richard Adler	10 Cliff	East Hills, NY 1157__	2013
David Richman	David Richman	2 Primrose Ln.	East Hills, NY 11577	2013
Carrie Richman	Carrie Richman	2 Primrose Ln.	East Hills, NY 11577	2013
Bill SUTRO	Bill SUTRO	46 OAKLANE Ln	East Hills, NY 11577	2013
Steven Sutro	Steven Sutro	46 Oakdale Lane	East Hills, NY 11577	2013
Debbie Singer	Debbie Singer	39 Chestnut Ln	East Hills, NY 1157__	2013
			East Hills, NY 1157__	2013

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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PA/NY/NJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

9/1/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Alan Cohen	Alan Cohen	35 Appletree Ln East Hills, NY 1157	2013
Mary Weinstein	Mary Weinstein	117 Barberry Lane East Hills, NY 1157	2013
Estelle Wenig	Estelle Wenig	113 Barberry Ln East Hills, NY 1157	2013
Noah Macdonald	Noah Macdonald	113 Barberry Lane East Hills, NY 1157	2013
Cory Macdonald	Cory Macdonald	113 Barberry Lane East Hills, NY 1157	2013
Suzanne Miltz	Suzanne Miltz	3 Arbor Rd East Hills, NY 1157	2013
Alan Miltz	Alan Miltz	3 Arbor Rd East Hills, NY 1157	2013
Ellen Rosenthal	Ellen Rosenthal	87 Uvo East Hills, NY 1157	2013
Noah Rosenthal	Noah Rosenthal	11 Terrace East Hills, NY 1157	2013
Richard Cirkel	Richard Cirkel	15 Sabra Road East Hills, NY 1157	9.01.2013
Chandra Diaria	Chandra Diaria	16 Estates Dr East Hills, NY 1157	2013
Anthony Licata	Anthony Licata	210 Aster Ave East Hills, NY 1157	2013
Barbara Weiss	Barbara Weiss	26 Jefferson Dr East Hills, NY 1157	2013
Amy Hardcastle	Amy Hardcastle	3 Vassar Drive East Hills, NY 1157	2013
Michael Sankup	Michael Sankup	159 Woodbrook East Hills, NY 1157	2013
Keith Mansbach	Keith Mansbach	23 High Hollow Rd East Hills, NY 1157	2013
Samuel Levine	Samuel Levine	86 Gibbs ST East Hills, NY 1157	2013
Sean Cohn	Sean Cohn	22 Flamingo Rd East Hills, NY 1157	2013
Peter Cohn	Peter Cohn	22 Flamingo Rd East Hills, NY 1157	2013
Louis E. Tourelle	Louis E. Tourelle	123 Barberry Lane East Hills, NY 1157	2013
Jana Grotte	Jana Grotte	16 Walnut Dr East Hills, NY 1157	2013
Leonard Dreyfuss	Leonard Dreyfuss	9 Grove Court East Hills, NY 1157	2013
Dale Ahl	Dale Ahl	216 Overlook East Hills, NY 1157	2013
Ellen Blank	Ellen Blank	38 Partridge Dr East Hills, NY 1157	2013
ALAN ROSENWASSER	ALAN ROSENWASSER	138 Westwood East Hills, NY 1157	2013
Sandy Kay	Sandy Kay	110 Merrick Rd East Hills, NY 1157	2013
Marcia Zuckerberg	Marcia Zuckerberg	2 Glenwood Lane East Hills, NY 1157	2013
Rhonda Levy	Rhonda Levy	30 Hart Dr East Hills, NY 1157	2013
Joseph Azoff	Joseph Azoff	3 Arbor East Hills, NY 1157	2013
Kerri Healey	Kerri Healey	3 Michele East Hills, NY 1157	2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

9/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Bahman Dadd	Bahman Dadd	30 Grove Ct East Hills, NY 1157	2013
Danielle Dadd	Danielle Dadd	30 Grove Ct East Hills, NY 1157	2013
Rose Bracone	Rose Bracone	2 Village Rd East Hills, NY 1157	2013
Taylor Bracone	TAYLOR BRACONE	2 Village Rd East Hills, NY 1157	2013
Stefanie Bitone	STEFANIE BITONE	2 VILLAGE RD East Hills, NY 1157	2013
Michele Lanzillotti	Michele Lanzillotti	320 Chestnut Dr East Hills, NY 1157	2013
John Lanzillotti	John Lanzillotti	320 Chestnut Dr East Hills, NY 1157	2013
Alexa Lanzillotti	ALEXA Lanzillotti	320 Chestnut Dr East Hills, NY 1157	2013
Eric Spitzer	ERIC Spitzer	37 Village Road East Hills, NY 1157	2013
Yael Spitzer	YAEL SPITZER	37 Village Road East Hills, NY 1157	2013
Ariel Pick	Ariel Pick	37 Village Road East Hills, NY 1157	2013
Robert Goldstein	Robert Goldstein	105 Birch Dr East Hills, NY 1157	2013
Orli Peltz	Orli Peltz	34 Canterbury Lane East Hills, NY 1157	2013
Eileen Davoodi	Eileen Davoodi	18 Woods DR East Hills, NY 1157	2013
Rodni Davoodi	Rodni Davoodi	18 Woods Dr East Hills, NY 1157	2013
Saundra Balonsky	Saundra Balonsky	78 Deerpath Rd East Hills, NY 1157	2013
INESSA BABINSKY	INESSA BABINSKY	78 DEERPATH East Hills, NY 1157	2013
Joe Babinsky	JOE BABINSKY	78 Deerpath Rd East Hills, NY 1157	2013
Michelle Babinsky	MICHELLE BABINSKY	78 Deerpath Rd East Hills, NY 1157	2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	[illegible]	38 WOODBINE RD	9/10 2013
	STANLEY ARBITE	30 CANTERBURY LANE	9/10 2013
	Jacob Chase	61 Overlook Terrace	9/10 2013
	Hong Liang	37 Thelma St.	9/10 2013
	LAURENCE GOODMAN	16 DIANA'S CIRCLE	9/10 2013
	MICHAEL STARR	49 Westwood Circle	9/10 2013
	Pitman	52 Westwood Circle	2013
	DAWN DAVIS	52 Westwood Circle	2013
	MARC ROTH	27 ROCK HILL RD	9/10/13
	Jane Dorbush	15 Village Rd	9/10/13
	PAUL LAZARUS	16 WILDWOOD LANE	9/10/2013
	KAREN LAZARUS	16 Wildwood LN	9/10/2013
	163 roundhill rd	ROSLYN HTS, NY	9/10 2013
	Rosalia Mumolo	79 Red Ground RD 11577	9/10 2013
	Bruce martin	163 round hill Rd 11577	9/10 2013
	14th Level st		2013
	16 Locust St	Roslyn Hts	2013
	5 Squirrel Hill Rd	Roslyn Heights 11577	9/10
	Allan Hilk	25 Entrance Road R.H. NY 11577	9/10/2013
	44 George st	44 George st RH 11577	9/10/2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Barbara Klein	30 Woodacres Lane East Hills, NY 11577	8/5/2013
	Donna Liebowitz	130 Rosh Dr. East Hills, NY 11576	8/5 2013
	Amy Hawbecker	3 Wood Dr East Hills, NY 1157_	2013
	GERALDINE DeBOATI	1 WAGON RD East Hills, NY 1157_7	8/5/2013
	[illegible]	1 [illegible] Rd East Hills, NY 1157_	8/5 2013
	Steve Hilpe	10 Cranbrook Dr East Hills, NY 1157_6	8/5 2013
	Howard Berkowitz	15 Heather Dr East Hills, NY 1157_8	8/5 2013
	ELLEN LANE	30 VILLAGE RD East Hills, NY 11577	8/5 2013
	Mitchell Schwartz	165 Peach Dr. East Hills, NY 11576	8/5 2013
	SETH STEIN	420 Chestnut East Hills, NY 1157_6	8/5 2013
	Murray Drazin	350 Old Brook Rd East Hills, NY 1157_7	8/5/2013
	Joshua Weiner	20 Canterbury Ln East Hills, NY 1157_7	8/5 2013
	Jamie Perito	74 Cantterbury LN East Hills, NY 1157_7	8/5 2013
	BEN PERILLA	30 Walnut Dr East Hills, NY 1157_6	8/5 2013
	SUSAN LEVY	34 Hummingbird Dr East Hills, NY 1157_6	8/5/2013
	Adam Huber	35 Cavalier Rd East Hills, NY 1157_6	8/5 2013
	Harold Morgenstern	22 Tara Dr East Hills, NY 1157_6	8/5 2013
	Bonnie Trachtenberg	125 Ash Dr East Hills, NY 1157_6	8/5 2013
	Dorit Sitavi	147 Salem Rd East Hills, NY 1157_	2013
	RAMIN FARMAN	54 WATCH East Hills, NY 1157_	8/5/ 2013
	Jason Skiltz	50 Ash Drive East Hills, NY 11576	8/5/2013
	RALPH COHEN	8 FLAMINGO RD. N. East Hills, NY 11576	8/31 2013
	Meredith Brooks	30 Park Ave East Hills, NY 1157_	2013
	Carol Pollock	6 Canterbury La East Hills, NY 1157_6	8/31 2013
	Jordan Freund	63 Wentworth LN East Hills, NY 1157_7	8/31 2013
	ROBERT OLAN	138 Andover Rd East Hills, NY 1157_6	8/31 2013
	STEVE JOSEPHS	66 Burberry Lane East Hills, NY 1157_7	8/31 2013
	Michael Greenberg	375 Old Westbury Rd East Hills, NY 1157_6	8/31 2013
	Sam Frankel	8 Talton Pl East Hills, NY 1157_	2013
	George P. Zreyk	38 Peacock Rd East Hills, NY 1157_	2013
	[illegible]	8 Talton Pl East Hills, NY 1157_	8/31/2013
	LENORE BERKOWITZ	87 FAIRFIELD LANE East Hills, NY 1157_7	8/31 2013
	[illegible]	[illegible] East Hills, NY 1157_7	8/31 2013
	Mindy Sherman	103 Great Oak East Hills, NY 1157_7	8/31 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Cory Katcher	55 Birch Drive East Hills, NY 11577	9/9 2013
	SELINA JACKSON	16 TARA DRIVE East Hills, NY 11577	2013
	RUTH ALTER	69 ANDOVER RD. East Hills, NY 1157	2013
	LOIS SCHNEIDER	13 REVERE East Hills, NY 11577	2013
	FRED ZUCKERBERG	26 LEDGEWOOD LANE East Hills, NY 1157	2013
	Ray Sadon	29 West Street East Hills, NY 11577	2013
	Giles Sebagh	55 Westwood Cres East Hills, NY 1157	2013
	mali sebagh	55 westwood East Hills, NY 1157	2013
	Theresa Wolff	11 Eastwood East Hills, NY 1157	2013
	Laura Schneid	9 Corone Ct East Hills, NY 1157	2013
	Beth McAvey	73 Salem Rd East Hills, NY 1157	2013
	Renée Haber	35 Crabapple Ln. East Hills, NY 1157	2013
	Donna Dunbar	31 Pascal Drive East Hills, NY 1157	2013
	LEWIS BASS	31 Revere Rd East Hills, NY 1157	2013
	Brian Kelly	50 Bird Dyke East Hills, NY 1157	2013
	ANDREA GREENFIELD	24 HEATHER PL East Hills, NY 1157	2013
	DAVID ROSE	110 ROUND HILL East Hills, NY 1157	2013
	Marilyn Hollander	18 Wren Dr Roslyn East Hills, NY 1157	2013
	CHARLES BLANK	165 MONTOSA DR East Hills, NY 1157	2013
	[illegible]	244 Locust Ln East Hills, NY 1157	2013
	Elizabeth Spicer	3 Mudwood Cross East Hills, NY 1157	2013
	Michael Spicer	3 Mudwood Ct East Hills, NY 1157	2013
	Jay Goodkin	17 Bridle Lane East Hills, NY 1157	2013
	ELLEN EDELMAN	7 BRIARLANE East Hills, NY 1157	2013
	EDWARD LEVY	46 MONTOSA East Hills, NY 1157	2013
	Shelley Rothhut	85 MONTOSA East Hills, NY 1157	2013
	Wayne Wink	1127 Old No. Blvd. Roslyn East Hills, NY 1157	2013
	CARL PUCHALL	170 PEACH DR. East Hills, NY 1157	2013
	307 Melbourne	Queens Neck 1024 East Hills, NY 1157	2013
	76 Great Oak Rd	E.H. 11577 East Hills, NY 1157	2013
	Dale COHEN	102 Overlook 11577 East Hills, NY 1157	2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	ELLEN MARTIN	163 round hill RD Roslyn Hts NY	9/10/2013
	ELIZABETH WALKER	40 LINDEN CT. Roslyn Hts	9/10/2013
	[illegible]	1146 Glen Cove Ave Prospect NY 11040	9/10/2013
	Stephanie Russell	15 Linden ct Roslyn ny	9/10 2013
	Phyllis K Zuckerman	146 Glen Cove Ave Roslyn Heights	9/10/2013
	SHARON SELTZER	13 Linden Court, Roslyn Hts, NY 11577	
	Zakiya Jabari	11 Linden Court Roslyn Hts NY 11577	
	Janaki Smithson	48 Linden Ct Roslyn Hts NY 11577	
	Lois Finkel	21 Birkwood La E. Hills NY 11577	
	Madeline M Cegelski	103 Meldon Ave Albertson NY 11507	
	Douglas Cegelski	103 meldon Ave Albertson NY 11507	
	Shirley Carter	10 Linden Ct Roslyn Heights NY 11577	
	Leslie Tang	2 Murray Lane Roslyn Hgts	2013
	Jennifer Hadeed	128 Locust St Roslyn, NY	2013
	Jay Sherman	103 Cindy Circle East Hills	9/10
	Wm Seligman	49 Birchbrook Lane Roslyn	2013
	Sandra Grayson	72 Westfallow Rd, EH 11577	2013
	Perry Gerber	72 Westfallow Rd EH 11577	2013
	EUNICE JONES	47 Linden Ct, Roslyn Hts 11577	2013
	LISA HORSTEIN	119 Village Rd, EH, NY 11577	2013
	[illegible]	149 Laurel St Roslyn Hts NY 11577	2013
	[illegible]	25 Primrose Dr. East Hills NY 11577	9/10/2013
	Paulette Waiser	80 Holly Lane 11577	9/10 2013
	M PERCIE COOPER	25 Oakdale Lane 11577	2013
	MAUREEN CADIFF	9 CIRCLE LANE 11577	9/10/13
	KAREN E LOMBARDO	77 Magnolia Lane East Hills 11577	2013
		22 Locust Lane EASTHILLS 11577	9/10
	Michael Katin	81 wood hollow Rd EH	2013 9/10/13
	MARTIN RAPINET	117 Deerpath Rd NY 11577	9/10 2013
	Margaret Rapinet	117 Deerpath Rd EAST HILLS, N.Y. 11577	2013
	BETSY LANDSMAN	227 ROUND HILL 11577	2013
	Arthur Saltzman	2 Circle Lane East Hills N.Y. 11577	
	Ramona Lowy	27 Laurel Lane East Hills 11577	9/10/13
	Gregg Resnick	14 Revere Road East Hills 11577	9/10/13

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Emanuel Zuckerman	129 Tarn Dr. East Hills, NY 11577	8/5/2013
	Jane Goldberg	80 Spruce Dr. East Hills, NY 11577	8/5 2013
	Tova Pollak	73 Finch Dr. East Hills, NY 11577	8/5 2013
	Natalie Mansbach	23 High Hollow Rd East Hills, NY 11577	8/5 2013
	Barry Mansbach	23 High Hollow Rd East Hills, NY 11577	8/5 2013
	Keith Mansbach	23 High Hollow Rd East Hills, NY 11577	8/5 2013
	MARK STEINWURZER	3 VILLAGE RD East Hills, NY 11577	8/5 2013
	Francine Schwartz	165 Peach Drive East Hills, NY 11577	8/5/2013
	Ramona Levy	27 Laurel Lane East Hills, NY 11577	8/5 2013
	Daren Schlenger	10 Peacock Dr. East Hills, NY 11577	8/5 2013
	FRANCIS KIRSANOW	4 Beech Wood Rd East Hills, NY 11577	8/5 2013
		30 Walnut Dr. East Hills, NY 11577	8/5 2013
	FRANNIE LEVY	27 HOMESTEAD DR East Hills, NY 11577	8/5 2013
	STEPHANIE SOLOMON	33 BEAR LANE East Hills, NY 11577	8/5 2013
	MARK METZGER	30 Barberry Ln East Hills, NY 11577	8/5 2013
	WM. SUTRO	46 OAKDALE LA East Hills, NY 11577	8/5 2013
	A. FRED	62 Laurel Lane East Hills, NY 11577	8/5 2013
	BILLY GOLDSTEIN	340 LOCUST LANE East Hills, NY 11577	8/5 2013
	DARREN BLUM	35 NOTTINGHAM CT East Hills, NY 11577	8/5 2013
	Eric Bukzin	87 Wellington Court East Hills, NY 11577	8/5 2013
	Cindy Bukzin	15 Vanad Dr. East Hills, NY 11577	8/31 2013
	ASHOK PURI	46 GEORGE ST. East Hills, NY 11577	8/31 2013
	INDIRA PURI	46 GEORGE ST East Hills, NY 11577	8/31 2013
	VIMAL MULLICK	180 ASH DRIVE East Hills, NY 11577	8/31 2013
	JESS DRABKIN	39 BARBERRY LANE East Hills, NY 11577	8/31 2013
	STEVEN GOLDBERG	160 Chestnut Dr East Hills, NY 11577	8/31 2013
	ELI MOSKOWITZ	1 Deer Run East Hills, NY 11577	8/31 2013
	Elisa Nyotha Jacobs	145 Tarkiln Rd S East Hills, NY 11577	8/31 2013
Heather Klein		10 Appletree Ln East Hills, NY 11577	8/31 2013
Darren Klein		East Hills, NY 11577	8/31 2013
Cheri Dubner		94 Flamingo Rd East Hills, NY 11577	8/31 2013
David Dubner		94 Flamingo Rd East Hills, NY 11577	8/31 2013
Brandy Brooks		45 Wren Dr. East Hills, NY 11577	8/31 2013
		East Hills, NY 11577	8/31 2013

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Itzhak Septon	145 Chestnut Dr East Hills, NY 11577	2013
	Shahla Alaodi	69 Finch Dr. East Hills, NY 11577	2013
	Benjamin Arrouet	" East Hills, NY 11577	2013
	Yo Fern Dr	Roscoe East Hills, NY 11577	2013
	Celia Ayenraz	37 Redtrail Rd East Hills, NY 11577	2013
	Jodi Sturi	130 St Marks Pl East Hills, NY 11577	2013
	Carl Slagel	6 Maplewood East Hills, NY 11577	2013
	Daniel Jacobs	66 Barberry East Hills, NY 11577	2013
	Steven Jacobs	66 Barberry East Hills, NY 11577	2013
	Charles Lanza	6 Poppy La Glenwood Landing, NY 11577	2013
	TITUS ABRAHAM	155 Tarkiln Rd S East Hills, NY 11577	2013
	Anita Hurwitz	" " East Hills, NY 11577	2013
	MARIE EVESON	65 Wimbledon Dr East Hills, NY 11577	2013
	Mervin Meyerson	65 Wimbledon Drive East Hills, NY 11577	2013
	Jeanette Barbash	54 Woods Drive East Hills, NY 11577	2013
	[illegible]	156 [illegible] East Hills, NY 11577	2013
	Rona Bracone	2 Village Rd Roslyn, NY 11576	2013
	Francene Young	27 Fern Lane East Hills, NY 11577	2013
	Howard Lichtman	140 Park Rd East Hills, NY 11577	2013
		East Hills, NY 11577	2013
	[illegible]	118 Tarkiln Pl East Hills, NY 11577	2013
	[illegible]	118 Tarkiln Pl East Hills, NY 11577	2013
		East Hills, NY 11577	2013
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		East Hills, NY 11577	2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	TRIS BURNSHAFT	200 CHESTNUT DR East Hills, NY 1157	8/5/2013
	ROB WESOWITZ	130 ASH DR East Hills, NY 1157	8/5/2013
	Seamy Jarrett	34 Midwood Cres East Hills, NY 1157	8/5/2013
	Kiarani Caviniotti	100 Overlook terrace East Hills, NY 1157	8/5/2013
	Rhoda Kuchelsky	1 Partridge Dr. East Hills, NY 1157	8/5/2013
	Vicki Pelay	235 Chestnut Dr East Hills, NY 1157	2013
	Robert J. Miller	130 Deepwood Dr East Hills, NY 1157	8/5/2013
	Fred Sowan	33 Peach Ln East Hills, NY 1157	8/5/2013
	Nancy Brenner	147 Westbrook Rd East Hills, NY 1157	8/5/2013
	Jay Sherman	103 Great Oaks Rd East Hills, NY 1157	8/5/2013
	S. Levine	29 Crescent Lane East Hills, NY 1157	8/5/2013
	PHILIP TOH	25 WOODS DR, East Hills, NY 1157	8/31/2013
	William Kutcher	55 Birch Dr East Hills, NY 1157	8/31/2013
	Karen Kutcher	55 Birch Dr East Hills, NY 1157	8/31/2013
	Felice Bergman	5 Elm Dr. East Hills, NY 1157	8/31/2013
	91 TARA DR	East Hills, NY 1157	8/31/2013
	81 TARA DR	East Hills, NY 1157	2013
	46 Peacock	Dr East Hills, NY 1157	2013
	BILLY GOLDSTEIN	340 LOCUST LN East Hills, NY 1157	8/31/2013
	Orit N. Golos	42 Spring Hill Rd East Hills, NY 1157	8/31/2013
	Antonie Samuels	2 Peacock Dr. East Hills, NY 1157	8/31/2013
	Solomon Samuels	2 Peacock Dr East Hills, NY 1157	8/31/2013
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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Jennifer Yip	16 Edwards St, E Rockaway NY 11518	8/31/2013
	Jiyoung Shin	52 Wildwood Lane, Roslyn, NY 11576	8/31/2013
	Evan Wagner	131 Serpentine Ln A Lattingtown	8/3/2013
	Jill Wagner	" " "	8/3/2013
	Hanry Shirazi	24 Crescent Ln, Mineola NY	8/3/2013
	Arlene Lasky	120 Herter Mill Rd	8/5/2013
	Barbara Kaplan	22 Village Rd E Hills 11577	8/5/2013
	ALAN KAPLAN	" " "	8/5/2013
	SCOTT ROSENTHAL	66 MIDLAND ROAD 11577	8/31/2013
	Gil Villeg	170 Chestnut Dr 11576	8/31/2013
	Rebecca Mikhael	20 Fern Dr 11576	2013
	Alex Mikhael	20 Fern Dr 11576	2013
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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Joyce K Marx	66 Hummingbird Dr. East Hills, NY 1157	8/14/2013
	TOMASZ ZIELDZIAK	57 RED GROUND RD East Hills, NY 1157	8/17/2013
	B Reimann	22 Pinewood Rd East Hills, NY 1157	8/17/2013
	STEVEN GOLDSTEIN	4 KULLMAN DR East Hills, NY 1157	8/17/2013
	JOAN ALLERBACH	181 SALEM ROAD East Hills, NY 1157	8/13/2013
	Howard Kalin	10 Maplewood Lane East Hills, NY 1157	8/14/2013
	Linda Schwartz	173 Salem Road East Hills, NY 1157	8/14/2013
	Bernice Sung	30 Poplar Dr East Hills, NY 1157	8/15/2013
	William Barbel	50 Cedar Drive East Hills, NY 1157	8/15/2013
	105 Magnolia	East Hills, NY 1157	8/16/2013
	Diane Cipari	113 Magnolia East Hills, NY 1157	2013
		66 Flamingo Rd. East Hills, NY 1157	8/19/2013
	Mon Kit Wu	49 Westwood Cir East Hills, NY 1157	8/19/2013
	SUSAN FISHMAN	19 WAGON RD East Hills, NY 1157	8/20/2013
	Eileen Dawood	19 Woods Dr East Hills, NY 1157	8/20/2013
	David Isserson	8 Pinewood Rd East Hills, NY 1157	8/20/2013
	Arlene Mendelson	10 Pinewood Rd East Hills, NY 1157	8/20/2013
	Ted Klumpp	73 Old Farm Rd East Hills, NY 1157	8/21/2013
	Mon Kit Wu	49 Westwood Dr East Hills, NY 1157	8/21/2013
	ERIC CAHAN	50 Redwood Dr East Hills, NY 1157	8/21/2013
	Billy Goldstein	390 Lousir LN East Hills, NY 1157	8/21/2013
	Christina Conrad	46 South Street East Hills, NY 1157	8/22/2013
	FATMA ELDEGHAIDY	60 South ST East Hills, NY 1157	8/23/2013
	Gary Koppler	66 Arbor Rd East Hills, NY 1157	8/23/2013
		46 Lenwood Rd East Hills, NY 1157	8/23/2013
	Susan Goldklang	60 Glenwood Lane East Hills, NY 1157	8/26/2013
	Judith Goldberg	94 Entrance Rd East Hills, NY 1157	8/26/2013
		East Hills, NY 1157	2013
	Laura Formoli	33 Eagle Lane East Hills, NY 1157	8/27/2013
	Nancy Mayer	52 Entrance East Hills, NY 1157	2013
	LON Richter	30 Beach Dr East Hills, NY 1157	8/29/2013
	SCOTT POPOFSKY	4 Hood Ln East Hills, NY 1157	8/29/2013
	Jonathan Nurn.	51 Westbury Rd East Hills, NY 1157	8/30/2013
	Muriel Drew	173 Roundhill Rd East Hills, NY 1157	9/3/2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Kenneth Baker	65 woods drive East Hills, NY 1157	2013
	Lion Sivan	70 Rugby Rd East Hills, NY 1157	2013
	Vladimir Sherman	90 Cosmo St East Hills, NY 1157	2013
	Dori Pinsman	31 Brook Ln East Hills, NY 1157	2013
	Lori Rosen	1 Southwood Circle East Hills, NY 1157	2013
	Bob Winston	57 Laurel Lane East Hills, NY 1157	2013
		16 Woods Dr East Hills, NY 1157	2013
		71 Bridle Rd East Hills, NY 1157	2013
	CATHY LEVITT	135 Village Rd East Hills, NY 1157	2013
	Ellen Rafkin	88 Deepwood Rd East Hills, NY 1157	2013
	ARLEN S. KELEIN	" East Hills, NY 1157	2013
	Randi Hauk	85 Briar Rd East Hills, NY 1157	2013
	Julie Griffin	26 Arbor Rd East Hills, NY 1157	2013
	Jacqueline Dickson	15 Hickory Dr East Hills, NY 1157	2013
	Veranica Sherman	90 Colonial St East Hills, NY 1157	2013
	Jonathan Rothstein	65 Finch Dr East Hills, NY 1157	2013
	Emma Foster	7 Flamingo Rd East Hills, NY 1157	2013
	Talia Foster	7 Flamingo Rd East Hills, NY 1157	2013
		East Hills, NY 1157	2013
	Dan Sharon	199 Salem Rd East Hills, NY 1157	2013
	Sharon Barbera	199 Salem Rd East Hills, NY 1157	2013
	Thomas Wolf	16 Holly Ln East Hills, NY 1157	2013
	DESIREE LIGHTS	East Hills, NY 1157	2013
	SAL LICCIARDI	129 Salem Rd East Hills, NY 1157	2013
	Michael M	25 Briar Lane East Hills, NY 1157	2013
	Mike Feigberg	77 Poplar East Hills, NY 1157	2013
	STEVEN PANEGRANI	60 HEATHER East Hills, NY 1157	2013
	William Samara	123 Hillcrest Ln East Hills, NY 1157	2013
	Scott Fishkind	159 Overhill East Hills, NY 1157	2013
	Sara Fishkind	159 Overhill East Hills, NY 1157	2013
	Jarett Byrick	30 Hummingbird Dr East Hills, NY 1157	2013
	Lauren Burke	East Hills, NY 1157	2013
	S Ilyada	East Hills, NY 1157	2013
		East Hills, NY 1157	2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Lisa Gerstley	14 Edgewood Ln East Hills, NY 1157	9/11/13
	Stacy Gerstley	14 Edgewood Lane East Hills, NY 1157	2013
	H Berrent	114 Magnolia Ln East Hills, NY 1157	2013
	Marjorie Berrent	114 magnolia Ln East Hills, NY 1157	2013
	Helen Haber	35 Cedarhill East Hills, NY 1157	2013
	Scott Nussbaum	7 Edgewood Lane East Hills, NY 1157	2013
	Kim Vamine	155 Redwood East Hills, NY 1157	2013
	Debra Sherman	140 Revere East Hills, NY 1157	2013
	Joseph Nose	102 Hallock Ln East Hills, NY 1157	2013
	Felice Gordon	10 Greenwood Ln East Hills, NY 1157	2013
	Geoff Gordon	10 Greenwood Ln East Hills, NY 1157	2013
	Stephanie Kolin	50 Bristol Drive East Hills, NY 1157	2013
	Laurie Rose	110 Round Hill Rd East Hills, NY 1157	2013
	Melvin Hollander	18 Wren Drive East Hills, NY 1157	2012
	Orit Kare	35 Oakdale East Hills, NY 1157	2013
		East Hills, NY 1157	2013
	Adam Gotlieb	170 Harvard Dr East Hills, NY 1157	2013
	Ellen Gotlieb	East Hills, NY 1157	2013
	Sheri Eisenstadt	51 Highfield Ln East Hills, NY 1157	2013
	Jay Eisenstadt	" East Hills, NY 1157	2013
	Claudia Wolfe	48 Village Rd East Hills, NY 1157	2013
	HAROLD WOLFSON	11 East Hills, NY 1157	2013
	Ingrid Boire	74 Rolling Hill East Hills, NY 1157	2013
ASHRAF MIKHAIL	AMIRA	20 Essex Dr East Hills, NY 1157	2013
	Irene Plotkin	232 Radcliff Rd. East Hills, NY 1157	2013
	Lisa Berkowitz	5 Elm Dr East Hills, NY 1157	2013
	GARY JACOBS	85 Monmouth East Hills, NY 1157	2013
	BROOKE JACOBS	85 MONMOUTH East Hills, NY 1157	2013
	Leslie Grass	64 Woodhill Lane Manhasset, NY 11030	2013
		23 IVY WAY Port Washington East Hills, NY 1157	2013
	LEE SEEMAN	30 Tanglewood East Hills, NY 1157	2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Leslie Sharabani	64 Glenwood Ln East Hills, NY 1157	2013
	Sharon Sharabani	64 Glenwood Ln East Hills, NY 1157	2013
	Bennett Sharabani	64 Glenwood Ln East Hills, NY 1157	2013
	Sammy Sharabani	64 Glenwood Ln East Hills, NY 1157	2013
	Estee Sharabani	64 Glenwood Ln East Hills, NY 1157	2013
	Rachel Friedmann	145 Walnut Dr East Hills, NY 1157	8/11/2013
	Jael Friedmann	145 Walnut Drive East Hills, NY 1157	8/11/2013
	Lauren Barkan	140 Walnut Drive East Hills, NY 1157	2013
	Courtney Van Patten	98 Village Rd East Hills, NY 1157	2013
	Seth Van Patten	98 Village Rd East Hills, NY 1157	2013
	Julie Azoulay	84 Circle Lane East Hills, NY 1157	2013
	Oozy Azoulay	84 Circle Lane East Hills, NY 1157	2013
	Caroline Raitses	135 Westwood Cir East Hills, NY 1157	2013
	Dr Raitses	135 Westwood Cir East Hills, NY 1157	2013
	Sharon Sonnett	15 Rigby Rd East Hills, NY 1157	2013
	Mark Sonnett	15 Rigby Rd East Hills, NY 1157	2013
	Joel Portnoy	66 Old Farm Rd East Hills, NY 1157	2013
	Sharon Portnoy	66 Old Farm Rd East Hills, NY 1157	2013
Helen Lakzari	Helen Lakzari	55 Hillcrest Ln East Hills, NY 1157	2013
Meir Lakzari	Meir Lakzari	55 Hillcrest Ln East Hills, NY 1157	2013
	Jason Brattner	118 Crescent Lane East Hills, NY 1157	8/11/2013
	Carl Siegel	6 maplewood East Hills, NY 1157	2013
	Aaron Siegel	6 maplewood East Hills, NY 1157	2013
	SHAYNA Sands	105 Elm St East Hills, NY 1157	2013
	EDNA HANKS	160 Beech Rd East Hills, NY 1157	2013
	MEL HANKS	160 Beech Rd East Hills, NY 1157	2013
	Ed Rubin	126 Crescent East Hills, NY 1157	8/11/2013
	Samantha Rubin	126 Crescent Lane East Hills, NY 1157	8/11/2013
	LOLA BERENBAUM	63 Hickory Hollow Dr East Hills, NY 1157	7/8/2013
	Eleanor Cohen	49 Woods Drive East Hills, NY 1157	2013
	Melodie Cohen	41 Woods Drive East Hills, NY 1157	2013
Shirley Daer	Shirley Daer	30 Georgia Ct East Hills, NY 1157	2013
hilz Klein	hilz Klein	30 Georgia St East Hills, NY 1157	2013
Zach Klein	Zach Klein	30 Georgia St East Hills, NY 1157	2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Lisa Gilman	175 Village Rd E. Hills NY 11577	9/1/2013
	Richard Scott	135 Overlook Terrace East Hills NY 11577	9/1/2013
	RUTH ALTER	69 ANCHORAGE RD. ROSLYN HTS 11577	2013 9/1
	Alicia Terry	33 West Street, Roslyn Hts 11577	2013 9/1
	Lloyd Rosenthal	5 Primrose Ln 11577	2013 9/1
	Neil Forrest	11 Woodcrest Lane East Hills 11577	9/1/2013
	DIAMOND	18 SQUIRREL HILL ROAD	9/1/2013
	DREW, Muriel	173 Round Hill Rd.	9/1/2013
	Erica Ricciuti	29 Woodcrest Ln E. Hills	9/1/2013
	Wendy Hertz	124 Magnolia Lane E. Hills 11577	9/1/2013
	Ronnie Joseph	66 Barberry Lane E. Hills	9/1/2013
	Gwendolyn Burton	9 Linden Ct Roslyn 11577	2013
	Reina Brenner	73 Red Ground Rd. East Hills	2013
	David Bener	73 Red Ground Rd. East Hills, NY 11577	
	Corey Lerner	16 Mary Ln E. Hills	11576
	Margaret Daniels	43 Fernleaf Ln E. Hills	11577 2013
	Police Pendergast	24 Sebamoda Ln E Hills	11577
	S. Letheney	175 Village Road Roslyn	11577
	P. Ferrucci	34 Glenwood Lane East Hills	11577 2013 9/1
	B Ritchie	10 Midland Rd, East Hills NY 11577	
	E Ritchie	10 Midland Rd East Hills NY 11577	2013
	Derrick Stewart	15 Linden Ct Roslyn Hts. 11577	2013
	Virginia Boone	150 Laurel St Roslyn Heights N.Y. 11577	2013
	Lynette Hyatt	355 Searingtown Rd Roslyn Hts 11577	2013
	Alisa Rosenthal	59 Rockhill Rd Roslyn NY 11577	2013
	Bethany Russell	15 Linden Ct. Roslyn 11577	2013
	Joshua Vernier	23 Canterbury Court Roslyn 11577	2013
	RICHARD FISCHER	68 THORNE PL 11577	2013
	Amy Smith	20 Canterbury Ct. Roslyn Hts 11577	2013
	Scott Smith	20 Canterbury Lane Roslyn Hts 11577	2013
	Carol Goldberg	47 Entrance Rd 11577	9/1/2013
	Farrel Brody	3 Midland Rd 11577	2013
	Emily Kelly	135 Overlook Terr 11577	2013
	Josh Vick	65 Westwood Ct 11577	2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	MICHAEL R. KOBLENZ	20 HEMLOCK DRIVE East Hills, NY 11577	8/1/2013
	BONNIE J. KOBLENZ	20 HEMLOCK DRIVE East Hills, NY 11577	8/1/2013
	Clara Pomerantz	51 Fairfield Lane East Hills, NY 11577	8/1/2013
	Jrd Pomerantz	51 Fairfield Lane East Hills, NY 11577	8/1/2013
	Peter Zuckerman	4 Timberwood Court East Hills, NY 11577	8/5/2013
	HOSEA P. LANCASTER	121 SALEM RD East Hills, NY 11577	8/5/2013
	Kenneth A. Rubin	6 PARTRIDGE DR East Hills, NY 11577	8/5/2013
	Christopher Corvinelli	160 overlook Terr East Hills, NY 11577	8/5/2013
	LENNY RUCKFESE	1 PARTRIDGE DR East Hills, NY 11577	8/5/2013
	Daniel Levitt	135 Village Rd East Hills, NY 11577	8/5/2013
	Jon Goodman	17 Briar Lane East Hills, NY 11577	8/5/2013
	Mark Wagner	47 Wilson Road East Hills, NY 11577	8/5/2013
	WINSTON PARLEY	235 Chestnut Drive East Hills, NY 11577	8/5/2013
	Susan Miller	132 Deermath East Hills, NY 11577	08/5/2013
	Michelle Morgenstern	22 TURA DR East Hills, NY 11577	8/5/2013
	Robyn Brotter	118 Crescent Lane East Hills, NY 11577	8/5/2013
	Ben Taber	72 Willow Gate East Hills, NY 11577	8/5/2013
	Ellen Hanania Blank	38 Partridge Dr East Hills, NY 11577	8/5/2013
	ALAN RICHARDS	28 MERRY LA East Hills, NY 11577	8/5/2013
	William C. Buyton	3 Hummingbird Ln East Hills, NY 11577	8/10/2013
			East Hills, NY 11577 2013
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8/11/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)		DATE
	Melvin Lerner	89 Salem Rd	East Hills, NY 11577	8/11 2013
	Marlene Morris	106 Milburn	East Hills, NY 11577	8/11 2013
	STEPHEN Morris	106 MILBURN LANE	East Hills, NY 11577	8/11 2013
	Cheryl Cohen	30 Flamingo	East Hills, NY 11577	8/11 2013
	Justin Cohen	30 Flamingo	East Hills, NY 11577	8/11 2013
	[illegible]	50 Plymouth Pl	East Hills, NY 11577	8/11 2013
	STACI MANDEL	61 Cardinal Dr	East Hills, NY 11577	8/11 2013
	Michael Mandel	61 Cardinal Dr	East Hills, NY 11577	8/11 2013
			East Hills, NY 11577	2013
	Michael Wortman	14 Wren Dr	East Hills, NY 11577	8/11 2013
	Sharon Heller	5 Cardinal Dr	East Hills, NY 11577	8/11 2013
	Manish Shah	12 Barberry Lane	East Hills, NY 11577	8/11 2013
	Matthew Merli	14 Tecumseh Lane	East Hills, NY 11577	8/11 2013
	Michael Agnes	46 Hickory Dr	East Hills, NY 11577	8/11 2013
	Christine Pannell	47 Red Oak Dr	East Hills, NY 11577	8/11 2013
	Rachel Hollack	3 Millburn	East Hills, NY 11577	8/11 2013
	Sarah Sofian	3 Millburn	East Hills, NY 11577	8/11 2013
	AARON GROSS	7 WALNUT DR	East Hills, NY 11577	8/11 2013
	Marina Levin	7 Meadow Lane	East Hills, NY 11577	8/11 2013
	NIR BECHOR	26 Old Bridle Rd	East Hills, NY 11577	8/11 2013
	Allison Hirschbold	6 Pinewood	East Hills, NY 11577	8/11 2013
Robin Donnenfeld	Robin Donnenfeld	6 Wren Drive	East Hills, NY 11577	8/11 2013
	Nick Ciccozzi	79 Willow Gate	East Hills, NY 11577	8/11 2013
	Jeff Jacknis	11 Barberry Ln	East Hills, NY 11577	8/11 2013
	Lisa Siegel	12 Village Rd	East Hills, NY 11577	8/11/2013
	David Siegel	12 Village Rd	East Hills, NY 11577	8/11/2013
	Debbie Sanders	123 Millburn Ln	East Hills, NY 11577	8/11/2013
Caryn Silverman	[illegible]	112 Deer Run	Roslyn Hts East Hills, NY 11577	8/11/2013
	CRAIG COFF	17 CARDINAL DR	East Hills, NY 11577	8/11/2013
	SMITH-GRINBERG	17 CARDINAL DR	East Hills, NY 11577	8/11 2013
	Fred Kurtzman	29 WOODS DR	East Hills, NY 11577	8/11 2013
	MARC + STACY	210 MIMOSA DR	East Hills, NY 11577	8/11 2013
	Terrie S Stern	210 Mimosa Dr	East Hills, NY 11577	8/11 2013
	Barbara Arnold	9 Avon La	East Hills, NY 11577	8/11 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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8/11/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)		DATE
	MURRAY Schnipper	15 REVERE RD	East Hills, NY 11577	8/11 2013
	CHRIS LOMESCI	240 Chestnut Dr	East Hills, NY 11577	8/11 2013
	ERIKA SOIFMAN	240 Chestnut Dr	East Hills, NY 11577	8/11 2013
	Sharon Tarallon	40 Holly Lane	East Hills, NY 11577	8/11 2013
	Izchak Kohn	36 Carpe Mall	East Hills, NY 11577	8/11 2013
	D Lewzinski	320 chestnut Dr.	East Hills, NY 11577	8/11 2013
	Michael Levin	11 Melby Ln	East Hills, NY 11577	8/11 2013
	Neal Gartenberg	185 poplar DR	East Hills, NY 11577	8/11 2013
	Deborah Stromberg	25 Round Hill Rd	East Hills, NY 11577	8/11 2013
	ANDY LEHRMAN	25 WILLOW GATE	East Hills, NY 11577	8/11 2013
	HAROLD MINTZ	66 MILBURN LN	East Hills, NY 11577	8/11 2013
	Nicole Lehrman	25 Willow Gate	East Hills, NY 11577	8/11 2013
	[illegible]	45 Salem Road	East Hills, NY 11577	8/11 2013
David Rosinski	[illegible]	45 Salem Rd	East Hills, NY 11577	8/11/2013
Paula Lester	Paula Lester	36 Hallock Place	East Hills, NY 11577	8/11/2013
Robert Parella	[illegible]	118 Overlook Terrace	East Hills, NY 11577	8/11/2013
	Marla Mendelsohn	38 Barberry Lane	East Hills, NY 11577	8/11 2013
	HARVEY KOHN	43 ROUNDHILL	East Hills, NY 11577	8/11/2013
	ARLENE KOHN	" "	East Hills, NY 11577	8/11/2013
	RACHEL KOHN	" "	East Hills, NY 11577	8/11/2013
	Eric Mendelsohn	38 Barberry Ln	East Hills, NY 11577	8/11 2013
	Tim Mattleo	13 Melby Ln	East Hills, NY 11577	8/11 2013
	David Berkow	140 Wheat Rd.	East Hills, NY 11577	8/11 2013
	SHAW DICK	1 Ivy Hollow Ln	East Hills, NY 11577	8/11 2013
	[illegible]	85 Oakdale Rd	East Hills, NY 11577	8/11 2013
	Helene Krasnoff	5 Village Rd	East Hills, NY 11577	8/11 2013
	[illegible]	84 George ST.	East Hills, NY 11577	8/11 2013
	[illegible]	84 george ST	East Hills, NY 11577	8/11 2013
	[illegible]	71 Scudder Hill Rd	East Hills, NY 11577	8/11/2013
	[illegible]	215 Glenwood Rd	East Hills, NY 11577	8/11/2013
Lynda Baharestani	[illegible]	15 Chestnut Drive	East Hills, NY 11577	8/11 2013
Jam Baharestani	[illegible]	15 Chestnut Drive	East Hills, NY 11577	8/11 2013
	[illegible]	140 Westwood	East Hills, NY 11577	8/11 2013
	[illegible]	140 Westwood	East Hills, NY 11577	8/11 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Nahid Lavi	14 Pinewood Rd East Hills, NY 1157	9/3/13 2013
	Yafa Movahedian	8 Arbor Ln, Roslyn Heights	2013
	Ezzat Hedvat	10 Rockhill Rd East Hills, NY 1157	2013
	Miriam Stern	23 E. Horseshoe Dr East Hills, NY 1157	2013
	Howard Gewirtz	70 Poplar Drive East Hills, NY 1157 6	2013
	Adele Gewirtz	70 Poplar Dr East Hills, NY 1157	2013
	Helene Levine	36 Salem Rd East Hills, NY 1157	2013
	[illegible]	65 SPRUCE DR East Hills, NY 1157 6	2013
	Gloria Salomon	65 Spruce Dr East Hills, NY 1157 6	2013
	Josh Stenzler	65 Birch Dr East Hills, NY 1157 6	2013
	Rosalyn Goldberg	105 BIRCH DR East Hills, NY 1157 6	2013
	Nola Dunn	6 Rockhill Rd East Hills, NY 1157	9/5 2013
	Bernice Sandort	20 Crescent Lane East Hills, NY 1157	2013
	Jacqueline Horesh	3 Beech Wood Rd East Hills, NY 1157 6	2013
	Barry Trufferman	38 Fernwood Cr East Hills, NY 1157 5	2013
	Arlene Trofferman	38 Fernwood Rd East Hills, NY 1157 5	2013
	Stanley Stern	37 Circle La East Hills, NY 1157 7	2013
	Barbara Stern	37 Circle La East Hills, NY 1157 7	2013
	Ruby Stern	20 Chestnut Dr. East Hills, NY 1157 2	2013
	Muriel Drew	175 Round Hill Rd East Hills, NY 1157 7	2013
	Andrea Klein	345 Harbor Hill Rd East Hills, NY 1157 6	2013
	Sylvia Laifer	24 Chestnut Hill 11576 East Hills, NY 1157	2013
	Sheila Brummel	15 Laurel Lane East Hills, NY 1157 7	2013
	Harriet Hochman	38 Cardinal Dr. East Hills, NY 1157	2013
	Lillian Krasner	176 Overlook Terr East Hills, NY 1157 7	2013
	Barbara Rigoff	166 Harcourt Dr East Hills, NY 1157	2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Promila Dube	80 Chestnut Dr East Hills, NY 1157 6	8/16 2013
	Shiv Dube	80 Chestnut Dr. East Hills, NY 1157 6	8/16 2013
	Robert Tejer	120 Birch Dr East Hills, NY 1157 6	8/16 2013
	Chris Tejer	120 Birch Dr. East Hills, NY 1157 6	8/16 2013
	Ellen [illegible]	380 Chestnut Dr East Hills, NY 1157 6	8/16 2013
	Marc Fleisher	70 Spruce Dr East Hills, NY 1157 6	8/17 2013
	Jeffrey Kaplan	50 Walnut Dr East Hills, NY 1157 6	8/18 2013
	Rani Goldstein	75 Spruce Dr East Hills, NY 1157 6	8/19 2013
	CS Kotler	4 Butlers La East Hills, NY 1157 7	8/19 2013
	J Perilla	30 Walnut Dr East Hills, NY 1157 6	8/19 2013
	R Perilla	30 Walnut Dr East Hills, NY 1157 6	8/19 2013
	I Goldstein	80 Walnut Drive East Hills, NY 1157 6	8/20 2013
	Arlene Schwartzman	50 Holland Rd East Hills, NY 1157 6	8/20 2013
	Edith Seidman	165 Glen Rd East Hills, NY 1157	2013
	Jill Little	21 Glenwood La East Hills, NY 1157 8	8/21 2013
	Roni Goldstein	75 Spruce East Hills, NY 1157 8	8/21 2013
	Jana Fishkind	159 Westwood Dr East Hills, NY 1157 8	8/22 2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
			East Hills, NY 1157 2013
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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Parvaneh S. Zarch	PARVANEH ZAREH	111 Percheron Rd Roslyn Heights, NY 11577	2013
Mona Gold	Mona Gold	12 Orchard Rd Roslyn Heights, NY 11577	8/16/2013
Hope Spiegel	Hope Spiegel	74 Dianne Ln Roslyn Heights, NY 11577	8/19/2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013
		East Hills, NY 1157

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)		DATE
	Rhonda Wolf	202 Broad Hill Rd	East Hills, NY 11577	8/20 2013
	Joel P. Wolf	202 Broad Hill Rd	East Hills, NY 11577	8/20 2013
	Fern Billinkoff	46 Redwood Dr	East Hills, NY 11577	8/20 2013
	Stacy Friedman	98 Westwood Circle	East Hills, NY 11577	8/20 2013
	Stuart Friedman	98 Westwood Circle	East Hills, NY 11577	8/20 2013
	Jared Friedman	98 Westwood Circle	East Hills, NY 11577	8/20 2013
	Sheli patagi	142 westwood cir	East Hills, NY 11577	8/20 2013
	Yifat ahren	81 TARA DR	East Hills, NY 11577	8/20 2013
	Michael ahren	81 Tara Dr	East Hills, NY 11577	8/20 2013
	Linda Wels	135 Poplar Dr.	East Hills, NY 11577	8/20 2013
	Janine Yip		East Hills, NY 11577	8/20 2013
	YAEL SAMOUHI	24 OAK DR	East Hills, NY 11577	8/20 2013
	Risa Eshaghian	75 Circle Lane	East Hills, NY 11577	8/20 2013
	Steve Alle	15 Woodgreen Ln	East Hills, NY 11577	8/20 2013
	Joan GREENSPAN	66 Deepwood Rd	East Hills, NY 11577	8/20 2013
	Marion Greenspan	66 Deepwood Rd	East Hills, NY 11577	8/20 2013
	Sarala PAI	48 Fairfield Lane	East Hills, NY 11577	8/20 2013
	Monica VINCENT	72 FAIRFIELD LN	East Hills, NY 11577	8/20 2013
	Stephen Mishkoff	73 Overhill Dr	East Hills, NY 11577	8/20 2013
	Rick Goldenberg	90 OAK DR	East Hills, NY 11577	8/20 2013
	Rus Arlevin	102 Woods Dr.	East Hills, NY 11577	8/20 2013
	Matthew Kosinski	32 Sprucewood Rd	East Hills, NY 11577	8/20 2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
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			East Hills, NY 11577	2013

