



U. S. Department
of Transportation

New York Airports District Office
159-30 Rockaway Blvd, Suite 111
Jamaica, NY 11434

**Federal Aviation
Administration**

February 13, 2017

Mr. Tom Bock
General Manager
Regulatory and Operational Support
The Port Authority of New York and New Jersey
Four World Trade Center
150 Greenwich Street, 18th Floor
New York, NY 10006

Re: John F. Kennedy International Airport (JFK)
Reconfiguration of Taxiways F and H
Environmental Determination

Dear Mr. Bock:

The Federal Aviation Administration (FAA) has recently approved the Environmental Assessment and Finding of No Significant Impact (EA/FONSI) for the Reconfiguration of Taxiways F and H at John F. Kennedy International Airport (JFK). A copy of the FONSI signed by the Approving Official and the EA signature page signed by the Responsible FAA Official are attached.

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. However, it is not an approval of any other Federal action relative to the project proposal.

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 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 us when it is issued.

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

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,



Marie C. Jenet
Environmental Specialist

Enclosures (2)

cc: P. Clark, PANYNJ
N. Kimball, PANYNJ
K. Lamond, PANYNJ

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

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

Proposed Federal Action

The proposed federal action is the approval of a project on an airport layout plan for the reconfiguration of Taxiways F and H.

Project Description

The Proposed Action involves the construction of portions of new realigned Taxiways F and H; portions of existing pavement of Taxiways F and H will be removed and replaced with new realigned pavement to Aircraft Design Group (ADG) VI standard width of 82 feet. The realignment would facilitate new exit locations from Runway 4R-22L to reduce runway occupancy time and increase efficiency. The proposed action also includes new infiltration trenches to meet storm water management requirements and the replacement of the lighting systems associated with this project with LED fixtures.

Background

The current Taxiway F and H exit locations for Runway 4R-22L are not the standard width for Group VI aircraft and are located near the midpoint of the runway, which does not accommodate the landing distance required by today's aircraft fleet. Because of this, most aircraft arriving on Runway 4R or 22L are required to taxi to the end of the runway before turning off.

Purpose and Need

The purpose and need for the Proposed Action is to accommodate current and future fleet mix by improving the operational efficiency of Taxiways F and H.

Alternatives

In addition to the Proposed Action, the No Action alternative was considered. The No Action alternative would keep Taxiways F and H in their current alignments which are poorly positioned to serve the existing aircraft fleet. The Proposed Action would improve operational efficiency by reducing runway occupancy time and would better accommodate the fleet mix serving JFK today.

Discussion

The attached January 2017 Environmental Assessment (EA) addresses the effects of the Proposed Action on the quality of the human and natural environment, and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the EA.

Air Quality

JFK Airport is located in Queens County, New York, which has been designated as in attainment for CO, PM_{2.5}, PM₁₀, Lead, and the annual-average NO₂ standard. The area is also designated as a marginal non-attainment area for the 2008 Ozone National Ambient Air Quality Standard, and “unclassifiable/attainment” of the 1-hour NO₂ standard. The area is also covered by maintenance plans for PM_{2.5} and CO to ensure that future background levels remain below standards.

Because of the limited nature of the taxiway reconfiguration work, the project will not cause changes to flight tracks, runway use, fleet mix, or any other factors that could cause increases in air emissions. The reconfiguration of Taxiways H and F will allow for decreased taxi times for arriving aircraft, and therefore may result in an overall decrease of airport-wide emissions.

The analysis presented in the EA considers the short term construction impacts of the Proposed Action as well as the cumulative impacts to air quality as a result of the Proposed Action in combination with other projects ongoing at JFK. The analysis concluded that the Proposed Action will not result in construction related emissions that equal or exceed applicable *de minimis* threshold rates, nor increase the frequency or severity of any existing violations of the National Ambient Air Quality Standards. Accordingly, no adverse impacts to air quality are expected as a result of the Proposed Action.

Water Quality

The Proposed Action will cause a small increase in impermeable surfaces. The drainage system for the realigned taxiways will be designed to accommodate any associated increase in surface water runoff. During construction, storm water runoff would be managed through the implementation of a Storm Water Pollution Prevention Plan (SWPPP) which includes Best Management Practices (BMPs) for prevention and/or control of erosion from soil and debris storage piles. No adverse impacts to water quality are expected as a result of implementation of the Proposed Action.