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)		DATE
	Sandy Burke	10 Westwood Circle	East Hills, NY 11577	8/10/2013
	S.V. Van Gerbe	26 old Brick Rd	East Hills, NY 11577	8/10/2013
	Wendy Bishop	10 Woodgreen Lane	East Hills, NY 11577	8/10/2013
	Nathan Bishop	" " "	East Hills, NY 11577	8/10/2013
	Pam Kiperman	5 Holly Lane	East Hills, NY 11577	8/10/2013
	Andrew Kiperman	5 Holly Lane	East Hills, NY 11577	8/10 2013
	Jody Sapienza	25 Tara Dr	East Hills, NY 11577	8/10 2013
	Andrea Margitis	30 Oriole Dr	East Hills, NY 11577	8/10 2013
	Joe Margitis	" "	East Hills, NY 11577	2013
	Michael Amar	35 pinewood Rd	East Hills, NY 11577	8/10 2013
	HAIT AMAR	35 pinewood RD	East Hills, NY 11577	8/10 2013
	Shlomi Amar	35 pinewood RD	East Hills, NY 11577	8/10 2013
	Peter Winkler	73 Hyde Hollow Rd	East Hills, NY 11577	8/10 2013
	Judy Liang	27 Midland Rd	East Hills, NY 11577	8/10 2013
	Peter Liang	27 Midland Rd	East Hills, NY 11577	8/10 2013
	Shila Nemati	65 Tara Dr	East Hills, NY 11577	8/10 2013
	Hoomgn Nemati	65 Tara Dr.	East Hills, NY 11577	8/10 2013
	SHMUEL KRAUSS	68 Akbar Rd	East Hills, NY 11577	8/10 2013
	LORETTA LEVINE	89 Salem Rd	East Hills, NY 11577	8/10 2013
	Phyllis Friedlin	66 MAGNOLIA LA	East Hills, NY 11577	8/10 2013
	HOWARD FRIEDLIN	66 MAGNOLIA LA	East Hills, NY 11577	8/10 2013
	Mehran Tavakoli	15 West St	East Hills, NY 11577	8/10 2013
	Owen Master	120 Chestnut Dr.	East Hills, NY 11577	8/10 2013
	BRIAN BURTON	3 Hummingbird Dr.,	East Hills, NY 11577	8/10 2013
	DORIE MEYERSON	106 BARBERRY LANE	East Hills, NY 11577	8/10/2013
	Staci Weiner	23 Canterbury la	East Hills, NY 11577	8/10/2013
	Adam Gass	25 Boxwood Lane	East Hills, NY 11577	8/10/2013
	Perri Gass	25 Boxwood Lane	East Hills, NY 11577	8/10/2013
	Brooke Meyers	67 Diamond Hill	East Hills, NY 11577	8/10 2013
	Elizabeth Koblitz	20 Hemlock Drive	East Hills, NY 11577	8/10/2013
	Jacqueline Frank	17 Elm Street	East Hills, NY 11577	8/10/2013
	Mike Tahar	3 Rockhill Rd	East Hills, NY 11577	8/10 2013
	Laura Howitt	30 meadow Lane	East Hills, NY 11577	8/10 2013
	Calvin Tan	19 Pinnacle Dr.	East Hills, NY 11577	8/10 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)		DATE
Sitella Simon	SITELLA SIMON	35 MIDWOOD CROSS	East Hills, NY 11577	8/1/2013
Joel M. Simon	JOEL M. SIMON	35 HOWARD CROSS,	East Hills, NY 11577	8/1/2013
YE	YETUKU	5 cotillion court	East Hills, NY 11577	2013
Vicki Mete	Vicki mete	48 wickham Rd	East Hills, NY 11577	2013
Karen Ferendo	Karen Ferendo	22 Town Path	East Hills, NY 11577	2013
Jeffrey Krasman	JEFFREY KRASMAN	123 WESTWOOD	East Hills, NY 11577	2013
Alice Perry	ALICE PERRY	35 RUGBY RD.	East Hills, NY 11577	2013
Robin Brendell	Robin Brendell	10 Bluelard Dr	East Hills, NY 11577	2013
Arthur Brendell	Arthur Brendell	10 Bluelard Dr	East Hills, NY 11577	2013
Brenda Lefcort	Brenda Lefcort	14 Falcon Rd	East Hills, NY 11577	2013
Bert Lefcort	Bert Lefcort	14 Falcon Rd.	East Hills, NY 11577	2013
M. Meehan	M. MEHAN	60 HOWARD DRIVE	East Hills, NY 11577	8/5/2013
Marieta Tanael	MARIETA TANAEL	31 Patricia Dr.	East Hills, NY 11577	2013
Howard Zarek	HOWARD ZAREK	9 WREN DR	East Hills, NY 11577	8/6/2013
Irving Lederman	IRVING LEDERMAN	130 Chestnut Dr.	East Hills, NY 11577	2013
Alison Goldfarb	ALISON GOLDFARB	32 SPRING HILL RD	East Hills, NY 11577	8/7/2013
Josette Vuk	JOSETTE VUK	68 Westwood Circle	East Hills, NY 11577	2013
Joseph Vuk	JOSEPH VUK	68 Westwood Circle	East Hills, NY 11577	2013
Caryn Selick	Caryn Selick	10 Crabapple Dr	East Hills, NY 11577	2013
Stanford E. Klein	STANFORD E. KLEIN	30 WOODCREST LA	East Hills, NY 11577	2013
Sandra Levine	SANDRA LEVINE	89 GEORGE ST	East Hills, NY 11577	2013
Gail Silberman	GAIL SILBERMAN	70 HEMLOCK DR	East Hills, NY 11577	2013
Barbara Gleicher	Barbara Gleicher	66 Midwood Cross	East Hills, NY 11577	2013
Neil Gleicher	NEIL GLEICHER	66 Midwood Cross	East Hills, NY 11577	2013
Susan Katz	Susan Katz	25 Village Rd	East Hills, NY 11577	2013
Jessy L Daniel	Jessy L Daniel	66 Grove St.	East Hills, NY 11577	8/9/2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013
			East Hills, NY 11577	2013

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Sitella Simon	SITELLA SIMON	35 MIDWOOD CROSS	East Hills, NY 11577	8/1/2013
Joel M. Simon	JOEL M. SIMON	35 HOWARD CROSS,	East Hills, NY 11577	8/1/2013
YE	YETUKU	5 cotillion court	East Hills, NY 11577	8/5/2013
Vicki Mete	Vicki mete	48 wickham Rd	East Hills, NY 11577	8/5/2013
Karen Ferendo	Karen Ferendo	22 Town Path	East Hills, NY 11577	8/5/2013
Jeffrey Krasman	JEFFREY KRASMAN	123 WESTWOOD	East Hills, NY 11577	8/5/2013
Alice Perry	ALICE PERRY	35 RUGBY RD.	East Hills, NY 11577	8/5/2013
Robin Brendell	Robin Brendell	10 Bluelard Dr	East Hills, NY 11577	8/5/2013
Arthur Brendell	Arthur Brendell	10 Bluelard Dr	East Hills, NY 11577	8/5/2013
Brenda Lefcort	Brenda Lefcort	14 Falcon Rd	East Hills, NY 11577	8/5/2013
Bert Lefcort	Bert Lefcort	14 Falcon Rd.	East Hills, NY 11577	8/5/2013
M. Meehan	M. MEHAN	60 HOWARD DRIVE	East Hills, NY 11577	8/5/2013
Marieta Tanael	MARIETA TANAEL	31 Patricia Dr.	East Hills, NY 11577	8/6/2013
Howard Zarek	HOWARD ZAREK	9 WREN DR	East Hills, NY 11577	8/6/2013
Irving Lederman	IRVING LEDERMAN	130 Chestnut Dr.	East Hills, NY 11577	8/6/2013
Alison Goldfarb	ALISON GOLDFARB	32 SPRING HILL RD	East Hills, NY 11577	8/7/2013
Josette Vuk	JOSETTE VUK	68 Westwood Circle	East Hills, NY 11577	8/7/2013
Joseph Vuk	JOSEPH VUK	68 Westwood Circle	East Hills, NY 11577	8/7/2013
Caryn Selick	Caryn Selick	10 Crabapple Dr	East Hills, NY 11577	8/7/2013
Stanford E. Klein	STANFORD E. KLEIN	30 WOODCREST LA	East Hills, NY 11577	8/7/2013
Sandra Levine	SANDRA LEVINE	89 GEORGE ST	East Hills, NY 11577	8/7/2013
Gail Silberman	GAIL SILBERMAN	70 HEMLOCK DR	East Hills, NY 11577	8/7/2013
Barbara Gleicher	Barbara Gleicher	66 Midwood Cross	East Hills, NY 11577	8/7/2013
Neil Gleicher	NEIL GLEICHER	66 Midwood Cross	East Hills, NY 11577	8/7/2013
Susan Katz	Susan Katz	25 Village Rd	East Hills, NY 11577	8/7/2013
Jessy L Daniel	Jessy L Daniel	66 Grove St.	East Hills, NY 11577	8/9/2013
Jon Kurtzman	Jon Kurtzman	29 Woods Dr	East Hills, NY 11577	8/3/2013
Elaine Kurtzman	Elaine Kurtzman	29 Woods Dr	East Hills, NY 11577	8/31/2013
Lynn Fishman	Lynn Fishman	53 Cardinal Dr	East Hills, NY 11577	8/31/2013
Allen Fishman	Allen Fishman	53 Cardinal Dr	East Hills, NY 11577	8/31/2013
Jeffrey Waxman	Jeffrey Waxman	61 Squirrel Hill Rd	East Hills, NY 11577	8/31/2013
Lorraine Baron	Lorraine Baron	116 Andrews Rd	East Hills, NY 11577	8/31/2013
Shari Jacknis	Shari Jacknis	11 Barberry Lane	East Hills, NY 11577	8/31/2013
Roya Jadid	ROYA JADID	225 Radcliffe Rd	East Hills, NY 11577	8/31/2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Susan Hoffner	Susan Hoffner	The Signature Card	2013
			2013
			2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Violetta Dayton	Violetta Dayton	19 West St East Hills, NY 1157	2013
	Marc Kasdan	175 Millbrook Dr East Hills, NY 1157	2013
	Ilana Kassman	175 Millbrook Dr East Hills, NY 1157	2013
G. Demaris	G. DeMARIS	61 Stonepost East Hills, NY 1157	2013
Taylor	Taylor	2 Village East Hills, NY 1157	2013
Sara Kelly	KALLIE	155 BRYANT AVE Roslyn, NY 1157	2013
Georgia Romano	GEORGIA	2 CANTERBURY East Hills, NY 1157	2013
	ROMANO	126 Harbor Hill Rd East Hills, NY 1157	2013
John K Hickey	JOHN K. HICKEY	81 GREAT OAKS RD East Hills, NY 1157	2013
Barbara Hickey	BARBARA HICKEY	81 Great Oaks Rd East Hills, NY 1157	2013
Jeffrey Mars	Jeffrey Gioia	7 Delmar Ave Jericho, NY 1157	2013
Carol Ezrael	Carol Ezrael	811 Oak Ln East Hills, NY 1157	2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Barry Arnold	BARRY ARNOLD	9 Avon Lane East Hills, NY 1157 1	8/11/2013
Ellen Mae Kaye	ELLEN MAE KAYE	10 Whitewood Circle East Hills, NY 1157 1	8/11 2013
Isidoros Stamatinos	ISIDOROS STAMATINOS	38 Glen Cove Rd Greenvale East Hills, NY 1157 6	8/11 2013
[illegible]	AL FRYER	85 George Ter East Hills, NY 1157 2	8/11 2013
[illegible]	JILL WASSER	10 Briarlane East Hills, NY 1157 1	8/13 2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013
		East Hills, NY 1157	2013
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		East Hills, NY 1157	2013

COMMENT #	COMMENT	RESPONSE
East Hills Petition 1	We the undersigned call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of east hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.	Comment noted. Runway use is dictated by wind, weather conditions, and other events such as runway closures. Given the complexities with the air space in the vicinity of JFK and the interactions with LaGuardia, it is not possible to simply distribute air traffic over different areas.

East Hills Residences

To Whom It May Concern:

I am a resident of East Hills and express a great concern that the quality of life for my family and I is being severely disrupted by the continuous flying of low planes over our neighborhood and other villages. The planes fly at all hours of the day and night making enough noise to regularly wake us up. In addition, the planes have made it impossible to enjoy a day outside with my family, have a conversation or even watch television because the jet engines are so loud. To make matters worse, the planes are flying over in 90 second intervals. The long term impact of the noise and air pollution on residents, most notably children and senior citizens, can't be ignored any longer. I have noticed the following quotes from our elected officials on airplane noise and flight patterns and feel it is time for action and change:

> "It's an awful disruption when you invested your savings in your home and you can't enjoy your house or sit in the backyard from Memorial Day to Labor Day"
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> Senator Charles E. Schumer, NY Times article 2/19/2012
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> Senator Jack M. Martins, in recent letter to residents and several local papers

The unfortunate part of the above is it worse for East Hills and residents as planes are throughout the year and are a nonstop disruption to our quality of life.

I strongly request this matter be looked into and alternatives such as equitable distribution and tighter turns be considered. I also feel in light of Senator Schumer's comments, the Part 150 Noise Study and noise monitors should be done.

Sincerely,

105 Magnolia Lane
Roslyn Hts NY
East Hills 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Sincerely,

John V. Starkey
31 Great Gates Rd.
East Hills

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kalman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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Sincerely,

Douglas Dalsoff 118 Tara Drive Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kalman
Honorable Jack Matins
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Honorable Michelle Schimel
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118 Third Ave Roslyn, NY 11576

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Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
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33 Brian Ln
East Hills, NY 11577

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Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sincerely,

Muriel Drew
173 Roundhill Rd.
Roslyn Hts, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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2 Canterbury Lane, East Hills

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Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
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Honorable Jon Kaiman
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Sincerely,

94 Flemington Rd
East Hills

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Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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27 Fenn Lane
Roslyn NY 11576

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2 VILLAGE RD EAST HILLS

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Sincerely,

Dana Young 27 Emm Lane

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

Jennifer Butts
54 Woods Drive

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

J. Schimel

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74 Canterbury Cir 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
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Sincerely,

Reece Wolff
11 Entrance Rd. East Hills, N.Y 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

[illegible]
138 Westwood Cir
E. Hills 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
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I strongly request this matter be looked into and alternatives such as equitable distribution and tighter turns be considered. I also feel in light of Senator Schumer's comments, the Part 150 Noise Study and noise monitors should be done.

Sincerely,

Sandra Kufeld 110 Manhasset Rd
Roslyn, NY
11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Sincerely, Marcia Zuckerberg
2 Glenwood Lane, East Hills, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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Sincerely,
Lois Schmidt
13 REVERE RD.
EAST HILLS, N.Y. 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

14 Tara Drive
East Hills

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Leonard Dreyfuss
9 Grove Court
East Hills, NY

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Jana Grotas
15 Walnut Dr.

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[illegible]
88 George St.
East Hills, N.Y. 11577

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15, [illegible] ROAD, ROSLYN [illegible] NY. 11577.

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Sincerely,

Chandra Dharia
6 Estates Dr.
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
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Honorable Jon Kaiman
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Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

Titus Abraham
155 Valley Road E.
E. Hills, NY

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Sincerely,

Brian Meyerson
106 Barberry Lane
East Hills

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

Mary Meyerson
65 Winsloe Dr N
Roslyn NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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Sincerely,

Nina Meyerson
65 Winfield Dr.
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
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Honorable Jon Kaiman
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116 Andover Rd
Roslyn Hts, NY 11577

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Sincerely,

6 maplewood lane
east hills, NY
11576

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Sincerely,

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
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Sincerely,

Vilia Sechon
26 old Brick Road
Roslyn NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sincerely,

Sue Simon
40 Fern Drive
Roslyn Ny 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

Celia Ayers

37 Red Ground Rd
East Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
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145 Chestnut Drive
Roslyn NY 11576

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Sincerely,

Jodi M. Stark

190 St. Marks Pl.
Roslyn Heights, NY 11577

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Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
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ASHRAF MIKHAIL
20 Fern dr · Rosly N.Y. 11576

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232 Roland Hall Rd.

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5 ELM DRIVE
ROSLYN NY

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Sincerely,

85 mimosa Drive
East Hills NY
11576

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85 mimosa Dr

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Sincerely,

Jane Goldberg
80 Spruce Dr.
East Hills, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

Cory Kahaner
66 South Dr
Roslyn NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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Sincerely,

Bernice Deeno
30 Poplar Dr. East Hills, N.Y. 11576

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Wojciech Bonie
74 Round Hill Rd
E. Hills NY 11577

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I strongly request this matter be looked into and alternatives such as equitable distribution and tighter turns be considered. I also feel in light of Senator Schumer's comments, the Part 150 Noise Study and noise monitors should be done.

Sincerely,

Melodie Cattin 41 Wood Drive
11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

To Whom It May Concern:

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Sherri Eisenstadt
511 Highfield Lane

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Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

[signature] 10 Village Rd Roslyn NY 11577

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Honorable Jon Kalman
Honorable Jack Matins
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165 MONROE PL.
EAST HILLS, NY 11576.

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Sincerely,

Mrs. [illegible]
1 Partridge Rd. Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

110 Roundhill Rd
Roslyn
11577

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Honorable Kirsten Gillibrand
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D M Dumbar
31 Peacock Drive
East Hills, NY 11576

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31 PENCOCK DR
11576

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Sincerely,

Kim Kaminer
155 Redwood Pl
Roslyn NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
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Sincerely,

Scott Nussbaum
7 Woodcrest Ln
East Hills, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
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Honorable Steve Israel
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Sincerely,

& Renée Haber
35 Crabapple Dr.
Roslyn, NY 11576

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Harold R. Bent

114 Magnolia Ln
Roslyn Hts NY

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Sim Dalal
60 Glenwood Lane East Hills NY 11577

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Michael Ahven
81 Iava Drive Roslyn NY 11576

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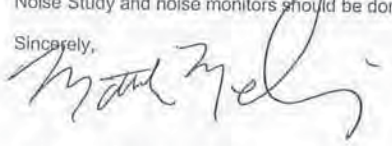

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14 Teakwood Lane
Roslyn NY 11576.

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Mr. Carmine Gallo

COMMENT #	COMMENT	RESPONSE
East Hills Residences 1	I am a resident of East Hills and express a great concern that the quality of life for my family and I is being severely disrupted by the continuous flying of low planes over our neighborhood and other villages. The planes fly at all hours of the day and night making enough noise to regularly wake us up. In addition, the planes make it impossible to enjoy a day outside with my family, have a conversation or even watch television because the jet engines are so loud. To make matters worse, the planes are flying over in 90 second intervals. The long term impact of the noise and air pollution on residents, most notably children and senior citizens, can't be ignored any longer.	Comment noted.

To Whom It May Concern:

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2

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- Continues low and loud planes are causing a negative impact on the quality of our lives.

I request that this complaint be considered immediately due to the severity of the situation.

Sincerely,

Barbara Heeney
31 Great Oaks Rd
East Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Sincerely,

Angel Romano
126 Harbor Hill Rd
Roslyn Hts, N.Y. 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

Caroline Lavine
160 Revere Rd
E Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Honorable Charles D. Lavine
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Honorable Jon Kaiman
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Honorable Charles D. Lavine
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3 MIDLAND RD

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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2 GLENWOOD CT
EAST HILLS NY

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
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Sincerely,

Jaclyn Mallah
29 WEST STREET, EAST HILLS NY 11356

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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Sincerely,

Ellen Blank
38 Partridge Dr
Roslyn NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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Sincerely,

Ruth Alter

69 Answer Road

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
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Lawrence E. Taddeo
122 Bonnie Lane
Roslyn Heights, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
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Sandra Lunne
89 George St
Roslyn Heights, NY 11577

cc: Honorable Andrew M. Cuomo
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Honorable Kirsten Gillibrand
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23 High Hollow Rd
Roslyn Hts NY 11577

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Honorable Kirsten Gillibrand
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Ann Abraham 155 Jakey Rd S E.H. NY 11576

cc: Honorable Andrew M. Cuomo
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Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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B Taber 82 Willow Rd E.H. NY 11577

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72 Willow Gate
East Hills 11577

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Honorable Charles E. Schumer
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Honorable Steve Israel
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175 Mimosa Drive
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
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175 Mimosa Dr.
EAST Hills NY. 11576

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cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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I request that this complaint be considered immediately due to the severity of the situation.

Sincerely,

Dah Cohen
102 Overlook Terr.
E. Hills 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sincerely,

Barbara Gleicher
66 Midwood Cres
Roslyn NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Sincerely,

K Kotcher

55 Birch Dr

Roslyn NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sincerely,

36 Jefferson Ave Roslyn Heights

Beth Gillberg

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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3 Vanad Dr
East Hills NY 11576

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Sincerely,

William Kutcher 3D
55 Birch Dr.
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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Sincerely,

Ellen Goodman
17 Brior Lane
East Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

41 Woods Road
East Hills, NY
11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Honorable Charles D. Lavine
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Sincerely,

Natalie Mansbach
23 Deepdale Hollow Rd
East Hills, NY 11577
natsbst@aol.com

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
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Sincerely,

Kerri Appelay 3 Midland Road

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sehgh Mal; 55 westwood circle Roslyn hights ny 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
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Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

COMMENT #	COMMENT	RESPONSE
East Hills Residences 2	Please be advised that I am filing this formal complaint as a result of the excessive and intrusive AIR TRAFFIC over my home as well as surrounding air space in East Hills, NY.	Comment noted.

To Whom It May Concern:

I am a resident of East Hills, New York. My community has endured an ever increasing volume of JFK arrival air traffic flying at extremely low altitudes. This has thus fur had a serious effect on my quality of life. It is not a stretch to assume that over the long term being exposed to the constant airplanes will have affects on my family's health as well. The aircraft's fly at all hours of the day and in intervals of 90 seconds at most times. We hear them as late as 1:30am and as early as 4:30am. This disrupts my family and my day to day activities. Aircraft frequency, noise and altitude are not something that should be impacting my life or families' life. This is simply unacceptable and something needs to be done. 3

I have learned that the FAA has substantially increased the percentage in which JFK emergency runways are used and that is why my community is being burdened with a majority of all JFK arrival traffic. The FAA, Port Authority, our elected officials and community need to work together to resolve this. Some measures that can be taken immediately are more equitable distribution of the planes, tighter turns to reduce the thrust of the jet engines, and pilots using a continuous descent.

Thank you for your attention to this serious matter.

Sincerely,

160 Revere Rd
E Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
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Francene Young
27 Emm Lane
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Rona Bracone
2 Village Rd
East Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sincerely,

Kay Sapp
39 West St
East Hills, NY
11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Honorable Charles D. Lavine
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Roger Butts
54 Woods Drive
E Hills, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sincerely,

Anita Baron
116 Andover Rd
Roslyn Hts NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Honorable Charles D. Lavine
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Sincerely,

Violetta Davydov
19 West Street Roslyn Heights NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Sincerely,

66 Barberry Lane
East Hills

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
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I have learned that the FAA has substantially increased the percentage in which JFK emergency runways are used and that is why my community is being burdened with a majority of all JFK arrival traffic. The FAA, Port Authority, our elected officials and community need to work together to resolve this. Some measures that can be taken immediately are more equitable distribution of the planes, tighter turns to reduce the thrust of the jet engines, and pilots using a continuous descent.

Thank you for your attention to this serious matter.

Sincerely,

Hilda Yohalem
76 Great Oaks Rd.
E.H.

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Sincerely,

[redacted]
[redacted]
[redacted]

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
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Thank you for your attention to this serious matter.

Sincerely,

Emanuel Lyakhovetsky
129 Torry Drive
E. Hills, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
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Thank you for your attention to this serious matter.

Sincerely,

Clara Pomerantz
51 Fairfield Lane
East Hills, NY
11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Thank you for your attention to this serious matter.

Sincerely,

Wayne H. Wink, Jr.
1127 Old No. Blvd.
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Thank you for your attention to this serious matter.

Sincerely,

Dena DeGiorgio
Councilwoman North Hempstead

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
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Thank you for your attention to this serious matter.

Sincerely,

Mayor of East Hills

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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Thank you for your attention to this serious matter.

Sincerely,

Ellen Rosenthal
87 Overlook Terrace
Roslyn Ny
11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Thank you for your attention to this serious matter.

Sincerely,

Suzanne Muller
3 Arbor Rd
East Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
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Sincerely,

S [illegible]
85 Mimosa Dr. E. Hills, NY

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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Thank you for your attention to this serious matter.

Sincerely,

Jon Kaufman
17 Brian Ln
E. Hills NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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Thank you for your attention to this serious matter.

Sincerely,

Robert Curtis
23 Sleepy Hollow Rd
Roslyn Hts, N.Y. 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Thank you for your attention to this serious matter.

Sincerely,

Sandra Curtis
23 Deerpath Rd
East Hills, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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Thank you for your attention to this serious matter.

Sincerely,

Elizabeth & Michael Spicer
3 Midwood Cross
East Hills NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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Thank you for your attention to this serious matter.

Sincerely,

Lara Bass

244 Locust Lane
Roslyn Heights, NY
11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Thank you for your attention to this serious matter.

Sincerely,

170 Harris Dr.
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
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Sincerely,

[signature]
[illegible]
35 oakdale lane
Roslyn Hts, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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[signature]
35 oakdale lane
Roslyn Hts, NY 11577

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Honorable Steve Israel
Honorable Jon Kaiman
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Thank you for your attention to this serious matter.

Sincerely,

Mark Holland
18 Wren Drive
Roslyn, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Sincerely,

Lu Rare
110 Round Hill Road
East Hills, NY 11577

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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Thank you for your attention to this serious matter.

Sincerely,

50 Beech Drive
East Hills, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
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Sincerely,

Felice Jordan
10 Greenwood Lane
East Hills, N.Y. 11576

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Dorothy Nosse

102 Harbor Hill Rd

East Hills, NY 11577

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Honorable Steve Israel
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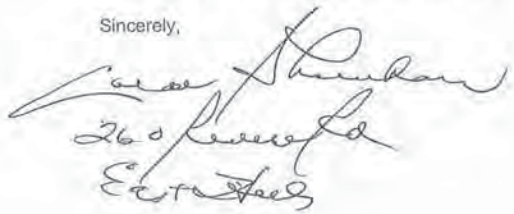

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Marjorie Berrent
114 Magnolia Lane
Roslyn Hts, NY 11577

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Honorable Steve Israel
Honorable Jon Kaiman
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Stanley Goldberg
60 Glenwood Lane
East Hills, N.Y. 11577

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Laura Schmidt
9 Grove Ct
East Hills, NY 11576

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
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Peter McAvey
73 Salem Rd
East Hills, NY 11577

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Honorable Steve Israel
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COMMENT #	COMMENT	RESPONSE
East Hills Residences 3	My community has endured an ever increasing volume of JFK arrival air traffic flying at extremely low altitudes. This has thus far had a serious effect on my quality of life. The FAA, Port Authority, our elected officials and community need to work together to resolve this. Some measures that can be taken immediately are more equitable distribution of the planes, tighter turns to reduce the thrust of the jet engines, and pilots using a continuous descent.	Comment noted. Runway use is dictated by wind, weather conditions, and other events such as runway closures. Given the complexities with the air space in the vicinity of JFK and the interactions with LaGuardia, it is not possible to simply distribute air traffic over different areas.

EQA

Eastern Queens Alliance, Inc.
Public Comment Addressing Environmental Assessment
Runway 4L/22R Improvements John F. Kennedy International Airport
November 17, 2013

Introduction

The Eastern Queens Alliance (EQA) is a federation of civic associations in Southeast Queens that grew out of the idea to unify, organize mobilize and utilize the talents and potentials of all the residents, civics, neighborhood associations, businesses, clergy and service providers in the area in order to bring about self-determination by acting in concert on mutual concerns and issues. And to use the instruments of power to maintain, preserve, and develop the economic, political, social, moral and cultural stability of the communities within the area; to maintain, stabilize, develop and improve the area's physical environment; to monitor, urge and support the improved delivery of services by the Community Board, elected officials and all city, state and Federal agencies that make decisions which impact upon the lives of those residing in the area.

We submit this comment to the Port Authority of NY & NJ (PANYNJ) and the Federal Aviation Administration (FAA) with the request that an Environmental Impact Statement (EIS) is prepared to further investigate the impacts of the Runway 4L/22R Improvements Project proposed for John F. Kennedy (JFK) Airport. We are concerned that the current conditions experienced in this neighborhood due to airport activities will be exacerbated by this runway project that proposes to move Runway 4L/22R 728 feet closer to the community in Southeast Queens. Our concerns are particularly focused on Noise Pollution; Environmental Justice; Children's Health; Air Quality, and; Land Use. This comment will address the concerns of the Eastern Queens Alliance and community members based on the review of the revised Environmental Assessment (EA) for this proposed project.

Key Conclusions of the Revised Environmental Assessment

1 The revised EA concludes that the Proposed Action will not result in any significant adverse environmental impacts, and that, even in the absence of these proposed actions, "JFK will continue to have effects on the region similar to those that already exist with or without the Proposed Action." We find this to be a capricious and socially irresponsible admission of the deleterious effects that the airport is having on the surrounding community. By suggesting that things are already bad and that the proposed actions are not going to make them appreciably worse, the Port Authority discounts the ways in which the proposed actions will exacerbate an already unacceptable situation, and the damaging and cumulative impacts that these actions may have upon the health, safety and quality of life of the residents in neighboring communities. An 2 EIS would help to identify and quantify the extent of this damage, not through the use of theoretical and hypothetical models, but specifically as it relates to the affected community.

3 Among other things, the revised EA goes on to make the claim that this and other proposed projects will allow JFK to "provide positive environmental and social benefits to its neighbors." Yet, throughout our review of the revised document, there is no specific mention of plans for mitigation and no outline of the environmental and social benefits that will be derived by the surrounding community. In fact, to date, the Port Authority has refused to do the one thing that it

4 knows might actually provide a source of mitigation to the community, and that is to conduct a Part 150 study.

We need an Environmental Impact Statement

5 Thankfully, the revised draft no longer proposes the relocation of the Runway 22R arrival threshold 3,316 feet to the north or the relocation of the 4L departure starting point. However, there remain aspects of the revised EA that continue to raise concerns about the significant impact that the proposed action will have on the quality of life within the surrounding community. An EIS is required to identify and analyze those impacts in a comprehensive and scientific manner.

Summary of Continued Concerns Outlined Below:

1. Aircraft Departing from 4L May Potentially Fly Lower Over Communities to the North.

6 While the Revised EA states that the 4L departure starting point is not being moved, and Exhibit 1-8 indicates that the available takeoff distance is still the same 11,351 feet, careful review shows that an additional approximately 375 feet will be available for takeoff, thus resulting in a potential lengthening of the 4L take-off distance to 11,716 feet. This lengthening will bring departing planes lower over the communities to the north, resulting in higher levels of noise that have not been accounted for in the EA noise contour exhibits.

2. The construction of 728 feet of runway on the north side of Runway 22R to provide an additional provide 1,000 feet of overrun RSA for 22R Brings Aircraft Closer to Communities North of JFK

7 The extended runway will be closer to our community, making the departure starting point 950 feet from Rockaway Blvd, as opposed to the approximately 1,675 foot distance that currently exists. The noise associated with taxiing, idling and lift off will be greater for those who live closest to the take off area. In fact, even the Port Authority admits there will be a significant 1.5 dB increase above 65 DNL in certain areas closest to take off. They have indicated that these areas are not noise-sensitive because they are not near schools, recreational areas and homes. However, a look at the associated map (Exhibit 5-4) shows that this area is in fact within close proximity of such noise-sensitive areas as schools and churches and Springfield Park. And there is no way to reliably tell that there will not be a significant impact upon the people in these surrounding areas without analyzing the data from noise monitoring that is actually conducted in those specific nearby areas.

8 In Appendix B, it is also admitted that there would be "changes in noise contours associated with the Proposed Action. …the 65 DNL contour shifts slightly as compared to the No-Build/No/-Action 65 DNL Contour" with the contour shifting "to the north approximately 150 –feet to a point just near 141st Avenue and widens slightly due to the proposed new location for the start of takeoff roll for aircraft departing on Runway 22R" As it is, people as far as Laurelton and Cambria Heights as well as Brookville, Rosedale and Springfield Gardens are complaining about lower more frequently flying aircraft. Even slights shifts in noise contours to the north are unacceptable. We reject the conclusion that the Proposed Action is not expected to result in any significant impacts in noise-sensitive land uses around the Airport.

9 10 Jet blasts from departing aircraft are of particular concern to the surrounding community. The Port Authority is seemingly aware of the damaging impacts of jet blasts as demonstrated by its intention to relocate the localizer along the extended runway center line north 600 feet from the future end of the RSA pavement to protect it from jet blast impacts. While the EA takes measure to assess and mitigate potential damage to its localizers, it fails to exercise the same care with respect to the people in the surrounding community. The EA fails to outline the noise, turbulence, erosion and emissions associated with jet blasts from departing planes on 22R which will now be closer to Rockaway Blvd, the wetlands and our community. However, it is clear that these are known risks associated with jet blasts. Please note excerpts below, taken from Chapter 8 of the FAA's Airport Design Advisory Circular dated May 1, 2012, which highlight the damaging effects of jet blasts.

A3-2. Jet blast effects

Jet blast affects all operational areas of the airport. In terminal, maintenance, and cargo areas, personnel safety is the primary consideration. Velocities greater than 30 mph (48 km/hr) can cause loose objects on the pavement to become airborne with the capability of causing injury to personnel, structures and equipment at considerable distances behind the aircraft. Sudden gusts averaging more than 20 mph (31 km/hr) may be hazardous and, when striking moving vehicles or aircraft, more dangerous than continuous velocities of the same magnitude. Velocities of this magnitude can occur over 2,000 feet (610 m) to the rear of some aircraft when their engines are operating at takeoff thrust.

a. **Jet Blast Pressures.** Jet exhaust velocities are irregular and turbulent. The vibrations they induce over small areas should be considered in designing a building or structure which will be subjected to jet blast…

b. **Blast Velocity Distances.** The drag and uplift forces produced by jet engines are capable of moving large boulders. A jet engine operating at maximum thrust is capable of lifting a 2-foot (0.6m) boulder located 35 feet (10.7m) behind the aircraft. Forces that are capable of causing severe erosion decrease rapidly with distance so that beyond 1200 feet (366 m) behind some aircraft, only sand and cohesionless soils are affected.

11 As stated, the EA does not analyze the impact of jet blasts on the surrounding community. Nor does the EA discuss measures that the Port Authority will take to mitigate such impacts as described in the FAA report.

12 As larger, heavier aircraft depart from this area, the noise will be even louder. As stated above, the EA acknowledges that as a result of the Proposed Project, the 65DNL contour will shift to the north approximately 150 feet to a point just near 141st Avenue and widen slightly due to the proposed new location for the start of takeoff roll for aircraft departing on runway 22R. The EA further claims that "the Proposed Action is not expected to result in any *significant* impacts in noise-sensitive land uses around the Airport." We emphatically disagree with this finding of no significant impact. A community that is already burdened with high DNL levels can face harmful, cumulative effects from even seeming negligible increases in noise levels. These threats need to be more fully analyzed in an EIS and mitigation must be put in place.

- Furthermore Table 5-1 on P 5-13 which looks at noise exposure areas, etc. projects that fewer houses will be in the Proposed Action area than in the "No-Build/No-Action" Category, concluding that fewer residents will be in the 65 DNL Contour. Question: How was this determined? It appears that these projections are based on impacting fewer houses to the south since aircraft over that area will be flying slightly higher due to moving the 4L Arrival Threshold 460 feet to the north. We maintain that since the contours for the north of the airport are "slightly" expanded, there is no way that it can be concluded that fewer housing units in the communities to the north will be affected by aircraft noise. The same comment is relevant to Table 5-2. The communities to the north will be burdened with more, not less noise. 13

- The EQA acknowledges the need to comply with FAA RSA standards, however, in its presentation of alternative actions, arguments for alternatives which would not lengthen the runway by 728 feet have been rejected with no real justification as to why a certain length is required. What is an "adequate length for current and projected aircraft? What is ideal? What is mandatory? What is unacceptable? What does research show? This is not explained. 14

3. Widening of Runway 4L/22R and the Construction of new Taxiways

The realignment of Taxiway E and the addition of Taxiway EE to the new departure starting point of the extended 22R Runway, will bring increased aircraft and related operations closer to the north, thus bringing the attendant noise and emissions closer to the surrounding communities. 15
The EA contends that the Proposed Action will not result in increased emissions above the applicable de minimus thresholds and therefore that no further analysis is needed. The EQA disputes this, especially in light of the fact that the addition of a taxiway and the widening of the runways suggest that an increase in airport operations is within the Port Authority's master plan; and perhaps sooner rather than later. In particular, the Proposed Action acknowledges that the 16
runways are being widened to accommodate the larger Stage 6 and, we believe perhaps, potential Stage 7 aircraft. These larger, heavier aircraft which fly lower on departures and landings increase emissions and noise exposures, and their utilization may not be accurately accounted for 17
in the revised proposed action. The establishment of an enhanced infrastructure also lends itself to the accommodation of more planes and increased operations, which are only very conservatively accounted for in the EA.

With the advent of Next Gen and the recent attempts of the FAA to introduce order 1050.1F, the 18
EQA strongly suspects that the Port Authority intends to make maximum use of these advanced features, and that they wish to do so without the knowledge or input of the general public and most importantly the surrounding communities.

4. Update flight procedures

The relocation of the departure starting point on Runway 22R will require the FAA to update its 19
flight procedures. The plan proposes that as the planes lift off, they will turn "in the air at slightly different points and at a slightly higher altitude than existing conditions." As indicated in an earlier section of this comment, the EQA is concerned about the impacts of the resulting noise

19 continued

and air pollution. What communities will planes be flying over when they make these turns? Will the planes be at the higher or lower altitudes as they make these turns? As stands now, those living in locations where aircraft are turning complain about increased noise and pollution from acceleration thrust.

20

Exhibits B-1 and B-2 provide illustrations of the flight tracks in No Build/No Action vs Proposed Action scenarios. These illustrations reflect the ***generalized*** flight tracks that aircraft will utilize during approach and departure, using the Airport Noise Management and Operation System (ANMOS). On any given day and time, these flight tracks may vary significantly based upon air traffic, weather and type of aircraft and it is not clear that this activity is being reflected on the exhibit. As many of the residents in the community can tell you, actual flight patterns are very different from these generalized models. The reality is that flights departing on 22R and/or 13L/31R often loop around and fly over homes in Brookville, Rosedale and Springfield Gardens at low altitudes and high noise levels. This activity is not reflected in the exhibit. We ask: How are all the flight tracks we experience regularly integrated into the generalized model? In fact, when we showed these Generalized Flight Tracks obtained from the original draft EA at a meeting with the FAA in December of 2012, the FAA indeed questioned the exhibit, indicating that it was not an authentic FAA model.

21

Because the EA references the ANMOS model instead of actual daily activity records to reflect air traffic activity in the No Build/No Action scenario, the EQA has no confidence in the activity projected in the Proposed Activity exhibit. This confidence is further compromised by our uncertainty about how larger aircraft (such as the A380) are being accounted for in the numbers used to create the models.

5. Health Impacts

22

The Revised Draft EA claims that Proposed Action would not create environmental health risks or safety risks for any persons, regardless of age. No data is presented to prove this assertion. They claim this despite the fact that there are many studies which cite the negative impacts including noise and air pollution posed to those living near an airport. In fact, in a 2007 study entitled *Residential proximity to large airports and potential health impacts in New York State* by S. Lin · J. P. Munsie · M. Herdt-Losavio · S. A. Hwang ·K. Civerolo · K. McGarry · T. GentileI, they conclude that, "there is the suggestion that residential proximity to some airports may increase hospital admissions for respiratory disorders." The EQA asserts that a finding of no significant impact is not valid and further, in-depth analysis must be conducted.

6. Circumvention of Standard Operation Procedures

23

We are concerned that there seems to be a circumvention of standard operating procedures for some of the proposed actions. The EA calls for the conveyance of property to the City, and the city leasing the property to the Port Authority via "a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal air Terminals with the City." However, the EA maintains that this transfer is not subject to the Uniform Land Use Review Procedure (ULURP). The Proposed Action also calls for the relocation of Airport Patrol Road and North Boundary Road, and construction of a new access road off of Rockaway Boulevard, yet the EA maintains that "no disruptions of local traffic patterns that substantially

23 continued

reduce the levels of service of the roads serving the airport and its surrounding communities would occur." Normally such actions would be discussed at the local Community Board level. There is no indication in the EA that this will be done. The local community is therefore being left out of the process although they definitely will be impacted by any changes in ground traffic patterns.

7. Cumulative Impacts

24

Finally, Under Section 5.20 Cumulative Impacts, the EA states, "The CEQ NEPA regulations (40 CFR 1508.7) define a cumulative impact as '…the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency, Federal or non-Federal, or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time'" The EA assesses cumulative impacts resulting from implementation of the Proposed Action for projects on-Airport only. "The cumulative impacts analysis presented in this EA included a review of available environmental documents for other projects at JFK." It, however, fails to review or analyze possible cumulative impacts for off-airport projects, i.e., the construction of a Logan Bus Company facility on Rockaway Boulevard also to include an inlet and outlet on Rockaway Boulevard. It also doesn't include the NYCDEP Springfield Gardens Bluebelt Project or any on-going and planned projects for Idlewild Park Preserve. This is a violation of the CEQ NEPA Regulations. The EQA maintains that a full EIS needs to be completed analyzing the cumulative impacts on all projects on and off airport property.

EQA's Detailed Comments to Revised EA'a Analysis of Environmental Consequences

1. Noise

25

If the FAA approves the EA's position that the Proposed Action will result in no significant increase in noise, it will have considered only the incremental and not the cumulative impact of an expanded runway and widened and increased taxiways on the surrounding community. The National Environmental Policy Act (NEPA) requires federal agencies to prepare an EIS for "every … major Federal action significantly affecting the quality of the human environment[1]." An EA is made for the purpose of determining whether an EIS is required[2]. "If *any* 'significant' environmental impacts might result from the proposed agency action then an EIS must be prepared *before* agency action is taken.[3]"

26

Aircraft noise is a common occurrence for most communities within the U.S. however, for communities neighboring airports the noise is far more detrimental to health and quality of life. A recent GAO study revealed that the FAA expects that by 2024 air traffic for the U.S. will increase 20%[4]. Without any mitigation, the noise impacts at JFK may cause serious harm to the populations in the surrounding communities.

[1] 42 U.S.C. § 4332(2)(C) (2006)
[2] 40 C.F.R. § 1508.9 (2011)
[3] Sierra Club v. Peterson, 230 U.S. App. D.C 352, 717 F.2d 1409, 1415 (D.C. Cir. 1983)
[4] United States Government Accountability Office. (2012). AIRPORT NOISE GRANTS: FAA Needs to Better Ensure Project Eligibility and Improve Strategic Goal and Performance Measures. Washington, DC.

26 continued

Research into the health impacts of airport noise has grown as airports continue to accommodate larger planes and more passengers. Studies have highlighted the potential physical and mental health links associated with aircraft noise. Stress-related ailments such as hypertension, cardiovascular impacts, and neuroendocrine elevation have been related to chronic noise exposure[5] [6]. Mental health impacts include, lack of sleep, awakening from sleep, lessening of communication in social situations and aggression due to annoyance from chronic aircraft noise[7] [8].

27

According to the EA prepared for this proposed action, the noise analysis used the FAA's Integrated Noise Model (INM) to produce a 65,70,75 DNL Contour Map to evaluate noise impacts and found no significant impact by the proposed action. This map however is inconsistent with the 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ. Specifically, the Springfield Gardens (4L/4R) monitor, the noise monitor in the community directly north of the proposed action is located in the 65 DNL zone according to the INM contour map. However, the actual data from the noise monitor reveals that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65 with many months exceeding 70 DNL. Noise monitor activity recorded for 2013 are consistent with these results. Consequently, the EQA has no confidence that contours reflected in the exhibits. If the noise analysis used in this EA cannot accurately produce a contour map that is representative of actual noise exposure, the projected no significant impact findings cannot be trusted to be accurate. Furthermore, the EQA is concerned that the DNL levels in the schools, churches and residents adjacent to these contour areas need to be identified through the more extensive placement and use of noise monitors, and plans for mitigation need to be implemented for all affected areas and parties.

28

29

The Noise Analysis disregards cumulative impacts by only comparing the proposal with current and not the baseline of natural quiet and to consider the total impact of aircraft noise on homes and parks nearby. In addition, we contend that the calculations used to determine the 1.5dB

30

increase zone are erroneous and require real data and mathematical proofs, as even simple calculations can show the increase in proximity of the runway to the community will have, on average, a 1.5dB increase over a far larger scale than shown by the EA.

31

If the FAA, were to conclude that the runway expansion would have no significant impact on the environment of the homes and parks nearby, it would essentially conclude that there is little discernible increased noise intrusion to the homes and parks in the area from the proposed expansion to the No Build/No Action alternative and that the increase in noise levels that would result from the expansion of the runway is negligible because airplanes still take-off and land in the area, even if the runway expansion is not constructed.

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[5] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

[6] Jarup, L., Dudley, M., Babisch, W. H., Swart, W., Pershagen, G., Bluhm, G., et al. (2005). Hypertension and Exposure to Noise near Airports (HYENA): Study Design and Noise Exposure Assessment. Environmental Health Perspectives, 1473-1478.

[7] United States Environmental Protection Agency. (1978). Noise: A Health Problem. Washington, D.C.: Office of Noise Abatement and Control.

[8] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

32 The EA does identify an area where the proposed action will result in a "significant noise impact" of an increased 1.5 dB. They identify this area in Exhibit 5.4, and state that it is a "compatible land use" area, and therefore not noise-sensitive. It misidentifies Idlewild Park Preserve as being less than 160 Acres, when in fact the preserve is 324 acres laced with high quality intertidal salt marsh. Contrary to the statement that the portions of Idlewild affected "include wooded and vacant areas which are not used for active recreation activities," the preserve contains trails that are actively used for environmental education and field trips. Trail building, maintenance and plantings are constantly conducted in the park. In fact, the EQA is in the process of contracting with a landscape architect to design trails and boardwalks to support its master plan for the preserve and the Idlewild Environmental Science Learning Center which will be built within the next year. The park, then, is not an unused barren area and has not been for the better of ten plus years. Aircraft flying any lower with all the attendant noise and fumes will render the park virtually useless.

33 In addition, a careful look at the Exhibit 5.4 shows that this area is in close proximity to several schools and churches. Unfortunately, legends representing schools, and churches and street markers are used inconsistently across Exhibits 5.1 through 5.4, making it difficult to make comparisons and draw solid conclusions. Once again, however, the EQA is concerned that areas close to the DNL areas identified as incurring a significant increase need to be clearly identified and that the impacts of such exposure need to be considered before a proposed plan can be approved. An EIS can provide this level of information.

34 The Eastern Queens Alliance contends that by concluding that the Proposed Action will have no significant impact on the surrounding community, the Port Authority cannot be said to have taken a "hard look"[9] at the problem as it considers only the incremental impacts of the runway expansion and not the total noise impact that will result from the expansion. The EA does not address the cumulative impact in light of other take-offs, landings, and air flights over the homes and parks and the reasonably foreseeable future aircraft activity that will contribute to the cumulative noise impact on homes and parks. Indeed, the EA's statement on cumulative impact is, in part:

> "The cumulative impact of the Proposed Action, when added to the other past, present, and reasonable foreseeable future actions described above, is collectively insignificant given the history of intense urbanization that has occurred in the New York City metropolitan area."[10]

The cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time[11]. The courts, in reviewing whether a federal agency has acted arbitrarily and capriciously in finding no significant environmental impact, have given effect to the plain language of the regulations. While the factual settings differ in some respects from the instant issue, the consistent position in the case law is that, depending on the environmental concern at issue, the agency's EA must give a realistic evaluation of the total impacts and cannot

[9] Nat'l Parks & Conserv. Ass'n v. U.S. DOT, 222 F.3d 677 (9th Cir. 2000) (9th Cir. Haw. 2000)
[10] Landrum & Brown. (2012). *Draft Environmental Assessment: Runway 4L/22R Improvements, John F. Kennedy International Airport*. Unpublished manuscript.
[11] 40 C.F.R. § 1508.7

34 continued

isolate a proposed project, viewing it in a vacuum[12]. Noting that the regulatory definition of cumulative impact specifies that the "'incremental impact of the action' [at issue]" must be considered " 'when added to other past, present, and reasonably foreseeable future actions[13],'" we believe that, consistent with the regulation and purpose of NEPA, "it makes sense to consider the 'incremental impact' of a project for possible cumulative effects by incorporating the effects of other projects into the background 'data base' of the project at issue"[14]. The point, the court stated, was to provide in the EA "sufficient [information] to alert interested members of the public to any arguable cumulative impacts involving other projects"[15]. Further, the court concluded that insofar as *Kleppe v. Sierra Club*[16], "may bear on an agency's duty to consider impacts in a context that realistically includes other pending projects, the [agency] fully complied by planning on the basis of … ultimate completion of the related projects[17]." Similarly, the court in *Peterson*, without regard to any particular NEPA regulation, reversed a finding of no significant impact and a decision to issue certain oil and gas leases in national forests without preparing an EIS, remanding the case because the agency had failed, as NEPA requires, to "[fully assess] the [possible] environmental consequences" of activities "which have the potential for disturbing the environment[18]." *Natural Resources Defense Council, Inc. v. Hodel*[19], is to the same effect. There, the agency had failed to consider the cumulative impact, as defined in the Council on Environmental Quality (CEQ) regulations, of simultaneous development in the region on "species, particularly whales and salmon, that migrate through the different planning areas" when it considered only the effect on those species "within the Planning Area" rather than "the interregional effects[20]."

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Various airports throughout the world have established programs to address the environmental consequences they have on their community. There are currently 256 airports in the US with Airport Improvement Program grants to conduct Part 150 studies. These airports are using this funding to understand the impacts of noise and provide mitigation measures to communities living in the 65+ DNL contours. Some facilities have even taken this step further to provide mitigation to communities living in the 60+ DNL zones. The only mitigation measures for noise the PANYNJ has performed were to insulate a handful of schools in Queens in 2001. None of the schools in the 65+ DNL zone north of runway 4L/22R and no homes have been insulated by the PANYNJ. (See Appendix A)

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While, it is understood that the EA is not intended to be a lengthy document, it must at minimum address the considerations relevant to determining whether an EIS is required. NEPA regulations require that an agency consider cumulative impacts, and the EA fails to address the total noise impact that will result from the runway expansion. Indeed, the FAA's own NEPA policy calls for meaningful consideration of cumulative impact, parroting the language of the NEPA regulations to include proposed projects and past, present, and reasonably foreseeable future actions.

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Comments submitted by individual community members on the draft EA will call the FAA's

[12] Coal. on Sensible Transp., Inc. v. Dole, 263 U.S. App. D.C. 426, 826 F.2d 60 (D.C. Cir. 1987)
[13] *id.* quoting 40 C.F.R. § 1508.7
[14] *id.* at 70-71
[15] *id.* at 71
[16] Kleppe v. Sierra Club, 427 U.S. 390, 49 L. Ed. 2d 576, 96 S. Ct. 2718 (1976)
[17] Id. at 415 n.26, 49 L. Ed. 2d 576, 96 S. Ct. 2718.
[18] 717 F.2d at 1415
[19] Natural Resources Defense Council v. Hodel, 275 U.S. App. D.C. 69, 296, 865 F.2d 288 (D.C. Cir. 1988)
[20] Id. at 297-99, 865 F.2d 288

37 Continued attention to the need to consider mitigation measures in view of perceived noise-annoyance levels to persons near the runway. These submitted comments will also express concern about the

38 total impacts of noise on the area, yet the EA contains no analysis of the foreseeable increase of take-offs, landings, and over flights from a more efficient runway system. EQA maintains that each flight may be responsible for a noise level of 55 to 75 dBA and that an increase of 10 dBA

39 correlates to a doubling of loudness such that a commercial jet taking-off or landing may be 4 to 23 times as loud as the natural soundscape. Even in the absence of the regulatory definitions it would be difficult to understand how an agency could determine that an EIS is not required if it had not evaluated actual existing noise impacts as well as those planned impacts that will exist in the foreseeable future. From the case law it is clear that:

> a meaningful cumulative impact analysis must identify (1) the area in which the effects of the proposed project will be felt; (2) the impacts that are expected in that area from the proposed project; (3) other actions--past, present, and proposed, and reasonably foreseeable--that have had or are expected to have impacts in the same area; (4) the impacts or expected impacts from these other actions; and (5) the overall impact that can be expected if the individual impacts are allowed to accumulate. (Fritiofson v. Alexander, 772 F.2d 1225, 1245 (5th Cir. 1985) (citing Cabinet Mtns. Wilderness/Scotchman's Peak Grizzly Bears v. Peterson, 222 U.S. App. D.C. 228, 685 F.2d 678, 683-84 (D.C. Cir. 1982)); *see also Hodel*, Natural Resources Defense Council v. Hodel, 865 F.2d 288, 297-99 (1988); City of Carmel-by-the-Sea v. U.S. DOT, 123 F.3d 1142, 1160 (9th Cir. 1997)).

40 The EA, quoting CEQ guidance on preparation of an EIS, may assume that the no-action alternative is properly viewed as a "benchmark against which decision makers may compare the magnitude of environmental effects" of actions. However, neither the guidance nor the case law relieves the FAA of the duty to meaningfully consider cumulative impact in the EA. The EA has impermissibly taken a foreshortened view of the impacts which could result from the act of constructing and operating the runway expansion[21].

41 The city of New York has already drawn up recommendations in a report to reduce sound levels related to airports under NYC Administrative Code 40 C.F.R. pts. 24-205. The recommendations are steps that would be beneficial to this community and would show that the PANYNJ has good will to its surrounding neighbors. The report, including the recommendations can be found at the following address: *www.nyc.gov/html/dep/pdf/**noise/airport-noise**-study.pdf*

42 We would also request the PANYNJ ensure better compliance and lighter planes during nighttime hours (10pm-7am). This should be enforced by increasing the current noise violation fee from $250 to an amount that will make an airline reevaluate their practices. Some airports charge upwards of $5,000 for these violations.