Cumulative Impacts

The construction schedule of the Proposed Action would overlap with the construction of other projects at JFK, including the replacement of 5KV feeders project, the rehabilitation of Runway 4R/22L, the rehabilitation of Taxiway Q, the redevelopment of Building 144, rehabilitation of the TWA Flight Center and construction of the TWA Flight Center Hotel, and the Bulk Fuel Farm Modification. With the exception of temporary construction related impacts, the cumulative effect of the Proposed Action is expected to be minimal. 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.

Other Impact Categories

The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, construction impacts, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

Public Involvement

The Port Authority has informed the airport community about this project through correspondence with the New York Community Airports Roundtable, a group comprised of the Port Authority, federal, state, and local elected officials, concerned citizens, members of surrounding communities, FAA representatives and airport users.

Public comment was solicited by Public Notice published in the following newspapers on January 19, 2017: Daily News (Queens Edition), Newsday (Long Island) LI Herald, Greek National Herald, Sing Tao Daily, Queens Gazette, Queens Courier, Queens Chronicle, Queens Times Ledger, Queens Ledger, Queens Tribune, and El Especialito. This Public Notice announced a public comment period through February 3, 2017. The EA was also made available on the Port Authority of New York and New Jersey's website at <http://www.panynj.gov/about/studies-reports.html> and at its offices at JFK and the World Trade Center. Minor comments were received that have been adequately addressed in the Final EA.

Mitigation Measures

1. All necessary permits for construction of the proposed action shall be obtained prior to construction.
2. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."

CONCLUSION AND APPROVAL:

After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it 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.

Recommended:



Evelyn Martinez, Manager
New York Airports District Office
Federal Aviation Administration
Eastern Region

2-13-2017

Date

Approved:



Steven M. Urlass, Manager
Airports Division
Federal Aviation Administration
Eastern Region

2/13/2017

Date



FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS



Airport Name: John F. Kennedy International Airport

Identifier: JFK

Project Title: Reconfiguration of Taxiways F and H

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA official.


Responsible FAA Official

2/15/17
Date

INSTRUCTIONS

THIS FORM IS FOR LIMITED USE ON SPECIFIC TYPES OF PROJECTS. AIRPORT SPONSORS MUST CONTACT YOUR LOCAL AIRPORTS DISTRICT OFFICE (ADO) ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

This form was prepared by FAA Eastern Region Airports Division and can only be used for Proposed Projects in this region.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 1050.1F – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions* and 5050.4B – *NEPA Implementing Instructions for Airport Actions*. These orders incorporate the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as US Department of Transportation environmental regulations, and other applicable federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. The information provided by sponsors, with potential assistance from consultants, through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: For situations in which this form may be considered, refer to the APPLICABILITY Section below. The local ADO has the final determination in the applicability of this form to a proposed Federal Action. Proper completion of the Form will allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared. **If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.**

This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. This Form meets the intent of a short EA while satisfying the regulatory requirements of NEPA for an EA. Use of this form acknowledges that all procedural requirements of NEPA or relevant special purpose laws still apply and that this form does not provide a means for circumvention of these requirements.

Submittal: When using this form for an airport project requesting *discretionary funding*, the documentation must be submitted to the local ADO by April 30th of the fiscal year preceding the fiscal year in which funding will be requested. When using this form for an airport project requesting *entitlement funding*, the documentation must be submitted to the local ADO by November 30th of the fiscal year in which the funding will be requested.

Availability: *An electronic version of this Short Form EA is available on-line at <http://www.faa.gov/airports/eastern/environmental/media/short-form-ea-final.docx>. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*

APPLICABILITY

Local ADO EPSs make the final determinations for the applicability of this form. If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form. Airport sponsors can consider the use of this form if the Proposed Project meets either Criteria 1 or Criteria 2, 3, and 4 collectively as follows:

- 1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).
- 2) The action is one that is not specifically listed as categorically excluded or normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B).
- 3) The Proposed Project and all connected actions must be comprised of Federal Airports Program actions, including:
 - (a) Approval of a project on an Airport Layout Plan (ALP),
 - (b) Approval of Airport Improvement Program (AIP) funding for airport development,
 - (c) Requests for conveyance of government land,
 - (d) Approval of release of airport land, or
 - (e) Approval of the use of Passenger Facility Charges (PFC).
- 4) The Proposed Project is not expected to have impacts to more than two of the resource categories defined in the 1050.1F Desk Reference.