43 Our request to the PANYNJ is similar to many airport communities around the county – address the noise effects the community is already facing before extending a runway closer to the community. This runway extension could add unknown changes that will affect the health and peace of mind of the neighborhood's community members. The analysis in the EA, in other words, cannot treat the identified environmental concern in a vacuum, as an incremental approach attempts. Without analyzing the total noise impact on the area as a result of the

[21] *Peterson*, Sierra Club v. Peterson, 717 F.2d 1409, 1413 (1983)

43 Continued construction and operation of the runway expansion, as of this EA, the FAA is not in a position to determine whether the additional noise that is projected to come from the expansion of the runway would cause a significant environmental impact on the area and, thus, requires preparation of an EIS.

2. Cumulative Impacts of Noise in Light of Area Airspace Redesign Plan

A highly controversial point relating to the impact of the proposed runway improvements on the communities of Southeastern Queens and Nassau County, are the cumulative impact of present and reasonable foreseeable future actions.

Regulations require the agency to consider the cumulative environmental impacts of any proposed action[22]. We contend that the Port Authority did not adequately consider the cumulative effects of the New York/New Jersey/Philadelphia Area Metropolitan Area Airspace Redesign Plan because the agency failed to account properly for the effects of focusing air traffic down specific corridors, increasing the efficiency and reliability of the airspace structure, in addition to the improvements of efficiency in the taxiway service provided by the aforementioned runway improvement. It is reasonably foreseeable that the result of these two plans will be an increase in movements at John F. Kennedy Airport; however, the Environmental Assessment (EA) does not factor in increases in movements in any calculation be it noise, air pollution, or other environmental issues. Moreover, the EA does not take into consideration the advancement of the Federal Aviation Administration's NextGen navigational technology, which has the stated future benefit of "enhancing [...] capacity for industry and the flying public."[23]

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The Port Authority and their contractors erred by only modeling the environmental effects of airplanes with existing numbers, which have been artificially limited by the Federal Aviation Administration's High Density Rule.[24] It stands to reason that with an increase in efficiency and capacity that the FAA will allow an increase in movements at JFK International Airport. The Port Authority should have modeled future years with the reasonable increase in movements both expected and forecasted.[25] Unlike the difficulties and uncertainties involved in modeling noise levels in Town of Cave Creek v. FAA[26] the Port Authority and the FAA have funded numerous studies into the amount and type of air traffic that would increase immediately after construction. Moreover, the present noise levels are so far above the 65 DNL curve that if airplane-related noise were hypothetically to increase at all between construction and 2020 something that we can in good faith claim - the resulting noise levels would *still not* be consistent with all existing land uses.

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[22] 40 C.F.R. § 1508.8

[23] Federal Aviation Administration. (2009). Fact Sheet—NextGen Goal: Performance-Based Navigation [Press Release]. Retrieved from http://www.faa.gov/news/fact_sheets/news_story.cfm?newsid=8768.

[24] FAA Order "Operating Limitations at New York's John F. Kennedy International Airport" Docket FAA-2007-29320, 14 CFR Part 93.

[25] PB Americas, et al. (2007). FAA Regional Air Service Demand Study. Retrieved from http://www.faa.gov/airports/eastern/planning_capacity/media/PANYNJ%20Task%20B%20&%20D%20FINAL%20May%202007.pdf.

[26] Town of Cave Creek v FAA, 325 F.3d 320 (D.C. Cir. 2003)

50 EQA will also argue that an EIS is required because, if using this EA as a guide, the agency will not have adequately considered "the degree to which the effects on the quality of the human environment are likely to be highly controversial."[27] "The term 'controversial' refers to cases where a substantial dispute exists as to the size, nature, or *effect* of the major federal action rather than to the existence of opposition to a use."[28] The contention that complaints regarding the EA's modeling and forecasting of movements constitutes a "controversy." This issues is similar in nature and scope to Blue Mountains v. Blackwood[29], here the court found that "the EA contains virtually no references to any material in support of or in opposition to its conclusions," and National Parks v. Babbitt[30], where the court found a substantial controversy because 85% of the 450 comments "urged that the EA's analysis was incomplete and the mitigation uncertain."

51 Finally, the EQA asserts that the INM projections used are faulty, as year-long DNL readings from the Port Authority state that between September 1, 2009 and August 31, 2010 the day-night noise level at the Springfield Gardens noise monitor was 70.8—well in excess of the 65 stated in the EA.

52 Before a decision is made on this project we recommend the use of the FAA FAR Part 150 to determine, as closely as possible the true effect on the community. 2013 data is similar.

3. Environmental Justice

The CEQ has promulgated regulations implementing NEPA[31]. Under these regulations, an agency is required to prepare an EA in order to determine whether to prepare an EIS or a FONSI[32].

Eastern Queens Alliance contends that the preparation of a FONSI by the FAA will violate NEPA, a Department of Transportation ("DOT") Environmental Justice Order, and Executive Order No. 12898 by failing to evaluate or develop alternative plans which do not have adverse impacts which weigh disproportionately high on minority or low-income populations. The EA position on impacts to the minority population does not take into consideration the cumulative effects of the runway expansion on a "79.5% to 80.0%[33]" minority population and merely

53 concludes that "within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 67.8 percent of the population is minority. In the Proposed Action, a small decrease in the minority population within the 65 DNL noise contour would occur…(Claiming) therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations." The EQA questions the data upon which this determination is being made. Many questioned the 2010 US Census data for Southeast Queens understanding that there was an undercount based on many failing to respond. Furthermore, as stated earlier, the EQA

54 questions how it is being determined that there will be fewer residents in the 65 DNL contour in

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[27] 40 C.F.R. § 1508.27(b)(4)

[28] *Found. for N. Am. Wild Sheep v. U.S. Dep't of Agric.*, 681 F.2d 1172, 1182 (9th Cir. 1982) (emphasis in original; internal quotations omitted).

[29] *Blue Mountains Biodiversity Project v. Blackwood*, 161 F.3d 1208, 1214 (9th Cir. 1998)

[30] *National Parks & Conservation Association v. Babbitt*, 241 F.3d 722, 736-37 (9th Cir. 2001)

[31] Id. § 1500.1

[32] Id. § 1501.4; 1508.9

[33] Landrum & Brown. (2012). Draft Environmental Assessment: Runway 4L/22R Improvements, John F. Kennedy International Airport. Unpublished manuscript.

54 continued communities to the north, which will be significantly negatively impacted by noise, since the contours will be "slightly" wider.

55 In addition, the EA finds that, according to 2010 U.S. Census data, the median household income for the area located within the 2015 No Build/No Action 65 DNL noise contour is $79,363 per year. These factors, they state, make the area ineligible to make claims of environmental injustice. Again, we question the validity of the data. On this, the EQA takes the position that the EA uses the letter of the law as a guideline for action; however, it fails to consider the spirit of the law. The fact is that this is a largely minority community. The minority families move to this community to seek an enhanced quality of life. Many families have lived here for decades, and increasingly find that the value of their homes, their health and their safety are constantly under siege by airport authorities who seek to propose and implement actions in a vacuum. In recent months, residents have complained that aircraft have been flying lower, and at times, at less than 60 second intervals over their homes over prolonged periods. Some of the minorities in this community may indeed have incomes above the poverty level; but they often accomplish this by working multiple jobs and long hours. It is not unreasonable for them to demand the right to come home to a place where they can enjoy a decent quality of life and a quiet night's sleep. They are not wrong to protect the safety and the value of their homes. As mentioned above, there are also those, many of whom are not reflected in the Census Count, who find themselves below the poverty line, living in basements and renting rooms in the one and two-family housing stock. There are also several shelters and many group homes sprinkled throughout the community. In fact, many contend that Southeast Queens has more than its fair share of such homes. It is in this spirit that EQA suggests that the issue of environmental justice needs to be seriously considered when proposing and implementing airport activity for JFK airport.

56 Thus, as will be stated infra, in more depth, the environmental justice section of the EA would seem to be founded on faulty logic and violates the good faith embodied in the aforementioned acts, regulations and orders. Even though both the Environmental Justice Order and Executive Order specifically state that they do not create any right to judicial review for alleged noncompliance this specious evaluation and analysis as well as the incremental approach to environmental justice will negate any FAA claim of giving the EA a 'hard look' under NEPA and allow potential challenges under the APA for a violation of the NEPA, having exhausted available administrative remedies prior to bringing an action[34].

57 It is our desire to effectuate a structure so that the community, Eastern Queens Alliance, the PANYNJ, FAA, and all other parties can develop a meaningful plan that satisfies all stakeholders without the costly delay of protracted litigation.

4. Children's Environmental Health and Safety

58 An area of great concern is the health and well-being of children living in the community north of runway 4L/22R. The EA states that there would be no potential significant impact to children's environmental health and safety under either the proposed or the no/build action. This is a poorly researched and short-sighted position.

[34] Winnemem Wintu Tribe v. U.S. DOI, 725 F. Supp. 2d 1119, 1139 (E.D. Cal. 2010)

58 continued

As the EA points out in Section 5.7, there will be increases of less than 1dB experienced in the Springfield Park, Brookville Park and Idelwild Park areas. These are areas that are frequented by our children. The DNL levels in these areas are already at very high levels (within the 65-70 DNL and 70-75 DNL noise contours). While these may be acceptable DNL's by the letter of the law, certainly the research literature indicates that these are unacceptable levels to subject the areas where our children play basketball, baseball and tennis and where they hike and learn about the environment. With little mitigation in place for noise, a specific worry is what impact this chronic exposure has on children currently and in the long-term.

Most studies on airport impacts to children have reviewed school-related achievement. These are highly useful in linking detrimental effects aircraft noise has on children's reading skills, attention spans, cognitive functions, and overall school failure rates[35] [36] [37]. Studies that produce such findings are the motivation behind airports' mitigation plans to insulate schools. However, our concern is that children don't spend all their time at school. Young children of pre-school age or children home after school are still susceptible to aircraft impacts even if their school has been insulated.

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Studies conducted to understand the impacts of noise at home find that young children whom live or play in noisy environments may never develop listening skills necessary at the point they reach school age. Chronic noise exposure has also need linked to high levels of annoyance in children which is generally defined as "a mixture of anger, fear, and mild irritation." With the long-term health effects of such mental states unknown, we urge the PANYNJ and the FAA to initiate further studies with an EIS of this proposed project and make more of an effort to mitigate the impacts aircrafts have on this community before exposing the community youth to increased disruptions at school and home.

5. Air Quality

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JFK and its surrounding neighborhoods are in an air quality region of non-attainment for Ozone (8hr), $PM_{2.5}$, and until recently CO which is now in maintenance status. All of these pollutants have an impact on human and environmental health. Ozone has direct effects on respiratory tracts and can lead to diseases such as asthma or bronchitis. On average New York City residents have consistently higher asthma rates that the rest of the state. These health effects can be compounded with the regions non-attainment for $PM_{2.5}$ which is produced by vehicle combustion and reactions with Volatile Organic Compounds and SOx and NOx. Currently there is no air quality monitoring stations in Queens County near JFK to verify the emission levels produced by the airport.

Carbon dioxides, volatile organic compounds (VOCs) and nitrogen oxides (NOx)-- the air pollutants emitted by aircraft and airport-related industry—release a variety of toxic chemicals such a benzene and formaldehyde. A 1993 EPA health risk assessment concluded that aircraft engines were responsible for approximately 10.5 percent of the cancer cases within a 16-square-

[35] Evans, G., & Maxwell, L. (1997). Chronic Noise Exposure and Reading Deficits: The Mediation Effects of Language Aquisition. Environment and Behavior, 638.
[36] Haines, M., Stansfield, S., Job, R., Berglund, B., & Head, J. (2001). Chronic Aircraft Noise Exposure, Stress Responses, Mental Health and Cognitive Performance in School Children. *Psychological Medicine*, 265-277.
[37] Federal Interagency Committee on Aviation Noise. (2007). Findings of the FICAN Pilot Study on the Relationship Between Aircraft Noise Reduction and Changes in Standardized Test Scores. Washington, DC: FICAN.

60 Continued

mile area surrounding Chicago's Midway airport. The National Resources Defense Council warns" the same conclusion might apply to people living immediately adjacent to airports all over the country.[38]"

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The proposed action presented in the EA states there will be an improvement in air quality because of the potential for reduced taxi time. However, the proposal also shows a foreseeable increase of over 250 aircrafts per day using the airport. The effect of the runway extension on the number of aircraft that can use JFK is significant, at a foreseeable increase of approximately 25%. The proposed action should take into account these increases as a result of increased runway usage and any shifts in emissions that would potentially be directed over the neighborhood north of 4L/22R.

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In addition to the omission of foreseeable increases in airport traffic, the GHG measurements and modeling used by L&B are in conflict with a 2009 PANYNJ study on Greenhouse gasses.[39] The PANYNJ study places total GHG emissions from JFK airport and operations at 1,570,818 metric tons CO_2 equivalent; whereas the figures provided by L&B show only 460,669 annual metric tons of CO_2. This purported decrease of 79% is either (1) erroneous, or (2) represents a drastic decrease in emissions that should be carried over into the 2015 No-Build/No-Action plan.

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Because of the non-attainment status of the air quality region JFK is located in, the airport is eligible for funding through the Voluntary Airport Low Emissions (VALE) program. The FAA program helps airports reduce all sources of ground emissions and meet state air quality requirements of the Clean Air Act. Through the program Airport Improvement Program funding would cover 75% of costs to JFK for such a program. The remaining 25% could be covered by Passenger Facility Charge funding. The Eastern Queens Alliance requests the PANYNJ further evaluates the impact this proposed project will have on the air quality in the areas of South East Queens through an EIS. We also request the PANYNJ take advantage of available funds from the FAA for establishing a VALE program at JFK airport.

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When a NEPA analysis is needed, the proposed action's impact on air quality is assessed by evaluating the impact of the proposed action on the National Ambient Air Quality Standards (NAAQS).[40] We believe that, this plan, if granted a FONSI by the FAA, that the FAA will have violated The National Environmental Policy Act (NEPA) and other laws in approving and funding the 4L/22R Runway Improvement.[41]

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EPA directs that all federal agencies must, for major federal actions significantly affecting the quality of the human environment, prepare a detailed statement concerning 1) the environmental impact of the proposed action; 2) any adverse environmental effects which cannot be avoided should the proposal be implemented; 3) alternatives to the proposed action; 4) the relationship between local short-term uses of the environment and the maintenance and enhancement of long-

[38] Skolnick, Sharon. (2001). *Exposing Airports' Poison Circles.* Earth Island Journal. 15, 4.
[39] Southern Research Institute. (2009). Greenhouse Gas Emissions Inventory for the Port Authority of New York and New Jersey. (Prepared for the Port Authority of New York & New Jersey).
[40] FAA Order 1050.1E Change 1, *Environmental Impacts: Policiies and Procedure*, Appendix A, Section 2, *Air Quality*, March 20, 2006.
[41] 42 U.S.C.A. § 4332 (West 2003).

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term productivity; and 5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented.

According to CEQ regulations, an EA is a public document that briefly provides sufficient evidence and analysis for determining whether to prepare an EIS or a FONSI (finding of no significant impact), or to aid an agency's compliance with NEPA when no EIS is necessary, or to facilitate the preparation of an EIS when one is necessary[42]. An EA must include brief discussions of the need for the proposed action, of alternatives to the proposed action, of the environmental impacts of the proposed action and alternatives, and a list of agencies and persons consulted[43].

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An EA must consider indirect impacts[44]. These may include induced growth and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems. 40 C.F.R. § 1508.8(b). In its sketchy three-paragraph discussion of secondary impacts, the revised EA acknowledges only economic impact and the "multiplier effect," it does not delve into the foreseeable increases in movements at the airport, the increased distance for GSE equipment, nor the pollution and noise that these issues bring. The EA does not support its assumptions with any analysis, nor were mitigation measures discussed.

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As these significant issues are missing and, indeed at controversy there must be an FAA directive to create a proper EIS, along with a "hard look" at the secondary effects of this program in conjunction with the cumulative effects this will have on the community at large.

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Pursuant to the Clean Air Act, EPA has identified air pollutants that endanger public health and welfare, and promulgated National Ambient Air Quality Standards ("NAAQS") that set forth maximum allowable concentrations in ambient air for six air pollutants: carbon monoxide (CO), nitrogen dioxide (N02), ozone (03), particulates of two and one half micrometers and smaller in diameter, sulfur dioxide (S02), and lead (Pb)[45]. EPA has not established NAAQS for mobile source air toxics ("MSATs") or hazardous air pollutants ("HAPs"), but relies on rules regulating vehicle emissions and fuel formulations to reduce and regulate these materials.

State implementation plans ("SIPs") are the primary means of attaining or maintaining NAAQS. SIPs must establish "schedules and timetables for compliance with NAAQs[46]. New York State has an EPA-approved SIP. If New York achieves the NAAQS for a particular pollutant, it is considered to be "in attainment." At present, the New York Metropolitan area, and Queens County more specifically is in non-attainment.

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The EA analyzed air quality impacts of the 4L/22R Runway Improvements, and concluded that there would be no significant air quality impacts. The EA goes so far as to suggest that emissions would decrease as a result of any of the build alternatives, based solely on the assumption that GSE's will improve. Other assumptions are included in the comparisons of air pollution, which lead to a level below the de-minimus threshold. There are significant differences in the

[42] 40 C.F.R. § 1508.9(a)
[43] 40 C.F.R. § 1508.9(b)
[44] 40 C.F.R. § 1502.16
[45] 42 U.S.C.A. §§ 7408-09
[46] 42 U.S.C.A. § 7410(a)(2)

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emmissions data presented in the original draft vs. the revised draft. In fact, most of the emission levels in the revised tables are lower than those in the original draft. This raises a red flag about sources and validity of data used to create these tables. What sources of information are being used to create the tables? Why the gross discrepancies? How valid are the analyses? A *hard look* needs to be taken at these tables. An EIS needs to be completed to make an in-depth analysis of the emissions from JFK Airport both for the No-Build/No-Action and for the Proposed Action.

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The manipulation of air pollution data by way of figures based on assumptions is a danger to the community.

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CO can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. At extremely high levels, CO can cause death. Exposure to CO can reduce the oxygen-carrying capacity of the blood. People with several types of heart disease already have a reduced capacity for pumping oxygenated blood to the heart, which can cause them to experience myocardial ischemia (reduced oxygen to the heart), often accompanied by chest pain (angina), when exercising or under increased stress. For these people, short-term CO exposure further affects their body's already compromised ability to respond to the increased oxygen demands of exercise or exertion. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between breathing elevated short-term NO_2 concentrations, and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma.

Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects including bronchoconstriction and increased asthma symptoms. These effects are particularly important for asthmatics at elevated ventilation rates (e.g., while exercising or playing.) Studies also show a connection between short-term exposure and increased visits to emergency departments and hospital admissions for respiratory illnesses, particularly in at-risk populations including children, the elderly, and asthmatics.

The proposed action at JFK is included in a non-attainment area for ozone and emissions of $PM_{2.5}$, and is in a maintenance area for CO. All of these pollutants have an impact on human and environmental health. Ozone has direct effects on respiratory tracts and can lead to diseases such as asthma or bronchitis. On average, New York City residents have consistently higher asthma rates than that of the rest of the state. These health effects can be compounded with the region's non-attainment for $PM_{2.5}$, which is produced by vehicle combustion and reactions with Volatile Organic Compounds and SOx and NOx. Currently, there are no air quality monitoring stations in Queens County near JFK airport to verfy the emission levels produced by the airport.

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The EQA is concerned that part of the proposed actions resulting in the relocation of the North Boundary Road, would cause ground access vehicles to travel longer distances, increasing potential emissions. In addition, construction projected to take place from March, 2014 through December, 2015 and associated with the proposed action will cause an increase in emissions through the 2015 proposed action period. Although the EA concludes that none

73 continued of these factors cause emissions to increase to levels that reach or exceed the de minimus thresholds, still these factors have a cumulative effect upon the community that cannot be discounted, even if only for a limited time. These factors should be analyzed as part of a scientific and comprehensive EIS before the proposed action is approved.

6. Land Use --Impact to Wetlands and Idlewild Park Preserve

74 An EA should analyze both the direct and indirect impacts of a proposed action[47]. Indirect impacts are defined as being caused by the action and are later in time or farther removed in distance but still reasonably foreseeable[48]. Eastern Queens Alliance believes that in granting a FONSI the FAA will have violated NEPA by their inadequate analysis of impacts on wetlands at the north of the runway expansion, both direct and indirect. After reviewing the EA, especially chapters 4 and 5, we believe that the indirect impact on wetlands analysis is not adequate to the point of being arbitrary and capricious. In addition, we contend that NEPA will be violated 75 because the EA: (1) failed to identify and classify into subcategories the wetlands located between Rockaway Blvd., and the current airport property boundary, (2) failed to take actual 76 field data relating to environmental impacts of the proposed runway project, and (3) failed to 77 disclose the necessity of removing and/or 'topping' of the 312 trees in Idlewild Park Preserve in the EA.

78 While the EA maintains that the need to remove these trees is not due to the Proposed Action, it acknowledges that eight (8) street lights on Rockaway Boulevard would be lowered "to mitigate for Part 77 obstructions" because of the height of aircraft. It is our understanding that there is also a plan to lower the utility polls on the boulevard. This suggests that the PANYNJ is expecting lower flying aircraft and that labeling the 312 trees as "current' obstructions is also due to the expectation of lower flying aircraft. The Department of Transportation Act: Section 4(f) Resources should also apply to these trees. Our question is: How much lower do they expect the aircraft to be flying? This is not addressed in the EA. Contrary to FAA Part 77 regulations, there 79 has been no notification of stakeholders about the determination regarding the trees and no formal comment period for stakeholders to voice their concerns.

80 We also argue that the EA erred by failing to consider the environmental impacts of cumulative or induced growth, thereby precluding a true comparison of alternatives. The EA shows conflicting data in regards to the wetlands towards the north end of the runway and summarily and without discussion dismisses or disregards the foreseeable increase in air traffic, and thus noise, pollution, and vibrations related to the increased efficiency of the runway and the airport as a whole. In addition, the EA does not validate reasoning why one wetland is more important 81 than another. The proposed plan impacts wetlands at the head of Jamaica Bay and by association could potentially do significant harm to the Bay itself.

82 We further allege that the EA still improperly omits from its analysis the impact to Idlewild Park Preserve. As mentioned above, the EA removes the question of the 312 trees from the purview of the Proposed Action. There is, therefore, no mention of the significant impact of tree removal in Idlewild. The Preserve, as designated by New York City, is a wildlife refuge officially part of New York City's Forever Wild Program (See Appendix B) and therefore, is entitled to § 4(f)

[47] Custer Cnty. Action Ass'n v. Garvey, 256 F.3d 1024, 1035 (10th Cir. 2001)
[48] 40 C.F.R. § 1508.8(b)

protections[49]. § 4(f) requires, in part, that the Secretary of Transportation not approve any project which requires the use of *publicly* owned land from a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or *any land* from an historic site of national, state, or local significance *unless* the Secretary *finds there is no feasible and prudent alternative* to the use of such land (see comments supra for discussion of alternatives), and that all possible planning has been done to minimize harm to that protected area. According to the EA representative, the trees are obstructions to air navigation under the United States Federal Aviation Administration regulations, making them potential hazards to aeronautical safety that they will be obligated to remediate. However, we assert that because the trees are located in wetlands, protected by the Tidal Wetlands Enforcement Policy[50], the FAA will need to obtain permission from multiple state and local organizations before trimming or removing trees and thus making the runway safe under FAA Regulations. The federal regulation of airport safety does not preempt state and local environmental laws which were created because any impact to tidal wetlands can be significant. Yet, there is no discussion of how this hurdle will be handled nor that the hurdle even exists, once again showing that the EA is incomplete, based on poor data, and does not allow the community an adequate opportunity to evaluate and improve the proposal.

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The EQA's position is that many of the trees that the PA is proposing to remove are no taller than the surrounding houses. If these trees are too tall, then what does that say about the nearby homes? The trees in the Idlewild wetlands are an important resource for the neighboring community. The mature root systems absorb water, protecting us from some of the flooding to which the area is so prone. The tall trees absorb some of the sound of the aircraft. Removing these trees will have a noticeable, negative impact on our community. The offer to replace the trees with young saplings which will not be able to provide needed protection for many years to come, is unacceptable.

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In continuing with the inadequacy of the EA in relation to land use, the preparers analysis on Idlewild Park Preserve, fails to acknowledge its correct size or its current uses. The uninterrupted and purposeful use by the public of the property for almost thirty years and a New York City designation of Forever Wild makes these lands a public park and recreation area of state and local significance within the meaning of § 4(f). There is no mention of the effect of increases in noise and pollution from the airport and Rockaway Boulevard, nor the removal of trees. Accordingly, an EIS is required, and will have to determine whether (1) there are no prudent and feasible alternatives to using the Idlewild Park Preserve and the NYSEDC land for the project, and (2) whether the project includes all possible planning to minimize whatever harms will result to the Idlewild Park Preserve and the NYSEDC property. If a FONSI is granted, the ommission of the use of publicly owned land from Idlewild Park Preserve for this runway expansion would violate the CEQ guidelines that suggest an EIS be prepared when the impacts are controversial [substantial dispute] as to the size, nature, and effect of the major federal action[51].

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Furthermore, if proper documentation and procedures results in a determination that the trees are indeed obstructions, various alternatives should be considered, i.e., marking and lighting the

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[49] Nat'l Wildlife Fed'n v. Coleman, 529 F.2d 359, 370 (5th Cir. 1976)
[50] NYS N.Y. Envtl. Conserv. Law, 42 U.S.C. §§ 1-0101, 3-0301, 25-0302
[51] Hanly v. Kleindienst, 471 F.2d 823 (2d Cir. 1972)

86 continued

trees, trimming or pruning them, etc. which would allow the trees to continue to serve as resources while mitigating any concerns about obstruction.

7. Land Use --Construction of New Interchange

An issue related to land use that is only briefly mentioned is the construction of a new interchange from Rockaway Blvd., to the airport access roads. In section 5.3.3, the discussion of a new public access road to JFK airport is summarily dismissed as there is currently little traffic on North Boundary Road. However, the EA does not take into account the foreseeable effects of having a new public access point to the airport from a major thoroughfare.

NEPA requires federal agencies contemplating major action to follow a procedure -- preparing and considering an EIS -- whenever the proposed action may significantly affect the quality of the human environment. 42 U.S.C. § 4332(2)(C). Failing to follow this procedure creates a risk that serious and avoidable environmental consequences of the action, which an EIS would reveal, will not be brought to the attention of agency decision makers. Thus, if a particular project does in fact entail serious but nonobvious environmental impacts, agency failure to prepare an EIS may mean that the last opportunity to eliminate or minimize these impacts, in accordance with NEPA's broad objectives, has been lost. The interchange alone is grounds for requiring an EIS, as can be seen in *Davis v. Coleman,* "an interchange on a major highway in an area where no connecting road currently exists will have a substantial impact on a number of environmental factors.[52]" That this is so is recognized in the Department of Transportation's own PPM 90-1, August 24, 1971, 2 Env. L. Rep. 46106, which governs preparation of impact statements for federal-aid highway projects:

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> The improved access and transportation afforded by a highway may generate other related actions that could reach major proportion and which would be difficult to rescind. An example would be a highway improvement which provides access to a non-accessible area, acting as a catalyst for industrial, commercial, or residential development of the area. Id., Appendix E, para. 2f, 2 Env. L. Rep. at 46110.

The impact this new interchange will have on the communities in the area once completed and the foreseeable impacts must be evaluated under an EIS in order to measure these unknowns properly.

8. Land Use --Value of Homes

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The EA states that the ***relocation of residences*** and ***substantial loss in community tax base*** as two social impacts that will not result from this proposed action. Many residents within the community would argue with this conclusion. The quality of life issues faced by a number of residents as a result of the airport activity in the past and the cumulative effect of the proposed activity has caused a number of residents to consider relocation. There are those who have actually moved. There are those who have actually decided against buying homes in the community because of aircraft noise pollution. The challenge that many residents face is that they might not be able to sell their homes at market value because of the airport activity.

[52] Davis v. Coleman, 521 F.2d 661 (9th Cir. 1975)

In 1994 the consulting firm of Booz-Allen & Hamilton, Inc. prepared a report titled *The Effect of Airport Noise on Housing Values: A Summary Report* for the Federal Aviation Administration[53]. The report describes a methodology for evaluating the impact of noise on housing values. The methodology essentially compares market prices in similar neighborhoods that differ only in the level of airport-related noise. In pilot studies using this method, Booz-Allen found that the effect of noise on prices was highest in moderately priced and expensive neighborhoods. In two paired moderately priced neighborhoods north of Los Angeles International Airport, the study found "an average **18.6 percent** higher property value in the quiet neighborhood, or **1.33 percent per dB of additional quiet**.

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A 1996 study funded by the Legislature of the State of Washington[54] used a somewhat similar methodology and found that the proposed expansion of Seattle-Tacoma Airport would cost five nearby cities $500 million in property values and $22 million in real-estate tax revenue. The study of single-family homes -- all in "very good" condition, with three or more bedrooms and two or more baths, and excluding the most expensive and inexpensive units to provide more representative comparisons -- found that "a housing unit in the immediate vicinity of the airport would sell for **10.1 percent** more -- if it were located elsewhere." The Washington study also concluded: "all other things remaining equal, the value of a house and lot increases by about 3.4% for every quarter of a mile the house is farther away from being directly underneath the flight track of departing/approaching jet aircraft."

In 1997 Randall Bell, MAI, Certified General Real Estate Appraiser, licensed real estate broker, and instructor for the Appraisal Institute, provided the results of his own professional analysis to the Orange County Board of Supervisors[55]. Comparing sales of 190 comparable properties over six months in communities near Los Angeles International Airport, John Wayne Airport, and Ontario Airport, Bell found a diminution in value due to airport proximity averaging **27.4 percent**. Bell has also developed a list of over 200 conditions that impact real estate values -- airport proximity is categorized as a "detrimental condition. In addition, the EA does not take into consideration all of the impacted communities in south eastern Queens. It specifically ignored the communities of Springfield Gardens, Rosedale, and Laurelton. The omission of a discussion of communities directly around the affected area is a significant omission that further establishes the inadequacy of the EA and the need for an EIS[56]. "The Secretary shall designate critical habitat, and make revisions thereto, . . . on the basis of the best scientific data available and after taking into consideration the economic impact, and any other relevant impact, of specifying any particular area as critical habitat." (Emphasis added.) It is rudimentary administrative law that discretion as to the substance of the ultimate decision does not confer discretion to ignore the required procedures of decision making. And any omission of this nature is reviewable under 40 C.F.R. pt. 1540 (g).

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[53] Booz-Allen & Hamilton, Inc. (1994). *Effect of Airport Noise on Housing Values: A Summary Report.* (Prepared for the Federal Aviation Administration, Office of Environment and Energy.)
[54] Helmuth, Obata, & Kassabaum, Inc. (1997) *SEA-TAC International Airport Impact Mitigation Study.* (Prepared for the Wasington State Department of Community, Trade and Economic Development.)
[55] Bell, Randall. (1999). "The Impact of Airport Noise on Residential Property Values." PriceWaterhouseCoopers (unpublished paper).
[56] SEC v. Chenery Corp., 318 U.S. 80, 94-95, 87 L. Ed. 626, 63 S. Ct. 454 (1943)

91 In addition, a special set of takings problems has resulted from airplane flights, including problems of overflights, pollution, noise and nuisance[57]. The traditional theory that a landowner has rights in the space above the land has resulted in compensation when low flights interfered with those rights. This theory has been extended to the problems on nearby lands, not directly under the flight approaches, which have suffered from noise and fumes of the airplanes. Low-flying aircraft have been held to have taken an easement, or to have constituted a trespass, for which compensation must be given. Air flights even within navigable airspace have been held to be takings, and the prohibition of building structures above a certain height when within certain proximity to the airport has also been held to be a taking.

Therefore, by expanding the runway to the north, this, in essence, places planes, the flight paths and the noise/vibration closer to homes, decreasing their value and possibly creating a nuisance or "taking". From the draft EA provided and the lack of calculations and real data used in noise levels it is impossible to determine the exact decrease in land value and an EIS which utilizes actual data should be implemented to avoid future issues with the runway expansion.

Conclusion

92 The Airport and Airway Improvement Act of 1982 (AAIA) does not permit the FAA to approve an airport development project that has a significant adverse effect on natural resources unless there is no possible and prudent alternative to the project and every reasonable effort to mitigate the adverse effect has been taken[58]. As noted extensively in this comment, there are several significant adverse effects on natural resources and the population around the proposed runway expansion; however, there is no plan put forth to mitigate these effects. We request that further studies, such as a Part 150 study, a VALE Program Evaluation and a formal Environmental 93 Impact Statement be undertaken with the advice and consent of community organizations so as to properly and meaningfully inform the FAA of the adverse effects and how to properly mitigate them, to the satisfaction of all parties. It is the Eastern Queens Alliance's contention that the Proposed Actions be delayed until such time as these recommendations are implemented and their findings are incorporated in future plans for airport expansion.

94 As stated earlier NEPA requires a federal agency to prepare an EIS before taking any major action "significantly affecting the quality of the human environment.[59]" The purpose of an EIS is to "provide full and fair discussion of significant environmental impacts and [to] inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.[60]" The agency's overall EIS-related obligation is to "take a 'hard look' at the environmental consequences before taking a major action.[61]" At present the EA does not satisfy the 'hard look' obligation and an EIS is required.

Communities Matter

[57] Gardner v. Cnty. of Allegheny, 114 A.2d 491 (Pa. 1955); Ackerman v. Port of Seattle, 348 P.2d 664 (Wash. 1960)
[58] 49 U.S.C. § 47106(c)(1)(B) (2006)
[59] 42 U.S.C. § 4332(2)(C); see Stewart Park & Reserve Coal. v. Slater, 352 F.3d 545, 557 (2d Cir. 2003); Citizens against Burlington, Inc. v. Busey, 290 U.S. App. D.C. 371, 938 F.2d 190, 193 (D.C. Cir. 1991)
[60] 40 C.F.R. § 1502.1
[61] Balt. Gas & Elec. Co. v. Natural Resources Defense Council, 462 U.S. 87, 97, 103 S. Ct. 2246, 76 L. Ed. 2d 437 (1983)

The Port Authority states that the proposed actions outlined in the Runway 4L/22R Improvements Environmental Assessment are necessary for FAA compliance and for the economic viability of the airports. A flourishing airport will introduce more jobs and encourage business commerce. While EQA recognizes this to be true, we also believe that airports can and must do all that they can to flourish in ways that are compatible with the health, safety and life of the surrounding communities. Increasingly, scientific studies more than suggest that there are significant health impacts suffered by people who live near airports, A recent study by the British Medical Journal found that people who lived near Heathrow Airport were 10-20% more likely to be admitted to the hospital for stroke, heart disease and cardiovascular illness. There was also an increased risk of death from those diseases. Another study looked at the health of over six million Americans over the age of 65 who lived around 89 US airports and found that, on average, their risk of cardiovascular disease went up 3.5% for every extra 10 decibels of noise exposure. Professor Stephen Stansfeld of Queen Mary University, London states, "these studies provide preliminary evidence that aircraft noise exposure is not just a cause of sleep disturbance and reduced quality of life, but may also increase morbidity and mortality from cardiovascular disease." He goes on to warn that "planners need to take this into account when expanding airports in heavily populated areas or planning new airports."

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Members of our community are frequently scolded that we live near an airport, and so should expect and even accept whatever inconveniences may come with the territory. But what such people, and what apparently the Port Authority and FAA, fail to consider is that **people were here first**. The EA indicates that Runway 4L/22R was built in 1938. Many of the homes in our community were already standing. One must wonder if the community at that time had the courtesy of a public hearing; and if they did, what promises and misinformation were expediently offered up to them at the altar of economic advancement.

Communities matter, as do the people who live, work and play within them. And when one community fails, there is a rippling socioeconomic effect that is only to be discounted by the most short-sighted among us. The economic gains realized by poorly planned airport expansion can easily be nullified by increased health care costs that will ultimately be borne by all. The child whose intellectual growth is stunted today because of unmitigated airport noise and pollution, can most certainly become an unproductive menace to society tomorrow. It behooves the PANYNJ and the FAA to consider the stunning far-reaching and long-term impacts of expansion in the absence of consideration of the human element.

In summary, the EQA calls for the completion of an Environmental Impact Statement on the Proposed Action so that the PANYNJ, FAA and the stakeholders of the surrounding communities can have a scientifically objective and comprehensive assessment of its significant impacts as well as the cumulative impacts of all the airport noise and pollution to which Southeast Queens communities are subjected.

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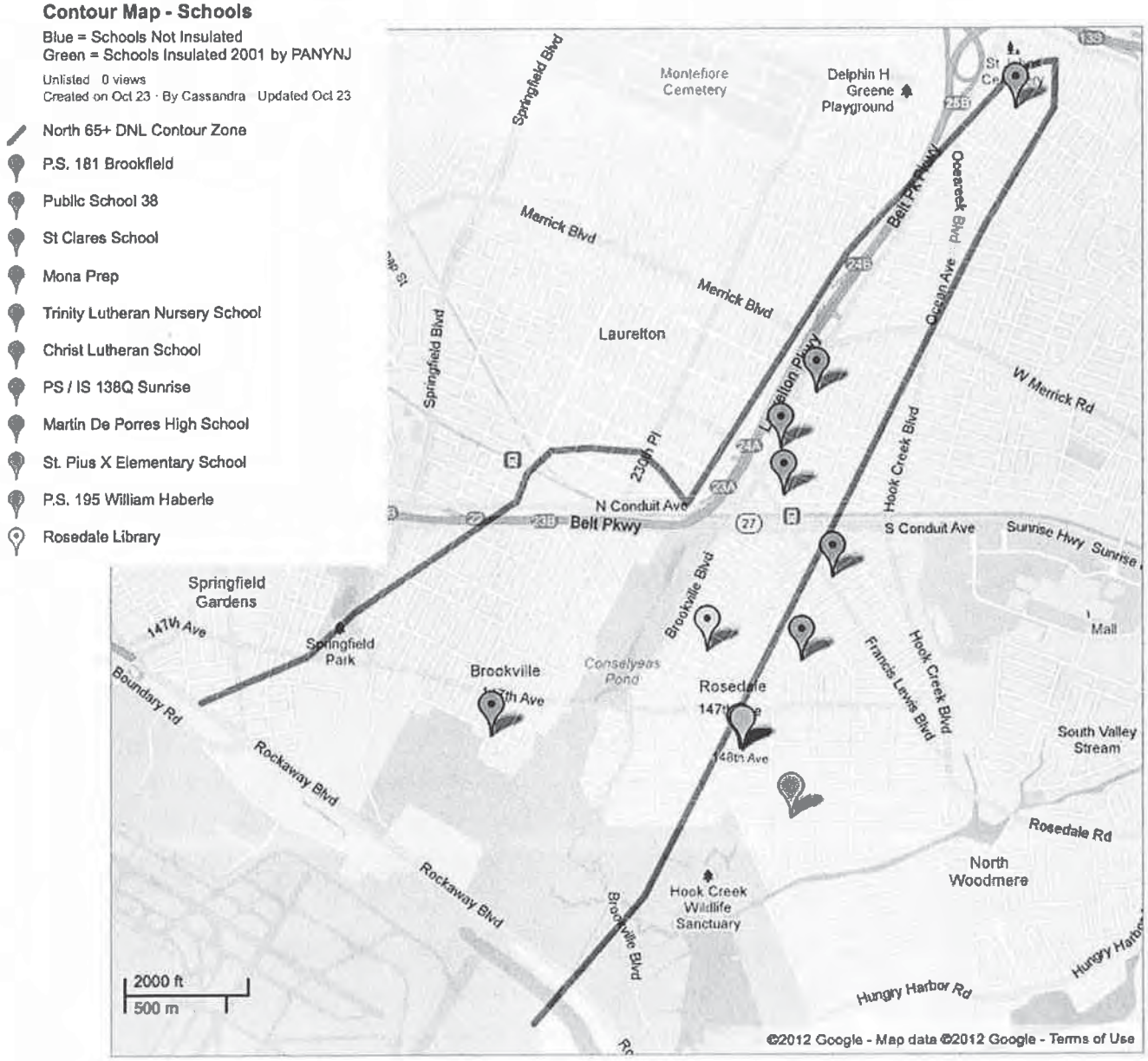
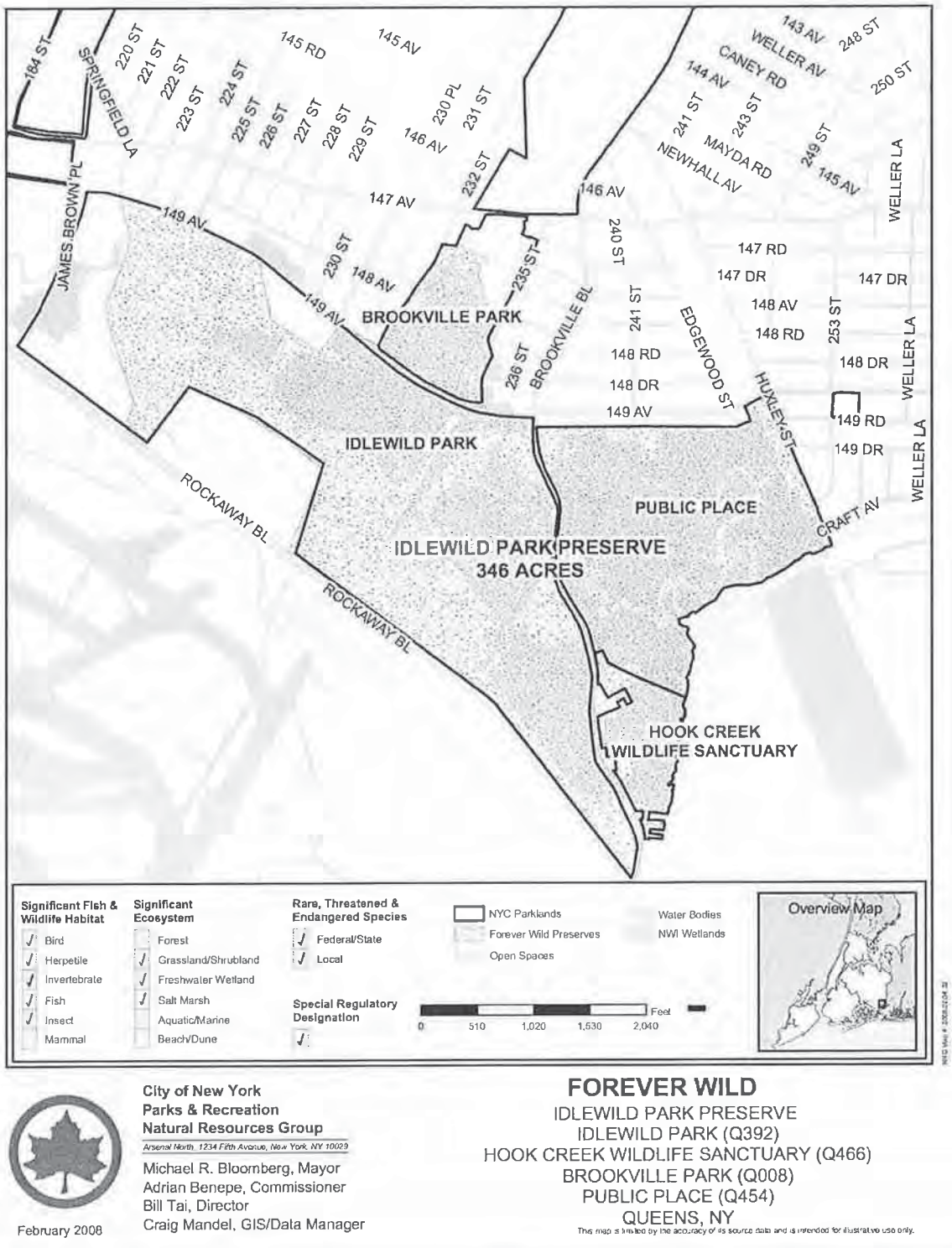
Appendix A – Contour Map with Schools North of Runway 4L/22R



Appendix B – Idlewild Park Preserve



City of New York
Parks & Recreation
Natural Resources Group
Arsenal North, 1234 Fifth Avenue, New York, NY 10029
Michael R. Bloomberg, Mayor
Adrian Benepe, Commissioner
Bill Tai, Director
Craig Mandel, GIS/Data Manager

February 2008

FOREVER WILD
IDLEWILD PARK PRESERVE
IDLEWILD PARK (Q392)
HOOK CREEK WILDLIFE SANCTUARY (Q466)
BROOKVILLE PARK (Q008)
PUBLIC PLACE (Q454)
QUEENS, NY

This map is limited by the accuracy of its source data and is intended for illustrative use only.

COMMENT #	COMMENT	RESPONSE
EQA 1	The revised EA concludes that the Proposed Action will not result in any significant adverse environmental impacts, and that, even in the absence of these proposed actions, "JFK will continue to have effects on the region similar to those that already exist with or without the Proposed Action." We find this to be a capricious and socially irresponsible admission of the deleterious effects that the airport is having on the surrounding community. By suggesting that things are already bad and that the proposed actions are not going to make them appreciably worse, the Port Authority discounts the ways in which the proposed actions will exacerbate an already unacceptable situation, and the damaging and cumulative impacts that these actions may have upon the health, safety and quality of life of the residents in neighboring communities.	The statement the commenter is referring is in the Summary of Cumulative Impacts, Section 5.20.3. The statement is not only referring to the Proposed Action but also to the other projects considered in the Cumulative Impacts section. Due to the misinterpretation of the statements made in this section, the summary has been revised to state "As no potentially significant impacts would result from the Proposed Action, it is unlikely the incremental impact of the Proposed Action would cause or contribute to a significant impact on the environment when added to past, on-going, or reasonably foreseeable future projects or actions involving JFK. The Proposed Action is not expected to cause or contribute to a significant impact on the environment when considered with other past, present or future actions regardless of what agency or person undertakes such other actions."
EQA 2	An EIS would help to identify and quantify the extent of this damage, not through the use of theoretical and hypothetical models, but specifically as it relates to the affected community.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 3	Among other things, the revised EA goes on to make the claim that this and other proposed projects will allow JFK to "provide positive environmental and social benefits to its neighbors." Yet, throughout our review of the revised document, there is no specific mention of plans for mitigation and no outline of the environmental and social benefits that will be derived by the surrounding community.	The commenter is referring Section 5.20.3 of the EA. The statement is not only referring to the Proposed Action but also to the other projects considered in the Cumulative Impacts section. Due to the misinterpretation of the statements made in this section, the summary has been revised to state "As no potentially significant impacts would result from the Proposed Action, it is unlikely that the incremental impact of the Proposed Action would cause or contribute to a significant impact on the environment when added to past, on-going, or reasonably foreseeable future projects or actions involving JFK. The Proposed Action is not expected to cause or contribute to a significant impact on the environment when considered with other past, present or future actions, regardless of what agency or person undertakes such other actions."
EQA 4	In fact, to date, the Port Authority has refused to do the one thing that it knows might actually provide a source of mitigation to the community, and that is to conduct a Part 150 study.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
EQA 5	An EIS is required to identify and analyze those impacts in a comprehensive and scientific manner.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 6	While the Revised EA states that the 4L departure starting point is not being moved, and Exhibit 1-8 indicates that the available takeoff distance is still the same 11,351 feet, careful review shows that an additional approximately 375 feet will be available for takeoff, thus resulting in a potential lengthening of the 4L take-off distance to 11,716 feet. This lengthening will bring departing planes lower over the communities to the north, resulting in higher levels of noise that have not been accounted for in the EA noise contour exhibits.	The departure starting point for Runway 4L does not change from its current location. Table 1-1 and Table 3-2 show the takeoff available distance is 11,351 feet currently and remains 11,351 feet with the Proposed Action. This is due to obstructions located off the north end of the runway that only allow for 11,351 feet of useable runway pavement for departures. A statement has been added to page 1-22 and page 3-12 of the document explaining the reason for the takeoff available distance remaining the same with the Proposed Action.
EQA 7	The extended runway will be closer to our community, making the departure starting point 950 feet from Rockaway Blvd, as opposed to the approximately 1,675 foot distance that currently exists. The noise associated with taxiing, idling and lift off will be greater for those who live closest to the takeoff area. In fact, even the Port Authority admits there will be a significant 1.5 dB increase above 65 DNL in certain areas closest to take off. They have indicated that these areas are not noise-sensitive because they are not near schools, recreational areas and homes. However, a look at the associated map (Exhibit 5-4) shows that this area is in fact within close proximity of such noise-sensitive areas as schools and churches and Springfield Park. And there is no way to reliably tell that there will not be a significant impact upon the people in these surrounding areas without analyzing the data from noise monitoring that is actually conducted in those nearby areas.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. The FAA requires the noise exposure contours be prepared using the INM. While noise monitors can provide information regarding existing noise levels at one specific location, they are subject to noise contamination from other non-aircraft sources. In addition, the noise monitors cannot predict the noise exposure in the future due to the Proposed Action as the INM does.

COMMENT #	COMMENT	RESPONSE
EQA 8	In Appendix B, it is also admitted that there would be "changes in noise contours associated with the Proposed Action. …the 65 DNL contour shifts slightly as compared to the No-Build/No-Action 65 DNL Contour" with the contour shifting "to the north approximately 150 –feet to a point just near 141st Avenue and widens slightly due to the proposed new location for the start of takeoff roll for aircraft departing on Runway 22R" As it is, people as far as Laurelton and Cambria Heights as well as Brookville, Rosedale and Springfield Gardens are complaining about lower more frequently flying aircraft. Even slights shifts in noise contours to the north are unacceptable. We reject the conclusion that the Proposed Action is not expected to result in any significant impacts in noise-sensitive land uses around the Airport.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.
EQA 9	Jet blasts from departing aircraft are of particular concern to the surrounding community. The Port Authority is seemingly aware of the damaging impacts of jet blasts as demonstrated by its intention to relocate the localizer along the extended runway center line north 600 feet from the future end of the RSA pavement to protect it from jet blast impacts. While the EA takes measure to assess and mitigate potential damage to its localizers, it fails to exercise the same care with respect to the people in the surrounding community.	FAA AC 150/5300-13A, Airport Design, Appendix 3 provides guidelines to minimize/mitigate jet blast. During the planning of the Proposed Action, the Port Authority followed the guidelines in the FAA AC and took measures and would continue to take measures, as appropriate, to minimize/mitigate jet blast. The Proposed Action complies with the jet blast guidelines in the AC.

COMMENT #	COMMENT	RESPONSE
EQA 10	The EA fails to outline the noise, turbulence, erosion and emissions associated with jet blasts from departing planes on 22R which will now be closer to Rockaway Blvd, the wetlands and our community. However, it is clear that these are known risks associated with jet blasts.	FAA AC 150/5300-13A, Airport Design, Appendix 3 provides guidelines to minimize/mitigate jet blast. During the planning of the Proposed Action, the Port Authority followed the guidelines in the FAA AC and took measures and would continue to take measures, as appropriate, to minimize/mitigate jet blast. The Proposed Action complies with the jet blast guidelines in the AC. The EA evaluated all required categories of environmental impact, including impacts from noise and air quality, and concluded no significant impact would occur from the Proposed Action.
EQA 11	As stated, the EA does not analyze the impact of jet blasts on the surrounding community. Nor does the EA discuss measures that the Port Authority will take to mitigate such impacts as described in the FAA report.	FAA AC 150/5300-13A, Airport Design, Appendix 3 provides guidelines to minimize/mitigate jet blast. During the planning of the Proposed Action, the Port Authority followed the guidelines in the FAA AC and took measures and would continue to take measures, as appropriate, to minimize/mitigate jet blast. The Proposed Action complies with the jet blast guidelines in the AC.
EQA 12	The EA further claims that "the Proposed Action is not expected to result in any *significant* impacts in noise-sensitive land uses around the Airport." We emphatically disagree with this finding of no significant impact. A community that is already burdened with high DNL levels can face harmful, cumulative effects from even seeming negligible increases in noise levels. These threats need to be more fully analyzed in an EIS and mitigation must be put in place.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action and if so then an EIS and possibly mitigation would be required. As previously stated, the noise analysis concluded there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 13	Furthermore Table 5-1 on P 5-13 which looks at noise exposure areas, etc. projects that fewer houses will be in the Proposed Action area than in the "No-Build/No-Action" Category, concluding that fewer residents will be in the 65 DNL Contour. Question: How was this determined? It appears that these projections are based on impacting fewer houses to the south since aircraft over that area will be flying slightly higher due to moving the 4L Arrival Threshold 460 feet to the north. We maintain that since the contours for the north of the airport are "slightly" expanded, there is no way that it can be concluded that fewer housing units in the communities to the north will be affected by aircraft noise. The same comment is relevant to Table 5-2. The communities to the north will be burdened with more, not less noise.	Table 5-1 presents the noise exposure area, estimate of housing units, and population for the entire noise contour. As stated by the commenter and in the EA in Appendix B, page B-27, the noise contour is smaller to the south of the Runway due to the Runway 4L arrival threshold being displaced 460 feet to the north but does increase in size to the north due to the Runway 22L departure starting point relocating 728 feet to the north. The estimate of the housing units and population was calculated using data obtained from the New York City Department of City Planning for Queens and the 2010 U.S. Census data for all other areas. Appendix B, page B-9 discusses how these numbers were calculated in more detail. Please note, the EA does not state there would be fewer housing units in the communities to the north of the airport impacted by noise. Table 5-1 presents the net decrease of residential units and population within the entire 65+ DNL noise contour. A statement has been added to page 5-13 describing this detail.
EQA 14	The EQA acknowledges the need to comply with FAA RSA standards; however, in its presentation of alternative actions, arguments for alternatives which would not lengthen the runway by 728 feet have been rejected with no real justification as to why a certain length is required. What is an "adequate length for current and projected aircraft? What is ideal? What is mandatory? What is unacceptable? What does research show? This is not explained.	A discussion of runway length is included in Chapter 2, page 2-2 of the EA. As stated in the discussion, maintaining sufficient runway length as close to the existing takeoff and landing length (11,351 feet) as possible is needed to accommodate the existing and projected fleet. A runway length analysis determined that a takeoff distance shorter than 11,219 feet on hot weather days could result in operational restrictions for certain aircraft and create capacity reductions and an increase in delays at the airport. Complying with RSA standards without the additional runway pavement would result in reducing the takeoff distance on Runway 22R to 10,491 feet.

COMMENT #	COMMENT	RESPONSE
EQA 15	The realignment of Taxiway E and the addition of Taxiway EE to the new departure starting point of the extended 22R Runway, will bring increased aircraft and related operations closer to the north, thus bringing the attendant noise and emissions closer to the surrounding communities. The EA contends that the Proposed Action will not result in increased emissions above the applicable de minimis thresholds and therefore that no further analysis is needed. The EQA disputes this, especially in light of the fact that the addition of a taxiway and the widening of the runways suggest that an increase in airport operations is within the Port Authority's master plan; and perhaps sooner rather than later.	With or without the Proposed Action, air traffic is projected to increase each year. The purpose of the additional 728 feet of additional runway pavement is to comply with FAA design standards while maintaining sufficient length to accommodate current and project fleet, not to accommodate additional operations. The EA did take into account the increase in operations and compared the 2015 and 2020 operating levels for the Proposed Action airfield versus the 2015 and 2020 No-Build/No-Action airfield, respectively, as required by CEQ. The impacts to air quality due to the Proposed Action were determined in accordance with the guidelines provided in FAA, Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, which together with the guidelines of FAA Order 1050.1E, constitute compliance with all the relevant provisions of the NEPA and the CAA. The air quality assessment disclosed in this EA demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds. Therefore, the Proposed Action conforms to the New York State Implementation Plan and the CAA because the Proposed Action would not exceed the de minimis thresholds established by the USEPA for the criteria pollutants.
EQA 16	In particular, the Proposed Action acknowledges that the runways are being widened to accommodate the larger Stage 6 and, we believe perhaps, potential Stage 7 aircraft. These larger, heavier aircraft which fly lower on departures and landings increase emissions and noise exposures, and their utilization may not be accurately accounted for in the revised proposed action.	The noise and air quality analysis on the Proposed Action in the EA used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to estimate the operation levels and fleet mix for the 2015 and 2020 conditions. The EA concluded no significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 17	The establishment of an enhanced infrastructure also lends itself to the accommodation of more planes and increased operations, which are only very conservatively accounted for in the EA.	The noise and air quality analysis on the Proposed Action in the EA used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to estimate the operation levels and fleet mix for the 2015 and 2020 conditions. The EA concluded no significant impacts would occur from the Proposed Action.
EQA 18	With the advent of Next Gen and the recent attempts of the FAA to introduce order 1050.1F, the EQA strongly suspects that the Port Authority intends to make maximum use of these advanced features, and that they wish to do so without the knowledge or input of the general public and most importantly the surrounding communities.	The EA, in Chapter 5, discusses the potential environmental impacts of the Proposed Action, including potential noise and air quality impacts in the year 2015 which includes a forecasted increase in operations based on the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario*. The Proposed Action does not provide for the implementation of NextGen.
EQA 19	The relocation of the departure starting point on Runway 22R will require the FAA to update its flight procedures. The plan proposes that as the planes lift off, they will turn "in the air at slightly different points and at a slightly higher altitude than existing conditions." As indicated in an earlier section of this comment, the EQA is concerned about the impacts of the resulting noise and air pollution. What communities will planes be flying over when they make these turns? Will the planes be at the higher or lower altitudes as they make these turns? As stands now, those living in locations where aircraft are turning complain about increased noise and pollution from acceleration thrust.	The precise location of the future turn points is not readily available information. However, the change in turn point location is expected to be similar to the existing turn points, over the Rockaway Peninsula, that they would occur over the same general areas they do today.

COMMENT #	COMMENT	RESPONSE
EQA 20	Exhibits B-1 and B-2 provide illustrations of the flight tracks in No Build/No Action vs. Proposed Action scenarios. These illustrations reflect the *generalized* flight tracks that aircraft will utilize during approach and departure, using the Airport Noise Management and Operation System (ANMOS). On any given day and time, these flight tracks may vary significantly based upon air traffic, weather and type of aircraft and it is not clear that this activity is being reflected on the exhibit. As many of the residents in the community can tell you, actual flight patterns are very different from these generalized models. The reality is that flights departing on 22R and/or 13L/31R often loop around and fly over homes in Brookville, Rosedale and Springfield Gardens at low altitudes and high noise levels. This activity is not reflected in the exhibit. We ask: How are all the flight tracks we experience regularly integrated into the generalized model? In fact, when we showed these Generalized Flight Tracks obtained from the original draft EA at a meeting with the FAA in December of 2012, the FAA indeed questioned the exhibit, indicating that it was not an authentic FAA model.	The flight tracks developed for the INM were based on the Port Authority's ANOMS for operations occurring at JFK in 2012/2013. This system collects radar track data from arrivals and departures operating at JFK on a daily basis. This ANOMS data was used to create the generalized flights tracks in the INM. The noise analysis for the EA was conducted according to Federal guidelines, which requires the evaluation of an average-annual day, not one specific day or days.

COMMENT #	COMMENT	RESPONSE
EQA 21	Because the EA references the ANOMS model instead of actual daily activity records to reflect air traffic activity in the No Build/No Action scenario, the EQA has no confidence in the activity projected in the Proposed Activity exhibit. This confidence is further compromised by our uncertainty about how larger aircraft (such as the A380) are being accounted for in the numbers used to create the models.	The commenter has misinterpreted the use of software for the preparation of the noise analysis. The Port Authority's ANOMS collects actual radar data on operations occurring at JFK on a daily basis. This data was incorporated into the input data for the INM. The INM is the model used to prepare the existing, No-Build/No-Action and Proposed Action noise contours. The FAA requires the use of the INM for the preparation of noise analyses in EAs. There were approximately 9 Airbus 380s included in the average-annual day noise contour for the 2012/2013 conditions which was based on the ANOMS data. The future contours used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to estimate the operation levels and fleet mix for the 2015 and 2020 conditions. Table B-3 in Appendix B presents the operation levels and fleet used in the development of the existing, No-Build/No-Action, and Proposed Action noise contours.

COMMENT #	COMMENT	RESPONSE
EQA 22	The Revised Draft EA claims that Proposed Action would not create environmental health risks or safety risks for any persons, regardless of age. No data is presented to prove this assertion. They claim this despite the fact that there are many studies which cite the negative impacts including noise and air pollution posed to those living near an airport. In fact, in a 2007 study entitled *Residential proximity to large airports and potential health impacts in New York State* by S. Lin, J. P. Munsie, M. Herdt-Losavio, S. A. Hwang ·K. Civerolo, K. McGarry, T. Gentile, they conclude that, "there is the suggestion that residential proximity to some airports may increase hospital admissions for respiratory disorders." The EQA asserts that a finding of no significant impact is not valid and further, in-depth analysis must be conducted.	Comment noted.

COMMENT #	COMMENT	RESPONSE
EQA 23	We are concerned that there seems to be a circumvention of standard operating procedures for some of the proposed actions. The EA calls for the conveyance of property to the City, and the city leasing the property to the Port Authority via "a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal air Terminals with the City." However, the EA maintains that this transfer is not subject to the Uniform Land Use Review Procedure (ULURP). The Proposed Action also calls for the relocation of Airport Patrol Road and North Boundary Road, and construction of a new access road off of Rockaway Boulevard, yet the EA maintains that "no disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities would occur." Normally such actions would be discussed at the local Community Board level. There is no indication in the EA that this will be done. The local community is therefore being left out of the process although they definitely will be impacted by any changes in ground traffic patterns.	The First Amendment to the Amended and Restated Agreement of Lease of the Municipal Airports between the City of New York and the Port Authority was subject to the Uniform Land Use Review Procedure resulting in New York City Planning Commission Resolution #C 040191 PPQ adopted March 10, 2004. Therefore, the ULURP process was not bypassed. The airport patrol road is a restricted access roadway on the aeronautical operations area, the proposed relocation of this portion of the patrol road does not change vehicle origins or destinations and does not connect to any off airport public roads. North Boundary Road is a restricted access Port Authority road leading to the airport's Satellite Police and Fire Station, Building 254, the proposed relocation of this portion of North Boundary Road does not change vehicle origins and destinations and does not connect to any off airport public roads. The proposed construction of a new driveway from Rockaway Boulevard occurs at the existing traffic signal serving the AMB Air Freight complex on the north side of Rockaway Boulevard. A traffic analysis was conducted by the Port Authority and the results found the intersection would not reduce the level of service due to the small number of vehicles that would be using the proposed access road. The proposed entrance has been reviewed and approved by the New York State and New York City DOT.

COMMENT #	COMMENT	RESPONSE
EQA 24	"The cumulative impacts analysis presented in this EA included a review of available environmental documents for other projects at JFK." It, however, fails to review or analyze possible cumulative impacts for off-airport projects, i.e., the construction of a Logan Bus Company facility on Rockaway Boulevard also to include an inlet and outlet on Rockaway Boulevard. It also doesn't include the NYCDEP Springfield Gardens Bluebelt Project or any on-going and planned projects for Idlewild Park Preserve. This is a violation of the CEQ NEPA Regulations. The EQA maintains that a full EIS needs to be completed analyzing the cumulative impacts on all projects on and off airport property.	The cumulative impacts, Section 5.20, has been updated to include the ongoing efforts in Idlewild Park Preserve, Logan Bus Company, and the Springfield Gardens Bluebelt Project.
EQA 25	If the FAA approves the EA's position that the Proposed Action will result in no significant increase in noise, it will have considered only the incremental and not the cumulative impact of an expanded runway and widened and increased taxiways on the surrounding community. The National Environmental Policy Act (NEPA) requires federal agencies to prepare an EIS for "every … major Federal action significantly affecting the quality of the human environment." An EA is made for the purpose of determining whether an EIS is required. "If *any* 'significant' environmental impacts might result from the proposed agency action then an EIS must be prepared *before* agency action is taken."	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA use the INM to determine if an increase of 1.5 dB or more occurs within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 26	Without any mitigation, the noise impacts at JFK may cause serious harm to the populations in the surrounding communities.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action.
EQA 27	According to the EA prepared for this proposed action, the noise analysis used the FAA's Integrated Noise Model (INM) to produce a 65, 70, 75 DNL Contour Map to evaluate noise impacts and found no significant impact by the proposed action. This map however is inconsistent with the 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ. Specifically, the Springfield Gardens (4L/4R) monitor, the noise monitor in the community directly north of the proposed action is located in the 65 DNL zone according to the INM contour map. However, the actual data from the noise monitor reveals that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65 with many months exceeding 70 DNL. Noise monitor activity recorded for 2013 are consistent with these results. Consequently, the EQA has no confidence that contours reflected in the exhibits. If the noise analysis used in this EA cannot accurately produce a contour map that is representative of actual noise exposure, the projected no significant impact findings cannot be trusted to be accurate.	The FAA requires the noise exposure contours be generated using the INM. While noise monitors can provide information regarding existing noise levels at one specific location, they are subject to noise contamination from other non-aircraft sources, malfunction, or missing data. In addition, the noise monitors cannot predict the noise exposure in the future due to the Proposed Action as the INM does. The noise monitor readings the commenter is referencing are average monthly DNL noise values. The average monthly DNL noise levels represent the average DNL level for that area for one specific month of the year. As required by the FAA guidelines, the noise contours generated in the EA are the average-annual day DNL noise levels at the Airport. The average annual day noise contours do not represent any one specific month or day but rather an average day at the Airport. They are also different in that they are generated with a computer model and only represent aircraft noise at JFK. The noise monitor readings include aircraft and non-aircraft sources.

COMMENT #	COMMENT	RESPONSE
EQA 28	Furthermore, the EQA is concerned that the DNL levels in the schools, churches and residents adjacent to these contour areas need to be identified through the more extensive placement and use of noise monitors, and plans for mitigation need to be implemented for all affected areas and parties.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM not noise monitors. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. While noise monitors can provide information regarding existing noise levels at one specific location, they are subject to noise contamination from other non-aircraft sources, malfunction, or missing data. In addition, the noise monitors cannot predict the noise exposure in the future due to the Proposed Action as the INM does.
EQA 29	The Noise Analysis disregards cumulative impacts by only comparing the proposal with current and not the baseline of natural quiet and to consider the total impact of aircraft noise on homes and parks nearby.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 30	In addition, we contend that the calculations used to determine the 1.5 dB increase zone are erroneous and require real data and mathematical proofs, as even simple calculations can show the increase in proximity of the runway to the community will have, on average, a 1.5 dB increase over a far larger scale than shown by the EA.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.
EQA 31	If the FAA, were to conclude that the runway expansion would have no significant impact on the environment of the homes and parks nearby, it would essentially conclude that there is little discernible increased noise intrusion to the homes and parks in the area from the proposed expansion to the No Build/No Action alternative and that the increase in noise levels that would result from the expansion of the runway is negligible because airplanes still take-off and land in the area, even if the runway expansion is not constructed.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 32	The EA does identify an area where the proposed action will result in a "significant noise impact" of an increased 1.5 dB. They identify this area in Exhibit 5.4, and state that it is a "compatible land use" area, and therefore not noise-sensitive. It misidentifies Idlewild Park Preserve as being less than 160 Acres, when in fact the preserve is 324 acres laced with high quality intertidal salt marsh. Contrary to the statement that the portions of Idlewild affected "include wooded and vacant areas which are not used for active recreation activities," the preserve contains trails that are actively used for environmental education and field trips. Trail building, maintenance and plantings are constantly conducted in the park. In fact, the EQA is in the process of contracting with a landscape architect to design trails and boardwalks to support its master plan for the preserve and the Idlewild Environmental Science Learning Center which will be built within the next year. The park, then, is not an unused barren area and has not been for the better of ten plus years. Aircraft flying any lower with all the attendant noise and fumes will render the park virtually useless.	Significant noise impacts occur when an area identified as a noise-sensitive land use would experience a 1.5 DNL increase within the 65 DNL. The uses at Idlewild Park are considered compatible based on the FAA's land use compatibility guidelines. As a result, the EA concluded that while there is a 1.5 DNL increase in some areas, those areas are not noise-sensitive. The EA looked individually at the parks that make up Idlewild Park Preserve to accurately report the potential change in the noise level due to the Proposed Action at each of these three resources. The EA has been revised to explain this in Section, 5.7. The acreage and uses of Idlewild Park in the EA were obtained from the New York City Department of Parks and Recreation website http://www.nycgovparks.org/parks/idlewildpark/history which states the park is approximately 180 acres. This acreage was confirmed with the New York City Department of Parks and Recreation. See the email correspondence in Appendix A. The acreage has been updated in the Final EA.

COMMENT #	COMMENT	RESPONSE
EQA 33	In addition, a careful look at the Exhibit 5.4 shows that this area is in close proximity to several schools and churches. Unfortunately, legends representing schools, and churches and street markers are used inconsistently across Exhibits 5.1 through 5.4, making it difficult to make comparisons and draw solid conclusions. Once again, however, the EQA is concerned that areas close to the DNL areas identified as incurring a significant increase need to be clearly identified and that the impacts of such exposure need to be considered before a proposed plan can be approved. An EIS can provide this level of information.	Exhibit 5-4, Exhibit B-6, and Exhibit B-7 have been updated to show the noise-sensitive land uses. The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. The legends on Exhibits 5-1 through 5-4 were updated in the Final EA.

COMMENT #	COMMENT	RESPONSE
EQA 34	The Eastern Queens Alliance contends that by concluding that the Proposed Action will have no significant impact on the surrounding community, the Port Authority cannot be said to have taken a "hard look" at the problem as it considers only the incremental impacts of the runway expansion and not the total noise impact that will result from the expansion. The EA does not address the cumulative impact in light of other take-offs, landings, and air flights over the homes and parks and the reasonably foreseeable future aircraft activity that will contribute to the cumulative noise impact on homes and parks.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action and did in fact use a forecast of aviation activity to determine future operating levels. The future contours used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to project the operation levels and fleet mix for the 2015 and 2020 conditions. Once noise contours are prepared, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action to identify significant noise impacts. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 35	Various airports throughout the world have established programs to address the environmental consequences they have on their community. There are currently 256 airports in the US with Airport Improvement Program grants to conduct Part 150 studies. These airports are using this funding to understand the impacts of noise and provide mitigation measures to communities living in the 65+ DNL contours. Some facilities have even taken this step further to provide mitigation to communities living in the 60+ DNL zones. The only mitigation measures for noise the PANYNJ has performed were to insulate a handful of schools in Queens in 2001. None of the schools in the 65+ DNL zone north of runway 4L/22R and no homes have been insulated by the PANYNJ.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
EQA 36	While, it is understood that the EA is not intended to be a lengthy document, it must at minimum address the considerations relevant to determining whether an EIS is required. NEPA regulations require that an agency consider cumulative impacts, and the EA fails to address the total noise impact that will result from the runway expansion. Indeed, the FAA's own NEPA policy calls for meaningful consideration of cumulative impact, parroting the language of the NEPA regulations to include proposed projects and past, present, and reasonably foreseeable future actions.	Cumulative impacts were analyzed in the EA in Section 5.20 of the EA. The CEQ regulations for implementing the NEPA defines cumulative impacts as ”the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.” See 40 CFR 1508.7. The potential cumulative impacts are not expected to be significant due to the types of proposed projects, the extent of the built environment in which they would occur, and compliance with regulatory requirements in accordance with local, state, and Federal regulations.
EQA 37	Comments submitted by individual community members on the draft EA will call the FAA's attention to the need to consider mitigation measures in view of perceived noise-annoyance levels to persons near the runway.	Comment noted.

COMMENT #	COMMENT	RESPONSE
EQA 38	These submitted comments will also express concern about the total impacts of noise on the area, yet the EA contains no analysis of the foreseeable increase of take-offs, landings, and over flights from a more efficient runway system.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action and did in fact use a forecast of aviation activity to determine future operating levels. The future contours used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to project the operation levels and fleet mix for the 2015 and 2020 conditions. Once noise contours are prepared, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action to identify significant noise impacts. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 39	EQA maintains that each flight may be responsible for a noise level of 55 to 75 dBA and that an increase of 10 dBA correlates to a doubling of loudness such that a commercial jet taking-off or landing may be 4 to 23 times as loud as the natural soundscape. Even in the absence of the regulatory definitions it would be difficult to understand how an agency could determine that an EIS is not required if it had not evaluated actual existing noise impacts as well as those planned impacts that will exist in the foreseeable future.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action and if so then an EIS and possibly mitigation would be required. As previously stated, the noise analysis concluded there would not be a significant noise impact from Proposed Action.
EQA 40	The EA, quoting CEQ guidance on preparation of an EIS, may assume that the no-action alternative is properly viewed as a "benchmark against which decision makers may compare the magnitude of environmental effects" of actions. However, neither the guidance nor the case law relieves the FAA of the duty to meaningfully consider cumulative impact in the EA. The EA has impermissibly taken a foreshortened view of the impacts which could result from the act of constructing and operating the runway expansion.	Cumulative impacts were analyzed in the EA in Section 5.20 of the EA. The CEQ regulations for implementing the NEPA defines cumulative impacts as ”the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.” See 40 CFR 1508.7. The potential cumulative impacts are not expected to be significant due to the types of proposed projects, the extent of the built environment in which they would occur, and compliance with regulatory requirements in accordance with local, state, and Federal regulations.

COMMENT #	COMMENT	RESPONSE
EQA 41	The city of New York has already drawn up recommendations in a report to reduce sound levels related to airports under NYC Administrative Code 40 C.F.R. pts. 24-205. The recommendations are steps that would be beneficial to this community and would show that the PANYNJ has good will to its surrounding neighbors. The report, including the recommendations can be found at the following address: *www.nyc.gov/html/dep/pdf/noise/airport-noise-study.pdf*	Comment noted. The noise analysis for the EA was conducted according to Federal guidelines as required by the FAA. As a result of studies conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action.
EQA 42	We would also request the PANYNJ ensure better compliance and lighter planes during nighttime hours (10pm-7am). This should be enforced by increasing the current noise violation fee from $250 to an amount that will make an airline reevaluate their practices. Some airports charge upwards of $5,000 for these violations.	The Port Authority cannot increase the noise violation fee due to restrictions included in the Airport Noise & Capacity Act of 1990 specifically Section 9304, Noise and Access Restriction Reviews.

COMMENT #	COMMENT	RESPONSE
EQA 43	Our request to the PANYNJ is similar to many airport communities around the county – address the noise effects the community is already facing before extending a runway closer to the community. This runway extension could add unknown changes that will affect the health and peace of mind of the neighborhood's community members. The analysis in the EA, in other words, cannot treat the identified environmental concern in a vacuum, as an incremental approach attempts. Without analyzing the total noise impact on the area as a result of the construction and operation of the runway expansion, as of this EA, the FAA is not in a position to determine whether the additional noise that is projected to come from the expansion of the runway would cause a significant environmental impact on the area and, thus, requires preparation of an EIS.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action and if so then an EIS and possibly mitigation would be required. As previously stated, the noise analysis concluded there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 44	We contend that the Port Authority did not adequately consider the cumulative effects of the New York/New Jersey/Philadelphia Area Metropolitan Area Airspace Redesign Plan because the agency failed to account properly for the effects of focusing air traffic down specific corridors, increasing the efficiency and reliability of the airspace structure, in addition to the improvements of efficiency in the taxiway service provided by the aforementioned runway improvement. It is reasonably foreseeable that the result of these two plans will be an increase in movements at John F. Kennedy Airport; however, the Environmental Assessment (EA) does not factor in increases in movements in any calculation be it noise, air pollution, or other environmental issues.	The FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* was used to determine the operation levels and fleet mix in the noise and air quality assessment for the 2015 and 2020 conditions for both the No-Build/No-Action and Proposed Action scenarios. The purpose of the Proposed Action is not to increase capacity at the airport but to comply with FAA design standards while maintaining the current and project fleet. Elements of the NY/NJ/PHL Area Metropolitan Airspace Redesign Plan that have been implemented over the years were incorporated into the noise analysis. All low altitude changes impacting JFK in the Airspace Redesign project are in place. The high altitude changes that remain will not affect the Airport in any way.
EQA 45	Moreover, the EA does not take into consideration the advancement of the Federal Aviation Administration's NextGen navigational technology, which has the stated future benefit of "enhancing [...] capacity for industry and the flying public."	The EA, in Chapter 5, discusses the potential environmental impacts of the Proposed Action, including potential noise and air quality impacts in the year 2015 which includes a forecasted increase in operations based on the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario*. The Proposed Action does not include NextGen.
EQA 46	The Port Authority and their contractors erred by only modeling the environmental effects of airplanes with existing numbers, which have been artificially limited by the Federal Aviation Administration's High Density Rule. It stands to reason that with an increase in efficiency and capacity that the FAA will allow an increase in movements at JFK International Airport.	The noise and air quality analysis on the Proposed Action in the EA used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to estimate the operation levels and fleet mix for the 2015 and 2020 conditions. The EA concluded no significant impacts would occur from the Proposed Action. An increase in operations will occur with or without the Proposed Action and would not require an increase to the number of slots.

COMMENT #	COMMENT	RESPONSE
EQA 47	The Port Authority should have modeled future years with the reasonable increase in movements both expected and forecasted.	The noise and air quality analysis on the Proposed Action in the EA used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to estimate the operation levels and fleet mix for the 2015 and 2020 conditions. The EA concluded no significant impacts would occur from the Proposed Action.
EQA 48	Unlike the difficulties and uncertainties involved in modeling noise levels in Town of Cave Creek vs. FAA the Port Authority and the FAA have funded numerous studies into the amount and type of air traffic that would increase immediately after construction.	Comment noted. The EA used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to estimate the operation levels and fleet mix for the 2015 and 2020 conditions. These operations are presented in Appendix B and Appendix C of the EA.
EQA 49	Moreover, the present noise levels are so far above the 65 DNL curve that if airplane-related noise were hypothetically to increase at all between construction and 2020 something that we can in good faith claim - the resulting noise levels would *still not* be consistent with all existing land uses.	Comment noted. The noise analysis for the EA was conducted according to Federal guidelines as required by the FAA. As a result of the noise analysis conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action.
EQA 50	EQA will also argue that an EIS is required because, if using this EA as a guide, the agency will not have adequately considered "the degree to which the effects on the quality of the human environment are likely to be highly controversial." “The term 'controversial' refers to cases where a substantial dispute exists as to the size, nature, or *effect* of the major federal action rather than to the existence of opposition to a use." The contention that complaints regarding the EA’s modeling and forecasting of movements constitutes a "controversy."	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 51	Finally, the EQA asserts that the INM projections used are faulty, as year-long DNL readings from the Port Authority state that between September 1, 2009 and August 31, 2010 the day-night noise level at the Springfield Gardens noise monitor was 70.8—well in excess of the 65 stated in the EA.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. The noise monitor readings the commenter is referencing are average monthly DNL noise values. The average monthly DNL noise levels represent the average DNL level for that area for one specific month of the year. While noise monitors can provide information regarding existing noise levels at one specific location, they are subject to noise contamination from other non-aircraft sources, malfunction, or missing data. In addition, the noise monitors cannot predict the noise exposure in the future due to the Proposed Action as the INM does. As required by the FAA guidelines, the noise contours generated in the EA are the average-annual day DNL noise levels at the Airport. The average-annual day noise contours do not represent any one specific month or day but rather an average day at the Airport. They are also different in that they are generated with a computer model and only represent aircraft noise and no non-aircraft sources like the monitors.

COMMENT #	COMMENT	RESPONSE
EQA 52	Before a decision is made on this project we recommend the use of the FAA FAR Part 150 to determine, as closely as possible the true effect on the community. 2013 data is similar.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
EQA 53	Eastern Queens Alliance contends that the preparation of a FONSI by the FAA will violate NEPA, a Department of Transportation ("DOT") Environmental Justice Order, and Executive Order No. 12898 by failing to evaluate or develop alternative plans which do not have adverse impacts which weigh disproportionately high on minority or low-income populations. The EA position on impacts to the minority population does not take into consideration the cumulative effects of the runway expansion on a "79.5% to 80.0%" minority population and merely concludes that "within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 67.8 percent of the population is minority. In the Proposed Action, a small decrease in the minority population within the 65 DNL noise contour would occur. (Claiming) therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations." The EQA questions the data upon which this determination is being made. Many question the 2010 US Census data for Southeast Queens understanding that there was an undercount based on many failing to respond.	The purpose of the EA is to determine if significant impacts would occur as a result of the Proposed Action. The EA did not identify any areas where a significant impact would occur due to implementation of the Proposed Action. In addition, based on the U.S. Department of Transportation Order 5610.2, Environmental Justice in Minority Populations and Low-Income Population a "disproportionately high and adverse effects" is one that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The analysis included in Section 5.3.5 of the EA demonstrated the Proposed Action would not result in significant noise impacts. Therefore, in accordance with DOT Order 5610.2, no disproportionate or adverse impacts to minority populations would occur. 2010 U.S. Census data is the best data available to determine the minority and non-minority populations in the Rosedale, Laurelton, and Springfield Gardens communities located to the north of Runway 4L/22R.

COMMENT #	COMMENT	RESPONSE
EQA 54	Furthermore, as stated earlier, the EQA questions how it is being determined that there will be fewer residents in the 65 DNL contour in communities to the north, which will be significantly negatively impacted by noise, since the contours will be "slightly" wider.	Table 5-1 presents the noise exposure area, estimate of housing units, and population for the entire noise contour. As stated by the commenter and in the EA in Appendix B, page B-27, the noise contour is smaller to the south of the Runway due to the Runway 4L arrival threshold being displaced 460 feet to the north but does increase in size to the north due to the Runway 22L departure starting point relocating 728 feet to the north. The estimate of the housing units and population was calculated using data obtained from the New York City Department of City Planning for Queens and the 2010 U.S. Census data for all other areas. Appendix B, page B-9 discusses how these numbers were calculated in more detail. Please note, the EA does not state there would be fewer housing units in the communities to the north of the airport impacted by noise. Table 5-1 presents the net decrease of residential units and population within the entire 65+DNL noise contour. A statement has been added to page 5-13 describing this fact.

COMMENT #	COMMENT	RESPONSE
EQA 55	In addition, the EA finds that, according to 2010 U.S. Census data, the median household income for the area located within the 2015 No Build/No Action 65 DNL noise contour is $79,363 per year. These factors, they state, make the area ineligible to make claims of environmental injustice. Again, we question the validity of the data. On this, the EQA takes the position that the EA uses the letter of the law as a guideline for action; however, it fails to consider the spirit of the law.	The purpose of the EA is to determine if significant impacts would occur as a result of the Proposed Action. Based on the U.S. Department of Transportation Order 5610.2, Environmental Justice in Minority Populations and Low-Income Population, a low income population is "any readily identifiable group" of persons whose median household income is at or below the poverty guidelines of the U.S. Department of Health and Human Services. The U.S. Census data is the best data available to determine the median household income in the noise contours. Based on the Census data, the current poverty income level in 2010 is $11,139 for a one-person household and $22,314 for a household containing four persons. Census data for Rosedale, Laurelton, and Springfield Gardens shows that the majority of the populations living in these communities are above the poverty threshold established by the U.S. Census Bureau, with 4.3 %, 8.3%, and 17.5% of the respective populations falling below the poverty income level. The percentage of the population living below the poverty level in Springfield Gardens is higher than the overall percentage for Queens Borough; however, it is lower than the overall percentage for New York City. In order to have Environmental Justice Impacts, there must be impacts that disproportionately or adversely affect the low income population. However, the analyses presented in the EA show that there are no significant or adverse effects associated with the project.

COMMENT #	COMMENT	RESPONSE
EQA 56	Thus, as will be stated infra, in more depth, the environmental justice section of the EA would seem to be founded on faulty logic and violates the good faith embodied in the aforementioned acts, regulations and orders. Even though both the Environmental Justice Order and Executive Order specifically state that they do not create any right to judicial review for alleged noncompliance this specious evaluation and analysis as well as the incremental approach to environmental justice will negate any FAA claim of giving the EA a 'hard look' under NEPA and allow potential challenges under the APA for a violation of the NEPA, having exhausted available administrative remedies prior to bringing an action.	Comment noted.
EQA 57	It is our desire to effectuate a structure so that the community, Eastern Queens Alliance, the PANYNJ, FAA, and all other parties can develop a meaningful plan that satisfies all stakeholders without the costly delay of protracted litigation.	Comment noted.

COMMENT #	COMMENT	RESPONSE
EQA 58	An area of great concern is the health and well-being of children living in the community north of runway 4L/22R. The EA states that there would be no potential significant impact to children's environmental health and safety under either the proposed or the no/build action. This is a poorly researched and short-sighted position. As the EA points out in Section 5.7, there will be increases of less than 1dB experienced in the Springfield Park, Brookville Park and Idlewild Park areas. These are areas that are frequented by our children. The DNL levels in these areas are already at very high levels (within the 65-70 DNL and 70-75 DNL noise contours). While these may be acceptable DNL's by the letter of the law, certainly the research literature indicates that these are unacceptable levels to subject the areas where our children play basketball, baseball and tennis and where they hike and learn about the environment. With little mitigation in place for noise, a specific worry is what impact this chronic exposure has on children currently and in the long-term.	Comment noted.
EQA 59	With the long-term health effects of such mental states unknown, we urge the PANYNJ and the FAA to initiate further studies with an EIS of this proposed project and make more of an effort to mitigate the impacts aircrafts have on this community before exposing the community youth to increased disruptions at school and home.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
EQA 60	Comment Summary - Discussion of JFK's attainment status and discussion of studies linking aircraft emissions to cancer cases.	Comment noted.

COMMENT #	COMMENT	RESPONSE
EQA 61	The proposed action presented in the EA states there will be an improvement in air quality because of the potential for reduced taxi time. However, the proposal also shows a foreseeable increase of over 250 aircrafts per day using the airport. The effect of the runway extension on the number of aircraft that can use JFK is significant, at a foreseeable increase of approximately 25%. The proposed action should take into account these increases as a result of increased runway usage and any shifts in emissions that would potentially be directed over the neighborhood north of 4L/22R.	With or without the Proposed Action, air traffic is projected to increase each year. The purpose of the additional 728 feet of additional runway pavement is to comply with FAA design standards while maintaining sufficient length to accommodate current and project fleet, not to accommodate additional operations. The EA did take into account the increase in operations and compared the 2015 and 2020 operating levels for the Proposed Action airfield versus the 2015 and 2020 No-Build/No-Action airfield, respectively, as required by CEQ. The impacts to air quality due to the Proposed Action were determined in accordance with the guidelines provided in FAA, Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, which together with the guidelines of FAA Order 1050.1E, constitute compliance with all the relevant provisions of the NEPA and the CAA. The air quality assessment disclosed in this EA demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds. Therefore, the Proposed Action conforms to the New York State Implementation Plan and the CAA because the Proposed Action would not exceed the de minimis thresholds established by the USEPA for the criteria pollutants.

COMMENT #	COMMENT	RESPONSE
EQA 62	In addition to the omission of foreseeable increases in airport traffic, the GHG measurements and modeling used by L&B are in conflict with a 2009 PANYNJ study on Greenhouse gasses.[39] The PANYNJ study places total GHG emissions from JFK airport and operations at 1,570,818 metric tons CO2 equivalent; whereas the figures provided by L&B show only 460,669 annual metric tons of CO2. This purported decrease of 79% is either (1) erroneous, or (2) represents a drastic decrease in emissions that should be carried over into the 2015 No-Build/No-Action plan.	For this EA, only those aircraft operations that have the potential to be affected were included in the GHG assessment. This assessment did not include GHG emissions from all JFK sources and operations as identified in the 2009 study. The estimates in the EA are provided for information only as no federal NEPA standard for the significance of GHG emissions from individual projects on the environment has been established. With or without the Proposed Action, air traffic is projected to increase each year and by 2015 the number of annual aircraft operations would be higher as compared to the Existing Conditions. The GHG assessment demonstrates that the Proposed Action would not cause an increase in GHG emissions compared to the No-Build/No-Action alternative. The Proposed Action would actually decrease emissions as compared to the No-Build/No-Action due to a reduction in taxi times.
EQA 63	The Eastern Queens Alliance requests the PANYNJ further evaluates the impact this proposed project will have on the air quality in the areas of South East Queens through an EIS. We also request the PANYNJ take advantage of available funds from the FAA for establishing a VALE program at JFK airport.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action and if so then an EIS and possibly mitigation would be required. The air quality assessment demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality. Further the Proposed Action conforms to the NEPA and the CAA. Therefore an EIS is not warranted. The Port Authority may pursue FAA grant funding to add to emissions reduction programs already in place at the airport. However it was not part of this Proposed Action or the subject of the environmental assessment.

COMMENT #	COMMENT	RESPONSE
EQA 64	When a NEPA analysis is needed, the proposed action's impact on air quality is assessed by evaluating the impact of the proposed action on the National Ambient Air Quality Standards (NAAQS). We believe that, this plan, if granted a FONSI by the FAA, that the FAA will have violated The National Environmental Policy Act (NEPA) and other laws in approving and funding the 4L/22R Runway Improvement.	The air quality assessment in the EA demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality. Therefore, a comparative evaluation of the Proposed Action to the NAAQS is not necessary and the Proposed Action is assumed to comply with the NAAQS. Further the Proposed Action conforms to the NEPA and the CAA.

COMMENT #	COMMENT	RESPONSE
EQA 65	EPA directs that all federal agencies must, for major federal actions significantly affecting the quality of the human environment, prepare a detailed statement concerning 1) the environmental impact of the proposed action; 2) any adverse environmental effects which cannot be avoided should the proposal be implemented; 3) alternatives to the proposed action; 4) the relationship between local short-term uses of the environment and the maintenance and enhancement of long- term productivity; and 5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented. According to CEQ regulations, an EA is a public document that briefly provides sufficient evidence and analysis for determining whether to prepare an EIS or a FONSI (finding of no significant impact), or to aid an agency's compliance with NEPA when no EIS is necessary, or to facilitate the preparation of an EIS when one is necessary42. An EA must include brief discussions of the need for the proposed action, of alternatives to the proposed action, of the environmental impacts of the proposed action and alternatives, and a list of agencies and persons consulted.	The EA was prepared according to CEQ guidelines. The EA evaluated all required categories of environmental impact and concluded no significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 66	In its sketchy three-paragraph discussion of secondary impacts, the revised EA acknowledges only economic impact and the "multiplier effect," it does not delve into the foreseeable increases in movements at the airport, the increased distance for GSE equipment, nor the pollution and noise that these issues bring. The EA does not support its assumptions with any analysis, nor were mitigation measures discussed.	The EA, in Chapter 5, discusses the potential environmental impacts of the Proposed Action, including potential noise and air quality impacts in the year 2015 which includes a forecasted increase in operations based on the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario*. No significant impacts to noise or air quality would occur with implementation of the Proposed Action therefore mitigation is not required.
EQA 67	As these significant issues are missing and, indeed at controversy there must be an FAA directive to create a proper EIS, along with a "hard look" at the secondary effects of this program in conjunction with the cumulative effects this will have on the community at large.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
EQA 68	Comment Summary - Discussion of CAA, NAAQS, and the SIP	Comment noted.

COMMENT #	COMMENT	RESPONSE
EQA 69	The EA analyzed air quality impacts of the 4L/22R Runway Improvements, and concluded that there would be no significant air quality impacts. The EA goes so far as to suggest that emissions would decrease as a result of any of the build alternatives, based solely on the assumption that GSE's will improve. Other assumptions are included in the comparisons of air pollution, which lead to a level below the de-minimis threshold. There are significant differences in the emissions data presented in the original draft vs. the revised draft. In fact, most of the emission levels in the revised tables are lower than those in the original draft. This raises a red flag about sources and validity of data used to create these tables. What sources of information are being used to create the tables? Why the gross discrepancies? How valid are the analyses? A *hard look* needs to be taken at these tables.	The air quality analysis assumed there would be no change in GSE use from the 2015 No-Build/ No-Action to the 2015 Proposed Action or from the 2020 No-Build/No-Action to the 2020 Proposed Action. The Proposed Action does include the construction of new taxiway access points to the ends of the runway and other taxiway modifications. These proposed modifications would result in a reduction of taxi times. This would result in reducing the amount of time aircraft engines are producing emissions. The differences in the emissions totals from the original draft resulted from the emissions inventories being updated using the FAA-required and USEPA-approved EDMS version 5.1.4 computer program released in June 2013 which had more accurate engine emissions data and the change in the Proposed Action. In fact, the emissions results in the Revised Draft EA showed less of a reduction than the original Draft EA.

COMMENT #	COMMENT	RESPONSE
EQA 70	An EIS needs to be completed to make an in-depth analysis of the emissions from JFK Airport both for the No-Build/No-Action and for the Proposed Action.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action and if so then an EIS and possibly mitigation would be required. The air quality assessment demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality. Further the Proposed Action conforms to the NEPA and the CAA. Therefore an EIS is not warranted.
EQA 71	The manipulation of air pollution data by way of figures based on assumptions is a danger to the community.	Comment noted. The air quality analysis in the EA was conducted according to FAA guidelines.
EQA 72	Comment Summary - Discussion of the health effects of CO, NO2, SO2, and the attainment status of JFK.	Comment noted.

COMMENT #	COMMENT	RESPONSE
EQA 73	The EQA is concerned that part of the proposed actions resulting in the relocation of the North Boundary Road, would cause ground access vehicles to travel longer distances, increasing potential emissions. In addition, construction projected to take place from March, 2014 through December, 2015 and associated with the proposed action will cause an increase in emissions through the 2015 proposed action period. Although the EA concludes that none of these factors cause emissions to increase to levels that reach or exceed the de minimis thresholds, still these factors have a cumulative effect upon the community that cannot be discounted, even if only for a limited time. These factors should be analyzed as part of a scientific and comprehensive EIS before the proposed action is approved.	The emissions, associated with the relocation and construction, of North Boundary were included in the assessment of the Proposed Action. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action and if so then an EIS and possibly mitigation would be required. The air quality assessment demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality. Further the Proposed Action conforms to the NEPA and the CAA. Therefore an EIS is not warranted. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
EQA 74	An EA should analyze both the direct and indirect impacts of a proposed action. Indirect impacts are defined as being caused by the action and are later in time or farther removed in distance but still reasonably foreseeable. Eastern Queens Alliance believes that in granting a FONSI the FAA will have violated NEPA by their inadequate analysis of impacts on wetlands at the north of the runway expansion, both direct and indirect. After reviewing the EA, especially chapters 4 and 5, we believe that the indirect impact on wetlands analysis is not adequate to the point of being arbitrary and capricious.	The Proposed Action would not directly or indirectly impact the wetlands identified. In fact the Proposed Action was designed to avoid impacting the wetlands on the airport. As the EA states, in Chapter 5, Section 5.10, Wetlands, page 5-29, there would be no impact to wetlands on either end of the Runway 4L/22R.

COMMENT #	COMMENT	RESPONSE
EQA 75	In addition, we contend that NEPA will be violated because the EA: (1) failed to identify and classify into subcategories the wetlands located between Rockaway Blvd., and the current airport property boundary.	Wetland delineations were conducted on the Airport on September 10, 2010. The Proposed Action would not impact any of the wetlands identified. In fact the Proposed Action was designed to avoid impacting the wetlands. Exhibit 1-6 shows the location of the wetland on the north end of Runway 4L/22R.
EQA 76	In addition, we contend that NEPA will be violated because the EA: 2) failed to take actual field data relating to environmental impacts of the proposed runway project.	Wetland delineations were conducted on the Airport on September 10, 2010. The Proposed Action would not impact any of the wetlands identified. In fact the Proposed Action was designed to avoid impacting the wetlands. Exhibit 1-6 shows the location of the wetland on the north end of Runway 4L/22R.
EQA 77	In addition, we contend that NEPA will be violated because the EA: (3) failed to disclose the necessity of removing and/or 'topping' of the 312 trees in Idlewild Park Preserve in the EA.	No trees are proposed for removal as a result of the Proposed Action analyzed in the EA. The trees need to be removed without the proposed project. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The proposed removal of the 312 trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. See Chapter 1, page 1-2 for more information regarding the tree removal.

COMMENT #	COMMENT	RESPONSE
EQA 78	While the EA maintains that the need to remove these trees is not due to the Proposed Action, it acknowledges that eight (8) street lights on Rockaway Boulevard would be lowered "to mitigate for Part 77 obstructions" because of the height of aircraft. It is our understanding that there is also a plan to lower the utility polls on the boulevard. This suggests that the PANYNJ is expecting lower flying aircraft and that labeling the 312 trees as "current" obstructions is also due to the expectation of lower flying aircraft. The Department of Transportation Act: Section 4(f) Resources should also apply to these trees. Our question is: How much lower do they expect the aircraft to be flying?	Under the Proposed Action, aircraft would not fly lower than the No-Build/No-Action alternative when arriving on Runway 22R or departing Runway 4L. The EA does not state the proposed lowering of the light poles on the median of Rockaway Boulevard and the utility poles on the north side of Rockaway Boulevard is required due to lower flying aircraft (see Chapter 1, page 1-29). It does state they would be lowered to comply with 14 CFR Part 77 regulations. 14 CFR Part 77 is an FAA reporting surface based off of the physical runway pavement location. The proposed 728 feet of new runway pavement on the north side of Runway 4L/22R is needed to provide additional pavement for aircraft departing to the south on Runway 22R. Moving the start of the takeoff roll further north changes the Part 77 surface at JFK which affects the street light and utility poles. The arrival threshold location determines the aircraft altitude when landing. The threshold for Runway 22R is not changing. Since the Runway 22R threshold is not changing under the Proposed Action, the point at which aircraft arriving over neighborhoods to the north is not changing and the heights of aircraft on arrival flight tracks is not changing. Additionally, the departure starting point for the takeoff roll of aircraft departing to the north on Runway 4L is not changing under the Proposed Action. Therefore the height at which aircraft are departing over neighborhoods to the north would not change. The removal of the 312 trees is due to existing TERPS obstructions not because aircraft would fly lower (see Chapter 1, page 1-2). Therefore because the Proposed Action does not affect trees, Section 4(f) was analyzed only for noise impacts. See Chapter 1, page 1-2 for more information regarding the tree removal.

COMMENT #	COMMENT	RESPONSE
EQA 79	Contrary to FAA Part 77 regulations, there has been no notification of stakeholders about the determination regarding the trees and no formal comment period for stakeholders to voice their concerns.	No notification of stakeholders about the determination regarding the trees has taken place because that determination is still pending at this time. Notification to stakeholders will occur outside the NEPA process for the Runway 4L/22R Improvements EA.
EQA 80	We also argue that the EA erred by failing to consider the environmental impacts of cumulative or induced growth, thereby precluding a true comparison of alternatives. The EA shows conflicting data in regards to the wetlands towards the north end of the runway and summarily and without discussion dismisses or disregards the foreseeable increase in air traffic, and thus noise, pollution, and vibrations related to the increased efficiency of the runway and the airport as a whole.	Comment noted. The EA was conducted according to Federal guidelines as required by the FAA. As a result of studies conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action. This included assessments of secondary (induced), cumulative, wetlands, noise, and air quality impacts. Section 5.10 discusses there would be no impacts to the wetlands located to the north of the runway. There is no knowledge of the conflicting data to which the commenter is referring.
EQA 81	In addition, the EA does not validate reasoning why one wetland is more important than another. The proposed plan impacts wetlands at the head of Jamaica Bay and by association could potentially do significant harm to the Bay itself.	As stated in Section 5.10, *Wetlands,* page 5-29, no wetlands would be impacted with the construction of the Proposed Action. In fact, the Proposed Action was specifically designed to avoid the wetlands surrounding the Airport. The Proposed Action would occur within the 150-foot area adjacent to NYSDEC regulated tidal wetlands, also known as a wetland buffer zone. It is anticipated this action would be authorized pursuant to an existing permit issued to the Port Authority by NYSDEC.

COMMENT #	COMMENT	RESPONSE
EQA 82	We further allege that the EA still improperly omits from its analysis the impact to Idlewild Park Preserve. As mentioned above, the EA removes the question of the 312 trees from the purview of the Proposed Action. There is, therefore, no mention of the significant impact of tree removal in Idlewild. The Preserve, as designated by New York City, is a wildlife refuge officially part of New York City's Forever Wild Program (See Appendix B) and therefore, is entitled to § 4(f) protections49. § 4(f) requires, in part, that the Secretary of Transportation not approve any project which requires the use of *publicly* owned land from a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or *any land* from an historic site of national, state, or local significance *unless* the Secretary *finds there is no feasible and prudent alternative* to the use of such land (see comments supra for discussion of alternatives), and that all possible planning has been done to minimize harm to that protected area. According to the EA representative, the trees are obstructions to air navigation under the United States Federal Aviation Administration regulations, making them potential hazards to aeronautical safety that they will be obligated to remediate.	The EA for the Proposed Action analyzed Section 4(f) for noise impacts and found no significant impacts would occur. No trees are proposed for removal as a result of the Proposed Action analyzed in the EA. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The proposed removal of the 312 trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. It would not be appropriate for this EA to analyze impacts from tree removal because no trees are to be removed as a result of the project. See Chapter 1, page 1-2 for more information regarding the tree removal.

COMMENT #	COMMENT	RESPONSE
EQA 83	We assert that because the trees are located in wetlands, protected by the Tidal Wetlands Enforcement Policy, the FAA will need to obtain permission from multiple state and local organizations before trimming/removing trees and thus making the runway safe under FAA Regulations. The federal regulation of airport safety does not preempt state and local environmental laws which were created because any impact to tidal wetlands can be significant. Yet, there is no discussion of how this hurdle will be handled nor the hurdle even exists, once again showing the EA is incomplete, based on poor data, and does not allow the community an adequate opportunity to evaluate and improve the proposal.	As part of the New York City permitting process, wetlands within the park have been mapped and the location of each tree proposed for removal/pruning was determined relative to the wetland and the wetland buffer. This analysis determined that the all of the trees proposed for removal/pruning are in wetland buffer areas, accordingly, New York City and the Port Authority are seeking a New York State Department of Environmental Conservation wetlands permit to perform the proposed tree mitigation. It is anticipated that the permit will contain requirements to avoid impacts to adjacent wetlands.

COMMENT #	COMMENT	RESPONSE
EQA 84	The EQA's position is that many of the trees that the PA is proposing to remove are no taller than the surrounding houses. If these trees are too tall, then what does that say about the nearby homes? The trees in the Idlewild wetlands are an important resource for the neighboring community. The mature root systems absorb water, protecting us from some of the flooding to which the area is so prone. The tall trees absorb some of the sound of the aircraft. Removing these trees will have a noticeable, negative impact on our community. The offer to replace the trees with young saplings which will not be able to provide needed protection for many years to come, is unacceptable.	No trees are proposed for removal as a result of the Proposed Action analyzed in the EA. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The proposed removal of the 312 trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. See Chapter 1, page 1-2 for more information regarding the tree removal. Trees were determined to be obstructions based on their maximum elevation and their distances from the runway and its centerline in accordance with FAA requirements. The maximum elevation of a tree is determined by the combination of the elevation of the ground on which it is growing and the maximum height of the tree itself. As a result, shorter trees on elevated ground may be obstructions while adjacent taller trees on lower ground might not be obstructions. Within the southern portion of the park there are significant changes in ground elevation. A Port Authority survey has not identified any of the surrounding houses as obstructions. This is due to their height, distance from the airport and offset from runway centerlines.