This form cannot be used when any of the following circumstances apply:

- 1) The Proposed Project, including all connected actions, requires coordination with or approval by an FAA Line of Business of Staff Office other than the Airports Division. Examples include, but are not limited to, changes to runway thresholds, changes to flight procedures, changes to NAVAIDs, review by Regional Counsel, etc.
- 2) The Proposed Project, including all connected actions, requires coordination with another Federal Agency outside of the FAA.
- 3) The Proposed Project will likely result in the need to issue a Record of Decision.
- 4) The Proposed Project requires a construction period exceeding 3 years.

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- 5) The Proposed Project involves substantial public controversy on environmental grounds.
 - 6) The Proposed Project would have impacts to, or require mitigation to offset the impacts to more than two resources¹ as defined in the 1050.1F Desk Reference.
 - 7) The Proposed Project would involve any of the following analyses or documentation:
 - a. The development of a Section 4(f) Report for coordination with the Department of the Interior,
 - b. The use of any Native American lands or areas of religious or cultural significance,
 - c. The project emissions exceed any applicable *de minimis* thresholds for criteria pollutants under the National Ambient Air Quality Standards, or
 - d. The project would require noise modeling with AEDT 2b (or current version).

If a project is initiated using this form and any of the preceding circumstances are found to apply, the development of this form must be terminated and a standard Environmental Assessment or Environmental Impact Statement (if applicable) must be prepared.

¹ A resource is any one of the following: Air Quality; Biological Resources (including Threatened and Endangered Species); Climate; Coastal Resources; Section 4(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics; Environmental Justice; Children's Environmental Health and Safety Risks; Visual Effects; Wetlands; Floodplains; Surface Waters; Groundwater; Wild and Scenic Rivers; and Cumulative Impacts.

Complete the following information:

Project Location

Airport Name: John F. Kennedy International Airport Identifier: JFK
Airport Address: Building 14
City: Jamaica County: Queens State: NY Zip: 11430

Airport Sponsor Information

Point of Contact: Tom Bock, General Manager, Regulatory and Operational Support
Address: Port Authority of New York & New Jersey, 4 World Trade Center, 18th Fl.
City: New York State: NY Zip: 10006
Telephone: 212 435 3797 Fax: 212 435 3825
Email: tbock@panynj.gov

Evaluation Form Preparer Information

Point of Contact: Nate Kimball, Sustainability Manager
Address: Port Authority of New York & New Jersey, 4 World Trade Center, 18th Fl.
City: New York State: NY Zip: 10006
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1. Introduction/Background:

Runway 4R-22L is a principal arrival runway at John F. Kennedy International Airport, accounting for 47% of all arrival traffic operations. The runway was constructed in the 1960's and has received incremental improvements over the years. 4R-22L was last rehabilitated and widened to 200 feet in 2002, and currently exhibits numerous pavement distresses such as longitudinal cracks, oxidation and raveling. In 2016, approximately 80% of the runway pavement area will have a Pavement Index Condition (PCI) rating of fair to poor. For this reason, the Port Authority is proceeding with a full-length rehabilitation of the runway, scheduled to begin in February 2017.

The runway's taxiway exit locations were designed for a fleet mix that is outdated and need to be redesigned for the current and future fleet mix to improve operational efficiency. The Port Authority is seeking to improve certain taxiway exit locations in conjunction with the required runway closures for the previously-approved rehabilitation.

The Proposed Project will be implemented in conjunction with the previously approved rehabilitation of Runway 4R-22L to a "state of good repair" to extend its useful life. The Proposed Project will incorporate adjacent taxiway modifications to increase operational efficiency and reduce delays with corresponding fuel savings and emission reductions. The Proposed Project includes the reconfiguration of Taxiways F and H with high-speed taxiway exits.

2. Project Description (List and clearly describe **ALL** components of project proposal including all connected actions). **Attach a map or drawing of the area with the location(s) of the Proposed Project(s) identified:**

The proposed project will include construction of portions of new realigned Taxiways F and H. The

portions of existing pavement of Taxiways F and H will be removed and replaced with new realigned pavement. The taxiways' pavement will be constructed to Aircraft Design Group (ADG) Group VI standard width of 82 feet. Taxiway pavement will consist of an 8-inch asphalt-concrete top course, 10-inch plant-mix macadam and 14-inch of dense aggregate base course. The shoulder will consist of 4-inch asphalt-concrete top course, 6-inch plant-mix macadam and 8-inch dense-graded aggregate base course. The erosion pavement will consist of 3-inch asphalt concrete top course, 4-inch plant-mix macadam and 6-inch dense-graded aggregate base course.

In order to meet storm water management requirements for the realigned taxiways, new infiltration trenches along the taxiways will be installed. Infiltration trenches provide treatment for the "first flush" of storm water runoff. The infiltration trenches will be designed in accordance with the Storm Water Management Design Manual, published by the New York State Department of Environmental Conservation (NYSDEC).

At the conclusion of this project, all lighting systems associated with this project will be replaced with Light Emitting Diode (LED) fixtures. Since LED fixtures require approximately a third of the energy consumption of their incandescent counter parts, smaller constant current regulators will further improve the efficiency of the system.

As required by the State Pollution Discharge Elimination System (SPDES) permit, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared in accordance with New York State Department of Environmental Conservation (NYSDEC) requirements. Since the project is located in a coastal zone area, an application seeking concurrence from the New York State Department of State (NYSDOS) for this project under the Coastal Zone Management Plan and the New York City Waterfront Revitalization Program (NYCDCP) was submitted. The application and concurrence from NYSDOS and NYCDCP is included in Attachment 6.

Excess soil generated will be reused to the extent possible. Any soil that cannot be reused must be disposed of in a facility permitted to accept contaminated soils.

Waste material generated from asphalt milling will be recycled to the greatest extent possible. Project specifications will include reference to the provisions of Advisory Circular 150/5370-10 (current edition, July 21, 2014), Standards for Specifying Construction on Airports. No hazardous substances are expected to be encountered during the milling and grading operations of this project. 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 will be complied with.

All work is expected to occur from February 2017 until expected completion in December 2017. The taxiway construction will be coordinated with runway closures for the runway rehabilitation. The previously approved runway rehabilitation will require a full runway closure of 4R-22L from February 27, 2017 to June 1, 2017, nightly closures from 00:00 to 07:00 from June 14 to September 6, 2017 and another full runway closure of 4R-22L from September 6, 2017 to November 17, 2017 for work within the Runway Safety Area (RSA). It was determined that this phasing would cause the least impact to airport operations. A landside construction area within the Aeronautical Operations Area will be created to improve construction efficiencies.

3. Project Purpose and Need:

Runway 4R/22L's taxiway exit locations were designed for a fleet mix that is outdated and needs to be redesigned for the current and future fleet mix to improve operational efficiency.

The purpose of the project is as follows:

Reconfigure runway exit locations to accommodate current and future fleet mix to improve operational efficiency.

The project achieves the purpose and need through the following activities:

The project will include construction of portions of new realigned Taxiways F and H. The portions of existing pavement of Taxiways F and H will be removed and replaced with new realigned pavement at optimal locations for the fleet mix serving the airport. The new and rehabilitated taxiways' pavement will be constructed to Group VI standard width of 82 feet. The existing taxiway width is 75 feet, which is Group V standard width. Given that several Group VI aircraft use the runway, the reconfigured taxiways will meet the standard for the largest aircraft serving the airport.

4. Describe the affected environment (existing conditions) and land use in the vicinity of project:

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.

JFK is the largest facility in the Port Authority airport system with over 4,930 acres, four runways, and six operating terminals. In 2015, JFK carried 1.3 million tons of cargo and handled over 56.8 million passengers. JFK remains the premiere international gateway in the U.S. with over 70 carriers serving over 100 international nonstop destinations and over 438,800 annual aircraft operations.

As shown in Attachment 2, *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 – 12,079' x 200'
- Runway 4R/22L – 8,400' x 200'

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.

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.

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 neighborhoods of Ozone 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 southern side of the Airport and is part of the National Park System.