COMMENT #	COMMENT	RESPONSE
EQA 85	In continuing with the inadequacy of the EA in relation to land use, the preparers analysis on Idlewild Park Preserve, fails to acknowledge its correct size or its current uses. The uninterrupted and purposeful use by the public of the property for almost thirty years and a New York City designation of Forever Wild makes these lands a public park and recreation area of state and local significance within the meaning of § 4(f). There is no mention of the effect of increases in noise and pollution from the airport and Rockaway Boulevard, nor the removal of trees. Accordingly, an EIS is required, and will have to determine whether (1) there are no prudent and feasible alternatives to using the Idlewild Park Preserve and the NYSEDC land for the project, and (2) whether the project includes all possible planning to minimize whatever harms will result to the Idlewild Park Preserve and the NYSEDC property. If a FONSI is granted, the omission of the use of publicly owned land from Idlewild Park Preserve for this runway expansion would violate the CEQ guidelines that suggest an EIS be prepared when the impacts are controversial [substantial dispute] as to the size, nature, and effect of the major federal action.	No use of publicly owned land from Idlewild Park or Idlewild Park Preserve would occur as a result of the Proposed Action. Under the Proposed Action, aircraft departing to the north off of Runway 4L or landing on Runway 22R would not fly lower than the No-Build/No-Action alternative (see response to comment EQA 78 for further explanation). No trees are proposed for removal as a result of the Proposed Action. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The proposed removal of the 312 trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. See Chapter 1, page 1-2 for more information regarding the tree removal. The acreage and uses of Idlewild Park in the EA were obtained from the New York City Department of Parks and Recreation website http://www.nycgovparks.org/parks/idlewildpark/history which states the park is approximately 180 acres. This acreage was confirmed with the New York City Department of Parks and Recreation. See the email correspondence in Appendix A. The acreage has been updated in the Final EA. The EA looks individually at the parks that make up Idlewild Park Preserve to accurately report the potential change in the noise level due to the Proposed Action at each of these three resources. The EA has been revised to explain this in Section, 5.7. (See page 5-24 through 5-26). The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. As shown in Table 5-4, there are 21 potential Section 4(f) resources located within the 65+ DNL of the 2015 No-Build/No-Action noise exposure contour. Each of these 21 resources continues to be within the same contour band under both the 2015 Proposed Action and the 2020 Proposed

COMMENT #	COMMENT	RESPONSE
EQA 85 (continued)		Action noise exposure contours when compared to No-Build/No-Action. For this analysis, a resource would be considered substantially impaired if the Proposed Action would result in the resource receiving noise levels that are considered incompatible according to FAA's Land Use Compatibility guidelines (i.e., 75+ DNL). The Proposed Action did not result in any of the parks moving into the 75+ DNL noise contour band. The air quality assessment demonstrated that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action and if so then an EIS and possibly mitigation would be required. The noise and air quality analysis concluded there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 86	Furthermore, if proper documentation and procedures results in a determination that the trees are indeed obstructions, various alternatives should be considered, i.e., marking and lighting the trees, trimming or pruning them, etc. which would allow the trees to continue to serve as resources while mitigating any concerns about obstruction.	Under the Proposed Action, aircraft departing to the north off of Runway 4L or landing on Runway 22R would not fly lower than the No-Build/No-Action alternative (see response to comment EQA 78 for further explanation). No trees are proposed for removal as a result of the Proposed Action. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The proposed removal of the 312 trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. While the Port Authority is seeking a New York City permit to remove 312 tree that are obstructions, the Port Authority has proposed installing solar powered obstruction lights to significantly reduce the number of additional trees that would otherwise also be needed to be removed. If the obstruction lights were not installed, more trees would need to be removed. See Chapter 1, page 1-2 for more information regarding the tree removal.

COMMENT #	COMMENT	RESPONSE
EQA 87	An issue related to land use that is only briefly mentioned is the construction of a new interchange from Rockaway Blvd., to the airport access roads. In section 5.3.3, the discussion of a new public access road to JFK airport is summarily dismissed as there is currently little traffic on North Boundary Road. However, the EA does not take into account the foreseeable effects of having a new public access point to the airport from a major thoroughfare. The impact this new interchange will have on communities in the area once completed and the foreseeable impacts must be evaluated under an EIS in order to measure these unknowns properly.	The EA followed FAA regulations in determining if there was a significant impact from the Proposed Action. The EA evaluated all required categories of environmental impact, including impacts from transportation (Section 5.3.3) and concluded no significant impact would occur from the Proposed Action; therefore an EIS is not required. As mentioned in the EA in Section 5.3.3, a traffic analysis was conducted by the Port Authority and the results found the intersection would not reduce the level of service due to the small number of vehicles that would be using the proposed access road. The proposed entrance has been reviewed and approved by both the New York State and New York City Department of Transportation. See Appendix A for the correspondence between the Port Authority and the New York State and New York City Department of Transportation.
EQA 88	The EA states that the *relocation of residences* and *substantial loss in community tax base* as two social impacts that will not result from this proposed action. Many residents within the community would argue with this conclusion. The quality of life issues faced by a number of residents as a result of the airport activity in the past and the cumulative effect of the proposed activity has caused a number of residents to consider relocation. There are those who have actually moved. There are those who have actually decided against buying homes in the community because of aircraft noise pollution. The challenge that many residents face is that they might not be able to sell their homes at market value because of the airport activity.	Comment noted. As required the EA evaluated all required categories of environmental impact, per FAA Order 5050.4B, FAA Order 1050.1E, and the Environmental Desk Reference for Airport Actions, and concluded no significant impact would occur from the Proposed Action.
EQA 89	Comment Summary - Multiple studies quoted related to the value of homes near airports.	Comment noted.

COMMENT #	COMMENT	RESPONSE
EQA 90	In addition, the EA does not take into consideration all of the impacted communities in south eastern Queens. It specifically ignored the communities of Springfield Gardens, Rosedale, and Laurelton. The omission of a discussion of communities directly around the affected area is a significant omission that further establishes the inadequacy of the EA and the need for an EIS. "The Secretary shall designate critical habitat, and make revisions thereto, on the basis of the best scientific data available and after taking into consideration the economic impact, and any other relevant impact, of specifying any particular area as critical habitat." (Emphasis added.) It is rudimentary administrative law that discretion as to the substance of the ultimate decision does not confer discretion to ignore the required procedures of decision making. And any omission of this nature is reviewable under 40 C.F.R. pt. 1540 (g).	The communities surrounding the airport were considered as required in each of the impact categories studied as part of the EA. The EA concluded that no significant impacts would occur as a result of implementing the Proposed Action; therefore an EIS is not required. Chapter 4 of the Final EA has been updated to include the communities near the project area.
EQA 91	Therefore, by expanding the runway to the north, this, in essence, places planes, the flight paths and the noise/vibration closer to homes, decreasing their value and possibly creating a nuisance or “taking”. From the draft EA provided and the lack of calculations and real data used in noise levels it is impossible to determine the exact decrease in land value and an EIS which utilizes actual data should be implemented to avoid future issues with the runway expansion.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
EQA 92	The Airport and Airway Improvement Act of 1982 (AAIA) does not permit the FAA to approve an airport development project that has a significant adverse effect on natural resources unless there is no possible and prudent alternative to the project and every reasonable effort to mitigate the adverse effect has been taken. As noted extensively in this comment, there are several significant adverse effects on natural resources and the population around the proposed runway expansion; however, there is no plan put forth to mitigate these effects.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action.
EQA 93	We request that further studies, such as a Part 150 study, a VALE Program Evaluation and a formal Environmental Impact Statement be undertaken with the advice and consent of community organizations so as to properly and meaningfully inform the FAA of the adverse effects and how to properly mitigate them, to the satisfaction of all parties. It is the Eastern Queens Alliance's contention that the Proposed Actions be delayed until such time as these recommendations are implemented and their findings are incorporated in future plans for airport expansion.	Comment noted. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action. Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.

COMMENT #	COMMENT	RESPONSE
EQA 94	As stated earlier NEPA requires a federal agency to prepare an EIS before taking any major action "significantly affecting the quality of the human environment." The purpose of an EIS is to "provide full and fair discussion of significant environmental impacts and [to] inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment." The agency's overall EIS-related obligation is to "take a 'hard look' at the environmental consequences before taking a major action." At present the EA does not satisfy the 'hard look' obligation and an EIS is required.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
EQA 95	In summary, the EQA calls for the completion of an Environmental Impact Statement on the Proposed Action so that the PANYNJ, FAA and the stakeholders of the surrounding communities can have a scientifically objective and comprehensive assessment of its significant impacts as well as the cumulative impacts of all the airport noise and pollution to which Southeast Queens communities are subjected.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

Federbush

From: Alan <dsperdut@aol.com>
Sent: Thursday, October 31, 2013 8:08 AM
To: JFK RWY EA
Subject: JFK RWY 4L-22R EA COMMENT.

Good morning,

1 Since JFK's last runway "expansion/upgrade " the quality of life for myself , my family and our neighbors in Stewart Manor has plummeted . We have reached the point of not being able to use and enjoy our property to which we have invested both time and money. Our sleep is continuously disturbed at all hours for days on end by large low flying aircraft with no consideration or willingness to follow your own rules concerning altitude and noise levels. Since at last weeks meeting we were told again "your agency can't go after every aircraft in violation"

2 Its obvious that your environmental studies, if any , are either skewed or not considered by the decision makers. Here's an example 3 pm everyday ElAl followed by Lufthansa followed by Delta followed by Emirates which is absolutely huge and normally at 1200 to 1500 ft on approach 3 minutes out. Virgin Atlantic seems to feel there are no altitude guidelines using 707 aircraft.

3 My position against any further "renovation" to the north/south runways is solely based by your agencies practices which appear to be land as many as possible to make as much as possible with absolutely no TRUE desire to act as neighbors and to take the surrounding communities health and most importantly SAFETY into consideration ,borders in my opinion on criminal.

4 The only runways that should be renovated and used 24/7 are east/west which as your aware would approach and directly land aircraft over water without any possibility of a catastrophic accident causing enormous damage and loss of life on the ground in our densely populated communities. As a lifelong resident of this area and periodic JFK traveler it is beyond my comprehension why until several years ago most if not all approached from east over Long and Atlantic beaches, most times 2 in tandem.

5 Your agency must bring back to the forefront of your minds that these are mechanical and as of late ,technical marvels . Not only are failures possible but human error as seen almost daily would cause tremendous damage at huge expense. This seen in one of the latest tragedies with the Korean air into San Francisco . Had that aircraft approached in our area from Jericho turnpike south who knows at what point he became TOO LOW to recover.

6 Years and years of misguided ,politically influenced "renovations for the future growth" of this facility must be stopped and a willingness on your part to cooperate and consider the communities needs are the direction that must be taken. Not a continuation of the pasts mistakes.

Alan Federbush
56 Salisbury ave.
Stewart Manor NY

COMMENT #	COMMENT	RESPONSE
Federbush 1	Since JFK's last runway "expansion/upgrade" the quality of life for myself, my family and our neighbors in Stewart Manor has plummeted. We have reached the point of not being able to use and enjoy our property to which we have invested both time and money. Our sleep is continuously disturbed at all hours for days on end by large low flying aircraft with no consideration or willingness to follow your own rules concerning altitudes and noise levels.	Comment noted. However, please note the Port Authority does not have rules regarding altitudes.
Federbush 2	Since at last week's meeting we were told again "your agency can't go after every aircraft in violation" It's obvious that your environmental studies, if any, are either skewed or not considered by the decision makers. Here's an example 3 pm everyday ElAl followed by Lufthansa followed by Delta followed by Emirates which is absolutely huge and normally at 1200 to 1500 ft. on approach 3 minutes out. Virgin Atlantic seems to feel there are no altitude guidelines using 707 aircraft.	As required, the EA followed FAA regulations in determining if there was a significant impact from the Proposed Action. The EA evaluated all required categories of environmental impact, per FAA Order 5050.4B, FAA Order 1050.1E, and the Environmental Desk Reference for Airport Actions, and concluded no significant impacts would occur from the Proposed Action.
Federbush 3	My position against any further "renovation" to the north/south runways is solely based by your agencies practices which appear to be land as many as possible to make as much as possible with absolutely no TRUE desire to act as neighbors and to take the surrounding communities health and most importantly SAFETY into consideration, borders in my opinion on criminal.	Comment noted.

COMMENT #	COMMENT	RESPONSE
Federbush 4	The only runways that should be renovated and used 24/7 are east/west which as you're aware would approach and directly land aircraft over water without any possibility of a catastrophic accident causing enormous damage and loss of life on the ground in our densely populated communities. As a lifelong resident of this area and periodic JFK traveler it is beyond my comprehension why until several years ago most if not all approached from east over Long and Atlantic beaches, most times 2 in tandem.	One of the purposes of the Proposed Action is to comply with the FAA RSA requirements. The current take-off distance on the runway is 11,351 feet. With the Proposed Action the take-off distance for departures would be 11,219 feet, a reduction of 132 feet in useable runway. Chapter 2, pages 2-1 through 2-5, outline the needs for the Proposed Action. One of the needs is to comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet. Complying with the FAA RSA standards is required by Public Law 109-115 which states "not later than December 31, 2015, the owner or operator of an airport certified under 49 United States Code 44706 shall improve the airport's RSAs to comply with the FAA design standards required by 14 CFR Part 139," November 30, 2005 [119 Statute 2401]. It should be noted that RSAs were established to ensure safety at airports. They are designed and maintained to enhance safety in the event that an aircraft undershoots, overruns, or veers off the runway. In addition, runway use is dictated by wind, weather conditions, and other events such as runway closures. Therefore, it is not possible to use only the east/west runways.
Federbush 5	Your agency must bring back to the forefront of your minds that these are mechanical and as of late, technical marvels. Not only are failures possible but human error as seen almost daily would cause tremendous damage at huge expense. This seen in one of the latest tragedies with the Korean air into San Francisco. Had that aircraft approached in our area from Jericho turnpike south who knows at what point he became TOO LOW to recover.	Comment noted.

COMMENT #	COMMENT	RESPONSE
Federbush 6	Years and years of misguided, politically influenced "renovations for the future growth" of this facility must be stopped and willingness on your part to cooperate and consider the communities needs are the direction that must be taken. Not a continuation of the past mistakes.	Comment noted.

Floral Park

MAYOR
THOMAS J. TWEEDY

TRUSTEE
JAMES E. RHATIGAN

TRUSTEE
MARY-GRACE TOMECKI

TRUSTEE
DOMINICK A. LONGOBARDI

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SUPERINTENDENT BUILDINGS
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Incorporated Village of Floral Park

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November 18, 2013

Mr. Edward Knoesel
Manager, Environmental Programs
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

The Village of Floral Park is in receipt of the Revised Draft Environmental Assessment for the Runway 4L/22R Improvements Project for John F. Kennedy International Airport. As a Trustee in the Village of Floral Park and her mayoral-appointed Noise Abatement Officer, thank you for the opportunity to comment on the proposed initiative. We welcome your response to our concerns and questions.

The Village of Floral Park is geographically located 7 miles from Kennedy International Airport and situated directly under the flight paths of the ILS approach to Runways 22L and 22R. Estimates reveal that approximately 75% of the 4,407 residential properties that constitute Floral Park are adversely affected by air traffic noise. In this vein, Floral Park has concerns and in turn, questions related to the short-term, as well as the long-term impact of the project put forth initially by the 2012 Draft Environmental Assessment and by the Revised Draft Environmental Assessment (DEA) on our community's quality of life. These concerns and questions are outlined below for your consideration and response:

1. Given the current nature of the glide slope that dictates the ILS flight path, Floral Park is consistently affected by arriving airplanes located at 1,600 feet. According to Page I-21 of the Original DEA released in 2012, when the threshold is extended and the localizer is moved for Runway 22R, "the relocation would allow for reduced visibility minimums on the Runway 22R approach." According to Page B-25 of Appendix B, "as the landing threshold is shifted to the north, the arriving aircraft would be at a lower altitude over a given point on the ground to the north of the Airport and thus would be slightly louder." Nevertheless, according to Page 1-2 in Chapter 1 of the Revised DEA, "because the Runway 22R threshold ... would not be relocated, the altitude of arrivals on Runway 22R would remain the same as existing conditions." A) In this context, are there any circumstances that would result in aircraft landing north of the landing threshold on Runway 22R? B) Under what circumstances, would aircraft be expected to land north of the arrival threshold of Runway 22R? C) If aircraft were expected to land north of the arrival threshold on Runway 22R, what would their approximate altitude be over the Village of

1
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Floral Park? D) If aircraft were expected to land north of the arrival threshold on Runway 22R, what accommodations would be made to helicopters utilizing the Track Route over Long Island?

2. The Revised DES does not address the possibility of any increased volume of arrivals on 22R as a result of the Proposed Action. It only addresses the use of 4L for arrivals and 22R for departures (Chapter 5.1 of DES and Appendix B, page B-1). A) How does the Proposed Action affect the use of 22R for arrivals? B) If 22R is going to incur increased arrivals as a result of the Proposed Action, what noise analysis and other analysis of the environmental consequences of increased arrivals on 22R has the Port Authority conducted? C) If is is the position of the Port Authority that the Proposed Action will not result in increased volume of arrivals on 22R, what specific regulations and/or Standard Operating Procedures (or similar authority) can the Port Authority point to which can guarantee that the Proposed Action will not result in an increased volume of arrivals on 22R?

3. According to Appendix C of the Original DEA, Page C-18, "Construction of the Proposed Action is planned to occur between July 2013 and November 2014. The construction is planned to occur in five stages which would allow at least three runways to remain operational at all times during construction." The Village of Floral Park bore a significant increase in air traffic noise when Runway 31L was closed for four months to accommodate Phase 2 of its rehabilitation in 2010. The Village of Floral Park continues to experience the adverse effects of heightened levels of air traffic as the concrete punch-list for Runway 31L is completed, which was not part of any phase, but still requires Runway 31L to be closed for substantial periods of time during the overnight hours. A) What is the new timeline for each phase of the proposed construction? B) During what phase and for how long will Runway 4L/22R be closed? C) Will Runway 4L/22R be closed for a set period of time, 24 hours a day, 7 days a week? D) Will the concrete punch-list that has caused the continual closures of Runway 31L during the months of September 2011 to the present time continue to be addressed during the time frame proposed for the rehabilitation of Runway 4L/22R? E) Will the recent closures on Runway 31L due to the ILS being out of service continue while the Port begins the reconstruction project put forth in the Revised DEA? F) How does the Port Authority's plan to address air traffic when Runway 4L/22R is not in service? G) Does the Port Authority plan on asking the Federal Aviation Administration or any other relative agency to speak to the airlines and/or the airline industry about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service? H) Will the Port Authority engage the airlines and/or the airline industry in a discussion about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service?

4. Arrivals into Runway 22R that utilize the ILS approach are typically part of two unique runway configuration management models. The first configuration is as follows: 22L (ILS approach) is used for arrivals - 22R captures the overflow from 22L for arrivals – 22R is used for departures. The second configuration is as follows: 22L (ILS approach) is used for arrivals – 22R captures the overflow from 22L for arrivals – 31R is used for departures. A) If 22R is not available for arrivals during any phase of the proposed rehabilitation, what runway will be used to capture the overflow from Runway 22L? B) Are there plans to work with TRACON to encourage the use of the VOR/DME approach to Runway 22L when Runway 22R is out-of-service to allow for a more equitable distribution of air traffic during any phase of the proposed rehabilitation?

Floral Park

5. Appendix B, Page B-2 of the Original DEA reads "a significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB." A) Where are the "noise sensitive areas" located and which communities are deemed "noise sensitive"? B) How and by whom are the "noise sensitive areas" determined?

6. Figures supplied by the Aeronautical and Technical Services Division of the Aviation Department of the Port Authority of New York and New Jersey for the noise monitor positioned directly under the flight path for Runway 22L, in Floral Park confirms that in the last two years, noise levels have actually increased. More disturbing is that the numbers reported hover within the range of the 65 DNL, often exceeding numbers reported by monitors located in closer proximity to Kennedy, i.e. Inwood – Runway 13R and Howard Beach – Runway 31L. A) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase during the revised, proposed construction period? B) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase after the completion of the proposed rehabilitation of Runway 4L/22R, due to the rehabilitation of Runway 4L/22R?

7. A) Will any of the proposed upgrades to the taxiway system described in Chapter 3 of the Revised DEA require additional slots as part of Kennedy's slot system? B) Will the realignment of Taxiway E and the addition of Taxiway EE allow for an increase in departures on Runway 22R? C) Will new slots be added at Kennedy as a result of the addition of Taxiway E and/or Taxiway EE? D) Does the "increased efficiency provided by the new parallel Taxiway E" referenced on Page 3-14 of Chapter 3 of the Revised DEA translate into increased departure activity on Runway 22R in the next 5 years? In the next 10 years? E) If the Port Authority anticipates an increase in the number of departures on Runway 22R in the next 5 and/or 10 years, would the number of arrivals on Runway 22R decrease? F) If Runway 22R is used more for departures than in the recent past due to any aspect of the proposed project put forth in the Revised DEA, would the number of arriving aircraft on Runway 22L also increase as a result?

8. Appendix B, Page B-4, Table B-2 of the Revised DEA references an increase of 41,253 operations projected between 2015 and 2020. A) What will be done to prevent significant increases to DNL levels? B) To accommodate this increase, will the Kennedy need to have the number of slots available to airlines increased? C) Are any of the proposed high-speed taxiways put forth in the Revised DEA designed to accommodate this anticipated increase in air traffic?

9. Appendix B, Page B-3, Table B-1 of the Revised DEA denotes that the proposed construction will result in a decrease of 182 feet of takeoff and landing distance available on Runway 4L and a decrease of 132 feet of takeoff distance available on Runway 22R. A) Does this change in the infrastructure of Runway 4L/22R mean that either runway will not be able to accommodate certain aircraft for landing and will require Runway 22L to be used more frequently as an arrival runway?

10. In connection with the last paragraph of the Original DEA, Appendix B, Pages B-17 & 19, Table B-8, arrivals on 22L for both day and night in 2015 and 2020 are projected to remain at 31 and 30% respectively in terms of overall operations at Kennedy. However, the number of operations is expected to increase by 50,782 in 2015 and 92,036 in 2020. Will this increase in volume not create a significant noise impact" as outlined in the FAA's own INM criteria?

Floral Park

34 35 11. A) Will the proposed project in the Revised DEA result in any new runway configurations? B) Will the proposed project in the Revised DEA change any existing runway configurations and if so, which ones and how?

36 12. Is any aspect of the proposed rehabilitation designed to facilitate the use of RNAV technology in airport operations at Kennedy Airport?

13. According to Chapter 5, Page 5-36 of the Original DEA, with respect to the ***"Delay Reduction Program – New Taxiways, Improvements to Existing Taxiways and Runway 13R Threshold Relocation,"*** "major elements of the project were completed in November 2010; however, a few punch list items remain outstanding and the project is not scheduled to be completely finished 37 until the second quarter of 2012." A) Have any of the punch list items required the closure of Runway 31L on the overnight hours? 38 B) What is the month and year that the Port Authority anticipates the punch list to be completed? C) Will the punch list be completed by the time the 39 proposed project is scheduled to begin, i.e. July 2013?

Sincerely,

Mary-Grace Tomecki

Trustee

Village of Floral Park

COMMENT #	COMMENT	RESPONSE
Floral Park 1	Are there any circumstances that would result in aircraft landing north of the landing threshold on Runway 22R?	There are no circumstances where aircraft would be expected to land north of the arrival threshold on Runway 22R.
Floral Park 2	Under what circumstances would aircraft be expected to land north of the arrival threshold of Runway 22R?	There are no circumstances where aircraft would be expected to land north of the arrival threshold on Runway 22R.
Floral Park 3	If aircraft were expected to land north of the arrival threshold on Runway 22R, what would their approximate altitude be over the Village of Floral Park?	Aircraft are not expected to land north of the arrival threshold on Runway 22R.
Floral Park 4	If aircraft were expected to land north of the arrival threshold on Runway 22R, what accommodations would be made to helicopters utilizing the Track Route over Long Island?	Aircraft are not expected to land north of the arrival threshold on Runway 22R.
Floral Park 5	The Revised EA does not address the possibility of any increased volume of arrivals on 22R as a result of the Proposed Action. It only addresses the use of 4L for arrivals and 22R for departures (Chapter 5.1 of DEA and Appendix B, B-1).	The arrival threshold on Runway 22R would remain in the same location as it is currently. After complying with RSA standards the available runway pavement for landing is actually reduced from 8,655 feet to 7,795 feet with the Proposed Action. This reduction in available runway pavement for landings would not result in an increase in the volume of arrivals on the runway but may reduce the volume due to the reduction in available runway pavement. This is discussed in Chapter 2, *Purpose and Need,* page 2-2, and in *Appendix B, Noise,* page B-7 through B-8.
Floral Park 6	How does the Proposed Action affect the use of 22R for arrivals?	As stated on page 2-2, complying with RSA standards would shorten the landing distance available for arrivals on Runway 22R from 8,655 feet to 7,795 feet. The shorter distance would be critical for Boeing 747s, Airbus 340s, McDonnell Douglas MD11s, McDonnell Douglas DC10s in wet conditions. Without improvements that would offer additional length, these aircraft would have to land on Runway 22L. This is also further discussed in *Appendix B, Noise,* page B-7 through B-8 as it related to the noise modeling.

COMMENT #	COMMENT	RESPONSE
Floral Park 7	If 22R is going to incur increased arrivals as a result of the Proposed Action, what noise analysis and other analysis of the environmental consequences of increased arrivals on 22R has the Port Authority conducted?	As stated on page 2-2, complying with RSA standards would shorten the landing distance available for arrivals on Runway 22R from 8,655 feet to 7,795 feet. The shorter distance would be critical for Boeing 747s, Airbus 340s, McDonnell Douglas MD11s, McDonnell Douglas DC10s operations in wet conditions. Without improvements that would offer additional length, these aircraft would have to land on Runway 22L. This is also further discussed in *Appendix B, Noise,* page B-7 through B-8 as it related to the noise modeling.
Floral Park 8	If it is the position of the Port Authority that the Proposed Action will not result in increased volume of arrivals on 22R, what specific regulations and/or Standard Operating Procedures (or similar authority) can the Port Authority point to which can guarantee that the Proposed Action will not result in an increased volume of arrivals on 22R?	As stated on page 2-2, complying with RSA standards would shorten the landing distance available for arrivals on Runway 22R from 8,655 feet to 7,795 feet. The shorter distance would be critical for Boeing 747s, Airbus 340s, McDonnell Douglas MD11s, McDonnell Douglas DC10s in wet conditions. Because the Proposed Action does not propose additional landing distance available for Runway 22R arrivals, these aircraft would have to land on Runway 22L. This is also further discussed in *Appendix B, Noise,* page B-7 through B-8 as it related to the noise modeling.
Floral Park 9	What is the new timeline for each phase of the proposed construction?	The timeline for each phase of construction is presented in the Revised EA in Chapter 2, Purpose and Need, on page 2-6. The construction would occur in three phases beginning in March 2014 through December 2015. Stage 1 would occur April 2014 through October 2014. Stage 2 would occur March 2015 through April 2015. Stage 3 would occur April 2015 through December 2015.
Floral Park 10	During what phase and for how long will Runway 4L/22R be closed?	The timeline for the construction is presented in the Revised EA in Chapter 2, Purpose and Need, on page 2-6. The closure of Runway 4L/22R would occur during Stage 3 from June 2015 through December 2015.
Floral Park 11	Will Runway 4L/22R be closed for a set period of time, 24 hours a day, 7 days a week?	The closure of Runway 4L/22R is scheduled from June 2015 through December 2015. During this time the runway would be closed 24 hours a day, 7 days a week.

COMMENT #	COMMENT	RESPONSE
Floral Park 12	Will the concrete punch-list that has caused the continual closures of Runway 31L during the months of September 2011 to the present time continue to be addressed during the time frame proposed for the rehabilitation of Runway 4L/22R?	No the Runway 31L punch list was completed on November 10, 2011. Subsequent night closures were required to perform runway maintenance and reconstruct Taxiway P.
Floral Park 13	Will the recent closures on Runway 31L due to the ILS being out of service continue while the Port begins the reconstruction project put forth in the revised DEA?	The FAA has indicated that the ILS capabilities on Runway 31L will be restored in the 4th quarter of 2013, prior to the scheduled start of construction for the Proposed Action in April 2014 and the closure of Runway 4L/22R in June 2015.
Floral Park 14	How does the Port Authority plan to address air traffic when Runway 4L/22R is not in service?	The Port Authority has coordinated with the FAA ATC on the schedule of the proposed projects on Runway 4L/22R. Ultimately the FAA ATC, not the Port Authority, dictates how the aircraft are assigned to runways. The Port Authority would coordinate the need for any other runway closures for maintenance or repairs with the FAA during the construction of Runway 4L/22R.
Floral Park 15	Does the Port Authority plan on asking the Federal Aviation Administration or any other relative agency to speak to the airlines and/or the airline industry about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service?	The Port Authority would coordinate with the FAA/DOT regarding the airlines' schedules. FAA asked airlines for voluntary reductions in schedule during the Bay Runway reconstruction. Analysis of delays and demand will be conducted and only then will FAA determine the actions required in association with this project.
Floral Park 16	Will the Port Authority engage the airlines and/or the airline industry in a discussion about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service?	The Port Authority would coordinate with the FAA/DOT regarding the airlines' schedules. FAA asked airlines for voluntary reductions in schedule during the Bay Runway reconstruction. Analysis of delays and demand will be conducted and only then will FAA determine the actions required in association with this project.

COMMENT #	COMMENT	RESPONSE
Floral Park 17	If 22R is not available for arrivals during any phase of the proposed rehabilitation, what runway will be used to capture the overflow from Runway 22L?	Runway 22R would be available for arrivals during Stages 1 and 2 of the construction, during Stage 3 Runway 22R will be closed and unavailable for arrivals. Typically Runway 22L and Runway 13L are used simultaneously for arrivals and could continue to be used as such during construction of Stages 1 and 3. From March through April 2015, during the construction of Stage 2 (which includes the intersection of Runways 4L/22R and 13L/31R), Runway 13L would be closed and unavailable for arrivals. Ultimately FAA ATC, not the Port Authority would determine how the aircraft are assigned to runways.
Floral Park 18	Are there plans to work with the TRACON to encourage the use if the VOR/DME approach to Runway 22L when Runway 22R is out-of-service to allow for a more equitable distribution of air traffic during any phase of the proposed rehabilitation?	Historically FAA ATC uses the ILS and VOR to Runway 22L at JFK, which is dependent on the LGA departure runway. It is expected that these conditions would remain consistent during construction. However, it is ultimately FAA ATC's decision on which approach is used.
Floral Park 19	Where are the "noise sensitive areas" located and which communities are deemed "noise sensitive?"	Exhibit 5-1 through Exhibit 5-3 in the EA show the 65, 70, and 75 DNL noise exposure contours over a land use base map for the 2015 No-Build/No-Action, 2015 Proposed Action, and the 2015 No-Build/No-Action compared to the 2015 Proposed Action, respectively. All three of the maps show the noise sensitive land uses surrounding JFK.

COMMENT #	COMMENT	RESPONSE
Floral Park 20	How and by whom are the "noise sensitive areas" determined?	The FAA defines a noise sensitive area as an area where noise interferes with normal activities associated with its use. Noise sensitive areas include residential, educational, health and religious structures and sites, parks, recreational areas (including areas with wilderness characteristics), wildlife refuges and cultural and historical sites. The FAA has adopted land use compatibility guidelines relating types of land use to airport sound levels in Title 14, Part 150 of the CFR. These guidelines provide compatibility parameters for residential, schools, churches, nursing homes, hospitals, libraries, commercial, manufacturing and production, and recreational land uses. All land uses within areas below 65 DNL are considered to be compatible with airport operations by the FAA. Residential land uses are generally considered incompatible with noise levels above 65 DNL. In some areas, residential land use may be permitted in the 65 to 70 DNL with appropriate sound insulation measures implemented. This is done at the discretion of local communities. Schools and other public use facilities located between 65 and 75 DNL are generally incompatible without sound insulation. Above 75 DNL, schools, hospitals, nursing homes, and churches are considered incompatible land uses.
Floral Park 21	Does the Port Authority anticipate the noise monitor readings for the Floral park noise monitor to increase during the revised proposed construction period?	The noise levels recorded on the noise monitors are primarily a function of which runway is being used. Runway use is dictated by wind, weather conditions, and other events such as runway closures. Given the complexity of the operation at JFK, it is impossible to predict noise monitor readings in the future. However, it is possible that during construction periods, aircraft overflights may increase temporarily over Floral Park.

COMMENT #	COMMENT	RESPONSE
Floral Park 22	Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase after the completion of the proposed rehabilitation of Runway 4L/22R, due to the rehabilitation of Runway 4L/22R?	The EA discloses that noise levels in general would increase from current conditions (2012/2013) to 2015 when the Proposed Action would be implemented. However, the increase is not a result of the Proposed Action; rather it is the result of growth in activity that would occur with or without the Proposed Action. It is not anticipated the noise monitor readings would change as a result of the Proposed Action.
Floral Park 23	Will any of the proposed upgrades to the taxiway system described in Chapter 3 of the Revised DEA require additional slots as part of Kennedy's slot system?	No. The modifications to the taxiway system support the widening, rehabilitation of Runway 4L/22R and are required to comply with FAA design standards, not to increase capacity at JFK.
Floral Park 24	Will the realignment of Taxiway E and the addition of Taxiway EE allow for an increase in departures on Runway 22R?	No. The realignment of Taxiway E and construction of Taxiway EE are needed to comply with FAA design standards and to provide a logical and direct taxiway path to the new Runway 22R departure starting point. Taxiway EE would also provide a staging area for the new Runway 22R departure starting point. The current alignment of Taxiway E does not meet the requirements for Aircraft Design Group VI standards.
Floral Park 25	Will new slots be added at Kennedy as a result of the addition of Taxiway E and/or Taxiway EE?	No. Neither the realignment of Taxiway E nor the construction of Taxiway EE would result in additional slots becoming available.
Floral Park 26	Does the "increased efficiency provided by the new parallel Taxiway E" referenced on Page 3-14 of Chapter 3 of the Revised DEA translate into an increase in the number of departures on Runway 22R in the next 5? in the next 10 years?	No. The realignment of Taxiway E and construction of Taxiway EE are needed to comply with FAA design standards and to provide a logical and direct taxiway path to the new departure starting point on Runway 22R. Taxiway EE would also provide a staging area for the new departure starting point on Runway 22R. The current alignment of Taxiway E does not meet the requirements for Aircraft Design Group VI standards.
Floral Park 27	If the Port Authority anticipated an increase in the number of departures on Runway 22R in the next 5 and/or 10 years, would the number of arrivals on Runway 22R decrease?	The Port Authority does not anticipate an increase in the percentage of aircraft departing on Runway 22R in the next 5-10 years. However it should be noted that FAA ATC, not the Port Authority, dictates how the aircraft are assigned to runways.

COMMENT #	COMMENT	RESPONSE
Floral Park 28	If Runway 22R is used more for departures than in recent past due to any aspect of the proposed project put forth in the Revised DEA, would the number of arriving aircraft on Runway 22L also increase as a result?	The Port Authority does not anticipate an increase in the percentage of aircraft departing on Runway 22R and therefore does not anticipate an increase in the number of arrivals on Runway 22L. However, it should be noted that FAA ATC, not the Port Authority, dictates how the aircraft are assigned to runways.
Floral Park 29	What will be done to prevent significant increases to DNL levels?	The increase in operations from 2012/2013 to 2015 is not a result of the Proposed Action. The forecasted increase in operations is anticipated to occur with or without the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. The 1.5 dB area is largely limited to Airport property and only extends over compatible land uses (commercial/industrial) immediately adjacent to Rockaway Boulevard and small areas of land designated as Idlewild Park. These portions of the park include wooded and vacant areas which are not used for active recreation activities. As a result there would not be a significant noise impact from Proposed Action.
Floral Park 30	To accommodate this increase, will Kennedy need to have the number of slots available to airlines increased?	No. The increase in operations will occur with or without the Proposed Action and would not require an increase to the number of slots.
Floral Park 31	Are any of the proposed high-speed taxiways put forth in the Revised DEA designed to accommodate this anticipated increase in air traffic?	No. The Proposed Action only proposes one high speed exit, Taxiway GG, to accommodate the displaced arrival threshold on Runway 4L.

COMMENT #	COMMENT	RESPONSE
Floral Park 32	Does this change in the infrastructure of Runway 4L/22R mean that either runway will not be able to accommodate certain aircraft for landing and will require Runway 22L to be used more frequently as an arrival runway?	The reduction in available runway for takeoff would not have an impact to the arrivals on either runway. However, the arrival threshold on Runway 22R would remain in the same location as it is currently. After complying with RSA standards the available runway pavement for landing is actually reduced from 8,655 feet to 7,795 feet with the Proposed Action. The shorter distance would be critical for Boeing 747s, Airbus 340s, McDonnell Douglas MD11s, McDonnell Douglas DC10s in wet conditions. These aircraft would have to land on Runway 22L during wet pavement conditions. This was taken into consideration in the noise analysis prepared as part of the EA and did not result in a significant noise impact. This is discussed in Appendix B, Noise, page B-7 through B-8 as it related to the noise modeling.
Floral Park 33	The number of operations is expected to increase by 50,782 in 2015 and 92,036 in 2020. Will this increase in volume not create a significant noise impact as outlined in the FAA's own INM criteria?	The increase in operations from today to 2015 and to 2020 is not a result of the Proposed Action. The forecasted increase in operations is anticipated to occur with or without the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.
Floral Park 34	Will the proposed project in the Revised DEA result in any new runway configurations?	Based on the coordination conducted with FAA during the planning for the proposed improvements to Runway 4L/22R, no change is anticipated to existing runway configurations when construction is completed.

COMMENT #	COMMENT	RESPONSE
Floral Park 35	Will the proposed project in the Revised DEA change any existing runway configurations and if so, which ones and how?	Based on the coordination conducted with FAA during the planning for the proposed improvements to Runway 4L/22R, no change is anticipated to existing runway configurations when construction is completed.
Floral Park 36	Is any aspect of the proposed rehabilitation designed to facilitate the use of RNAV technology in airport operations at Kennedy Airport?	No. The existing NAVAIDS would remain the same with the Proposed Action and simply be relocated, except a PAPI would be added to enhance safety on Runway 22R during Visual Flight Rules operations.
Floral Park 37	Have any of the punch list items required the closure of Runway 31L on the overnight hours?	No the Runway 31L punch list was completed on November 10, 2011. Subsequent night closures were required to perform runway maintenance and reconstruct Taxiway P.
Floral Park 38	What is the month and year that the Port Authority anticipated the punch list to be completed?	The Runway 31L punch list was completed on November 10, 2011. Subsequent night closures were required to perform runway maintenance and reconstruct Taxiway P.
Floral Park 39	Will the punch list be completed by the time the proposed project is scheduled to begin, i.e. July 2013?	The Runway 31L punch list was completed on November 10, 2011. Subsequent night closures were required to perform runway maintenance and reconstruct Taxiway P.

Jaffe

From: david jaffe <davidevanjaffe@gmail.com>
Sent: Tuesday, October 29, 2013 10:21 PM
To: JFK RWY EA
Subject: JFK RWY 4L-22R. EA COMMENT

I sm writing about the environmental assessment of revised runway expansion plan.

1 As a resident in Port Washington there has been significant increase in noise the past 24 months and I feel that the runway expansion plan needs a environmental assessment to prove the harmful affects of the increase.

2 We need quieter skies, less airplane traffic have planes fly at higher altitudes over Nassau county.

Please for the sake of our children we need quieter and cleaner skies.

Thank you

COMMENT #	COMMENT	RESPONSE
Jaffe 1	As a resident in Port Washington there has been a significant increase in noise in the past 24 months and I feel that the runway expansion plan needs an environmental assessment to prove the harmful effects of the increase.	A Revised Draft EA was released to the public on October 17, 2013 to determine if significant impacts would occur from the rehabilitating, widening and complying with RSA standards on Runway 4L/22R. The noise analysis for the EA was conducted according to Federal guidelines, which requires the evaluation of average-annual conditions presented using the DNL metric. Chapter 4, page 4-7, Exhibit 4-2; Appendix B, page B-29, Exhibit B-3; and page B-35, Table B-10 all present the existing noise impacts. The noise impacts were calculated using the INM as required by the FAA and the existing noise contours were computed using data from the Port Authority's ANOMS from June 1, 2012 through May 31, 2013.
Jaffe 2	We need quieter skies, less airplane traffic have planes fly at higher altitudes over Nassau County. Please for the sake of our children we need quieter and cleaner skies.	Comment noted.

Kroposki

From: MICHAEL G KROPOSKI <mkroposki@sbcglobal.net>
Sent: Wednesday, November 13, 2013 7:49 AM
To: JFK RWY EA
Subject: Comments for JFK Runway 4L/22R Improvements EA

Dear Sirs,

1. Appendix B at page B-7 under FLIGHT PROFILES states

"Aircraft noise characteristics vary depending on the takeoff profiles and climb rates of individual aircraft, which are directly affected by the takeoff weight. Because obtaining data on aircraft takeoff weight is difficult, stage length is often used as a surrogate. Stage length refers to the average distance an aircraft travels nonstop. Departure operations in the INM are divided into nine stage lengths that correspond to approximate nonstop flight distances. Each stage length associates the aircraft operations with a takeoff weight that represents a typical passenger load factor and fuel requirement. The climb profile of the aircraft will become less steep as the stage length is increased to reflect the heavy fuel load carried for long-haul travel."

1 This quote appears to indicate that INM Stage length was used as a surrogate for determination of take off weight in project noise study. However INM and NIRS use a factor of 65% payload in determining default take off weight. The recent large increases in passenger load factors render the 65% payload factor seriously inaccurate. A sample of recent actual departure shows that many aircraft have take off weights which correspond to 1-2 stage lengths greater than the INM default factor of 65%. INM calculations show that this under estimate of take off weight yields an underestimate of aircraft noise levels of 1-2 dB. Given that the level of significance is 1.5 dB, an underestimate of 1-2 dB substantially removes the ability to comply with NEPA regulations if there is a potential finding of no impacts!

At the very least a sampling of actual take off weights needs to be compiled and compared to the INM surrogate weights and appropriate adjustments made as is suggested in the INM manuals

2 2. NEPA regulations require a statement of the level of uncertainty in any environmental impact analysis. In a recent noise analysis in the Boston area the FAA response to a comment asking for the level of uncertainty in INM was that INM and similar noise analysis software had a level of uncertainty in the DNL projections of about 3-5 dB. If the present noise analysis has a different level, of uncertainty, this should be stated in the EA.

3 It should be noted that PBN (RNAV and RNP)air procedures have significantly different noise contour patterns. The FAA has referred to this PBN effect as "noise focusing". An argument has been made that when the project impact is compared to the baseline to determine noise increases, the model bias and random error are canceled out in the subtraction operation. However this argument relies upon essentially the same input factors. As pointed out above new PBN air procedures have different noise profiles therefore the comparison to the baseline will likely lead to differences due to the random error and model bias. The size of these errors must be quantified in order meet the NEPA requirements for scientific integrity and uncertainty delineation (40 CFR 1502.22 and 24).

4 3. The level of refinement of the noise contour maps has to be increased in the areas where trees are going to be removed in another project so that an estimated of the change in the noise contour can be made due to the cumulative impact of removal of the trees which act as a sound attenuation barrier and this project.

Respectfully submitted,
Michael Kroposki

COMMENT #	COMMENT	RESPONSE
Kroposki 1	This quote appears to indicate that INM Stage length was used as a surrogate for determination of take-off weight in project noise study. However INM and NIRS use a factor of 65% payload in determining default take-off weight. The recent large increases in passenger load factors render the 65% payload factor seriously inaccurate. A sample of recent actual departure shows that many aircraft have take-off weights which correspond to 1-2 stage lengths greater than the INM default factor of 65%. INM calculations show that this under estimate of take-off weight yields an underestimate of aircraft noise levels of 1-2 dB. Given that the level of significance is 1.5 dB, an underestimate of 1-2 dB substantially removes the ability to comply with NEPA regulations if there is a potential finding of no impacts! At the very least a sampling of actual take off weights needs to be compiled and compared to the INM surrogate weights and appropriate adjustments made as is suggested in the INM manuals.	The average weight calculation includes more than passenger load factor. It also includes the weight of the aircraft, cargo, and fuel. Noise calculations are sensitive to many noise modeling input variables. It is not technically sound to look at one variable, e.g., takeoff weight, in isolation. The commenter has not provided a source for the sample of recent actual departure and the relationship with the stated 1-2 dB noise levels. The commenter's assumption that calculated DNLs are significantly underestimated is not accurate and appears to be based on the assumption that the passenger load factor is the prevailing variable in the noise model. Noise calculations are sensitive to many noise modeling input variables. For example, the noise model uses a conservative value of 100% thrust for departure procedures, although airlines typically do not use 100% power in takeoff. Thrust reduction at takeoff varies. Therefore, the 100% thrust assumption will result in higher noise calculations than may occur for particular departures. The goal of the noise analysis is to capture the average-annual conditions at the airport.
Kroposki 2	NEPA regulations require a statement of the level of uncertainty in any environmental impact analysis. In a recent noise analysis in the Boston area the FAA response to a comment asking for the level of uncertainty in INM was that INM and similar noise analysis software had a level of uncertainty in the DNL projections of about 3-5 dB. If the present noise analysis has a different level, of uncertainty, this should be stated in the EA.	The commenter provides no source for the Boston area noise analysis therefore it is assumed the commenter is referring to the Boston Logan International Airport Runway 33L RNAV SID Final EA. After reviewing the response to comments of that report no reference could be found with the FAA stating that the INM and similar noise analysis software had a level of uncertainty in the DNL projections of about 3 to 5 dB. If the commenter is referring to the AEDT uncertainty quantification, this is not an applicable guide for previous noise models. The AEDT uncertainty quantification will not provide confidence interval information for noise and is not yet the required model for calculating noise at airports.

COMMENT #	COMMENT	RESPONSE
Kroposki 3	It should be noted that PBN (RNAV and RNP) air procedures have significantly different noise contour patterns. The FAA has referred to this PBN effect as "noise focusing". An argument has been made that when the project impact is compared to the baseline to determine noise increases, the model bias and random error are canceled out in the subtraction operation. However this argument relies upon essentially the same input factors. As pointed out above new PBN air procedures have different noise profiles therefore the comparison to the baseline will likely lead to differences due to the random error and model bias. The size of these errors must be quantified in order meet the NEPA requirements for scientific integrity and uncertainty delineation (40 CFR 1502.22 and 24).	There would be no PBN procedures implemented as part of the Proposed Action. In addition, the EA does NOT make the argument nor mentions that when the project impact is compared to the baseline to determine noise increases, the model bias and random error are cancelled out in the subtraction calculation.
Kroposki 4	The level of refinement of the noise contour maps has to be increased in the areas where trees are going to be removed in another project so that an estimated of the change in the noise contour can be made due to the cumulative impact of removal of the trees which act as a sound attenuation barrier and this project.	The commenter has confused level of refinement with acoustic propagation. Level of refinement is an input to adjust how the contour plotting algorithms compute the location of the contours from the grid point noise levels calculated by INM. It is used to smooth the contours and ensure that there are no sharp corners that result from the way the plotting algorithms treats changes in noise levels from adjacent grid points. The issue of trees is one of acoustic propagation. INM assumes a free field, i.e., no interfering structures or features, unless the terrain option is selected and line of sight interference due to terrain is selected. Terrain data was used in the modeling for JFK.

Lieberman

From: ALIX LIEBERMAN <alieberman23@msn.com>
Sent: Friday, November 01, 2013 4:14 PM
To: JFK RWY EA
Subject: JFK RWY 4L-22R

My name is Alix Lieberman and I live at 101 Sampson Avenue, Albertson, NY.

The increase in air traffic is too much to handle. The planes fly over our house in 60 second intervals. The noise is deafening. The planes fly so low we can read the company names.

This has never been so bad. It is ruining our quality of life, as we cannot spend time outside in our backyard. Our home values are plummeting.

Something has to change. PLEASE!!

Thank you

Sent from my iPhone
Alix Lieberman
Professional Organizer
516-361-6319

1

COMMENT #	COMMENT	RESPONSE
Lieberman 1	The increase in air traffic is too much to handle. The planes flying over our house in 60 second intervals. The noise is deafening. The planes fly so low we can read the company names. This has never been so bad. It is ruining our quality of life, as we cannot spend time outside in our backyard. Our home values are plummeting.	Comment noted.

Lonergan

From: MacBook <plonergan0@gmail.com>
Sent: Monday, November 18, 2013 11:01 PM
To: JFK RWY EA
Subject: JFK RWY 4I-22R EA COMMENT

Ladies and Gentlemen,

1 I'm concerned that the lowering of the approach paths will increase the concentration of pollutants such as NOx compounds over the approach flight paths. The very heavy existing commercial helicopter traffic flies below the approaching jet traffic making it already too close to the ground; this would just make a bad situation worse. If the land 2 approaches are to be lowered and the runway space shortened, I don't see where this would increase landing safety.

Sincerely,
Patrick Lonergan
64 Violet Avenue
Floral Park, NY 11001-2710

COMMENT #	COMMENT	RESPONSE
Lonergan 1	I'm concerned that the lowering of the approach paths will increase the concentration of pollutants such as NOx compounds over the approach flight paths.	There would be no change to the altitude of aircraft arriving on Runway 22R to the north of the airport. The altitude of aircraft landing on Runway 4L would be higher over the Rockaway Peninsula due to the Runway 4L arrival threshold being displaced 460 feet to the north.
Lonergan 2	The very heavy existing commercial helicopter traffic flies below the approaching jet traffic making it already too close to the ground; this would just make a bad situation worse. If the land approaches are to be lowered and the runway space shortened, I don't see where this would increase landing safety.	Landing approaches would not be lowered to the north as the Runway 22R arrival threshold would remain in its current location. The Runway 4L arrival threshold would be displaced 460 feet to the north keeping aircraft arriving from the south, higher over the residential areas.

Mayor of VEH

INCORPORATED VILLAGE OF EAST HILLS

MAYOR
MICHAEL R. KOBLENZ

DEPUTY MAYOR
EMANUEL ZUCKERMAN

TRUSTEES
GARY LEVENTHAL
PETER J. ZUCKERMAN
CLARA POMERANTZ

VILLAGE ATTORNEY
WILLIAM C. BURTON, ESQ.

VILLAGE CLERK-TREASURER
DONNA GOOCH

October 22, 2013

Honorable Jack Martins
Senate Chambers,
The State Capitol
Albany, NY 12248

Re: East Hills Residents' Express Strongest Opposition to Excessive Airplane Noise, Traffic, and Pollution Over the Community

Dear Senator Martins:

Enclosed please find petitions and letters from residents of East Hills and surrounding communities expressing their resolute opposition to airplane noise, traffic, and pollution. The situation is intolerable. Our community, as well as so many others, strongly opposes the excessive airplane noise which now exists due to an increase in flights and the usage of runway 22L at JFK Airport. As expressed previously, incoming flights are being routed in from the Atlantic across Long Island, making a turn over the East Hills area before making an approach into JFK. Airplanes are now flying over East Hills as often as every 90 seconds and are flying lower than ever before. The FAA has stated that they will use this approach only as a last resort between 11:00 p.m. and 7:00 a.m. However, they frequently disregard their own policy. Complaints have been received of airplanes flying after midnight on numerous occasions.

The number and frequency of complaints regarding aircraft traffic noise over East Hills has increased. Our residents are now reporting new and constant incidents by contacting the 311 call center, using the online complaint form located on our website, or mailing letters of complaint to you and other elected officials.

We urge you to make every effort to ensure equitable distribution of airline flights coming in and out of JFK and LaGuardia Airports so that all communities share this burden equally.

Thank you for your attention to this important matter which adversely affects the lifestyle, health, welfare and quiet enjoyment of the residents of East Hills and other communities on Long Island.

With all my best wishes,

Michael Koblenz
Mayor

Telephone 516-621-5600 209 HARBOR HILL ROAD, EAST HILLS, NEW YORK 11576 Facsimile 516-625-8736
www.villageofeasthills.org E-mail:mayor@villageofeasthills.org

COMMENT #	COMMENT	RESPONSE
Mayor of IVEH	Our community, as well as so many others, strongly opposes the excessive airplane noise which now exists due to an increase in flights and the usage of runway 22L at JFK Airport. As expressed previously, incoming flights are being routed in from the Atlantic across Long Island, making a turn over the East Hills area before making an approach into JFK. Airplanes are now flying over East Hills as often as every 90 seconds and are flying lower than ever before. The FAA has stated that they will use this approach only as a last resort between 11:00 p.m. and 7:00 a.m. However, they frequently disregard their own policy. Complaints have been received of airplanes flying after midnight on numerous occasions.	Comment noted. Runway use is dictated by wind, weather conditions, and other events such as runway closures.