5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the Proposed Project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the Proposed Project, explain why (attach alternatives drawings as applicable):

Rehabilitation of Runway 4R/22L and Associated Taxiway Reconfiguration

A total of two (2) alternatives (including the no action alternative) were developed for rehabilitating the existing runway and providing improved taxiways for the current fleet mix serving the airport. Attachment 1 shows the Preferred Alternative.

No Build/Action Alternative

The No Action Alternative does not meet the purpose and need of the project, which is to reconfigure taxiways and runway exit locations to accommodate current and future fleet mix to improve operational efficiency. The current taxiway F and H exit locations for Runway 4R/22L are not the standard width for Group VI aircraft and are located near the mid-point of the runway, which does not accommodate landing distance required for much of today’s fleet. This requires most arriving aircraft to runways 04R or 22L to taxi to the end of the runway before turning off. Therefore, the taxiway reconfiguration will reduce runway occupancy time and better accommodate the fleet mix serving JFK today. The no action alternative would face deteriorating pavement conditions on existing Taxiways F and H and potentially hazardous development of potholes and

other irregularities. The existing taxiways are poorly equipped and positioned to serve larger aircraft.

Preferred Alternative: Reconfiguration of Taxiways F and H

The project will include construction of portions of new realigned Taxiways F and H. The portions of existing pavement of Taxiways F and H will be removed and replaced with new realigned pavement. The new and rehabilitated taxiways' pavement will be constructed to Group VI standard width of 82 feet.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in 1050.1F, the 1050.1F Desk Reference, and the Desk Reference for Airports Actions for more information and direction. Note that when the 1050.1F Desk Reference and Desk Reference for Airports Actions provide conflicting guidance, the 1050.1F Desk Reference takes precedence. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY

(1) Will the Proposed Project(s) cause or create a reasonably foreseeable emission increase? Prepare an air quality assessment and disclose the results. Discuss the applicable regulatory criterion and/or thresholds that will be applied to the results, the specific methodologies, data sources and assumptions used; including the supporting documentation and consultation with federal, state, tribal, or local air quality agencies.

There will be no significant change in operational emissions due to the Proposed Project once complete. Because of the limited nature of the taxiway reconstruction work, the project will not cause changes to flight tracks, runway use, fleet mix, or any other factors that could cause increases in emissions. The reconfiguration of Taxiways H and F will allow for decreased taxi times for arriving aircraft, and therefore may result in an overall decrease of airport-wide emissions.

There would be direct and indirect emissions due to the Proposed Project during construction. An air quality study for the JFK Runway 4L/22R Improvements Project confirmed emissions of the above listed pollutants at much lower levels than the Federal *de minimis* thresholds during construction. When evaluating the proposed project, potential construction emissions were considered when combined with those of the previously approved Rehabilitation of Runway 4R/22L. The extent of the Proposed Project combined with the previously approved Rehabilitation of Runway 04R/22L, in regards to construction emissions, has a smaller footprint than the Runway 4L/22R project. The 4L/22R project involved a full-length (12,079 feet) replacement of an asphalt runway with concrete, along with the reconfiguration or widening of 11 taxiways and 4 taxiway entrances, along with the construction of roadways, parking facilities, and other associated improvements (see Attachment 3 for a description of the 4L/22R project). The Proposed Project, combined with the previously approved project, will result in the in-kind replacement of a 8,400-foot asphalt runway surface, along with the reconfiguration and widening of four taxiways. Given the substantially lower level of effort associated with asphalt construction as compared to concrete construction and the reduced level of effort associated with the Proposed Project, it is reasonable to assume that the construction emissions estimates for Runway 4L/22R represent the upper limit of potential construction emissions impacts associated with the Proposed Project. Finally, the 4L/22R project consumed a total of 287,750 tons of asphalt (not including the concrete used for the runway

construction), whereas the entire paving budget for the proposed and previously approved projects, including the runway resurfacing and all associated work, will only consume 116,000 tons of asphalt. The 4L/22R project only produced a maximum of 2.17% of emissions for the *de minimus* threshold for NO_x, and significantly less than that for VOC, CO, SO_x, PM₁₀, and PM_{2.5}.

Table 1: Construction Emissions Inventory for JFK Runway 4L-22R Improvements Project.
Source: Landrum and Brown Analysis, *Final Environmental Assessment for JFK Runway 4L-22R Improvements Project*, Appendix C, Port Authority, 2013. [Accessed at http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA-FONSI.pdf](http://www.panynj.gov/about/pdf/JFK-Runway-4L-22R-EA-FONSI.pdf)

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
<i>de minimis</i> THRESHOLD	100	50	100	100	100	100

Total emissions may not sum exactly due to rounding.
Source: Landrum & Brown Analysis, 2013.

While the construction of the Proposed Project 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*. 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. 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.

The construction schedule of the Proposed Project would overlap with the construction of other projects at JFK, including the replacement of 5KV Feeders Project, the Rehabilitation of Taxiway Q, the redevelopment of Building 144, rehabilitation of the TWA Flight Center and construction of the TWA Flight Center Hotel and the Bulk Fuel Farm Modification. The TWA Flight Center Hotel

project will have the largest project scope and duration of all other concurrent projects. The Draft EA published for the TWA Flight Center Hotel project provided estimates of peak construction emissions levels, and will produce a maximum of 14% of emissions for the *de minimis* threshold for NO_x, and significantly less than that for other pollutants (see table 2). Because of the staggered nature of pavement rehabilitations and the relatively short duration of milling and overlay work, projects involving building construction produce larger amounts of NO_x emissions due to the longer duration of work involving heavy equipment. From a cumulative perspective, concurrent construction efforts are not expected to produce emissions levels that exceed the *de minimis* threshold.

Table 2: Construction Emissions Inventory for proposed TWA Flight Center Hotel Project. Source: AKRF Analysis, *Draft Environmental Assessment for the TWA Flight Center Hotel Project*, Port Authority, 2016. Accessed at http://www.panynj.gov/about/pdf/TWA-Flight-Center-Hotel-EA_040116.pdf

Annual Emissions Inventory – Construction Phase					
Emissions Sources	Construction Year Emissions (tons per year)				
	VOC	NO _x	CO	PM _{2.5}	SO _x
2016	1.1	14.5	10.8	0.8	0.03
2017	0.9	11.5	6.8	0.7	0.02
2018 ⁽¹⁾	0.23	3.5	1.0	0.2	0.004
<i>De minimis</i> level	50	100	100	100	100
Notes:					
(1) The last year of proposed construction includes only a few months of activity.					
Sources: EPA NONROAD2008a model; MOVES14					

(2) Are there any project components containing unusual circumstances, such as emissions sources in close proximity to areas where the public has access or other considerations that may warrant further analysis? If no, proceed to (c); if yes, an analysis of ambient pollutant concentrations may be necessary. Contact your local ADO regarding how to proceed with the analysis.

No. The emissions would occur during construction on the site, which is wholly located on airport property, and any construction would like place 1/2 to 3/4 of a mile from the nearest community.

(3) Is the Proposed Project(s) located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act?

JFK Airport is located in Queens County, New York, which has been designated as in attainment for CO, PM_{2.5}, PM₁₀ and Lead and is currently in attainment of the annual-average NO₂ standard. New York City was previously designated as non-attainment for PM_{2.5} and CO, so the area is covered under maintenance plans to ensure that future background levels remain below standards. EPA has designated New York–Northern New Jersey–Long Island, NY-NJ-CT NAA as a marginal NAA for the 2008 ozone NAAQS. EPA has designated the entire state of New York as “unclassifiable/attainment” of the 1-hour NO₂ standard effective February 29, 2012; since additional monitoring is required for the 1-hour standard, areas will be reclassified once three years of monitoring data are available. The EPA has established a 1-hour SO₂ standard, and based on the available monitoring data, all New York State counties currently meet the 1-hour standard; draft

attainment designations were published by the EPA in February 2013, indicating that the EPA is deferring action to designate areas in New York State and expects to proceed with designations once additional data are gathered.

4) Are all components of the Proposed Project, including all connected actions, listed as exempt or presumed to conform (See FRN, vol.72 no. 145, pg. 41565)? If yes, cite exemption and go to (B) Biological Resources. If no, go to (e).

No. The Proposed Project would not qualify as an exempt action under the General Conformity Rule.