RCA

ROSEDALE CIVIC ASSOCIATION, INC.

"PROUDLY SERVING ROSEDALE SINCE 1946"

P.O. BOX 220116, ROSEDALE, NEW YORK 11422

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JACQUES LEANDRE
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MARCIA O'BRIEN
BOARD MEMBER

IRNEL STEPHEN
BOARD MEMBER

EMMLYNN TAYLOR
BOARD MEMBER

JULES TAYLOR, JR.
BOARD MEMBER

November 18, 2013

Edward Knoesel
The Port Authority of NY & NJ
225 Park Avenue South
9th Floor
New York, NY 10003

Re: Environmental Assessment Runway 4L/22R Improvements Project – Public Comment

Dear Mr. Knoesel:

Upon review of the revised Environmental Assessment for the JFK Runway 4L/22R Improvement Project, the Rosedale Civic Association, Inc. (the Civic) requests that an Environmental Impact Statement (EIS) be conducted to provide scientific proof that the 728 feet of runway extension to Rockaway Boulevard will not further diminish the quality of life of the residents of Springfield Gardens and neighboring communities in Southeastern Queens, and at any time intensify to the already high DNL level. 1

While the Civic understands the need to comply with FAA runway standards, the vast differences alone between the original EA prepared in 2012 and the revised EA prepared this year suggests that an objective and scientific approach must be utilized to verify the parameters and scope of this runway improvement project, and to ensure that there is no additional noise pollution to our community. 2

Furthermore, we request that a Part 150 study be conducted by the Port Authority of New York & New Jersey to ensure that the homes, schools, recreation areas, churches and places of worship, healthcare facilities, and businesses have the appropriate access and means to better manage the effects that JFK Airport has on the health, safety, and quality of life of the residents in our community. 3

Respectfully Submitted,

William Perkins
President & Board Chairman

COMMENT #	COMMENT	RESPONSE
RCA 1	Upon review of the revised Environmental Assessment for the JFK Runway 4L/22R Improvement Project, the Rosedale Civic Association, Inc. requests that an EIS be conducted to provide scientific proof that the 728 feet of runway extension to Rockaway Boulevard will not further diminish the quality of life of the residents of Springfield Gardens and neighboring communities in Southeastern Queens, and at any time intensify to the already high DNL level.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
RCA 2	While the Civic understands the need to comply with FAA runway standards, the vast differences alone between the original EA prepared in 2012 and the revised EA prepared this year suggests that an objective and scientific approach must be utilized to verify the parameters and scope of this runway improvement project, and to ensure that there is no additional noise pollution to our community.	The differences between the May 2012 EA and the October 2013 Revised Draft EA are due to the change in the Proposed Action. Two major elements, relocating the Runway 4L departure starting point 460 feet to the north and relocating the Runway 22R arrival threshold 3,316 feet to the north, are no longer proposed in the Proposed Action. Removing these two elements from the Proposed Action changes the results of the noise analysis. The noise analysis in both the May 2012 Draft EA and the October 2013 Revised Draft EA followed FAA regulations in determining if significant noise impacts would occur due to the implementation of the Proposed Action. The noise analysis in both determined there would be no significant impact due to the Proposed Action.
RCA 3	Furthermore, we request that a Part 150 study be conducted by the Port Authority of New York & New Jersey to ensure that the homes, schools, recreation areas, churches and places of worship, healthcare facilities, and businesses have the appropriate access and means to better manage the effects that JFK Airport has on the health, safety, and quality of life of the residents in our community.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.

Richards

DONOVAN RICHARDS
COUNCIL MEMBER
31ST DISTRICT, QUEENS

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FAX: (212) 227-1210

drichards@council.nyc.gov

November 14th, 2013

The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003
Attn: Edward Knoessel

Dear Mr. Knoessel:

I am writing on behalf of my constituents to provide my comments on the revised Environmental Assessment (EA) for the Runway 4L/22R Improvements proposed action. Let me begin by acknowledging the improvement over the original EA submitted last year. The relocation of the Runway 22R arrival threshold 3,316 feet to the north and the relocation of the 4L departure starting point have been removed from consideration. This is good news for communities that live to the north of the runway, and my office is grateful for this change in plan.

1 After careful review of the revised EA, however, there continue to be proposed actions that, in the opinion of this office, could create significant negative impacts to the health, safety and quality of life of my constituents within these communities. With this in mind, my office takes the position that an Environmental Impact Statement is needed to provide an objective, scientific and comprehensive assessment of the impacts of the actions proposed in the EA. I am also recommending that a Part 150 study be conducted so that the
2 residents in the community might have access to mitigation funding.

Some of the proposed actions that motivate my recommendations include the following:

3 The construction of 728 feet of runway on the north side of Runway 22R, and additional footage to provide 1,000 feet of overrun RSA: The extended runway will be closer to our community, making the departure starting point 728 feet closer to Rockaway Blvd, as opposed to the 1,675 foot distance that currently exists. The realigned Taxiway E and the new Taxiway EE will also be closer to our community The noise and emissions associated with taxiing, idling and lift off will be greater for those who live closest to the take-off area. The impact of these factors, using actual data gathered within the community vs. computer models, needs to be analyzed and mitigated.

4 The widening of Runway 4L/22R and the construction of new taxiways: The addition of a taxiway and the widening of the runways suggest that a significant increase in airport operations is within the Port Authority's master plan, despite the Port Authority's denials and very conservative growth projections. And

Richards

November 14, 2013

DONOVAN RICHARDS
COUNCIL MEMBER
31ST DISTRICT, QUEENS

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4 continued with the advent of Next Gen and the push to implement FAA guideline 1050.1F, all indications are that the Port Authority is hoping to make enhancements in runways, flight patterns and aircraft usage without having to consult with the local community, who are important stakeholders. This has further implications for

5 significant noise and air pollution impacts; and it is unconscionable to plan for increased activity without having a reliable assessment of current impacts to the community and without having a plan for mitigation.

Update of flight procedures: The EA proposes to update flight procedures to accommodate the relocated departure starting point on Runway 22R. The plan states that as the planes lift off, they will turn "in the air at slightly different points and at a slightly higher altitude than existing conditions." The document

6 uses a computer model based on the Airport Noise Management and Operations System and not actual daily activity records to establish generalized flight patterns. But as any of the residents in the community can tell you, actual flight patterns are probably very different from these generalized models. The reality is that flights departing on 22R and/or 13L/31R often loop around and fly over their homes at low altitudes and high noise levels. Is this activity reflected in the exhibit? Was this activity integrated into the model?

Environmental Assessment data is based upon computer models

Throughout the document, the EA indicates that although, in some instances, there may be increased exposure to air and noise pollution, it "would not be significant." In Chapter 5, for example, 65, 70 and 75 DNL noise contours are illustrated in current day, and projected out into 2015 proposed action scenarios,

7 using a computer model based on the FAA's Integrated Noise Monitor (INM). On further examination, we find that these INM results on current day DNL's are actually inconsistent with findings documented from 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ itself. These readings, taken by an actual 4L/4R monitor placed in the 65 DNL zone in the Springfield Gardens community directly north of the proposed action, revealed that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65, with many months exceeding 79DNL. The 2013 data reveals similar DNL levels.

If we cannot trust the INM model to deliver accurate readings of current day DNL's, how can we trust it to project DNL levels in 2015 under the proposed activity?

EA finds that emission and noise increases are not significant

8 The EA consistently takes the position that, while there may be some increase in emissions and noise, it is not significant. But it is the contention of this office that the data used in the EA to draw its conclusions about current levels of air quality and noise pollution are questionable. This makes its projections about 2015 and 2020 levels invalid.

Richards

November 14, 2013

DONOVAN RICHARDS
COUNCIL MEMBER
31ST DISTRICT, QUEENS

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9 The fact is, however, that even a finding of insignificant impact should not be discounted or minimized. Residents in this community are already burdened with high noise and air pollution levels, and any increase in these factors, even a negligible one, is bound to have a cumulative effect that needs to be further analyzed and mitigated, not dismissed.

312 Trees

10 Another issue facing the community, although the revised EA now states that it is not directly attributable to the proposed 4L/22R Runway Improvement project, is the removal of 312 trees, which have been identified as obstructions to current day aircraft. Many of these trees are no taller than the houses around them and they serve as critical resources that protect homes in this flood prone area. The trees also absorb some of the sound of the airplanes. No significant detail on a mitigation plan is provided. The Port Authority's suggestion that they might be replaced with young saplings is an impractical one. In addition, we

11 believe that the proposed tree removal should probably have been included in the EA. It is evident that lower flying aircraft is anticipated since the plan calls for the lowering of street lights and utility poles on Rockaway Boulevard. Furthermore, our analysis reveals that the degree of penetration of the relevant 40:1 surface is relatively small and therefore the operational restriction resulting from leaving the trees in place is

12 probably slight. It is the position of this office that the Port Authority should make every effort to consider alternate ways to mitigate obstructions caused by the trees. In this instance, it seems logical that if simply marking and lighting the trees is not a viable option that trees might be trimmed instead of being removed. In this way, these important resources can be preserved.

Circumvention of Standard Operation Procedures

Finally, we are concerned that there seems to be a circumvention of standard operation procedures for some of the proposed actions. The EA calls for the conveyance of property to the City, and the city leasing the property to the Port Authority via "a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal air Terminals with the City." However, the

13 EA maintains that this transfer is not subject to the Uniform Land Use Review Procedure (ULURP) process. The Proposed Action also calls for the relocation of Airport Patrol Road and North Boundary Road, and construction of a new access road off of Rockaway Boulevard, yet the EA maintains that "no disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities would occur." Normally such actions would be discussed at the local Community Board level. There is no indication in the EA that this will be done. The local community is therefore being left out of the process although they will be definitely impacted by any changes in traffic patterns.

Richards

November 14, 2013

DONOVAN RICHARDS
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31ST DISTRICT, QUEENS

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drichards@council.nyc.gov

Conclusion

My constituents are hardworking people, who often make great sacrifice to obtain and maintain their homes in this community. They have a right to defend the peace and sanctity of their homes. And they have a right to protect the value of their homes, which for many of them is their most important financial asset. The proposed actions pose threats to the safety, health and quality of life that they strive to enjoy. I am, therefore, asking the Port Authority to prepare an Environmental Impact Statement (EIS) and to conduct a Part 150 study before considering moving forward with these proposed actions. I am furthermore asking the Port Authority to engage our community organizations in this process in a meaningful way so that the adverse effects of the proposed actions can be analyzed and mitigated to the satisfaction of all parties.

14

15

Sincerely,

Donovan Richards
NYC Councilman, 31st District

COMMENT #	COMMENT	RESPONSE
Richards 1	After careful review of the revised EA, however, there continue to be proposed actions that, in the opinion of this office, could create significant negative impacts to the health, safety and quality of life of my constituents within these communities. With this in mind, my office takes the position that an Environmental Impact Statement is needed to provide an objective, scientific and comprehensive assessment of the impacts of the actions proposed in the EA.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
Richards 2	I am also recommending that a Part 150 study be conducted so that the residents in the community might have access to mitigation funding.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
Richards 3	The construction of 728 feet of runway on the north side of Runway 22R, and additional footage to provide 1,000 feet of overrun RSA: The extended runway will be closer to our community, making the departure starting point 728 feet closer to Rockaway Blvd, as opposed to the 1,675 foot distance that currently exists. The realigned Taxiway E and the new Taxiway EE will also be closer to our community. The noise and emissions associated with taxiing, idling and lift off will be greater for those who live closest to the take-off area. The impact of these factors, using actual data gathered within the community vs. computer models, needs to be analyzed and mitigated.	The EA was conducted according to Federal guidelines as required by the FAA. As a result of the noise and air quality analysis conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action. The FAA requires the INM be used to determine if noise impacts would occur and the EDMS be used to determine if air quality impacts would occur from implementation of the Proposed Action.

COMMENT #	COMMENT	RESPONSE
Richards 4	The widening of Runway 4L/22R and the construction of new taxiways: The addition of a taxiway and the widening of the runways suggest that a significant increase in airport operations is within the Port Authority's master plan, despite the Port Authority's denials and very conservative growth projections. And with the advent of Next Gen and the push to implement FAA guideline 1050.1F, all indications are that the Port Authority is hoping to make enhancements in runways, flight patterns and aircraft usage without having to consult with the local community, who are important stakeholders.	As discussed in Chapter 2 of the Revised EA there are three purpose and needs for the Proposed Action 1) Comply with RSA Standards while maintaining sufficient runway length to accommodate current and projected fleet, 2) Rehabilitate Runway 4L/22R, and 3) Widen Runway 4L/22R to comply with FAA Design Standards. The EA, in Chapter 5, discusses the potential environmental impacts of the Proposed Action, including potential noise and air quality impacts in the year 2015 which includes a forecasted increase in operations based on the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario*. The Proposed Action does not provide for the implementation of NextGen.
Richards 5	This has further implications for significant noise and air pollution impacts; and it is unconscionable to plan for increased activity without having a reliable assessment of current impacts to the community and without having a plan for mitigation.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact, including impacts from noise and air quality and concluded no significant impact would occur from the Proposed Action therefore mitigation is not required.

COMMENT #	COMMENT	RESPONSE
Richards 6	The EA proposes to update flight procedures to accommodate the relocated departure starting point on Runway 22R. The plan states that as the planes lift off, they will turn "in the air at slightly different points and at a slightly higher altitude than existing conditions." The document uses a computer model based on the Airport Noise Management and Operations System and not actual daily activity records to establish generalizes flight patterns. But as any of the residents in the community can tell you, actual flight patterns are probably very different from these generalized models. The reality is that flights departing on 22R and/or 13L/31R often loop around and fly over their homes at low altitudes and high noise levels. Is this activity reflected in the exhibit? Was this activity integrated into the model?	The Port Authority's ANOMS collects actual radar data on operations occurring at JFK on a daily basis. This data was incorporated into the input data for the INM. The INM is the model used to prepare the existing, No-Build/No-Action and Proposed Action noise contours. The FAA requires the use of the INM for the preparation of noise analyses in EAs.

COMMENT #	COMMENT	RESPONSE
Richards 7	Throughout the document, the EA indicates that although, in some instances, there may be increased exposure to air and noise pollution, it "would not be significant." In Chapter 5, for example, 65, 70 and 75 DNL noise contours are illustrated in current day, and projected out into 2015 proposed action scenarios, using a computer model based on the FAA's Integrated Noise Monitor (INM). On further examination, we find that these INM results on current day DNL's are actually inconsistent with findings documented from 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ itself. These readings, taken by an actual 4L14R monitor placed in the 65 DNL zone in the Springfield Gardens community directly north of the proposed action, revealed that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65, with many months exceeding 79DNL. The 2013 data reveals similar DNL levels. If we cannot trust the INM model to deliver accurate readings of current day DNL's, how can we trust it to project DNL levels in 2015 under the proposed activity?	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action. The noise monitor readings the commenter is referencing are average monthly DNL noise values. The average monthly DNL noise levels represent the average DNL level for that area for one specific month of the year. While noise monitors can provide information regarding existing noise levels at one specific location, they are subject to noise contamination from other non-aircraft sources, malfunction, or missing data. As required by the FAA guidelines, the noise contours generated in the EA are the average-annual day DNL noise levels at the Airport. The average annual day noise contours do not represent any one specific month or day but rather an average day at the Airport. They are also different in that they are generated with a computer model and only represent aircraft noise at JFK. The noise monitor readings include aircraft and non-aircraft sources. In addition, the noise monitors cannot predict the noise exposure in the future due to the Proposed Action as the INM does.

COMMENT #	COMMENT	RESPONSE
Richards 8	The EA consistently takes the position that, while there may be some increase in emissions and noise, it is not significant. But it is the contention of this office that the data used in the EA to draw its conclusions about current levels of air quality and noise pollution are questionable. This makes its projections about 2015 and 2020 levels invalid.	The EA was conducted according to Federal guidelines as required by the FAA. As a result of noise and air quality analysis conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action.
Richards 9	The fact is, however, that even a finding of insignificant impact should not be discounted or minimized. Residents in this community are already burdened with high noise and air pollution levels, and any increase in these factors, even a negligible one, is bound to have a cumulative effect that needs to be further analyzed and mitigated, not dismissed.	Cumulative impacts were analyzed in the EA in Section 5.20 of the EA. The CEQ regulations for implementing the NEPA defines cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." See 40 CFR 1508.7. The potential cumulative impacts are not expected to be significant due to the types of proposed projects, the extent of the built environment in which they would occur, and compliance with regulatory requirements in accordance with local, state, and Federal regulations.

COMMENT #	COMMENT	RESPONSE
Richards 10	Another issue facing the community, although the revised EA now states that it is not directly attributable to the proposed *4L/22R* Runway Improvement project, is the removal of 312 trees, which have been identified as obstructions to current day aircraft. Many of these trees are no taller than the houses around them and they serve as critical resources that protect homes in this flood prone area. The trees also absorb some of the sound of the airplanes. No significant detail on a mitigation plan is provided. The Port Authority's suggestion that they might be replaced with young saplings is an impractical one.	As noted in the comment, the EA states that no trees are proposed for removal as a result of the Proposed Action. Proposed removal of trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. Again please note the tree removal is not due to the Proposed Action. Details on the mitigation plan for the removal of the trees are being finalized. Trees were determined to be obstructions based on their maximum elevation, distance from the airport and offset from the runway centerlines. The maximum elevation of a tree is determined by the combination of the elevation of the ground on which it is growing and the maximum height of the tree itself. As a result, shorter trees on elevated ground may be obstructions while adjacent taller trees on lower ground might not be obstructions. Within the southern portion of the park there are significant changes in ground elevation. A Port Authority survey has not identified any of the surrounding houses as obstructions. This is most likely due to their height, distance from the airport and offset from runway centerlines. As part of the New York City permitting process, the PA will make financial restitution to New York City for the trees removed for use by New York City to replant and improve the park. See Chapter 1, page 1-2 for more information regarding the tree removal.

COMMENT #	COMMENT	RESPONSE
Richards 11	In addition, we believe that the proposed tree removal should probably have been included in the EA. It is evident that lower flying aircraft is anticipated since the plan calls for the lowering of street lights and utility poles on Rockaway Boulevard.	Under the Proposed Action, aircraft departing to the north off of Runway 4L or landing on Runway 22R would not fly lower than the No-Build/No-Action alternative. No trees are proposed for removal as a result of the Proposed Action. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The proposed removal of the 312 trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. A permit for the proposed removal of trees was submitted to the New York City Department of Parks and recreation on October 18, 2013. See Chapter 1, page 1-2 for more information regarding the tree removal.

COMMENT #	COMMENT	RESPONSE
Richards 12	Furthermore, our analysis reveals that the degree of penetration of the relevant 40:1 surface is relatively small and therefore the operational restriction resulting from leaving the trees in place is probably slight. It is the position of this office that the Port Authority should make every effort to consider alternate ways to mitigate obstructions caused by the trees. In this instance, it seems logical that if simply marking and lighting the trees is not a viable option that trees might be trimmed instead of being removed. In this way, these important resources can be preserved.	Trees were determined to be obstructions based on their maximum elevation and their distances from the runway and its centerline in accordance with FAA requirements. The maximum elevation of a tree is determined by the combination of the elevation of the ground on which it is growing and the maximum height of the tree itself. As a result, shorter trees on elevated ground may be obstructions while adjacent taller trees on lower ground might not be obstructions. Within the southern portion of the park there are significant changes in ground elevation. A Port Authority survey has not identified any of the surrounding houses as obstructions. This is due to their height, distance from the airport and offset from runway centerlines. The Port Authority submitted a permit application on October 18, 2013 to the New York City Department of Parks and Recreation to remove 312 tree that are existing obstructions, the Port Authority has proposed installing solar powered obstruction lights to significantly reduce the number of additional trees that would otherwise also be needed to be removed. If the obstruction lights were not installed, more trees would need to be removed. See Chapter 1, page 1-2 for more information regarding the tree removal.

COMMENT #	COMMENT	RESPONSE
Richards 13	Finally, we are concerned that there seems to be a circumvention of standard operation procedures for some of the proposed actions. The EA calls for the conveyance of property to the City, and the city leasing the property to the Port Authority via "a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal air Terminals with the City." However, the EA maintains that this transfer is not subject to the Uniform Land Use Review Procedure (ULURP) process. The Proposed Action also calls for the relocation of Airport Patrol Road and North Boundary Road, and construction of a new access road off of Rockaway Boulevard, yet the EA maintains that "no disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities would occur." Normally such actions would be discussed at the local Community Board level. There is no indication in the EA that tills will be done. The local community is therefore being left out of the process although they will be definitely impacted by any changes in traffic patterns.	The First Amendment to the Amended and Restated Agreement of Lease of the Municipal Airports between the City of New York and the Port Authority was subject to the Uniform Land Use Review Procedure resulting in New York City Planning Commission Resolution #C 040191 PPQ adopted March 10, 2004. Therefore, the ULURP process was not bypassed. The airport patrol road is a restricted access roadway on the aeronautical operations area, the proposed relocation of this portion of the patrol road does not change vehicle origins or destinations and does not connect to any off airport public roads. North Boundary Road is a restricted access Port Authority road leading to the airport's Satellite Police and Fire Station, Building 254, the proposed relocation of this portion of North Boundary Road does not change vehicle origins and destinations and does not connect to any off airport public roads. The proposed construction of an new driveway from Rockaway Boulevard occurs at the existing traffic signal serving the AMB Air Freight complex on the north side of Rockaway Boulevard. A traffic analysis was conducted by the Port Authority and the results found the intersection would not reduce the level of service due to the small number of vehicles that would be using the proposed access road. The proposed entrance has been reviewed and approved by the New York State and New York City DOT.

COMMENT #	COMMENT	RESPONSE
Richards 14	I am, therefore, asking the Port Authority to prepare an Environmental Impact Statement (EIS) and to conduct a Part 150 study before considering moving forward with these proposed actions.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action. Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
Richards 14	I am, therefore, asking the Port Authority to prepare an Environmental Impact Statement (EIS) and to conduct a Part 150 study before considering moving forward with these proposed actions.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
Richards 15	I am furthermore asking the Port Authority to engage our community organizations in this process in a meaningful way so that the adverse effects of the proposed actions can be analyzed and mitigated to the satisfaction of all parties.	Comment noted.

Sanders

Mr. David Samson, Chairman
Port Authority of NY & NJ
225 Park Avenue South
9th Floor
New York, New York 10003

November 9, 2013

Dear Mr. Samson:

1 NO! NO! NO! Enough is Enough! I am opposed to the widening and lengthening of any existing runway at JFK Airport! JFK is a bad and abusive neighbor. When Idlewild was proposed, promises were made that traffic would be directed over Jamaica Bay - obviously a broken promise. Air traffic from JFK has consistently increased over densely populated Long Island and it is a threat to the safety and well being of Long Islanders, I being one of those Long Islanders. Case in point: On the night of 10/29 2013 after 11:00PM and early morning of 10/30 2013, aircraft taking off from JFK every 2 minutes flew over my home until after 1:00AM. Then the spacing of those take-offs went to every 5-10 minutes until after 3AM. That is uncivilized and abusive! I enclose a copy of a newspaper clipping of just such a case in which the British court ruled that people have a right to a good night's sleep. in areas where airports respect their neighbors, people arriving on late flights are put up in local hotels and fly out in the morning with the carriers paying the hotel bill.

2 The proposal to widen and lengthen runways 22R and 4D to increase the capacity for more air traffic is disrespectful of the people living in the area. You used the old trick of proposing an outrageous change first and then proposed another change which was to appear sensitive of the surrounding area. It doesn't! It's still a violation of the neighborhood. It is in reality a short term band-Aid on the long term problem of increasing use of an already over-burdened airport and that long term problem will only continue to grow thus making your band-A
id an ineffective solution and while adding a greater burden on your neighbors. Why don't you have
3 the guts to propose building out into the Jamaica Bay? The wildlife can more easily relocate to new and restored wetlands that have been created by Super Storm Sandy than humans can move their homes and their lives.

In the meantime, be a good neighbor and direct excess traffic elsewhere. We Long Islanders are tired of the miserable noise and pollution.

I am sending copies of my complaint to the Honorables Anthony Foxx, Secretary of Transportation, the FAA Administrator, Andrew Cuomo, Governor of NY and Kate Murray, Supervisor, Town of Hempstead .

Sincerely,

Judith Sanders

Judith Sanders

Under Noisy Skies, Britons Assert a Right to Sleep

By SARAH LYALL

BRENTFORD, England, Oct. 4 — It happens before dawn, while Monica Robb is sleeping peacefully, whenever the wind blows a certain way. There is a low growl, then a heavy rumbling, then the unmistakable noise of an airplane flying overhead — a sound so clear and so loud that she might as well be on the runway herself.

Then, because Mrs. Robb works for a group lobbying against airplane noise, her telephone begins to ring, even though it is perhaps just 4:30 in the morning. "I have mothers crying on the phone who say their kids have woken up and can't get back to sleep," Mrs. Robb said. "People call and say to me, 'Can you hear this?' and I don't know what they're saying, the planes are so loud."

Mrs. Robb, 71, lives five miles from Heathrow Airport, and the complaints she has compiled are all too familiar to people who live near busy airports around the world. But for Mrs. Robb at least, as well as the hundreds of thousands of others who live directly under Heathrow's notoriously noisy flight paths, sympathy came from an extraordinary source earlier this month.

In a case that could have implications across Europe, the European Court of Human Rights ruled, in effect, that people have a fundamental right to a good night's sleep.

"Anyone who has suffered for a long period from noise disturbance such as to disrupt their sleep (or prevent them from getting back to sleep once awake) is well aware that the effects of this on the nerves and on one's physical and mental well-being are extremely unpleasant and even harmful," the court said.

Ruling on a case brought four years ago by eight Britons who said that being woken up night after night by airplane noise had left them cranky, listless and at the end of their collective tether, the court said the British government had violated Article 8 of the European Convention on Human Rights by failing "to strike a fair balance between the United Kingdom's well-being and the applicants' effective enjoyment of their right to respect for their homes and their private and family lives."

The ruling left the government angry and unsure how to respond. It has three months to decide whether to appeal, a course it rarely takes, or whether to change its policies to comply with the decision.

At the very least, Britain will have to rethink the process by which it decides how often night flights land at Heathrow. At most, it will have to ground the flights altogether — something, it argues, that would be highly disruptive to the economy.

The case has been closely watched by other busy airports in Europe, over which the court has jurisdiction and which have night flights and complaining neighbors of their own. It may also affect a host of other environmental and quality-of-life issues around Britain.

"This case has wide implications for environmental law generally," said Richard Buxton, a lawyer for the plaintiffs. "The court was telling the government it did not do a proper job in coming to its decision."

Currently, 16 flights land at Heathrow from 4:30 to 6 a.m. Half are run by British Airways. The airline is facing huge losses after the attacks on the United States and says it can ill afford more bad news. It says the night flights are essential, not just for itself and Heathrow, but for the businesses that depend on it to bring travelers from Asia and the United States who are eager to get to early morning meetings in London.

Neighbors have complained for decades about noise at Heathrow. But the current trouble began in 1993, when the government put in place a night-flight program after extensive hearings, myriad noise-level reports and endless consultation with residents. For some reason, the plan led to more flights, not fewer, from 4:30 to 6 a.m. — a crucial sleeping period for nearby residents who say the first flight is about as restful as a predawn reveille.

Monica Robb and other Britons who live near Heathrow Airport have complained about the noise from planes flying over homes, like the one in west London at left.

Photographs by Jonathan Player for The New York Times

The New York Times

Brentford is directly under Heathrow Airport's noisy flight paths.

"Interestingly, I'm not a light sleeper, or a neurotic housewife — I slept through the great storm of 1987," said Ruth Hatton, one of the eight plaintiffs in the Heathrow case, who was eventually driven from her home in East Sheen because of the airplane noise.

"But I had a young family, and it was driving me demented," she said. "At dinner parties, I turned in to a bore about airport noise. You'd get me off on the subject and it was all I could talk about. I ranted and raved, until it became a no-go area between my husband and me."

Before ending up in the European court, the matter was raised in domestic courts a number of times, with the courts generally ruling against the government. In one case — in which the government claimed, inaccurately, that it had successfully reduced the noise — a British court said the government was behaving "in a devious and deeply unattractive way" and that its arguments were "a farrago of equivocation."

In 1996, though, the Court of Appeal held that the case raised human-rights issues, but that the government had adequately justified its decision to encroach on the public's right to sleep soundly. It was then that the eight plaintiffs in the current case took their arguments to the European court.

The eight, of course, represent more than just themselves, but tens of thousands of others affected by the noise, including Mrs. Robb and her neighbors in Brantford. With this success under their belts, they say they will tackle the next problem: daytime noise, from flights that can pass over some parts of London every 90 seconds and that in all affect about 350,000 people.

At his house near Windsor, Tom Anderson believes he has the right not to be woken at 4:30 in the morning by sounds so clear he can tell what kind of airplane is overhead. Like many others, he offers vivid details to describe the horror of it all.

"Think of the ambient noise of the countryside, with the birds waking up and things of that sort," he said. "And then a double-decker bus comes along. But no — it gets worse: a very heavy lorry. But worse than that — a jumbo jet roaring in, not just roaring, but also whistling and whining."

Few people in his area are genuinely left unscathed, Mr. Anderson said. "When I discuss it with some neighbors, there are those who say 'It doesn't really affect me,'" he said. "But then I discover that they are, in fact, deaf."

COMMENT #	COMMENT	RESPONSE
Sanders 1	NO! NO! NO! Enough is Enough! I am opposed to the widening and lengthening of any existing runway at JFK Airport! JFK is a bad and abusive neighbor. When Idlewild was proposed, promises were made that traffic would be directed over Jamaica Bay - obviously a broken promise. Air traffic from JFK has consistently increased over densely populated long Island and it is a threat to the safety and well-being of Long Islanders, I being one of those~ Long Islanders. Case in point: On the night of 10/29 2013 after 11:00PM and early morning of 10/30 2013, aircraft taking off from JFK every 2 minutes flew over my home until after 1:00AM. Then the spacing of those take-offs went to every 5-10 minutes until after 3AM. That is uncivilized and abusive! I enclose a copy of a newspaper clipping of just such a case in which the British court ruled that people have a right to a good night's sleep. In areas where airports respect their neighbors, people arriving on late flights are put up in local hotels and fly out in the morning with the carriers paying the hotel bill.	Comment noted.

COMMENT #	COMMENT	RESPONSE
Sanders 2	The proposal to widen and lengthen runways 22R and 4L to increase the capacity for more air traffic is disrespectful of the people living in the area. You used the old trick of proposing an outrageous change first and then proposed another change which was to appear sensitive of the surrounding area. It doesn't! It's still a violation of the neighborhood. It is in reality a short term Band-Aid on the long term problem of increasing use of an already over-burdened airport and that long term problem will only continue to grow thus making your Band-Aid an ineffective solution and while adding a greater burden on your neighbors.	As discussed in Chapter 2 of the Revised EA there are three purpose and needs for the Proposed Action 1) Comply with RSA standards while maintaining sufficient runway length to accommodate current and projected fleet. 2) Rehabilitate Runway 4L/22R and 3) Widen Runway 4L/22R to comply with FAA Design standards. The Proposed Action would not increase capacity at JFK.
Sanders 3	Why don't you have the guts to propose building out into the Jamaica Bay? The wildlife can more easily relocate to new and restored wetlands that have been created by Super Storm Sandy than humans can move their homes and their lives.	The alternatives analysis prepared and presented in Chapter 3, *Alternatives* looked at extending Runway 4L/22R into Jamaica Bay. This alternative was not carried forward due to the significant impacts that would occur to wetlands, wildlife, and the Gateway National Park.

Saraceno

From: Mike Saraceno <mikesara444@gmail.com>
Sent: Friday, October 18, 2013 1:15 AM
To: Knoesel, Edward
Subject: Draft Environmental Assessment - Proposed Reconstruction of Runway 4L/22R at Kennedy

Dear Mr. Knoesel,

Either this draft was purposely created to be flawed or you got ripped off.

Sincerely,

Michael Saraceno

Saraceno

November 12, 2013

Attn: Edward Knoesel
The Port Authority of NY & NJ 233 Park Avenue South, 9th Floor
New York, NY 10003

(Sent certified mail)

CC: Honorable Gov. Andrew M. Cuomo,
Gina McCarthy, EPA Administrator,
Barbara E. Brown, Eastern Queens Alliance

RE: Revised Draft Environmental Assessment, Runway 4L/22R Improvements John F. Kennedy International Airport

I believe that our government is good, but government isn't good all the time. From 1932-1972, the US Public Health Service purposely withheld medical treatment for hundreds of African Americans suffering Syphilis in order to study it's effects. This has widely become know as the Tuskegee syphilis experiment[1]. Furthermore, from 1947-1982, the New York State Department of Mental Hygiene allowed thousands of mentally disabled people to be exposed to Hepatitis in order to study this disease. In addition, the mentally disabled were permitted to live in deployable conditions. So much so, that in 1965, Robert Kennedy visited the Willowbrook State School located in Staten Island. To paraphrase him, Mr. Kennedy stated that zoo animals lived in better conditions[2].

2

In October 2013, a revised Draft of the Environmental Assessment for runway 4L/22R improvements at John F. Kennedy International Airport was released. The document was prepared Landrum & Brown for the U.S. Department of Transportation Federal Aviation Administration and the Port Authority of NY & NJ[3]. According to National Environmental Policy Act (NEPA), implementing Instructions for Airport Projects (April 2006 Order 5050.4B) states in Chapter 7. The Environmental Assessment (EA). "[Council on Environmental Quality] CEQ states that an EA is a "concise document" that takes a "hard look" at expected environmental effects of a proposed action."[4]

3

3 continued I have several concerns and questions that challenge whether or not the EA revised draft for Runway 4L/22R construction truly and honestly "takes a hard look at expected environmental effects of a proposed action.[4]"

4 First of all, on page 1-9 and exhibit 1-6 of the EA, the proposed action would extend runway 22R 1,000 feet to the North an allow for 22R departures to start 728 feet closer to residential areas[3]. Not only will

5 departures for 22R be 728 feet closer to residential homes, so will the exhaust wake, which can be hundreds of feet in addition to the 728 feet especially on large aircraft (ie, A380).[5] Furthermore, the Port Authority has

6 plans to remove 312 of trees from Idlewild Park North of 22R which protects the adjacent communities of Brookville and Rosedale from down wind air pollution which according to NOAA, trees have been shown to be natural barriers (containment) to exhaust gases.[6,7,8]

> "It should also be noted the Port Authority of New York and New Jersey (Port Authority) is currently mitigating ***existing*** tree obstructions in Idlewild Park that are unrelated to the Runway 4L/22R project. There are approximately 312 ***existing*** TERPS tree obstructions in Idlewild Park that require removal to comply with FAA Order 8260.3B." EA page 1-2

7 This runway would in fact be the closet runway JFK has ever had to residential homes. This is an air quality concern based the aforementioned information and due to the fact the 22R runway is a highly utilized runway. Table 2-2 (page 2-3) of the EA demonstrates that 22R is responsible for 26.1 % of JFK departures. "Therefore 407,864 annual operations in 2012/2013 would equal 203,932 LTOs, and further applying the 56.9 percent for aircraft operating in southwest and northeast flow would result in 116,037 LTOs." EA Page C-10[3]

8 Secondly, in order to "Presume to conform" under the General Conformity Guidance for Airports, air quality assessment must be performed. "The Emissions and Dispersion Modeling System (EDMS) version 5.1.4 computer program released in June 2013", (EA Appendix C, page C-9) was used to model emissions of the proposed action. What is the documented/peer reviewed/researched reliability and validity of the EDMS? The EDMS user manual and appendix doesn't mention any evidence of instrument reliability and validity.[9] What is the documented/peer reviewed

test-retest reliability of the EDMS instrument? What is the documented inter-rater reliability? What other forms of EDMS instrument reliability have been studied, i.e. split half, alternate form, SEM, Coefficient alpha, Kuder Richardson Coefficients. Furthermore, what validity studies have been conducted to validate the EDMS instrument? What is the researched/peer reviewed Construct, Criterion and Concurrent Validity of the EDMS? Can you please provide me with detailed references/peer reviewed journals for the reliability and validity of the EDMS? If the aforementioned EDMS, doesn't have any documented reliability and validity research, then to taking a "hard look" at expected environmental effects of a proposed action,"[4] should include actual air quality monitoring as suggested by the International Civic Aviation Organization (ICAO).

8 Continued

"One of ICAO's Environmental Protection Strategic Objectives is to limit or reduce the impact of aircraft engine emissions on local air quality…Aircraft and airport emissions can be calculated through either ambient air monitoring or computer modeling (or a combination of both for increased accuracy). ICAO's Airport Air Quality Guidance Manual contains advice for the assessment of airport-related air quality."[10] Air quality testing is especially important for quality assurance due to the fact that the area of the proposed action involves both Environmental Justice and Children's Environmental Health and Safety Risks:

Not ICAO's role in EIS

9

5.3.5 ENVIRONMENTAL JUSTICE

"Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.

10

Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the Civil

Rights Act of 1964 provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the 1968 Civil Rights Act guarantees each person equal opportunity in housing.

10 continued

U.S. Department of Transportation (DOT) Order 5610.2, Environmental Justice in Minority Populations and Low-Income Populations, was issued to implement Executive Order 12898.[4] DOT Order 5610.2 defines minorities as people who are Black, Hispanic, Asian American, American Indian, or Alaskan Native." EA page 5-16.

5.3.6 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

"Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children." EA page 5-18

In conclusion, the revised draft of the EA Runway 4L/22R Improvements John F. Kennedy International Airport concludes that:

5.3.7 CONCLUSION

"The No-Build/No-Action would not change any of the physical characteristics of the Airport and would have no impact on or off of the Airport. Therefore, based on the analysis previously provided, neither the Proposed Action nor the No-Build/No-Action would result in adverse socioeconomic, environmental justice, or children's environmental health and safety risks impacts. The No-Build/No-Action would maintain the roadways in the existing location. Therefore, neither the Proposed Action nor the No-Build/No-Action would result in significant impacts to surface transportation.

10 continued

Can the revised draft of the EA really support this conclusion?

According to National Environmental Policy Act (NEPA), implementing Instructions for Airport Projects (April 2006 Order 5050.4B) states in Chapter 7. The Environmental Assessment (EA). "[Council on Environmental Quality] CEQ states that an EA is a "concise document" that takes a "hard look" at expected environmental effects of a proposed action."[4]

Sincerely,

Concerned citizen,

Michael Saraceno
227 Broad Street
Willistion Park, NY 11596

Reference

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5. http://www.airbus.com/fileadmin/media_gallery/files/tech_data/AC/Airbus-AC_A380_20121101.pdf Retrieved November 12, 2013
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COMMENT #	COMMENT	RESPONSE
Saraceno 1	Either this draft was purposely created to be flawed or you got ripped off.	Comment noted.
Saraceno 2	General Comment on the US Government's Role on health	Comment noted.
Saraceno 3	I have several concerns and questions that challenge whether or not the EA revised draft for Runway 4L/22R construction truly and honestly "takes a hard look at expected environmental effects of a proposed action."	The EA followed FAA regulations in determining if there was a significant impact from the Proposed Action. The EA evaluated all required categories of environmental impact and concluded no significant impacts would occur from the Proposed Action.
Saraceno 4	First of all, on page 1-9 and exhibit 1-6 of the EA, the proposed action would extend runway 22R 1,000 feet to the North and allow for 22R departures to start 728 feet closer to residential areas.	The description of the Proposed Action on page 1-9 and Exhibit 1-6 states that there would be 728 feet of new runway pavement on the north end of Runway 4L/22R not 1,000 feet as the commenter has stated. The additional pavement on the north end of the runway is necessary to maintain sufficient take-off distance for departures and to maintain existing capacity, after complying with the FAA's RSA requirements. The current take-off distance on the runway is 11,351 feet. With the Proposed Action the take-off distance for departures on Runway 22R would be 11,219 feet, a reduction of 132 feet in useable runway.
Saraceno 5	Not only will departures for 22R be 728 feet closer to residential homes, so will the exhaust wake, which can be hundreds of feet in addition to the 728 feet especially on large aircraft (i.e., A380).	FAA AC 150/5300-13A, Airport Design, Appendix 3 provides guidelines to minimize/mitigate jet blast. During the planning of the Proposed Action, the Port Authority followed the guidelines in the FAA AC and took measures and would continue to take measures, as appropriate, to minimize/mitigate jet blast. The Proposed Action complies with the jet blast guidelines in the AC.

COMMENT #	COMMENT	RESPONSE
Saraceno 6	Furthermore, the Port Authority has plans to remove 312 trees from Idlewild Park North of 22R which protects the adjacent communities of Brookville and Rosedale from downwind pollution which according to NOAA, trees have been shown to be natural barriers (containment) to exhaust gases.	No trees are proposed for removal as a result of the Proposed Action analyzed in the EA. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. . Proposed removal of trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. See Chapter 1, page 1-2 for more information regarding the tree removal.
Saraceno 7	This runway would in fact be the closest runway JFK has ever had to residential homes. This is an air quality concern based on the aforementioned information and due to the fact the 22R runway is a highly utilized runway. Table 2-2 (page 2-3) of the EA demonstrates that 22R is responsible for 26.1% of JFK departures. Therefore 407,864 annual operations in 2012/2013 would equal 203,932 LTOs, and further applying the 56.9 percent for aircraft operating in southwest and northwest flow would result in 116,037 LTOs. EA page C-10	The air quality analysis was prepared in accordance with the guidelines provided in the FAA Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, which together with the guidelines of FAA Order 1050.1E, constitutes compliance to all the relevant provisions of the NEPA and the CAA. The air quality assessment demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality. Further the Proposed Action conforms to the NEPA and the CAA.

COMMENT #	COMMENT	RESPONSE
Saraceno 8	What is the documented/peer reviewed/researched reliability and validity of the EDMS? The EDMS user manual and appendix doesn't mention any evidence of instrument reliability and validity. What is the documented/peer reviewed test-retested reliability of the EDMS instrument? What is the documented inter-rater reliability? What other forms of EDMS instrument reliability have been studied, i.e. split half, alternate form, SEM, Coefficient alpha, Kuder Richardson Coefficients. Furthermore, what validity studies have been conducted to validate the EDMS instrument? What is the researched/peer reviewed Construct, Criterion and Concurrent Validity of the EDMS? Can you please provide me with detailed references/peer reviewed journals for the reliability and validity of the EDMS? If the aforementioned EDMS doesn't have any documented reliability and validity research, then to taking a hard look at expected environmental effects of a proposed action should include actual air quality monitoring as suggested by the International Civic Aviation Organization (ICAO).	The EDMS was developed in the mid-1980s as a complex source microcomputer model designed to assess the air quality impacts of proposed airport development projects. EDMS is one of the few air quality assessment tools specifically engineered for the aviation community. Among its features, the model includes the latest aircraft engine emission factors from the ICAO Engine Exhaust Emissions Data Bank. In 1998, FAA revised its policy on air quality modeling procedures to identify EDMS as the required model to perform air quality analyses for aviation sources. This revised policy ensures the consistency and quality of aviation analyses performed for FAA. The FAA continues to enhance the model under the guidance of its advisory board to more effectively determine emission levels and concentrations generated by typical airport emission sources. Further, airports in the United States are required to follow FAA guidelines, orders, standards, etc. when completing air quality assessments. The air quality assessment in the EA demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality. Further the Proposed Action conforms to the NEPA and the CAA.

COMMENT #	COMMENT	RESPONSE
Saraceno 9	One of ICAO's Environmental Protection Strategic Objections is to limit or reduce the impact of aircraft engine emissions on local air quality. Aircraft and airport emissions can be calculated through either ambient air monitoring or computer modeling (or a combination of both for increased accuracy). ICAO's Airport Air Quality Guidance Manual contains advise for the assessment of airport-related air quality. Air quality testing is especially important for quality assurance due to the fact that the area of the proposed action involves both Environmental Justice and Children's Environmental Health and Safety Risks.	Airports in the United States are required to follow FAA guidelines, orders, standards, etc. when completing air quality assessments. The impacts to air quality due to the Proposed Action were determined in accordance with the guidelines provided in FAA, Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, which together with the guidelines of FAA Order 1050.1E, constitute compliance with all the relevant provisions of the NEPA and the CAA. The air quality assessment disclosed in this EA demonstrates that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds. The Proposed Action would actually decrease emissions as compared to the No-Build/No-Action due to the reduced taxi times. Therefore, the Proposed Action conforms to the New York State Implementation Plan and the CAA because the Proposed Action would not exceed the de minimis thresholds established by the USEPA for the criteria pollutants.
Saraceno 10	Can the revised draft EA really support this conclusion? (no significant impacts)	The EA followed FAA regulations in determining if there was a significant impact from the Proposed Action. The EA evaluated all required categories of environmental impact and concluded no significant impacts would occur from the Proposed Action.

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November 15, 2013

Mr. Edward Knoesel
The Port Authority of NY & NJ
225 Park Avenue South (9th Fl.)
New York, NY 10003

Re: Revised Draft Environmental Assessment (2013) – Runway 4L/22R Renovation Project at JFK Airport.

Dear Sir,

Please accept this letter on behalf of the Springfield Gardens Taxpayers & Citizens Association (The Taxpayers Civic) as official comment on the proposed Revised Draft Environmental Assessment (EA) of runway 4L/22R at John F. Kennedy International Airport. The Taxpayers Civic would like to take exception with and argue against the findings of "No Significant Impact" of the Revised Draft Environmental Assessment report on the following grounds:

- Increased Noise Impact
- Aggregate Levels of Air Pollution
- Diminished Quality of Life/ Health Impact
- Compromised Building Structures and Property Values
- Failure of due diligence in analyzing completely the "Alternatives."

1 The Taxpayers Civic rejects the Port Authority of NY & NJ's Revised Draft Environmental Assessment report findings of "No Cumulative Impact/De Minimus impact." We are hereby requesting that the Port Authority of NY & NJ perform a comprehensive Environmental Impact Statement (EIS) that rely upon data culled from the community's directly neighboring JFK airport and particularly airstrips 4L/22R. The Taxpayers Civic further

2 request that all preliminary construction and bid considerations be halted until said EIS report is filed with the Federal Aviation Administration (FAA.)

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Noise Impact:

3 The Taxpayers Civic take exception with the PANY&NJ Revised Draft Environmental Assessment finding, that a 1.5 db increase in air traffic noise would not have a noticeable impact upon the communities adjacent to JFK airport. The Taxpayers Civic take the position that any noise decibel increase resulting

4 from the extension of runway 4L/22R would exacerbate the already intolerable air traffic noise levels of the existing 65 – 75db noise exposure contours of runway 4L/22R. The draft's finding of a mere 0.70 db of increased air traffic noise is unacceptable to our communities. At current noise levels, The Taxpayers Civic have gotten numerous complaints over the years of residents being abruptly awaken, disturbed in normal speaking and telephone conversations, and interrupted in mental concentration in myriad of tasks.

The Taxpayers Civic welcomes the revised EA's proposal for leaving the arrival threshold for 22R at its current location. This revision has negated the fears of community residents concerning lowered flight approach glide slopes of two hundred (200 +) plus feet. However, the Taxpayers Civic finds that the

5 proposed arrival thresholds for 4L/22R have been clearly depicted in the EA's exhibit 1-8. Yet according to the EA's table 2-2, 4L/22R are used primarily for departures 17.8% and 26.1% respectively. Where are the departure thresholds for 4L/22R? Why depict 4L/22R arrival thresholds when they only amount to 3.1% and 2.7% respectively? Furthermore, subsequent inquiries of the Port Authority of NY & NJ

6 concerning the placement of 4L/22R's departure thresholds went unanswered. Therefore, we maintain that the proposed decreased distance between the homes, schools, medical centers, etc. and the air traffic is wholly unacceptable. Our membership take exception with any action on the part of the PANY&NJ that would result in decreasing the already too close for comfort landing and take-off zone at

7 JFK International Airport. The main objective of the proposed runway extension and improvements for 4L/22R as detailed in the draft EA is to conform to FAA standards imposed vis-à-vis Runway Safety Areas (RSA.) The Taxpayers Civic find that the PANY&NJ would rather conform to FAA standards and create improved RSA's at the expense of human life and comfort. Airline industry standards governing human

8 comfort zones indicate that air traffic operate outside of one thousand feet (1,000 ft.) air zone of people. However, on any given day the communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton, et 'al experience airplanes operating within five hundred feet (500 ft.) of our homes, schools, medical centers, etc. Therefore, The Taxpayers Civic reiterates our rejection of any plan, proposal, and or professional opinion that seek to decrease air safety zones over our community.

9 Furthermore; table 5-4 on page 5-26 depict Springfield Park, Idlewild Park Preserve, and Brookville Park as being the 75+ DNL noise contour. And the Revised Draft EA finds that these parks would experience a de minimus increase in noise from the proposed action. The Revised Draft EA finding of no significant impact is flawed. The EA does not adequately take into account the cumulative effect of multiple and compounding noise related occurrences. The Port Authority's position is that the urbanization of NYC

10 preclude the residents of the city the benefits of less urbanization. PANY&NJ take the opinion that Southeast Queens parks are noisy and thus, added aircraft noise and fumes won't disrupt the activities of the parks. Therefore, the PANY&NJ conclude that the proposed action is well within the scope of

10 continued urban living and thus – par for the course. The Springfield Gardens Taxpayers & Citizens Association reject PANY&NJ's finding, and ask for a EIS.

The noise analysis provided in Appendix B, *Noise,* describes the methodology, assumptions, and results of aircraft noise analysis that was conducted to assess the effects that the Proposed Action would have on noise exposure in the communities surrounding JFK. A significant noise impact would be considered if there were an increase of 1.5 decibel (dB) or more over noise-sensitive facilities within the 65 DNL noise contour.1

The following elements of the Proposed Action would result in a change in the noise exposure at JFK. However as stated previously these changes would not result in a significant noise impact over noise sensitive areas.

· *Displace the Runway 4L threshold 460 feet to the north to provide 600 ft of required undershoot RSA for runway 4L to comply with FAA design standards*– This would result in departing aircraft being higher over areas to the south of the runway.

· *Construct 728 feet of new runway pavement on the north side of runway 4L/22R to maintain adequate departure length on runway 22R while providing the required 1,000 ft of overrun RSA for 22R to comply with FAA design standards* – This would result in aircraft departing to the south on Runway 22R, starting their takeoff roll 728 ft further north...

Landrum & Brown Chapter 5 – Environmental Consequences
October 2013 Page 5-2

Air Pollution:

11 The Taxpayers Civic objects to the PANY&NJ's Revised Draft proposal EA on the 4L/22R runway extension and improvements on the grounds that the proposed action would generate increased levels of air pollution in our community. At present, John F. Kennedy International Airport spews jet fuel throughout Southeast Queens; thus, creating and aggravating various health concerns amongst its residents. On a busy day lines of aircraft approaches and departures at JFK International Airport within one minute intervals produce streams of hazardous airplane exhaust. Our community understands that the constant flow of air traffic into and out of JFK airport creates enormous air pollution and health concerns for our residents. We believe that much of our home's roofs currently reveal discoloration from settled jet fuel pollution and rainfall patterns. At present, runway 4L/22R operate ADG VI aircraft via FAA waiver. The waiver would no longer be necessary upon implementation of the Revised Draft proposal; however, the Taxpayers Civic request the PANY&NJ perform the necessary air quality studies

12 to determine the increase in air traffic emissions resulting from increased Airbus A380 accommodation. The current estimate of aviation's contribution to global carbon dioxide emissions are at three percentage of the total. However the Revised Draft EA states on page 5-48 that this number is expected to increase 40% over the next seven years. It is our opinion that ADG VI and possible group VII aircraft would continue to exacerbate the dangerous CO2 levels already present in the vicinity of the airport.

13 Also, it has been learned at the October 24, 2013 community meeting with the Port Authority, that the air samples for which the Revised Draft EA draw data is from communities seven plus miles from JFK International Airport.

14 Also, the proposed action of extending the RSA closer to Rockaway Boulevard while just supplying a mere visual screen is wholly inadequate in protecting the community from jet blasts debris. Jet blast has the ability of causing 2 foot boulders to become airborne, cause soil erosion, and pollute the air with particles from airport oil soaked grounds. Jet blast velocities have been known to propel objects more than two thousand feet beyond the blasts of the aircraft. Therefore, the community and vehicular traffic would be put in unnecessary dangerous path of jet blasts from particularly ADG VI aircraft.

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The existing dimensions of Runway 4L/22R designate it as a Group V runway (aircraft with wingspans up to 213 feet). However, JFK operates Runway 4L/22R under a Modification of Standard that allows this runway to accommodate ADG VI aircraft (aircraft with wingspans of 214 feet, but less than 262 feet). To comply with standards for ADG VI aircraft and eliminate the Modification of Standard, Runway 4L/22R would need to be widened to 200 feet from the present 150 feet.

Landrum & Brown Chapter 2 - Purpose and Need
October 2013 Page 2-3

Health & Quality of Life:

15 The Springfield Gardens Taxpayers & Citizens Association strongly request that the PANY&NJ halt all plans as proposed in the draft Environmental Assessment for runway extension and improvements on 4L/22R at John F. Kennedy International Airport on the basis of detrimental effect upon our communities health and quality of life concerns. Therefore, the proposed action would greatly overburden a thriving and upwardly mobile minority community. The Taxpayers Civic thoroughly disagrees with the Revised Draft EA findings of no significant impact concerning the matters of health, Quality of Life, and Minority populations.

16 The Port Authority of NY & NJ's Revised Draft EA finding that relocation housing is currently insufficient and that homes would have to be relocated due to the proposed action – are succinctly rejected by The Taxpayers Civic. We believe the Revised Draft EA does not thoroughly address this matter and thus, don't merit such a finding. Our community believe that the expansion of JFK operations in Southeast Queens amounts to in effect "a taking" of our property and our property rights. It is our position that

17 lower flying aircraft within the one thousand feet human to air traffic zone, increased aircraft noise exposure, and added air pollution levels buttress our argument. Further to our argument of PANY&NJ's violation of Executive order 12898 is the following statement from the Revised Draft EA:

In order to minimize the number of trees to be removed from Idlewild Park, the Port Authority made the decision to redefine proposed project as described in the Section 1.3 of this Revised Draft EA. The Port Authority no longer proposes the relocation of the Runway 22R arrival threshold 3,316 feet to the north.

Landrum & Brown Chapter 1 – Introduction & Background
October 2013 Page 1-2

18

The statement referenced above reveal PANY&NJ's disrespect of the minority community and lack of care for human life and health. The Revised Draft EA plainly state that due to the impact upon Idlewild Park and Preserve's trees, and thus, not the living – breathing – heart pumping human residents were not cause enough to compel a course correction on 22R's arrivals threshold. We call for an EIS.

19 The Taxpayers Civic take offense to the PANY&NJ's proposed action to bypass the U.L.U.R.P. process established by the City of New York in the Authority's attempt to acquire a parcel of property outside the airport boundary north of JFK airport. PANY&NJ's action is a deliberate attempt to avoid public scrutiny, comment, and impute. The proposed action is deemed a "business taking" from the local community that have an impact therein. We also oppose the Revised Draft EA's proposal to take possession of the wetlands that would be located just outside of 4L/22R's north Arrival RSA. It is our

20 opinion that this precious natural ecological marsh would be forever damaged via pollutants under PANY&NJ's stewardship. The wetlands would be within 150 feet area of the jet blasts coming off of

20 continued

22R's departure threshold. This would decimate the natural marsh with diesel fuel and airborne pollutants. The Taxpayers Civic requires an EIS.

No wetlands would be directly impacted by the construction of the Proposed Action. In fact, the Proposed Action was specifically designed to avoid the wetlands in the proposed project area.

Landrum & Brown Chapter 5 – Environmental Consequences
October 2013 Page 5-29

21

The Taxpayers Civic has the opinion that the Springfield Gardens community tax basis would be adversely affected if the draft EA as presented by the PANY&NJ concerning the runway extension and improvements on 4L/22R is adopted. We understand that our home values would take an additional negative decline in market value based upon implementation of said proposal. The Taxpayers Civic believes that lower flying aircraft, increased noise exposure, and added home vibrations would impede current and future sales of the property. The Authority's proposed action would conversely result in a lower property tax assessment by the City of NY and a resulting diminished tax base. Furthermore, we believe the PANY&NJ has not performed a thorough analysis that such a finding would warrant.

22

The Springfield Gardens Taxpayers & Citizens Association maintain the argument that The Port Authority of NY & NJ draft environmental assessment on JFK's runway extension and improvements on 4L/22R is in fact in violation of president William Jefferson Clinton's ***Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations.*** The Springfield Gardens community is an overwhelmingly majority minority neighborhood. The communities directly adjacent to JFK International Airport constitute upwards of one million people – of which eighty/eighty-five percent consist of people of color. The Taxpayers Civic find that this minority population is presently over-taxed via. JFK's aggregate pollution – noise and air, thus, correlating to Southeast Queens' increased health risks, and diminished property values. The Port Authority's Revised Draft EA does not cite any sources that indicate conclusively that the affected communities would not be increasingly adversely harmed by implementation of the proposed runway extension of 4L/22R. The Taxpayers Civic understand that though the PANY&NJ's assessment correctly

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state that the proposed action does not unduly fall upon any minority population at the benefit of a particular majority population; yet, we believe the revised Draft EA fail to address the negative effects of continued airport sprawl in relation to the Southeast Queens minority community. The Authority's Revised Draft EA neglect to consider the environmental injustice damage caused by decisions made by PANY&NJ executives that don't reside in proximity to and work at JFK. The Authority's executive decisions are made by persons and group of persons that by and large overwhelmingly don't reflect the

24

racial/ ethnic makeup of the affected population. Hence, The Taxpayers Civic argue that the PANY&NJ cumulative effect vis-à-vis the draft EA proposals amount to a net increase in negative health concerns, quality of life matters, compromised building structures, and damaged economic activity. We understand that the Revised Draft EA proposals are tantamount to callous environmental injustice pile on with disregard for this overwhelmingly minority community. We are predisposed to believing that the Port Authority of NY & NJ attempt to skirt around the intent of the Executive order 12898 while manipulating the letter of the Executive Order. Therefore, we reject The Port Authority of NY & NJ finding of "No disproportionate impact."

25

The Taxpayers Civic strongly disagrees with the PANY&NJ's draft environmental assessment of "No Significant Impact" pertaining to health risks as reported therein. It is our understanding that there are

25 continued

an untold number of collateral effects resulting from airport operations existing too close to residential neighborhoods. It is The Taxpayers opinion that air traffic noise and exhaust cause the following:

1) HEALTH CONCERNS – NOISE
   a. Changes in blood pressure
   b. Sleep disorders
   c. Shifts in digestive patterns
   d. Children's Health/Development
      1. High blood pressure
      2. Elevated nervous system activity and cardiovascular levels
      3. Educational lag of two months for every 5 decibel increase above the average noise level (Math & Writing)

(The above ailments are outward signs of stress – resulting in increased risks of coronary heart disease and strokes)

2) HEALTH CONCERNS – AIR POLLUTION
   a. Diesel Exhaust (Jet Fuel)
   b. Carbon Monoxide
   c. Leaked Chemicals

(These pollutants are linked to Cancer, Asthma, Liver damage, Lung disease, Lymphoma, Myeloid Leukemia, and depression)

26 It is the belief of The Springfield Gardens Taxpayers & Citizens Association that the PANY&NJ draft EA finding of "No Significant Impact" intentionally ignored the above captioned health risks associated with airport sprawl. The draft EA failed to mention and cite any relevant study that was performed to demonstrate the conclusion therein. Therefore, The Taxpayers Civic request that PANY&NJ perform a comprehensive EIS with relevant data collection garnered from the communities directly adjacent to JFK International Airport.

27 To further our cause, The Taxpayers Civic requires of the Port Authority of NY & NJ the performance of a comprehensive Part 150 study. It is our position that said study would go a very long way in addressing many if not all of the collateral effects bourn upon the Southeast Queens community via JFK international Airport operations. We call upon PANY&NJ to start the Part 150 process prior to moving forward with the draft EA proposed recommendations. It is our understanding that JFK/Idle wild Airport never engaged an environmental impact study – and we believe such a study is long overdue. The

28 Springfield Gardens Taxpayers & Citizens Association holds the position that life in Southeast Queens has grown by leaps and bounds since the establishment of Idlewild Airport circa 1948. It is our belief that JFK/ Idlewild Airport has not kept pace with the developments of the surrounding community. We the residents of Springfield Gardens and Southeast Queens at large demand a more responsible neighbor in John F. Kennedy International Airport and the Port Authority of NY & NJ.

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Social impacts have been assessed to determine the effect, if any, that implementation of the Proposed Action would have on the social fabric of the surrounding communities. The types of social impacts that typically arise from airport development are:

- *Relocation of residences, but sufficient replacement housing is unavailable*
- *Relocation of community businesses, that would create extensive hardship for the affected communities*
- *Disruption of planned development*
- *Substantial loss in the community tax base*
- *Environmental Justice issues*
- *Children's Environmental Health and Safety Risks*

5.3.1 RELOCATION OF RESIDENCES

No residences would need to be relocated as part of the Proposed Action.

5.3.2 RELOCATION OF BUSINESSES

The Proposed Action would require the PAPD Motor Vehicle Unit, PAPD Impound Lot, and PAPD K9 unit be relocated as described under Section 5.2, Compatible Land Use. However, these facilities would be relocated to an area on Airport property, thereby creating no extensive hardship to the surrounding communities.

5.3.4 LOSS IN COMMUNITY TAX BASE

There would be no change in the community tax base from the Proposed Action.

5.3.5 ENVIRONMENTAL JUSTICE

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities. Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the *Civil Rights Act of 1964* provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the *1968 Civil Rights Act* guarantees each person equal opportunity in housing. U.S. Department of Transportation (DOT) Order 5610.2, *Environmental Justice in Minority Populations and Low-Income Populations,* was issued to implement Executive Order 12898.2 DOT Order 5610.2 defines minorities as people who are Black, Hispanic, Asian American, American Indian, or Alaskan Native. Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity." The DOT Order defines a low-income population as "any readily identifiable group" of persons whose median household income is at or below the poverty guidelines of the U.S. Department of Health and Human Services, "who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity."

4 62 CFR 72, *Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations.*

In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The increase in the noise level, deemed by FAA guidance as not a significant impact, would occur to the north of the Airport primarily over minority populations. However, no non-minority populations are benefiting from this increase in noise to the north or receiving a decrease in noise levels due to the Proposed Action. Further analysis shows that within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 79.5 percent of the population is minority. Similarly, in the Proposed Action approximately 80.0 percent of the population within the 65 DNL noise contour is minority, a difference of only 0.5 percent.

Table 5-2, Noise Impacts to Minority Population Households, summarizes the percentage of minority population within the 65 DNL for the No-Build/No-Action and the Proposed Action in both 2015 and 2020. Therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations

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29 Notwithstanding, The Taxpayers Civic require of the PANY&NJ a retreat to the ***"Alternatives Considered but Eliminated from Further Consideration."*** It is the opinion of The Taxpayers Civic that the Authority did not adequately address the alternatives to the Revised Draft EA proposals. We believe the alternative benefits were treated with a light brush and conversely the draft's findings were falsely supported with inadequate conclusions. For example, the Revised Draft EA state that the runway length analysis required at least 11,219 feet – accommodation of Group VI aircraft (A380.) However, it is The

30 Taxpayers Civic position of the FAA's RSA requirement should not and does not necessarily equate to 4L/22R's runway extension. It is our belief that the FAA's Runway Safety Area criteria could be met

within the existing runway length. Also, we believe the Port Authority never considered repositioning 4L/22R such that it would not create such an additional burden upon the neighboring community of Springfield Gardens. The Taxpayers Civic is of the understanding that the Revised Draft EA proposal was chosen because it presented the least avenue of opposition and the least costly venture – all at the expense of the neighboring communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton et 'al. 31

3.1 Runway Length Requirements – Based on the results of a runway length analysis, at least 11,219 feet of available runway length for departures is required to accommodate the current and projected aircraft fleet.

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In October 2012, JFK International Airport was forced to halt operations due to massive flooding of its runways. However, the Revised Draft EA claims that Super Storm Sandy had no significant impact upon the runway and its operations. We at the Taxpayers Civic find that this claim in capricious and without merit on the basis that the assumptions of one hundred year and 500 year storm flood waters are not based upon current actual data as displayed in October 2012. We find that the Revised Draft EA neglect to incorporate the best available information in the EA study. The EA's floodplains assumptions uses data maps from September 2007 (See exhibit 4-3.). This is unacceptable, we call for a EIS. We need a part 150 study. 32 33

FEMA has mapped the 100-year floodplains for JFK and the surrounding areas, as shown in exhibit 4-3.
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In conclusion, the Springfield Gardens Taxpayers & Citizens Association noticed that many questions were not answered within the Revised Draft EA. For; the Port Authority mention "existing and projected airport operations," yet, the Revised Draft EA dose not delve into those "projected operations." Also, the Revised Draft EA failed to consider the master-plans for Idlewild Park Preserve, its plans for additional nature trails, $5 million science and learning center, and the daily school activities that take place in Idlewild Park. It is our understanding that the Revised Draft EA has only one purpose, and that purpose is to extend 4L/22R in preparation for ADG VI and future ADG VII aircraft. We further believe that 4L/22R will become highly popular for arriving ADG VI aircraft. And as noted herein, the departure threshold remains a secret on this airstrip. PANY&NJ won't admit that the 4L/22R airstrip has the potential to accommodate arriving and departing aircraft in both north/south directions. Furthermore, the Port Authority hesitated to admit that the RSA's actually can function as additional runway operations areas. As exhibit 1-8 reveal that the south end of 4L/22R has paved tarmac and 4L's displaced arrivals threshold encompassed in the proposed RSA of 1,000 feet. What guarantees the community is getting forbidding the usage of 4L/22R's north end RSA in like manner? 34 35 36 37 38

It is the position of the Springfield Gardens Taxpayers & Citizens Association that the Port Authority of NY & NJ add this comment to the Revised Draft EA along with all comments submitted in October/ November of 2013. Also, it is The Taxpayers Civic request that all preliminary plans and bids be placed on perpetual hold until the aforementioned EIS is performed. We further require that PANY&NJ show 39 40

SGTCA

41 good faith and start the process of ordering a Part 150 Study for its jurisdiction airports and JFK specifically. Also ask the FAA to investigate several assumptions and referenced data pools used in
42 developing this Revised Draft EA. For, we've cited many instances of which the information extracted was either "de minimus" in relevance and usefulness – when not overtly contrived (as in the noise contour maps.) We of the Springfield Gardens Taxpayers & Citizens Association call upon the Federal Aviation Administration to perform their due diligence of ascertaining the accurate, competent, and
43 relevant assumptions detailed in the Revised Draft EA. We ask for an impartial review of the information displayed whilst erring on the behalf of the residents of Springfield Gardens, Rosedale, Brookville, and the greater environs.

44 In closing, we ask the Port Authority of New York & New Jersey along with its governing oversight agency (FAA) to look to the advice of New York State's governor the Hon. Andrew Coumo – in asking for a noise compatibility study for PANY&NJ's properties, particularly in the great borough of Queens N.Y.

Sincerely,

Patrick Evans, Pres.

COMMENT #	COMMENT	RESPONSE
SGTCA 1	The Taxpayers Civic rejects the Port Authority of NY & NJ's Revised Draft Environmental Assessment report findings of "No Cumulative Impact/De Minimis impact." We are hereby requesting that the Port Authority of NY & NJ perform a comprehensive Environmental Impact Statement (EIS) that rely upon data culled from the community's directly neighboring JFK airport and particularly airstrips 4L/22R.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
SGTCA 2	The Taxpayers Civic further request that all preliminary construction and bid considerations be halted until said EIS report is filed with the Federal Aviation Administration (FAA.)	Comment noted. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
SGTCA 3	The Taxpayers Civic take exception with the PANY&NJ Revised Draft Environmental Assessment finding, that a 1.5 db increase in air traffic noise would not have a noticeable impact upon the communities adjacent to JFK airport.	The EA does not state that a noticeable impact would or would not occur. The EA does report that significant noise impacts would not occur based on the FAA guidelines for preparing noise impact analysis.

COMMENT #	COMMENT	RESPONSE
SGTCA 4	The Taxpayers Civic take the position that any noise decibel increase resulting from the extension of runway 4L/22R would exacerbate the already intolerable air traffic noise levels of the existing 65 - 75db noise exposure contours of runway 4L/22R. The draft's finding of a mere 0.70 db of increased air traffic noise is unacceptable to our communities. At current noise levels, The Taxpayers Civic have gotten numerous complaints over the years of residents being abruptly awaken, disturbed in normal speaking and telephone conversations, and interrupted in mental concentration in myriad of tasks.	Comment noted.
SGTCA 5	The Taxpayers Civic welcomes the revised EA's proposal for leaving the arrival threshold for 22R at its current location. This revision has negated the fears of community residents concerning lowered flight approach glide slopes of two hundred (200 +) plus feet. However, the Taxpayers Civic finds that the proposed arrival thresholds for 4L/22R have been clearly depicted in the EA's exhibit 1-8. Yet according to the EA's table 2-2, 4L/22R are used primarily for departures 17.8% and 26.1% respectively. Where are the departure thresholds for 4L/22R? Why depict 4L/22R arrival thresholds when they only amount to 3.1% and 2.7% respectively?	The proposed departure starting point for Runway 22R is shown on Exhibits 1-3, 1-4, and 1-6. The departure starting point for Runway 4L does not change in the Proposed Action and is shown on Exhibit 1-2. Per the request, the departure starting points have been added to Exhibit 1-8 for both runway ends.

COMMENT #	COMMENT	RESPONSE
SGTCA 6	Furthermore, subsequent inquiries of the Port Authority of NY & NJ concerning the placement of 4L/22R's departure thresholds went unanswered. Therefore, we maintain that the proposed decreased distance between the homes, schools, medical centers, etc. and the air traffic is wholly unacceptable. Our membership take exception with any action on the part of the PANY&NJ that would result in decreasing the already too close for comfort landing and take-off zone at JFK International Airport.	Commenter's opinion that the distance between homes, schools, medical centers and air traffic is unacceptable is noted.
SGTCA 7	The main objective of the proposed runway extension and improvements for 4L/22R as detailed in the draft EA is to conform to FAA standards imposed vis-a-vis Runway Safety Areas (RSA.) The Taxpayers Civic find that the PANY&NJ would rather conform to FAA standards and create improved RSA's at the expense of human life and comfort.	Please note this project is not a runway extension. The additional pavement on the north end of the runway is necessary to maintain sufficient take-off distance for departures and to maintain existing capacity, after complying with the FAA's RSA requirements. The current take-off distance on the runway is 11,351 feet. With the Proposed Action the take-off distance for departures on Runway 22R would be 11,219 feet, a reduction of 132 feet in useable runway. Chapter 2, pages 2-1 through 2-5, outlines the main needs for the Proposed Action. One of the needs is to comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet. Complying with the FAA RSA standards is required by Public Law 109-115 which states "not later than December 31, 2015, the owner or operator of an airport certified under 49 United States Code 44706 shall improve the airport's RSAs to comply with the FAA design standards required by 14 CFR Part 139," November 30, 2005 [119 Statute 2401]. It should be noted that RSAs were established to enhance safety at airports. They are designed and maintained to enhance safety in the event that an aircraft undershoots, overruns, or veers off the runway.

COMMENT #	COMMENT	RESPONSE
SGTCA 8	Airline industry standards governing human comfort zones indicate that air traffic operate outside of one thousand feet air zone of people. However, on any given day the communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton, et 'al experience airplanes operating within five hundred feet of our homes, schools, medical centers, etc. Therefore, The Taxpayers Civic reiterates our rejection of any plan, proposal, and or professional opinion that seek to decrease air safety zones over our community.	Comment noted. Please note, the altitude of aircraft would not change with the implementation of the Proposed Action.
SGTCA 9	Furthermore; table 5-4 on page 5-26 depict Springfield Park, Idlewild Park Preserve, and Brookville Park as being the 75+ DNL noise contour. And the Revised Draft EA finds that these parks would experience a de minimis increase in noise from the proposed action. The Revised Draft EA finding of no significant impact is flawed. The EA does not adequately take into account the cumulative effect of multiple and compounding noise related occurrences.	Please note as shown in Table 5-4, Springfield Park is located in the 65-70 DNL noise contour not the 75+ DNL noise contour. The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. The FAA requires the noise exposure contours be generated using the INM. As shown in Table 5-4, there are 21 potential Section 4(f) resources located within the 65+ DNL of the 2015 No-Build/No-Action noise exposure contour. Each of these 21 resources continues to be within the same contour band under both the 2015 Proposed Action and the 2020 Proposed Action noise exposure contours. A resource would be considered substantially impaired if the Proposed Action would result in the resource receiving noise levels that are considered incompatible according to FAA's land use compatibility guidelines (i.e., 75+ DNL). The Proposed Action did not result in any of the parks moving into the 75+ DNL noise contour band.

COMMENT #	COMMENT	RESPONSE
SGTCA 10	The Port Authority's position is that the urbanization of NYC preclude the residents of the city the benefits of less urbanization. PANY&NJ take the opinion that Southeast Queens parks are noisy and thus, added aircraft noise and fumes won't disrupt the activities of the parks. Therefore, the PANY&NJ conclude that the proposed action is well within the scope of urban living and thus par for the course. The Springfield Gardens Taxpayers & Citizens Association reject PANY&NJ's finding, and ask for a EIS.	The EA followed FAA regulations in determining if there was a significant impact from the Proposed Action. The EA evaluated all required categories of environmental impact, including noise and air quality impacts and concluded no significant impact would occur from the Proposed Action.
SGTCA 11	The Taxpayers Civic objects to the PANY&NJ's Revised Draft proposal EA on the 4L/22R runway extension and improvements on the grounds that the proposed action would generate increased levels of air pollution in our community. At present, John F. Kennedy International Airport spews jet fuel throughout Southeast Queens; thus, creating and aggravating various health concerns amongst its residents. On a busy day lines of aircraft approaches and departures at JFK International Airport within one minute intervals produce streams of hazardous airplane exhaust. Our community understands that the constant flow of air traffic into and out of JFK airport creates enormous air pollution and health concerns for our residents. We believe that much of our home's roofs currently reveal discoloration from settled jet fuel pollution and rainfall patterns.	Comment noted. The air quality analysis was prepared in accordance with the guidelines provided in the FAA Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, which together with the guidelines of FAA Order 1050.1E, constitutes compliance to all the relevant provisions of the NEPA and the CAA.

COMMENT #	COMMENT	RESPONSE
SGTCA 12	At present, runway 4L/22R operate ADG VI aircraft via FAA waiver. The waiver would no longer be necessary upon implementation of the Revised Draft proposal; however, the Taxpayers Civic request the PANY&NJ perform the necessary air quality studies to determine the increase in air traffic emissions resulting from increased Airbus A380 accommodation. The current estimate of aviation's contribution to global carbon dioxide emissions are at three percentage of the total. However the Revised Draft EA states on page 5-48 that this number is expected to increase 40% over the next seven years. It is our opinion that ADG VI and possible group VII aircraft would continue to exacerbate the dangerous $C0_2$ levels already present in the vicinity of the airport.	Page 5-48 of the EA states that "Aviation has been calculated to contribute approximately three percent of global carbon dioxide (CO_2) emissions; this contribution may grow to five percent by 2050." There is not a mention of an increase of 40% over the next seven years. The air quality analysis was prepared in accordance with the guidelines provided in the FAA Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, which together with the guidelines of FAA Order 1050.1E, constitutes compliance to all the relevant provisions of the NEPA and the CAA. As shown in Table C-4, Table C-5, and Table C-6 an increase of Airbus 380 aircraft was considered in the preparation of the air quality analysis.
SGTCA 13	Also, it has been learned at the October 24, 2013 community meeting with the Port Authority, that the air samples for which the Revised Draft EA draw data is from communities seven plus miles from JFK International Airport.	The EDMS is the FAA required and USEPA approved computer model designed specifically to estimate emissions and calculate pollutant concentrations from airport specific sources. The EDMS computer model was used to develop a mathematical approximation of future pollution levels at specific theoretical receptor locations. The existing condition background concentrations were obtained from the Department of Environmental Conservation's monitoring network in Queens County. This data was added to the sources calculated by the EDMS model to estimate projected future levels at JFK. The air quality assessment demonstrated that there would be no significant adverse impact on local or regional air quality.

COMMENT #	COMMENT	RESPONSE
SGTCA 14	Also, the proposed action of extending the RSA closer to Rockaway Boulevard while just supplying a mere visual screen is wholly inadequate in protecting the community from jet blasts debris. Jet blast has the ability of causing 2 foot boulders to become airborne, cause soil erosion, and pollute the air with particles from airport oil soaked grounds. Jet blast velocities have been known to propel objects more than two thousand feet beyond the blasts of the aircraft. Therefore, the community and vehicular traffic would be put in unnecessary dangerous path of jet blasts from particularly ADG VI aircraft.	FAA AC 150/5300-13A, Airport Design, Appendix 3 provides guidelines to minimize/mitigate jet blast. During the planning of the Proposed Action, the Port Authority followed the guidelines in the FAA AC and took measures and would continue to take measures, as appropriate, to minimize/mitigate jet blast. The Proposed Action complies with the jet blast guidelines in the AC.
SGTCA 15	The Springfield Gardens Taxpayers & Citizens Association strongly request that the PANY&NJ halt all plans as proposed in the draft Environmental Assessment for runway extension and improvements on 4L/22R at John F. Kennedy International Airport on the basis of detrimental effect upon our communities' health and quality of life concerns. Therefore, the proposed action would greatly overburden a thriving and upwardly mobile minority community. The Taxpayers Civic thoroughly disagrees with the Revised Draft EA findings of no significant impact concerning the matters of health, Quality of Life, and Minority populations.	Comment noted.

COMMENT #	COMMENT	RESPONSE
SGTCA 16	The Port Authority of NY & NJ's Revised Draft EA finding that relocation housing is currently insufficient and that homes would have to be relocated due to the proposed action - are succinctly rejected by The Taxpayers Civic. We believe the Revised Draft EA does not thoroughly address this matter and thus, don't merit such a finding.	As stated in Section 5.3.1, *Relocation of Residences*, no residences would need to be relocated as part of the Proposed Action.
SGTCA 17	Our community believe that the expansion of JFK operations in Southeast Queens amounts to in effect "a taking" of our property and our property rights. It is our position that lower flying aircraft within the one thousand feet human to air traffic zone, increased aircraft noise exposure, and added air pollution levels buttress our argument.	Comment noted.
SGTCA 18	The statement referenced above reveal PANY&NJ's disrespect of the minority community and lack of care for human life and health. The Revised Draft EA plainly state that due to the impact upon Idlewild Park and Preserve's trees, and thus, not the living - breathing - heart pumping human residents were not cause enough to compel a course correction on 22R's arrivals threshold. We call for an EIS.	Comment noted. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
SGTCA 19	The Taxpayers Civic take offense to the PANY&NJ's proposed action to bypass the U.L.U.R.P. process established by the City of New York in the Authority's attempt to acquire a parcel of property outside the airport boundary north of JFK airport. PANY&NJ's action is a deliberate attempt to avoid public scrutiny, comment, and impute. The proposed action is deemed a "business taking" from the local community that have an impact therein.	The First Amendment to the Amended and Restated Agreement of Lease of the Municipal Airports between the City of New York and the Port Authority was subject to the Uniform Land Use Review Procedure resulting in New York City Planning Commission Resolution #C 040191 PPQ adopted March 10, 2004. Therefore, the ULURP process was not bypassed.
SGTCA 20	We also oppose the Revised Draft EA's proposal to take possession of the wetlands that would be located just outside of 4L/22R's north Arrival RSA. It is our opinion that this precious natural ecological marsh would be forever damaged via pollutants under PANY&NJ's stewardship. The wetlands would be within 150 feet area of the jet blasts coming off of 22R's departure threshold. This would decimate the natural marsh with diesel fuel and airborne pollutants. The Taxpayers Civic requires an EIS.	The Port Authority must abide by the regulations in Clean Water Act Section 404, Executive Order 11990, Protection of Wetlands, and DOT Order 5660.1A, Preservation of the Nation's wetlands. DOT Order 5660.1A sets forth the policy that transportation facilities should be planned, constructed, and operated to assure protection and enhancement of wetlands. Wetland delineations were conducted on the Airport on September 10, 2010. The Proposed Action would not impact any of the wetlands identified. In fact the Proposed Action was designed to avoid impacting the wetlands. Exhibit 1-6 shows the location of the wetland on the north end of Runway 4L/22R. The distance from the edge of the wetland, to the north of Runway 4L/22R, to the proposed Runway 22R departure starting point is approximately 700 feet.

COMMENT #	COMMENT	RESPONSE
SGTCA 21	The Taxpayers Civic has the opinion that the Springfield Gardens community tax basis would be adversely affected if the draft EA as presented by the PANY&NJ concerning the runway extension and improvements on 4L/22R is adopted. We understand that our home values would take an additional negative decline in market value based upon implementation of said proposal. The Taxpayers Civic believes that lower flying aircraft, increased noise exposure, and added home vibrations would impede current and future sales of the property. The Authority's proposed action would conversely result in a lower property tax assessment by the City of NY and a resulting diminished tax base. Furthermore, we believe the PANY&NJ has not performed a thorough analysis that such a finding would warrant.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
SGTCA 22	The Springfield Gardens Taxpayers & Citizens Association maintain the argument that The Port Authority of NY & NJ draft environmental assessment on JFK's runway extension and improvements on 4L/22R is in fact in violation of president William Jefferson Clinton's *Executive Order* 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations.* The Springfield Gardens community is an overwhelmingly majority minority neighborhood. The communities directly adjacent to JFK International Airport constitute upwards of one million people - of which eighty/eighty-five percent consist of people of color. The Taxpayers Civic find that this minority population is presently over-taxed via. JFK's aggregate pollution - noise and air, thus, correlating to Southeast Queens' increased health risks, and diminished property values. The Port Authority's Revised Draft EA does not cite any sources that indicate conclusively that the affected communities would not be increasingly adversely harmed by implementation of the proposed runway extension of 4L/22R.	The purpose of the EA is to determine if significant impacts would occur as a result of the Proposed Action. If significant impacts are identified, an EIS or mitigation would then be required. The EA did not identify any areas where a significant impact would occur due to implementation of the Proposed Action. In addition, based on the U.S. Department of Transportation Order 5610.2, Environmental Justice in Minority Populations and Low-Income Population a "disproportionately high and adverse effects" is one that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The analysis included in Section 5.3.5 of the EA demonstrated the Proposed Action would not result in significant noise impacts. Therefore, in accordance with DOT Order 5610.2, no disproportionate or adverse impacts to minority populations would occur. 2010 U.S. Census data is the best data available to determine the minority and non-minority populations in the Rosedale, Laurelton, and Springfield Gardens communities located to the north of Runway 4L/22R.
SGTCA 23	The Taxpayers Civic understand that though the PANY&NJ's assessment correctly state that the proposed action does not unduly fall upon any minority population at the benefit of a particular majority population; yet, we believe the revised Draft EA fail to address the negative effects of continued airport sprawl in relation to the Southeast Queens minority community.	The purpose of the EA is to identify and disclose potential environmental effects of the Proposed Action. General growth of airport related uses near JFK is not an element of the Proposed Action under review in this EA. However, the EA does include a section that focuses on the cumulative effects of past, present, and reasonably foreseeable projects in the same area (see Section 5.20). The EA concluded that the impacts of the Proposed Action combined with impacts from other projects in the area would not result in a significant cumulative impact.

COMMENT #	COMMENT	RESPONSE
SGTCA 24	The Authority's Revised Draft EA neglect to consider the environmental injustice damage caused by decisions made by PANY&NJ executives that don't reside in proximity to and work at JFK. The Authority's executive decisions are made by persons and group of persons that by and large overwhelmingly don't reflect the racial/ ethnic makeup of the affected population. Hence, The Taxpayers Civic argue that the PANY&NJ cumulative effect vis-a-vis the draft EA proposals amount to a net increase in negative health concerns, quality of life matters, compromised building structures, and damaged economic activity. We understand that the Revised Draft EA proposals are tantamount to callous environmental injustice pile on with disregard for this overwhelmingly minority community. We are predisposed to believing that the Port Authority of NY & NJ attempt to skirt around the intent of the Executive order 12898 while manipulating the letter of the Executive Order. Therefore, we reject The Port Authority of NY & NJ finding of "No disproportionate impact."	Comment noted.
SGTCA 25	The Taxpayers Civic strongly disagrees with the PANY&NJ's draft environmental assessment of "No Significant Impact" pertaining to health risks as reported therein. It is our understanding that there are an untold number of collateral effects resulting from airport operations existing too close to residential neighborhoods. It is The Taxpayers opinion that air traffic noise and exhaust cause the following:1) HEALTH CONCERNS – NOISE 2) HEALTH CONCERNS - AIR POLLUTION	Comment noted.

COMMENT #	COMMENT	RESPONSE
SGTCA 26	It is the belief of The Springfield Gardens Taxpayers & Citizens Association that the PANY&NJ draft EA finding of "No Significant Impact" intentionally ignored the above captioned health risks associated with airport sprawl. The draft EA failed to mention and cite any relevant study that was performed to demonstrate the conclusion therein. Therefore, The Taxpayers Civic request that PANY&NJ perform a comprehensive EIS with relevant data collection garnered from the communities directly adjacent to JFK International Airport.	The EA was conducted according to Federal guidelines as required by the FAA. As a result of studies conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action. This included air quality, noise, water quality, and hazardous materials impact assessments. It is assumed that if significant thresholds are not exceeded there would be no significant adverse impact on populations resulting from the implementation of the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
SGTCA 27	To further our cause, The Taxpayers Civic requires of the Port Authority of NY & NJ the performance of a comprehensive Part 150 study. It is our position that said study would go a very long way in addressing many if not all of the collateral effects bourn upon the Southeast Queens community via JFK international Airport operations. We call upon PANY&NJ to start the Part 150 process prior to moving forward with the draft EA proposed recommendations.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.

COMMENT #	COMMENT	RESPONSE
SGTCA 28	It is our understanding that JFK/Idlewild Airport never engaged an environmental impact study - and we believe such a study is long overdue. The Springfield Gardens Taxpayers & Citizens Association holds the position that life in Southeast Queens has grown by leaps and bounds since the establishment of Idlewild Airport circa 1948. It is our belief that JFK Idlewild Airport has not kept pace with the developments of the surrounding community. We the residents of Springfield Gardens and Southeast Queens at large demand a more responsible neighbor in John F. Kennedy International Airport and the Port Authority of NY & NJ.	Comment noted.

COMMENT #	COMMENT	RESPONSE
SGTCA 29	The Taxpayers Civic require of the PANY&NJ a retreat to the *"Alternatives Considered but Eliminated from Further Consideration."* It is the opinion of The Taxpayers Civic that the Authority did not adequately address the alternatives to the Revised Draft EA proposals. We believe the alternative benefits were treated with a light brush and conversely the draft's findings were falsely supported with inadequate conclusions. For example, the Revised Draft EA state that the runway length analysis required at least 11,219 feet - accommodation of Group VI aircraft (A380.)	The Port Authority undertook an extensive planning effort to determine the best alternative to meet the purpose and need of the project as described in Chapter 2, Purpose and Need. The determination as to which alternative would become the Proposed Action was made only after considering all agency and stakeholder guidance, expertise and other relevant input. As outlined in Chapter 3, page 3-2, a multi-step evaluation process, the EA evaluated alternatives to the Proposed Action and determined there were no other reasonable, feasible, practicable, or prudent alternatives that met the purpose and need. Alternatives that did not meet the purpose and need of the project were eliminated from the evaluation. The evaluation looked at three main criteria (1) does the alternative comply with the mandated RSA requirements and other airport design standards, (2) does the alternative maintain adequate runway length to accommodate current and projected fleet , and (3) is the alternative reasonable/feasible from an economic and environmental perspective. As a result of the evaluation process, one alternative, the Proposed Action, was determined to meet the needs of the project. The runway length of 11,219 feet is needed to accommodate Group IV, V, and VI aircraft not just for Group VI aircraft.

COMMENT #	COMMENT	RESPONSE
SGTCA 30	However, it is The Taxpayers Civic position of the FAA's RSA requirement should not and does not necessarily equate to 4L/22R's runway extension. It is our belief that the FAA's Runway Safety Area criteria could be met within the existing runway length.	Please note this project is not a runway extension. The additional pavement on the north end of the runway is necessary to maintain sufficient takeoff distance for departures on Runway 22R and accommodate existing fleet, after complying with the FAA's RSA requirements. The current takeoff distance on the runway is 11,351 feet. With the Proposed Action the takeoff distance for departures would be 11,219 feet, a reduction of 132 feet in useable runway. The RSAs on Runway 4L/22R do not comply with FAA standards. Complying with the FAA RSA standards is required by Public Law 109-115 which states "not later than December 31, 2015, the owner or operator of an airport certified under 49 United States Code 44706 shall improve the airport's RSAs to comply with the FAA design standards required by 14 CFR Part 139," November 30, 2005 [119 Statute 2401]. Complying with RSA standards only would result in reducing the takeoff distance on Runway 22R to 10,491 feet. This would result in operational restrictions for certain aircraft and create capacity reductions and an increase in delays at the airport. Therefore, additional pavement is required to replace the loss of runway length due to complying with the RSA standards.

COMMENT #	COMMENT	RESPONSE
SGTCA 31	Also, we believe the Port Authority never considered repositioning 4L/22R such that it would not create such an additional burden upon the neighboring community of Springfield Gardens. The Taxpayers Civic is of the understanding that the Revised Draft EA proposal was chosen because it presented the least avenue of opposition and the least costly venture - all at the expense of the neighboring communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton et 'al.	The Port Authority undertook an extensive planning effort to determine the best alternative to meet the purpose and need of the project as described in Chapter 2, *Purpose and Need*. The determination as to which alternative would become the Proposed Action was made only after considering all agency and stakeholder guidance, expertise and other relevant input. As outlined in Chapter 3, page 3-2, a multi-step evaluation process, was used to evaluate alternatives. Alternatives that did not meet the purpose and need of the project were eliminated from the evaluation. The evaluation looked at three main criteria (1) does the alternative comply with the mandated RSA requirements and other airport design standards, (2) does the alternative maintain adequate runway length to accommodate current and projected fleet , and (3) is the alternative reasonable/feasible from an economic and environmental perspective. As a result of the evaluation process, one alternative, the Proposed Action, was determined to meet the needs of the project.
SGTCA 32	In October 2012, JFK International Airport was forced to halt operations due to massive flooding of its runways. However, the Revised Draft EA claims that Super Storm Sandy had no significant impact upon the runway and its operations. We at the Taxpayers Civic find that this claim is capricious and without merit on the basis that the assumptions of one hundred year and 500 year storm flood waters are not based upon current actual data as displayed in October 2012. We find that the Revised Draft EA neglect to incorporate the best available information in the EA study. The EAs floodplains assumptions uses data maps from September 2007 (See exhibit 4-3.). This is unacceptable, we call for an EIS.	The Revised EA stated on page 5-30, that in 2013, after Hurricane Sandy, FEMA published Advisory Base Flood Elevation maps for New York City and the conclusion that the Proposed Action would not adversely impact floodplains remains valid. Floodplain impacts are considered to be significant if the Proposed Action results in notable adverse impacts on natural and beneficial floodplain values. The EA determined there would be no impact on human life, substantial encroachment-related costs or damage, or cause adverse impacts on natural and beneficial floodplains. Therefore an EIS is not required.

COMMENT #	COMMENT	RESPONSE
SGTCA 33	We need a part 150 study.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
SGTCA 34	In conclusion, the Springfield Gardens Taxpayers & Citizens Association noticed that many questions were not answered within the Revised Draft EA. For the Port Authority to mention "existing and projected airport operations," yet, the Revised Draft EA does not delve into those "projected operations."	The noise and air quality analysis on the Proposed Action in the EA used the FAA approved *Port Authority's Long Range Forecast for the Port Authority Airports, Moderate Growth Scenario* to estimate the operation levels and fleet mix for the 2015 and 2020 conditions. These operations are presented in Appendix B and Appendix C of the EA.
SGTCA 35	Also, the Revised Draft EA failed to consider the master-plans for Idlewild Park Preserve, its plans for additional nature trails, $5 million science and learning center, and the daily school activities that take place in Idlewild Park.	Section 5.20 of the EA has been updated to discuss the ongoing efforts at Idlewild Park Preserve.

COMMENT #	COMMENT	RESPONSE
SGTCA 36	It is our understanding that the Revised Draft EA has only one purpose, and that purpose is to extend 4L/22R in preparation for ADG VI and future ADG VII aircraft. We further believe that 4L/22R will become highly popular for arriving ADG VI aircraft.	As discussed in Chapter 2 of the Revised EA there are three purpose and needs for the Proposed Action 1) Comply with RSA standards while maintaining sufficient runway length to accommodate current and projected fleet. 2) Rehabilitate Runway 4L/22R and 3) Widen Runway 4L/22R to comply with FAA Design standards. Group VI aircraft currently land on Runway 4L/22R. Widening the runway would eliminate a Modification to Standard waiver by the FAA and bring the runway into compliance with FAA design standards. As previously stated, there are two additional needs for the Proposed Action. One of the needs is to comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet. Complying with the FAA RSA standards is required by Public Law 109-115 which states "not later than December 31, 2015, the owner or operator of an airport certified under 49 United States Code 44706 shall improve the airport's RSAs to comply with the FAA design standards required by 14 CFR Part 139," November 30, 2005 [119 Statute 2401]. It should be noted that RSAs were established to enhance safety at airports. They are designed and maintained to enhance safety in the event that an aircraft undershoots, overruns, or veers off the runway. The remaining need is to rehabilitate the runway due to the continued deterioration of the existing pavement runway.
SGTCA 37	And as noted herein, the departure threshold remains a secret on this airstrip. PANY&NJ won't admit that the 4L/22R airstrip has the potential to accommodate arriving and departing aircraft in both north/south directions.	The proposed departure starting point for Runway 22R is shown on Exhibits 1-3, 1-4, and 1-6. The departure starting point for Runway 4L does not change in the Proposed Action and is shown on Exhibit 1-2. The departure starting points have been added to Exhibit 1-8 for both runway ends. In addition, in Chapter 2, page 2-3, Table 2-2 shows the runway use percentages for each runway at JFK. As shown in the table Runway 4L/22R is used for both arrivals and departures off of both runway ends.

COMMENT #	COMMENT	RESPONSE
SGTCA 38	Furthermore, the Port Authority hesitated to admit that the RSA's actually can function as additional runway operations areas. As exhibit 1-8 reveal that the south end of 4L/22R has paved tarmac and 4L's displaced arrivals threshold encompassed in the proposed RSA of 1,000 feet. What guarantees the community is getting forbidding the usage of 4L/22R's north end RSA in like manner?	Exhibit 1-8 depicts the operational characteristics of Runway 4L on the top and the operational characteristics of Runway 22R on the bottom. The runways must be looked at separately when explaining the RSAs. On Runway 4L the two areas to point out are the 600 feet of undershoot prior to the arrival threshold (shown in orange) that is required for arrivals and the 1,000 feet of overrun (located at the north end of the runway shown as a red box). When arriving and departing Runway 4L, these are the defined RSAs that are considered not available runway. Runway 22R has different RSAs as shown on the bottom of Exhibit 1-8. The arrival threshold of Runway 22R is displaced 3,424 feet and therefore has the 600 feet of undershoot. The 1,000 feet of overrun is located on the south end of the runway and shown as a red box. These are the defined RSAs that are considered not available runway when operating on Runway 22R. This information is published in the arrival and departure procedures for the pilots. The pilots must abide by what is published in the procedures for each runway.
SGTCA 39	It is the position of the Springfield Gardens Taxpayers & Citizens Association that the Port Authority of NY & NJ add this comment to the Revised Draft EA along with all comments submitted in October/November of 2013.	This comment along with all other comments received during the comment period (October 17-November 18, 2013) on the Revised Draft EA will be included in the Final EA. The Final EA will also include responses to the comments received on the Revised Draft EA.
SGTCA 40	Also, it is The Taxpayers Civic request that all preliminary plans and bids be placed on perpetual hold until the aforementioned EIS is performed.	Comment noted.

COMMENT #	COMMENT	RESPONSE
SGTCA 41	We further require that PANY&NJ show good faith and start the process of ordering a Part 150 Study for its jurisdiction airports and JFK specifically.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
SGTCA 42	Also ask the FAA to investigate several assumptions and referenced data pools used in developing this Revised Draft EA. For, we've cited many instances of which the information extracted was either "de minim us" in relevance and usefulness - when not overtly contrived (as in the noise contour maps.)	Comment noted.
SGTCA 43	We of the Springfield Gardens Taxpayers & Citizens Association call upon the Federal Aviation Administration to perform their due diligence of ascertaining the accurate, competent, and relevant assumptions detailed in the Revised Draft EA. We ask for an impartial review of the information displayed whilst erring on the behalf of the residents of Springfield Gardens, Rosedale, Brookville, and the greater environs.	Comment noted. FAA will conduct an independent review of the Revised Draft EA prior to making its final environmental determination.
SGTCA 44	In closing, we ask the Port Authority of New York & New Jersey along with its governing oversight agency (FAA) to look to the advice of New York State's governor the Hon. Andrew Cuomo - in asking for a noise compatibility study for PANY&NJ's properties, particularly in the great borough of Queens N.Y.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.

SRCAA

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November 18, 2013

Comments: Draft Environmental Assessment
Runway 4L/22R Improvements
John F. Kennedy International Airport
Prepare for US Department of Transportation
Federal Aviation Administration
The Prot Authority of NY & NJ
May 2012
Prepared by Landrum & Brown

To: *Port Authority of NY & NJ*
225 Park Avenue South
9th Floor
New York, NY 10003
Attention: Edward Knoesel

1

The Springfield/Rosedale Community Action Association, Inc., the civic association that covers the Brookville Community, is still opposed to the proposed action listed as runway improvements that would:

- Relocate the Runway 4L end 460 feet to the north, and
- Construct 728 feet of new runway pavement on the north side of Runway 4L/22R.

2

The finding of "no significant impact" for required categories is flawed particularly as it pertains to: noise, compatible land use, socio economic impacts; environmental justice, children's health and safety risks, as well as secondary (induced) impacts such as air quality, water quality, fish, wildlife and plants, wetlands, It also appears to use the terms *rehabilitation* and *improvements* as euphemisms for accommodating the ever longer and wider commercial jets that the Port Authority believes it is important to accommodate.

3

The Environmental Assessment (EA) states that the Proposed Action would serve the following needs:

- Rehabilitate and widen Runway 4L/22R,
- Comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet; and
- Reduce delays and increase airport safety and operational efficiency.

The report takes note of an FAA circular that addresses compliance standards for Runway Safety Areas. It is also pertinent to note that representatives of the Port Authority have identified actions related to compliance with FAA's advisory circular as the primary reason for their actions related to Runway 4L/22R. Runway Safety Areas are critical to the departure and landing of aircraft as well as providing accessibility for emergency vehicles. The report concludes that present RSA operations are deficient and that runway 4L is limited at both ends by natural circumstances and manmade facilities.

4 According to the Port Authority, proposed solutions for improving the RSA's will result in a loss of runway length and force greater use of Runway 22L. Thus the Port Authority notes that RSA improvements must be combined with additional lengthening of the Runway. However, we still see no documentation in the Revised EA that lengthening of the runway is required; it is appears that this is an option that the PA is choosing. In fact, Runway 4R/22L is actually shorter than the resultant shorter length of Runway 4L/22R if only the required improvements are implemented. While we are pleased that

5 the displaced threshold is not being moved as previously planned, we are concerned that there will still be increased noise and emissions over the communities to the north.

SRCAA, Inc. believes that the EA still fails to adequately evaluate the specific effects of moving the runway closer to the community to restore length when the resultant action will be aircraft flying at a lower levels, with greater noise, landscape alterations and point source emissions, without a real in-depth analysis. For example:

6 1. It fails to acknowledge that 4L departures will fly lower over the communities to the north and that an additional approximately 350 feet of runway is available for 4L departures which will result in aircraft flying even
2. lower over the community.

7 3. It fails to truly acknowledge that a 728 foot runway extension for 22R departures will bring those departures closer to the community subjecting the areas north of the runway to greater noise and emissions.

8 4. It does not acknowledge the jetblasts that will now be at least 728 feet closer to the north are of particular concern to the surrounding area, nor do they discuss measures that the Port Authority will take to mitigate such impacts. It only mentions its concerns about jet blasts in its address of the need to relocate the localizer along the extended RSA pavement to protect it from jet blast impacts.

9 5. It acknowledges that the noise contours to the north will be "slightly" wider as a result of the proposed action, but claims that the impact will not be significant.

10 6. It does not acknowledge the impact of moving Taxiway E and EE closer to the community to dovetail with the 728 of additional runway by also bringing noise and pollution closer to the north.

11 7. A comparison of the data on emissions between the original and revised drafts are so different that one has to question the reliability and validity of the data upon which conclusions are being drawn.

12 8. The generalized flight tracks from which noise contours are developed do not reflect the reality of flight tracks experienced by the community

13 9. The impact of removing 312 trees from Idlewild Park Preserve is not included in the EA because it is maintained that those trees are not a part of the Proposed Action.

14 As one reads the Environmental Assessment it seems clear that runway operational efficiency, accommodation of the requirements of future aircraft and reducing delays are major goals of the project. The report notes that improvements in runway design and taxiways namely smoothness, width and length

15 affect the ability of aircraft to occupy and leave the various terminals as well as the Air Traffic Controller's ability to direct planes. While this can result in reducing delays on the ground it could also result in more flights into and out of JFK, particularly with the advent of NextGen. This consideration is important to community residents and a strong argument for the requirement of an EIS for further study of the proposed action.

We still believe that the finding of no significant impact (FONSI) for the following categories is not based on deep analysis and research and is, therefore, spurious:

16 **Noise Pollution**—Acknowledging that "the following elements of the Proposed Action would result in a change in the noise exposure at JFK," the EA states "these changes would not result in a significant noise impact over noise sensitive areas." Contrary to the statement in the original the draft, the authors do not admit that "Relocating the Runway 4L departing threshold 460 feet to the north," would "result in departing aircraft being lower over areas to the north of the runway. The EA minimizes the fact that "extending the runway 728 feet to the north…would result in aircraft departing to the south on Runway 22R being closer to areas to the north of the runway." Yet, inconceivably, they conclude that there is no significant noise impact.

17 The Brookville Community, the community between Springfield Park and Brookville Park, South of the Belt Parkway, is the community immediately north of JFK Airport and specifically Runway 4L/22R. Arriving aircraft are already flying very low, disappearing below the tree line and roofs of some of the two family homes even before they start flying over Idlewild Park Preserve. Residents are definitely impacted by the noise from these aircraft coming in for a landing. Departing aircraft roar over our community, sometime every minute to a minute and a half all day long. They are also very low, because they are just starting to climb. This coupled with the fact that the runway is primarily used for departures. In addition to the noise, the attending low frequency noise (LFN) are vibrations that rattle windows, sometimes cause pictures to fall off of walls, and set off car alarms. Some residents have claimed that these LFN vibrations have caused cracks in their walls. The noise interferes with communication both within one's home and during telephone calls. The already low flying planes interfere with basic, non-cable TV reception and cordless telephone reception. The airport-related noise we currently experience definitely lowers one's quality of life. To move the runway closer to the community is unconscionable. To cause aircraft to fly lower over our community, to cause the noise contours to widen even slightly without a thorough analysis of the impacts is to fail to do one's due diligence.

18 The literature on airport noise indicates that:

- Residences located near run ways can experience high levels of LFN,
- LFN can induce "feelable" vibrations,"
- Standard sound insulation does not sufficiently reduce LFN.
- LFN levels may produce perceptible vibrations at considerable distances from the runway end only in limited directions due to the directional sound pattern produced by jet engines,
- Vibrations could occur 7,000 to 8,000 feet from the start-of-takeoff-roll, well outside the 65 DNL (CNEL) contour

19 While the EA contends that the increase in noise would not be detectable by the human ear, the noise is already intolerable and unhealthy. The EA shows that our community is completely in the 65DNL contour, which means that at least half of the noise is already above the levels of noise to which human beings should be subjected. In fact, data collected by the PANYNJ from the Springfield Gardens Noise Monitor did not show a reading below 67 for the last few years, indicating that the DNL is higher than 65. 2013 noise data is consistent with prior years. Just because one might not consciously perceive an increase in noise does not make the noise any less significant or dangerous to one's health and well being.

20 It has been noted by several sources "aircraft noise interferes with the enjoyment of our residential property and with sleep, and detracts from the general physiological and psychological well-being of the community. …It goes without saying that no new source of environmental noise, whether it be associated with the expansion of an existing facility, or an entirely new facility, should be approved by local jurisdictions without an adequate review of its environmental impacts and the serious consideration of alternatives."

21

Studies show that:

- Night-time noise from aircraft or traffic can increase a person's blood pressure even if it does not wake them, according to a new study published in the European Heart Journal…. The researchers found that volunteers' blood pressure increased noticeably after they experienced a 'noise event' -- a noise louder than 35 decibels -- such as aircraft travelling overhead … This effect could be seen even if the volunteer remained asleep and so was not consciously disturbed. …Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg. …Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg.

22

Health data for our community shows a high incidence of high-blood pressure, stroke, heart disease and diabetes. Research shows that all of these can be caused and/or exacerbated by airport-related noise. It is logical to conclude that the health of our community is being negatively impacted the low-flying aircraft.

23

- Airport noise can seriously affect the health and psychological well–being of children. …The health problems resulting from chronic airport noise include higher blood pressure and boosted levels of stress hormones. Increases in blood pressure in childhood may predict a greater likelihood of having higher blood pressure throughout adulthood.
    - In 1998, it was reported that New York children living near an international airport tended to be poor listeners and do not read as well as matched children in quiet schools
    - A1980 study found higher blood pressure in kids living near Los Angeles' LAX airport than in those living farther away.
    - A 1995 German study found a link between chronic noise exposure at Munich's International Airport and elevated nervous system activity and cardiovascular levels in children living nearby
    - A 2005 study found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study associated aircraft noise with lowered reading comprehension even after socio-economic differences were considered.

24

Many of the children in the community are suffering from low achievement levels. Schools in the affected communities are in danger of closing because of this. In addition, many of our children are diagnosed with ADD, ADHD and other developmental problems. It is our contention that the constant drone of aircraft noise overhead is possibly a strong contributor to this. Much further study is needed. Noise mitigation with a no build action is definitely needed.

As stated in a 2012 GAO report, "While airports provide access to transportation for millions of people each day, **airport noise—by, for example, interfering with speech, sleep, and student learning—can severely diminish quality of life in communities around airports …** FAA has an ongoing responsibility to balance the growing demand for aviation capacity against the environmental concerns and effects on communities caused by airport noise. Aircraft technology, the number of aircraft operations, and noise levels have changed markedly… Moreover, the implementation of and the growth in aircraft operations that NextGen investments could spur may lead to new demand for airport noise mitigation or new noise challenges.

25 The community requests that the increase in noise that will result from the proposed action of moving take-offs and landings closer to the community be further evaluated through an in-depth study before any decision is made to actualize the proposal. We believe that there will be a significant impact on the quality of life and health of the residential communities to the north of the airport, including its children.

Air Pollution-- Environmental Pollution (Noise and toxic emissions) from the airport is a problem for any community in close proximity to an airport. The PANYNJ Assessment study, suggests that there will 26 be no significant impact on the community from the additional pollutants. Experiences in the community suggest otherwise: Planes are already louder, and odors from emissions (fuel dross) emanating from the airport are more frequent. Residents have witnessed aircraft dumping fuel over the neighborhood and 27 Idlewild Park Preserve. Moving the point source of pollution closer to the community results in an increase in the pollution to which residents are exposed. It is our opinion that the model used in making 28 the no significant impact prediction cannot be accurate in that there are no monitoring sites in the community that may have been used as part of the data from which the model was developed. In addition, 29 the model discusses the green house gases or criteria air pollutants such as ozone. The monitors that measure the criteria air pollutants are miles away from our community and, therefore, do not adequately measure the higher concentrations of such pollutants nearer to the pollutant source. In addition, the EA 30 does not take into account nor propose to evaluate the health or other impacts caused by toxins classified as hazardous air pollutants (HAPs) that are emitted by aircraft and other sources at the airport.

31 The community requests that emissions, particularly those labeled as Hazardous Air Pollutants resulting from the aircraft and other sources be brought closer to the community be studied. Such will allow an accurate determination of the impact of these environmental factors on air quality on the community resulting from the proposed action.

The U.S. EPA has listed the following 14 HAPs (12 individual substances and two select groups of complex organic compounds) they believe are present in the exhaust of aircraft and/or their ground support equipment (GSE):

- 1,3-Butadiene
- Acetaldehyde
- Acrolein
- Benzene
- Ethylbenzene
- Formaldehyde
- Lead compounds
- nHexane
- Xylene
- Propionaldehyde
- Styrene
- Toluene
- Polycyclic Organic Matter (POM) as 7 Polycyclic Organic Hydrocarbons (PAH)
- POM as 16 PAH

32

- Formaldehyde appears to be the most prevalent HAP in aircraft exhaust followed by acetaldehyde, benzene, and toluene.
- Ten individual HAPs comprise the vast majority of HAPS that are reported to occur in aircraft and/or GSE exhaust:
  - Formaldehyde
  - Acetaldehyde
  - Benzene
  - Toluene
  - 1,3-Butadiene
  - Xylene
  - Lead
  - Naphthalene

- Acrolein - Propionaldehyde

33 A recent research study entitled *Residential proximity to large airports and potential health impacts in New York State* by S. Lin, J.P. Munsie, M. Herdt-Losavio, S. A. Hwang, K. Civerolo, K. McGarry and T Gentile, which set out to "assess whether residents living near commercial airports have increased rates of hospital admissions due to respiratory diseases compared to those living farther away from these airports," concludes that "there is the suggestion that residential proximity to some airports may increase hospital admissions for respiratory disorders." Further study is necessary, but this research, coupled with many other studies that indicate that living near an airport can be truly hazardous to one's health, is certainly cause for real concern.

34 An October 12, 2012, article in the London Guardian on the Health consequences of aircraft fumes from major airports in Britain, highlighted that surrounding air quality is not only degraded by take offs and landings but by taxiing of aircraft, and the other airport support equipment. According to the proposed plan, all of this will now take place several hundred feet closer to our community. The US Citizens Aviation Watch Association, a coalition of concerned municipalities and advocacy groups, has cited several studies linking pollutants common to the air around airports to cancer, asthma and lung disease. Surely if the PANYNJ is taking any action which will bring aircraft closer to the community in the air and on the ground, it should be able to provide assurances of consideration of these concerns.

35 **Idlewild Park Preserve--**Idlewild Park Preserve is a 346-acre salt marsh and upland area just north of JFK airport. In fact it is the salt marsh area remaining after 5000 square acres of the Jamaica Bay salt marshes were filled in to build JFK airport. It constitutes the headwaters to Jamaica bay. The EA does not take into account the significance of Idlewild. It understates the size of the park and refers merely to a few of the ball fields on the northern edge of the preserve. The park is not only a significant ecological area, it is a community resource for environmental education as well as a recreational resource and an oasis where people can go to enjoy and soak up nature. It also serves as an environmental buffer to flooding and the air pollution that emanates from the airport. It is the home of the precursor of the soon-to-be-home of a full-fledged Idlewild Park Preserve Environmental Science Learning Center sponsored and run by the Eastern Queens Alliance. For the last several years, schools have been bringing children to Idlewild for field trips.

36 We, too, contend that the EA "fails to disclose the necessity of removing and/or 'topping' of the 312 trees in Idlewild Park Preserve in the EA." (EQA Public Comment) "While the EA maintains that the need to remove these trees is not due to the Proposed Action, it acknowledges that eight (8) street lights on Rockaway Boulevard would be lowered "to mitigate for Part 77 obstructions" because of the height of aircraft. It is our understanding that there is also a plan to lower the utility polls on the boulevard. This suggests that the PANYNJ is expecting lower flying aircraft and that labeling the 312 trees as "current' obstructions is also due to the expectation of lower flying aircraft. The Department of Transportation Act: Section 4(f) Resources should also apply to these trees. Our question is: How much lower do they expect the aircraft to be flying? This is not addressed in the EA. Contrary to FAA Part 77 regulations, there has

37 been no notification of stakeholders about the determination regarding the trees and no formal comment period for stakeholders to voice their concerns.

38 According to Michael Feller, Chief Naturalist of NRA of NYCDPR,

> "The scant attention given to Idlewild Park is entirely out of proportion relative to its size and ecological function. First, the park … acres of salt marsh: pristine and plentiful

38 continued

enough for nesting sharp-tailed and seaside sparrows, clapper rail, oyster catcher, and willet. The park's marshes and waterways are frequently used by foraging osprey nesting in North Woodmere Park; northern harrier nesting in or around JFK airport; and, also near the airport, perhaps the last short-eared owls known to nest in the city.
The salt marsh here is the confluence of the four most extensive fresh water streams tributary to Jamaica Bay: 1) Springfield Pond's outlet stream in Springfield Park to the west; 2) Conselyea's Pond's outlet stream in Brookville Park to the north; and 3) Hook Creek and 4) Valley Stream to the east. Big cordgrass (Spartina cynosuroides), salt marsh bulrush (Scirpus robustus), and water hemp (Amaranthus cannibinum)--three salt marsh plants adapted to lower salinities make their only Jamaica Bay showing here. The potential fish habitat represented by these freshwater tributaries is as yet unplumbed. We are hopeful that future studies will determine what if any role the streams play as breeding sites for anadramous fish like gizzard shad and catadramous fish like American eel…
Since 1993, NYC's DPR and Department of Environmental Protection (DEP) have been working together to restore wetlands in the park … Significant improvement to the local environment and the larger Jamaica Bay ecosystem has been provided… Even before the restoration was completed, muskrats, Fowler's toads, marsh hawks, tiger beetles, and more than fifteen species of dragonfly and damselfly were cavorting in the new wetland. Many of the plant species used in the restoration had been entirely extirpated or were largely absent from the Jamaica Bay area. With their return to Idlewild Park, this site is now an important nucleus for dissemination throughout the region of species such as serviceberry, butterflyweed, swamp milkweed, New York ironweed, American holly, turtlehead, and others."

In summary, Idlewild Park Preserve is a significant part of the New York/New Jersey Harbor Estuary and the headwaters to Jamaica Bay. It is included in the Jamaica Bay Water Shed Protection Plan and deserves the same protections as Gateway National Park. The PANYNJ states that it cannot touch Gateway National Park, which is a significant ecological resource. Similarly, it should not touch Idlewild Park Preserve. The park is a critical stopover area along the Atlantic Flyway Migration Route. Increased Noise, closer landings and more concentrated pollutants will disrupt the natural Wildlife living and

39 mating habitats of many more species than the flawed report mentions. In addition to Peregrine falcons, Osprey and Diamond back Terrapin Turtles, the DEP Jamaica Bay Watershed Protection Plan Report (Oct 2007) mentions many more species, i.e., Short eared /Long eared Owls; Piping Plover; Snowy Egret; Least bittern; Pied-billed Grebe; Roseate Tern; Common Tern and many others. Also mentioned are threatened Trees and Plants.) Mayor Bloomberg signed New York City "Local Law 71", July 20th, 2005, to protect this area. As a community of amateur Gardeners and Bird watchers we have seen changes over the years from other construction in the area that impacted the park. We are calling on the FAA to require an EIS that will do an in-depth analysis of the impact of the proposed action on Idlewild Park Preserve and the many vital functions that it provides to the human and natural environment.

40 Furthermore, we are calling for further analysis of the impact of the Proposed Action on the wetlands on the land being turned over to the PANYNJ for the Proposed Action.

41 **Land Use**--We contend that property values and the ability of homeowners to sell their property will be negatively impacted by the proposed action. The low flying aircraft with the attendant noise already serves to discourage buyers. Lower flying aircraft will be an additional detriment. This constitutes a theft of property due to the proposed action. This issue has not been mentioned or analyzed in the EA. Further evaluation through an EIS is needed.

Environmental Justice—The EA notes,

"Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.

"... Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity. …

"In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population."

"Analysis shows that within the 65 DNL noise contour of the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 67.8 percent of the population is minority. In the Proposed Action, a small decrease in the minority population within the 65 DNL noise contour would occur. Table 5-2 Noise Impacts to Minority Population households summarizes the percentage of minority population within the 65 DNL for the No-Build/No-Action and the Proposed Action in both 2015 and 2020. Therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations. "

42 As cited above, the Proposed Action would result in an increase to the number of noise sensitive land uses located within the 65 DNL noise contour. This increase in the noise level would occur to the north of the Airport particularly over the minority population of Brookville. The reference to a decrease does not accurately reflect what's happening to communities to the north of JFK Airport. The decrease is due to claims in the EA that aircraft will be flying higher over the Rockaways. Contrary to the conclusion in the EA, the proposed action is definitely "likely to have adverse effects, effects that we believe will have

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"significant individual or cumulative human health or environmental effects, including interrelated social and economic effects." We maintain that these impacts will be disproportionately high and adverse on the minority…populations living in the Southeast Queens communities of Brookville, Laurelton, Rosedale, and Springfield Gardens. If one examines the 65 DNL contours for JFK Airport, the heavily minority populations of Southeast Queens bear the lions share of the noise impacts from JFK Airport.

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Furthermore, the Census Data cited does not reflect the undercount of population in Southeast Queens. There is a greater impact, not only on the minority population, but those living below the poverty line in Southeast Queens than is indicated in the EA.

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The adverse effects of the Proposed Action will be predominately borne by the minority population; it will be suffered disproportionately by the minority population to the north; We believe the FONSI stated in the EA is not valid because it is not based on actual data. (A better method of obtaining that data needs to be developed.) It is important that an EIS be completed to analyze in-depth the social, economic, and environmental effects of the proposed action on the minority population and determine an alternative to the proposed action that will not further adversely impact disproportionately the minority communities of Southeast Queens.

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In summary, the Springfield/Rosedale Community Action Association, Inc. is convinced that there will be significant negative impacts on the quality of the human environment. The validity and interpretation of the data cited in the EA seem shallow and flawed and we are, therefore, requesting that an Environmental Impact Statement be completed for the Proposed Action on Runway 4L/22R at JFK airport. We are further requesting that if additional runway length is absolutely necessary, that all possible alternatives to the lengthening of the runway on the Northern end be critically explored and considered before any decision is made. In fact, we question the wisdom of unbridled airport expansion and growth, which seems equivalent to airport sprawl. How big is big enough? Is there or should there be a finite limit to the size of an airport? Should there be a limit on the size of commercial jets, or should they continue to get bigger and bigger and runways continue to get wider and longer to accommodate them? Finally, we are demanding that before any further airport-related negative impacts on the Brookville community are envisioned or planned, that the PANYNJ do a Part 150 Plan to provide mitigation for the already horrendous noise that impacts our community. We are also demanding that cumulative risks assessments be completed for all of the projects planned by the PANYNJ related airport and non-businesses in the JFK vicinity before any approvals are given. This we have been demanding for years.

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Very truly yours,

Barbara E. Brown

Barbara E. Brown,
President

cc. Eastern Queens Alliance, Inc.

COMMENT #	COMMENT	RESPONSE
SRCAA 1	The Springfield/Rosedale Community Action Association, Inc., the civic association that covers the Brookville Community, is still opposed to the proposed action listed as runway improvements that would: Relocate the Runway 4L end 460 feet to the north, and Construct 728 feet of new runway pavement on the north side of Runway 4L/22R.	Opposition to the Proposed Action was noted. However, please note that the Runway 4L departure starting point would not be relocated in the Proposed Action. The Proposed Action does propose displacing the Runway 4L arrival threshold 460 feet to the north.
SRCAA 2	The finding of "no significant impact" for required categories is flawed particularly as it pertains to: noise, compatible land use, socio economic impacts; environmental justice, children's health and safety risks, as well as secondary (induced) impacts such as air quality, water quality, fish, wildlife and plants, wetlands, It also appears to use the terms *rehabilitation* and *improvements* as euphemisms for accommodating the ever longer and wider commercial jets that the Port Authority believes it is important to accommodate.	Comment noted. The EA was conducted according to Federal guidelines as required by the FAA. As a result of studies conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action. This included assessments on noise, compatible land use, socioeconomic, environmental justice, children's health and safety risks, secondary (induced) air quality, water quality, fish, wildlife and plants, wetlands.

COMMENT #	COMMENT	RESPONSE
SRCAA 3	The Environmental Assessment (EA) states that the Proposed Action would serve the following needs: Rehabilitate and widen Runway 4L/22R, Comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet; and Reduce delays and increase airport safety and operational efficiency. The report takes note of an FAA circular that addresses compliance standards for Runway Safety Areas. It is also pertinent to note that representatives of the Port Authority have identified actions related to compliance with FAA's advisory circular as the primary reason for their actions related to Runway 4L/22R. Runway Safety Areas are critical to the departure and landing of aircraft as well as providing accessibility for emergency vehicles. The report concludes that present RSA operations are deficient and that Runway 4L is limited at both ends by natural circumstances and manmade facilities.	The commenter is referencing the original Draft EA published in May 2012. Since that time the Port Authority has revised the Proposed Action and published a Revised Draft EA in October of 2013. As discussed in Chapter 2 of the Revised EA there are three purpose and needs for the Proposed Action 1) Comply with RSA standards while maintaining sufficient runway length to accommodate current and projected fleet, 2) Rehabilitate Runway 4L/22R, and 3) Widen Runway 4L/22R to comply with FAA Design standards.
SRCAA 4	According to the Port Authority, proposed solutions for improving the RSA's will result in a loss of runway length and force greater use of Runway 22L. Thus the Port Authority notes that RSA improvements must be combined with additional lengthening of the Runway. However, we still see no documentation in the Revised EA that lengthening of the runway is required; it appears that this is an option that the PA is choosing. In fact, Runway 4R/22L is actually shorter than the resultant shorter length of Runway 4L/22R if only the required improvements are implemented.	Complying with RSA standards without shifting the runway would result in reducing the takeoff distance on Runway 22R to 10,491 feet. This would result in operational restrictions for certain aircraft and create capacity reductions and an increase in delays at the airport. The EA discusses that the additional pavement is required to offset the loss of takeoff distance on Runway 22R in Chapter 1, Chapter 2, and Chapter 3. Runway 22R is predominately used for departures while Runway 22L is predominately used for arrivals, different operational purposes, hence their different lengths. The comment about the increased use of Runway 22L is specific to arrivals only and therefore a comparison of runway length between the two runways is not applicable.

COMMENT #	COMMENT	RESPONSE
SRCAA 5	While we are pleased that the displaced threshold is not being moved as previously planned, we are concerned that there will still be increased noise and emissions over the communities to the north.	The EA was conducted according to Federal guidelines as required by the FAA. As a result of noise and air quality analysis conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action.
SRCAA 6	It fails to acknowledge that 4L departures will fly lower over the communities to the north and that an additional approximately 350 feet of runway is available for 4L departures which will result in aircraft flying even lower over the community.	There would be no change to the Runway 4L departure starting point in the Proposed Action. Therefore the altitude of aircraft departing from Runway 4L would not change with the implementation of the Proposed Action. Table 1-1 and Table 3-2 show the takeoff available distance is 11,351 feet currently and remains 11,351 feet with the Proposed Action. This is due to obstructions located off the north end of the runway that only allow for 11,351 feet of useable runway pavement for departures. A statement has been added to page 1-22 and page 3-12 of the document explaining the reason for the takeoff available distance remaining the same with the Proposed Action.
SRCAA 7	It fails to truly acknowledge that a 728 foot runway extension for 22R departures will bring those departures closer to the community subjecting the areas north of the runway to greater noise and emissions.	The EA was conducted according to Federal guidelines as required by the FAA. As a result of noise and air quality analysis conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action.
SRCAA 8	It does not acknowledge the jet blasts that will now be at least 728 feet closer to the north are of particular concern to the surrounding area, nor do they discuss measures that the Port Authority will take to mitigate such impacts. It only mentions its concerns about jet blasts in its address of the need to relocate the localizer along the extended RSA pavement to protect it from jet blast impacts.	FAA AC 150/5300-13A, Airport Design, Appendix 3 provides guidelines to minimize/mitigate jet blast. During the planning of the Proposed Action, the Port Authority followed the guidelines in the FAA AC and took measures and would continue to take measures, as appropriate, to minimize/mitigate jet blast. The Proposed Action complies with the jet blast guidelines in the AC.

COMMENT #	COMMENT	RESPONSE
SRCAA 9	It acknowledges that the noise contours to the north will be "slightly" wider as a result of the proposed action, but claims that the impact will not be significant.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.
SRCAA 10	It does not acknowledge the impact of moving Taxiway E and EE closer to the community to dovetail with the 728 of additional runway by also bringing noise and pollution closer to the north.	The EA was conducted according to Federal guidelines as required by the FAA. As a result of noise and air quality analysis conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action.
SRCAA 11	A comparison of the data on emissions between the original and revised drafts are so different that one has to question the reliability and validity of the data upon which conclusions are being drawn.	The differences in the emissions totals from the original draft resulted from the change in the Proposed Action and the emissions inventories being updated using the FAA-required and USEPA-approved EDMS version 5.1.4 computer program released in June 2013 which had more accurate engine emissions data. In fact, the emissions results in the Revised Draft EA showed less of a reduction than the original Draft EA.
SRCAA 12	The generalized flight tracks from which noise contours are developed do not reflect the reality of flight tracks experienced by the community	The flight tracks developed for the INM were based on the Port Authority's ANOMS for operations occurring at JFK in 2012/2013. This system collects radar track data from arrivals and departures operating at JFK on a daily basis. This ANOMS data was used to create the generalized flights tracks in the INM. The noise analysis for the EA was conducted according to Federal guidelines, which requires the evaluation of an average-annual day, not one specific day or days.

COMMENT #	COMMENT	RESPONSE
SRCAA 13	The impact of removing 312 trees from Idlewild Park Preserve is not included in the EA because it is maintained that those trees are not a part of the Proposed Action	This comment is correct. No trees are proposed for removal as a result of the Proposed Action. Proposed removal of trees will bring existing Runways 4R/22L and 4L/22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. See Chapter 1, page 1-2 for more information regarding the tree removal.
SRCAA 14	As one reads the Environmental Assessment it seems clear that runway operational efficiency, accommodation of the requirements of future aircraft and reducing delays are major goals of the project.	The RSAs on Runway 4L/22R do not comply with FAA standards. Complying with the FAA RSA standards is required by Public Law 109-115 which states "not later than December 31, 2015, the owner or operator of an airport certified under 49 United States Code 44706 shall improve the airport's RSAs to comply with the FAA design standards required by 14 CFR Part 139," November 30, 2005 [119 Statute 2401]. Complying with RSA standards only would result in reducing the takeoff distance on Runway 22R to 10,491 feet. This would result in operational restrictions for certain aircraft and create capacity reductions and an increase in delays at the airport. Therefore additional pavement is required to replace the loss of runway length due to complying with the RSA standards.
SRCAA 15	The report notes that improvements in runway design and taxiways namely smoothness, width and length affect the ability of aircraft to occupy and leave the various terminals as well as the Air Traffic Controller's ability to direct planes. While this can result in reducing delays on the ground it could also result in more flights into and out of JFK, particularly with the advent of NextGen. This consideration is important to community residents and a strong argument for the requirement of an EIS for further study of the proposed action.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action. The increase in operations will occur with or without the Proposed Action.

COMMENT #	COMMENT	RESPONSE
SRCAA 16	Acknowledging that "the following elements of the Proposed Action would result in a change in the noise exposure at JFK," the EA states "these changes would not result in a significant noise impact over noise sensitive areas." Contrary to the statement in the original the draft, the authors do not admit that "Relocating the Runway 4L departing threshold 460 feet to the north," would "result in departing aircraft being lower over areas to the north of the runway. The EA minimizes the fact that "extending the runway 728 feet to the north…would result in aircraft departing to the south on Runway 22R being closer to areas to the north of the runway." Yet, inconceivably, they conclude that there is no significant noise impact.	Please note the Runway 4L departure starting point would not be relocated in the Proposed Action presented in the Revised Draft EA. However, the Runway 4L arrival threshold would be relocated 460 feet to the north in the Proposed Action. The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
SRCAA 17	The Brookville Community, the community between Springfield Park and Brookville Park, South of the Belt Parkway, is the community immediately north of JFK Airport and specifically Runway 4L/22R. Arriving aircraft are already flying very low, disappearing below the tree line and roofs of some of the two family homes even before they start flying over Idlewild Park Preserve. Residents are definitely impacted by the noise from these aircraft coming in for a landing. Departing aircraft roar over our community, sometime every minute to a minute and a half all day long. They are also very low, because they are just starting to climb. This coupled with the fact that the runway is primarily used for departures. In addition to the noise, the attending low frequency noise (LFN) are vibrations that rattle windows, sometimes cause pictures to fall off of walls, and set off car alarms. Some residents have claimed that these LFN vibrations have caused cracks in their walls. The noise interferes with communication both within one's home and during telephone calls. The already low flying planes interfere with basic, noncable TV reception and cordless telephone reception. The airport-related noise we currently experience definitely lowers one's quality of life. To move the runway closer to the community is unconscionable. To cause aircraft to fly lower over our community, to cause the noise contours to widen even slightly without a thorough analysis of the impacts is to fail to do one's due diligence.	The EA followed FAA regulations in determining if there was a significant noise impact from the Proposed Action. For determining a significant noise impact, the FAA uses an increase of 1.5 dB or more within the 65 DNL noise contour over a noise-sensitive land use due to the Proposed Action. The areas of 1.5 dB increase within the 65 DNL of the 2015 Proposed Action Noise Exposure Contour can be found in the EA in Chapter 5 on page 5-9, Exhibit 5-4 and in Appendix B, page B-37, Exhibit B-6. As shown on those maps, there are no noise sensitive areas, as defined by the FAA for regulatory purposes, located within the 1.5 dB increase area within the 65 DNL noise contour. As a result there would not be a significant noise impact from Proposed Action.

COMMENT #	COMMENT	RESPONSE
SRCAA 18	The literature on airport noise indicates that: Residences located near run ways can experience high levels of LFN, LFN can induce "feelable" vibrations," Standard sound insulation does not sufficiently reduce LFN. LFN levels may produce perceptible vibrations at considerable distances from the runway end only in limited directions due to the directional sound pattern produced by jet engines, Vibrations could occur 7,000 to 8,000 feet from the start-of-takeoff-roll, well outside the 65 DNL (CNEL) contour.	Comment noted.
SRCAA 19	While the EA contends that the increase in noise would not be detectable by the human ear, the noise is already intolerable and unhealthy. The EA shows that our community is completely in the 65 DNL contour, which means that at least half of the noise is already above the levels of noise to which human beings should be subjected. In fact, data collected by the PANYNJ from the Springfield Gardens Noise Monitor did not show a reading below 67 for the last few years, indicating that the DNL is higher than 65. 2013 noise data is consistent with prior years. Just because one might not consciously perceive an increase in noise does not make the noise any less significant or dangerous to one's health and wellbeing.	FAA guidelines, for preparing noise impact analysis, relies upon a comparison of the No Action to the Proposed Action for the year of implementation. These guidelines were followed for this EA. In addition, the noise monitor readings the commenter is referencing are average monthly DNL noise values. The average monthly DNL noise levels represent the average DNL level for that area for one specific month of the year. As required by the FAA guidelines, the noise contours generated in the EA are the average-annual day DNL noise levels at the Airport The average annual day noise contours do not represent any one specific month or day but rather an average day at the Airport. They are also different in that they are generated with a computer model and only represent aircraft noise at JFK. The noise monitor readings include aircraft and non-aircraft sources. The commenter's opinion that current noise is "intolerable and unhealthy" has been noted.

COMMENT #	COMMENT	RESPONSE
SRCAA 20	It has been noted by several sources "aircraft noise interferes with the enjoyment of our residential property and with sleep, and detracts from the general physiological and psychological well-being of the community. …It goes without saying that no new source of environmental noise, whether it be associated with the expansion of an existing facility, or an entirely new facility, should be approved by local jurisdictions without an adequate review of its environmental impacts and the serious consideration of alternatives."	Comment noted. The EA, in Chapter 3 discusses the alternatives analysis completed as part of the preparation of this EA. Chapter 5, discusses the potential environmental impacts of the Proposed Action. No significant impacts would occur with implementation of the Proposed.
SRCAA 21	Studies show that: Night-time noise from aircraft or traffic can increase a person's blood pressure even if it does not wake them, according to a new study published in the European Heart Journal…. The researchers found that volunteers' blood pressure increased noticeably after they experienced a 'noise event' -- a noise louder than 35 decibels -- such as aircraft travelling overhead. This effect could be seen even if the volunteer remained asleep and so was not consciously disturbed. Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg. Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg	Comment noted.

COMMENT #	COMMENT	RESPONSE
SRCAA 22	Health data for our community shows a high incidence of high-blood pressure, stroke, heart disease and diabetes. Research shows that all of these can be caused and/or exacerbated by airport-related noise. It is logical to conclude that the health of our community is being negatively impacted the low-flying aircraft.	Comment noted.
SRCAA 23	Airport noise can seriously affect the health and psychological well–being of children. …The health problems resulting from chronic airport noise include higher blood pressure and boosted levels of stress hormones. Increases in blood pressure in childhood may predict a greater likelihood of having higher blood pressure throughout adulthood. In 1998, it was reported that New York children living near an international airport tended to be poor listeners and do not read as well as matched children in quiet schools. A1980 study found higher blood pressure in kids living near Los Angeles' LAX airport than in those living farther away. A 1995 German study found a link between chronic noise exposure at Munich's International Airport and elevated nervous system activity and cardiovascular levels in children living nearby. A 2005 study found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study associated aircraft noise with lowered reading comprehension even after socio-economic differences were considered.	Comment noted.

COMMENT #	COMMENT	RESPONSE
SRCAA 24a	As stated in a 2012 GAO report, "While airports provide access to transportation for millions of people each day, airport noise—by, for example, interfering with speech, sleep, and student learning—can severely diminish quality of life in communities around airports. FAA has an ongoing responsibility to balance the growing demand for aviation capacity against the environmental concerns and effects on communities caused by airport noise. Aircraft technology, the number of aircraft operations and noise levels have changed markedly… Moreover, the implementation of and the growth in aircraft operations that NextGen investments could spur may lead to new demand for airport noise mitigation or new noise challenges.	Comment noted.
SRCAA 24b	Many of the children in the community are suffering from low achievement levels. Schools in the affected communities are in danger of closing because of this. In addition, many of our children are diagnosed with ADD, ADHD and other developmental problems. It is our contention that the constant drone of aircraft noise overhead is possibly a strong contributor to this. Much further study is needed. Noise mitigation with a no build action is definitely needed.	Comment noted. The EA was conducted according to Federal guidelines as required by the FAA. As a result of studies conducted pursuant to these guidelines, a determination was made that no significant impacts would occur as a result of the Proposed Action. Mitigation would be required if the Proposed Action resulted in significant noise impacts when compared to the No-Build/No-Action alternative.

COMMENT #	COMMENT	RESPONSE
SRCAA 25	The community requests that the increase in noise that will result from the proposed action of moving take-offs and landings closer to the community be further evaluated through an in-depth study before any decision is made to actualize the proposal. We believe that there will be a significant impact on the quality of life and health of the residential communities to the north of the airport, including its children.	FAA guidelines for preparing noise impact analysis were followed for this EA. The EA concluded that no significant noise impacts as defined by the FAA would occur as a result of implementing the Proposed Action. Therefore, no further analysis is required.
SRCAA 26	Environmental Pollution (Noise and toxic emissions) from the airport is a problem for any community in close proximity to an airport. The PANYNJ Assessment study, suggests that there will be no significant impact on the community from the additional pollutants. Experiences in the community suggest otherwise: Planes are already louder, and odors from emissions (fuel dross) emanating from the airport are more frequent.	Comment noted.
SRCAA 27	Residents have witnessed aircraft dumping fuel over the neighborhood and Idlewild Park Preserve.	The Port Authority is not aware nor has any information regarding fuel dumping in the area. Fuel dumping generally occurs during emergency situations and is not done over residential areas or parks.
SRCAA 28	Moving the point source of pollution closer to the community results in an increase in the pollution to which residents are exposed. It is our opinion that the model used in making the no significant impact prediction cannot be accurate in that there are no monitoring sites in the community that may have been used as part of the data from which the model was developed.	The EDMS is the FAA required and USEPA approved computer model designed specifically to estimate emissions and calculate pollutant concentrations from airport specific sources.

COMMENT #	COMMENT	RESPONSE
SRCAA 29	In addition, the model discusses the greenhouse gases or criteria air pollutants such as ozone. The monitors that measure the criteria air pollutants are miles away from our community and, therefore, do not adequately measure the higher concentrations of such pollutants nearer to the pollutant source.	The EDMS is the FAA required and USEPA approved computer model designed specifically to estimate emissions and calculate pollutant concentrations from airport specific sources. The EDMS computer model was used to develop a mathematical approximation of future pollution levels at specific theoretical receptor locations. The existing condition background concentrations were obtained from the Department of Environmental Conservation's monitoring network in Queens County. This data was added to the sources calculated by the EDMS model to estimate projected future levels at JFK. The air quality assessment demonstrated that there would be no significant adverse impact on local or regional air quality.
SRCAA 30	In addition, the EA does not take into account nor propose to evaluate the health or other impacts caused by toxins classified as hazardous air pollutants (HAPs) that are emitted by aircraft and other sources at the airport.	The air quality analysis was prepared in accordance with the guidelines provided in the FAA Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions, which together with the guidelines of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, constitutes compliance to all the relevant provisions of the NEPA and the CAA. HAPS are not required to be reported or evaluated as part of a NEPA or CAA evaluation for airport projects.
SRCAA 31	The community requests that emissions, particularly those labeled as Hazardous Air Pollutants resulting from the aircraft and other sources be brought closer to the community be studied. Such will allow an accurate determination of the impact of these environmental factors on air quality on the community resulting from the proposed action.	The air quality analysis was prepared in accordance with the guidelines provided in the FAA Air Quality Procedures for Civilian Airports & Air Force Bases, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions, which together with the guidelines of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, constitutes compliance to all the relevant provisions of the NEPA and the CAA. HAPS are not required to be reported or evaluated as part of a NEPA or CAA evaluation for airport projects.

COMMENT #	COMMENT	RESPONSE
SRCAA 32	Comment Summary - listed 14 HAPs (12 individual substances and two select groups of complex organic compounds) they believe are present in the exhaust of aircraft and/or their ground support equipment (GSE).	Comment noted.
SRCAA 33	A recent research study entitled *Residential proximity to large airports and potential health impacts in New York State* by S. Lin, J.P. Munsie, M. Herdt-Losavio, S. A. Hwang, K. Civerolo, K. McGarry and T Gentile, which set out to "assess whether residents living near commercial airports have increased rates of hospital admissions due to respiratory diseases compared to those living farther away from these airports," concludes that "there is the suggestion that residential proximity to some airports may increase hospital admissions for respiratory disorders." Further study is necessary, but this research, coupled with many other studies that indicate that living near an airport can be truly hazardous to one's health, is certainly cause for real concern.	Comment noted.

COMMENT #	COMMENT	RESPONSE
SRCAA 34	An October 12, 2012, article in the London Guardian on the health consequences of aircraft fumes from major airports in Britain, highlighted that surrounding air quality is not only degraded by take offs and landings but by taxiing of aircraft, and the other airport support equipment. According to the proposed plan, all of this will now take place several hundred feet closer to our community. The US Citizens Aviation Watch Association, a coalition of concerned municipalities and advocacy groups, has cited several studies linking pollutants common to the air around airports to cancer, asthma and lung disease. Surely if the PANYNJ is taking any action which will bring aircraft closer to the community in the air and on the ground, it should be able to provide assurances of consideration of these concerns.	Comment noted.

COMMENT #	COMMENT	RESPONSE
SRCAA 35	Idlewild Park Preserve is a 346-acre salt marsh and upland area just north of JFK airport. In fact it is the salt marsh area remaining after 5000 square acres of the Jamaica Bay salt marshes were filled in to build JFK airport. It constitutes the headwaters to Jamaica bay. The EA does not take into account the significance of Idlewild. It understates the size of the park and refers merely to a few of the ball fields on the northern edge of the preserve. The park is not only a significant ecological area, it is a community resource for environmental education as well as a recreational resource and an oasis where people can go to enjoy and soak up nature. It also serves as an environmental buffer to flooding and the air pollution that emanates from the airport. It is the home of the precursor of the soon-to-be home of a full-fledged Idlewild Park Preserve Environmental Science Learning Center sponsored and run by the Eastern Queens Alliance. For the last several years, schools have been bringing children to Idlewild for field trips.	The acreage and uses in the EA were obtained from the New York City Department of Parks and Recreation website http://www.nycgovparks.org/parks/idlewildpark/history which states the park is approximately 180 acres. This acreage was confirmed with the New York City Department of Parks and Recreation. See the email correspondence in Appendix A. The acreage has been updated in the Final EA. The EA evaluated potential impacts to Idlewild Park from noise. The EA looked individually at the parks that make up Idlewild Park Preserve to accurately report the potential change in the noise level due to the Proposed Action at each of these three resources. The EA has been revised to explain this in Section, 5.7. Portions of the park would be located within the 65-70 DNL and 70-75 DNL noise contours of the No-Build/No-Action for 2015 conditions. The portions of the park located within the 65-70 DNL and 70-75 DNL noise contours include open space, a cricket field, and baseball fields, all of which are considered to be compatible land uses within the 65-70 DNL and 70-75 DNL noise levels. If the Proposed Action is implemented, this park would receive less than a 1 dB increase in noise levels, would remain within the 65-70 DNL and 70-75 DNL noise contours, and would affect the same resources as the No-Build/No-Action. Therefore no adverse impacts with respect to noise would result from the Proposed Action. The air quality assessment demonstrated that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable de minimis thresholds and there would be no significant adverse impact on local or regional air quality.

COMMENT #	COMMENT	RESPONSE
SRCAA 36	We, too, contend that the EA "fails to disclose the necessity of removing and/or 'topping' of the 312 trees in Idlewild Park Preserve in the EA." (EQA Public Comment) "While the EA maintains that the need to remove these trees is not due to the Proposed Action, it acknowledges that eight (8) street lights on Rockaway Boulevard would be lowered "to mitigate for Part 77 obstructions" because of the height of aircraft. It is our understanding that there is also a plan to lower the utility polls on the boulevard. This suggests that the PANYNJ is expecting lower flying aircraft and that labeling the 312 trees as "current" obstructions is also due to the expectation of lower flying aircraft. The Department of Transportation Act: Section 4(f) Resources should also apply to these trees. Our question is: How much lower do they expect the aircraft to be flying? This is not addressed in the EA.	The height of aircraft above the park is also controlled by the use of declared distances for Runway 4L departures. Under the Proposed Action, aircraft departing to the north off of Runway 4L or landing on Runway 22R would not fly lower than the No-Build/No-Action alternative. The proposed lowering of the light poles on the median of and the utility poles on the north side of Rockaway Boulevard is required to remove these obstructions to both the existing and proposed Part 77 surfaces for Runway 4L/22R. No trees are proposed for removal as a result of the proposed action. There are approximately 312 existing tree obstructions in Idlewild Park that require removal/pruning to comply with FAA Order 8260.3B. The proposed removal of the 312 trees will bring existing runways 4R-22L and 4L-22R into compliance with FAA requirements. The Port Authority submitted a permit application to the New York City Department of Parks and Recreation on October 18, 2013 for the proposed removal of trees. See Chapter 1, page 1-2 for more information regarding the tree removal.
SRCAA 37	Contrary to FAA Part 77 regulations, there has been no notification of stakeholders about the determination regarding the trees and no formal comment period for stakeholders to voice their concerns.	No notification of stakeholders about the determination regarding the trees has taken place because that determination is still pending at this time. Notification to stakeholders will occur outside the NEPA process for the Runway 4L/22R Improvements EA.
SRCAA 38	Comment Summary - Quote from Michael Feller, Chief Naturalist of NRA of NYCDPR regarding Idlewild Park.	Comment noted.

COMMENT #	COMMENT	RESPONSE
SRCAA 39	We are calling on the FAA to require an EIS that will do an in-depth analysis of the impact of the proposed action on Idlewild Park Preserve and the many vital functions that it provides to the human and natural environment.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.
SRCAA 40	Furthermore, we are calling for further analysis of the impact of the Proposed Action on the wetlands on the land being turned over to the PANYNJ for the Proposed Action.	Wetland delineations were conducted on the Airport on September 10, 2010. The Proposed Action would not impact any of the wetlands identified. In fact the Proposed Action was designed to avoid impacting the wetlands. Exhibit 1-6 shows the location of the wetland on the north end of Runway 4L/22R.
SRCAA 41	We contend that property values and the ability of homeowners to sell their property will be negatively impacted by the proposed action. The low flying aircraft with the attendant noise already serves to discourage buyers. Lower flying aircraft will be an additional detriment. This constitutes a theft of property due to the proposed action. This issue has not been mentioned or analyzed in the EA. Further evaluation through an EIS is needed.	Property values are affected by a variety of factors, such as national and local market conditions, availability of financing, availability of similar housing, and are not controlled by one factor. The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
SRCAA 42	As cited above, the Proposed Action would result in an increase to the number of noise sensitive land uses located within the 65 DNL noise contour. This increase in the noise level would occur to the north of the Airport particularly over the minority population of Brookville. The reference to a decrease does not accurately reflect what's happening to communities to the north of JFK Airport. The decrease is due to claims in the EA that aircraft will be flying higher over the Rockaways. Contrary to the conclusion in the EA, the proposed action is definitely "likely to have adverse effects, effects that we believe will have "significant individual or cumulative human health or environmental effects, including interrelated social and economic effects." We maintain that these impacts will be disproportionately high and adverse on the minority…populations living in the Southeast Queens communities of Brookville, Laurelton, Rosedale, and Springfield Gardens. If one examines the 65 DNL contours for JFK Airport, the heavily minority populations of Southeast Queens bear the lion's share of the noise impacts from JFK Airport.	The purpose of the EA is to determine if significant impacts would occur as a result of the Proposed Action. The increase in noise levels from the Proposed Action on the communities north of the airport is deemed, by FAA guidance, as not a significant impact. In addition, based on the U.S. Department of Transportation Order 5610.2, Environmental Justice in Minority Populations and Low-Income Population a "disproportionately high and adverse effects" is one that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The analysis included in Section 5.3.5 of the EA demonstrated the Proposed Action would not result in significant noise impacts. Therefore, in accordance with DOT Order 5610.2, no disproportionate or adverse impacts to minority populations would occur.
SRCAA 43	Furthermore, the Census Data cited does not reflect the undercount of population in Southeast Queens. There is a greater impact, not only on the minority population, but those living below the poverty line in Southeast Queens than is indicated in the EA.	U.S. Census data is the best data available to determine the minority and non-minority populations, as well as income, in the area surrounding Runway 4L/22R.

COMMENT #	COMMENT	RESPONSE
SRCAA 44	The adverse effects of the Proposed Action will be predominately borne by the minority population; it will be suffered disproportionately by the minority population to the north; We believe the FONSI stated in the EA is not valid because it is not based on actual data. (A better method of obtaining that data needs to be developed.) It is important that an EIS be completed to analyze in-depth the social, economic, and environmental effects of the proposed action on the minority population and determine an alternative to the proposed action that will not further adversely impact disproportionately the minority communities of Southeast Queens.	The purpose of the EA is to determine if significant impacts would occur as a result of the Proposed Action. If significant impacts are identified, an EIS and/or mitigation would then be required. The EA did not identify any areas where a significant impact would occur due the Proposed Action. In addition, based on the U.S. Department of Transportation Order 5610.2, *Environmental Justice in Minority Populations and Low-Income Population* a "disproportionately high and adverse effects" is one that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The analysis included in Section 5.3.5 of the EA demonstrated the Proposed Action would not result in significant noise impacts. Therefore, in accordance with DOT Order 5610.2, no disproportionate or adverse impacts to minority populations would occur. 2010 U.S. Census data is the best data available to determine the minority and non-minority populations in the Rosedale, Laurelton, and Springfield Gardens communities located to the north of Runway 4L/22R.
SRCAA 45	In summary, the Springfield/Rosedale Community Action Association, Inc. is convinced that there will be significant negative impacts on the quality of the human environment. The validity and interpretation of the data cited in the EA seem shallow and flawed and we are, therefore, requesting that an Environmental Impact Statement be completed for the Proposed Action on Runway 4L/22R at JFK airport.	The purpose of an EA is to determine if significant impacts would occur from the Proposed Action. If significant impacts would occur then mitigation would be required and/or an EIS would be prepared. The EA evaluated all required categories of environmental impact and concluded no significant impact would occur from the Proposed Action. Please note too, that an EIS would use the same methodologies as the EA to determine if significant impacts would occur from the Proposed Action.

COMMENT #	COMMENT	RESPONSE
SRCAA 46	We are further requesting that if additional runway length is absolutely necessary, that all possible alternatives to the lengthening of the runway on the Northern end be critically explored and considered before any decision is made. In fact, we question the wisdom of unbridled airport expansion and growth, which seems equivalent to airport sprawl. How big is big enough? Is there or should there be a finite limit to the size of an airport? Should there be a limit on the size of commercial jets, or should they continue to get bigger and bigger and runways continue to get wider and longer to accommodate them?	The purpose of the Proposed Action is to comply with Federal laws regarding airport safety and to maintain the existing airport capabilities, not to expand the airport. Complying with RSA standards without the additional runway pavement would reduce the takeoff distance on Runway 22R to 10,491 feet. This would result in operational restrictions for certain aircraft and create capacity reductions and an increase in delays at the airport. The results of a runway length analysis determined that 11,219 feet would accommodate the current and projected aircraft fleet.
SRCAA 47	Finally, we are demanding that before any further airport-related negative impacts on the Brookville community are envisioned or planned, that the PANYNJ do a Part 150 Plan to provide mitigation for the already horrendous noise that impacts our community.	Please note the Port Authority will conduct a Noise Study subject to the requirements of 14 C.F.R. Part 150 for LGA and JFK in the near future. A public procurement process to contract with consultant support to assist the Port Authority with the studies is to begin within the next few weeks. The Part 150 process includes public involvement and the Port Authority has committed to keep stakeholders informed of the progress and findings of the Part 150 process.
SRCAA 48	We are also demanding that cumulative risks assessments be completed for all of the projects planned by the PANYNJ related airport and non-businesses in the JFK vicinity before any approvals are given. This we have been demanding for years.	Cumulative impacts were analyzed in the EA in Section 5.20 of the EA. The CEQ regulations for implementing the NEPA defines cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." See 40 CFR 1508.7. The potential cumulative impacts are not expected to be significant due to the types of proposed projects, the extent of the built environment in which they would occur, and compliance with regulatory requirements in accordance with local, state, and Federal regulations.

From: Margaret Sullivan <msullivan@nyx.com>
Sent: Friday, November 08, 2013 1:35 PM
To: JFK RWY EA
Cc: Mgft (mgft@aol.com)
Subject: JFK RWY 4L-22R EA COMMENT

To Whom It May Concern,

The current air traffic above Floral Park is intolerable. The consistent pattern of the air traffic directly over my home is egregious and inequitably distributed over the vast available airspace. There must be a fair and equitable solution on how to distribute air traffic so it does not negatively impact one particular geographic location's (town or group of towns) quality of life as it is currently. Accordingly it will only intensify under the new proposal. To be clear, as a resident of Floral Park, I understand there has to be certain amount of air traffic that is tolerable however I believe it is preposterous to assume the standards being proposed are acceptable. Furthermore it is important and understandable for the FAA to adhere to new safety features such as lengthening the runway however I firmly believe there are creative ways to mitigate low flying air craft that is narrowly focused in limited air space which impacts certain town and residents.

I would like to see a formal response to our requests and updated proposal that would fairly distribute air craft over a larger portion of air space. Rather than leave my comments as an objection I believe I alluded to a suggestion previously. Perhaps having the air traffic distributed over different areas on a per day basis. Meaning each day the air traffic flies over a different route. This would provide a reduction in consistent air traffic in a the same flight pattern and could be absorbed by broader distribution and thus not as harmful to specific residents. The quality of life impact and the environmental impact are just not sustainable and is a grievous error on part of the FAA to not address and bring forth a more accommodating approach.

With thanks,

Peggy Sullivan

Peggy Sullivan
NYSE Euronext
Vice President
PHONE: 212-656-5553
E-MAIL msullivan@nyx.com

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COMMENT #	COMMENT	RESPONSE
Sullivan 1	I would like to see a formal response to our requests and updated proposal that would fairly distribute aircraft over a larger portion of air space. Rather than leave my comments as an objection I believe I alluded to a suggestion previously. Perhaps having the air traffic distributed over different areas on a per day basis. Meaning each day the air traffic flies over a different route. This would provide a reduction in consistent air traffic in a the same flight pattern and could be absorbed by broader distribution and thus not as harmful to specific residents. The quality of life impact and the environmental impact are just not sustainable and is a grievous error on part of the FAA to not address and bring forth a more accommodating approach.	FAA ATC, not the Port Authority, dictates how the aircraft are assigned to runways. Runway use is dictated by wind, weather conditions, and other events such as runway closures. Given the complexities with the air space in the vicinity of JFK and the interactions with LaGuardia, it is not possible to simply distribute air traffic over different areas every day.

From: Anthony Volpe <avolpe78@aol.com>
Sent: Wednesday, October 30, 2013 10:45 AM
To: JFK RWY EA
Subject: JFK RWY 4L-22R. EA COMMENT

My address is 411 Tulip Ave Floral Park NY 11001. I am writing to report a situation that has recently got much worse regarding airplane noise directly above my home. Throughout the day and night, planes fly directly over my home. They happen at 20-30 second intervals, and at very low altitudes. It's causing disruption in normal activities such as sleep, watching TV, or having a conversation. It also causes vibrations on the 2nd fl. apartment. I have a 2yr old son who is constantly startled by the decibel level. I am fully aware the Floral Park area is in a flight pattern to JFK runways, but what I am asking for is a more even distribution throughout the area and nearby communities. Commercial streets and areas such as Jericho Turnpike, Plainfield Ave, Covert Ave etc etc should take on more of the flight noise because of their non residential status. Residential homes such as mine should not take on the brunt of the damage.

1

2

Thank you for your time and consideration,

COMMENT #	COMMENT	RESPONSE
Volpe 1	I am writing to report a situation that has recently got much worse regarding airplane noise directly above my home. Throughout the day and night, planes fly directly over my home. They happen at 20-30 second intervals, and at very low altitudes. It's causing disruption in normal activities such as sleeping, watching TV, or having a conversation. It also causes vibrations on the 2nd floor apartment.	Comment noted.
Volpe 2	I am fully aware the Floral Park area is in a flight pattern to JFK runways, but what I am asking for is a more even distribution throughout the area and nearby communities. Commercial streets and areas such as Jericho Turnpike, Plainfield Ave, Covert Ave etc. etc. should take on more of the flight noise because of their non-residential status. Residential homes such as mine should not take on the brunt of the damage.	Comment noted. Runway use is dictated by wind, weather conditions, and other events such as runway closures. Given the complexities with the air space in the vicinity of JFK and the interactions with LaGuardia, it is not possible to simply distribute air traffic over different areas every day.