(5) Would the net emissions from the project result in exceedances of the applicable *de minimis* threshold (reference 1050.1F Desk Reference and the *Aviation Emissions and Air Quality Handbook* for guidance) of the criteria pollutant for which the county is in non-attainment or maintenance? If no, go to (B) Biological Resources. If yes, stop development of this form and prepare a standard Environmental Assessment.

The annual emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of up to 2.5 micro meters (PM_{2.5}) and carbon monoxide (CO) for the Proposed Project are expected to be well below the Federal *de minimis* thresholds for each pollutant established by the General Conformity Rule. See Table 1 for a comparable project analysis from the JFK Runway 4L/22R Improvements Project, which was completed in 2015. The JFK Runway 4L/22R Improvements Project confirmed emissions of the above listed pollutants at much lower levels than the Federal *de minimis* thresholds. The extent of the proposed and previously approved projects, in regards to construction emissions, have a smaller footprint than the referenced project, and will be completed in asphalt rather than concrete. The referenced project only produced a maximum of 2.17% of emissions for the *de minimus* threshold for NO_x, and significantly less than that for VOC and CO.

(B) BIOLOGICAL RESOURCES

Describe the potential of the Proposed Project to directly or indirectly impact fish, wildlife, and plant communities and/or the displacement of wildlife. Be sure to identify any state or federal species of concern (Candidate, Threatened or Endangered).

1) Are there any candidate, threatened, or endangered species listed in or near the project area?

No. 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 Project.

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) 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 Project. The closest sighting occurred at Hangar 12 (now demolished) which was located over 15,000 feet from the project area. 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.

Requests were sent to the United States Fish and Wildlife Service (USFWS) and the NYSDEC Natural Heritage Program (NHP) on 24 May 2016 for information on threatened, endangered and rare species known to occur within the project area.

A response from the USFWS indicates that there are four species identified within the extent of the overall proposed and previously approved project areas (Attachment 4). Three birds including: piping plover (*Charadrius melodus*) (federal threatened), red knot (*Calidris canutus rufa*) (federal threatened), and roseate tern (*Sterna dougallii*) (federal endangered) and one flowering plant, seabeach amaranth (*Amaranthus pumilus*) (federal threatened), were identified for consideration. No critical habitat is listed within the project area. The USFWS did not identify any aquatic species designated for consideration within the project area.

A response from the NYSDEC NHP indicates that there are three state-listed animals that have been documented on or within the vicinity of the proposed and previously approved project areas (Attachment 4). These species include upland sandpiper (*Bartramia longicauda*) (state threatened), northern harrier (*Circus cyaneus*) (state threatened), and short-eared owl (*Asio flammeus*) (state endangered).

The project area is generally comprised of disturbed land areas situated on or near operational runway areas at JFK. It is unlikely that the project areas provide functional habitat for these species; however, other common transient wildlife may utilize the area occasionally. All temporary disturbance to occur as a result of construction will be restored by returning the area to original grades and re-establishing vegetative cover. As such, we do not anticipate any impacts to aquatic life (e.g. fish, shellfish, crustaceans).

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. Port Authority wildlife staff reported isolated incidents in which terrapins were found in the vicinity of the Proposed Project. However, no terrapins have been observed on the taxiways, and no nesting activities have occurred in the vicinity of the Proposed Project. During construction, best practices would be used to deter the turtles from the construction site and prevent any disturbance to the turtles. Turtles found in the construction area would be relocated to another area and released near Jamaica Bay.

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

(2) Will the action have any long-term or permanent loss of unlisted plants or wildlife species?

The project site does not provide habitat for these threatened or special concern species, nor is there any potential for their presence due to the project site's vicinity to runways. In accordance with FAA Advisory Circular 150/5200-33B Hazardous Wildlife Attraction on or near Airports, birds and insects are discouraged near runway and taxiways to prevent wildlife strikes and reduce the threat to aircraft safety. Therefore, no significant impacts to endangered and threatened wildlife species are anticipated.

(3) Will the action adversely impact any species of concern or their habitat?

See #2

(4) Will the action result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations?

The location of the Proposed Project is on the eastern end of the airport. Displacement of wildlife is not anticipated to occur due to the nature of the area on or near an active runway. There is limited potential animal habitat at or near the Proposed Project location.

(5) Will the action have adverse impacts on a species' reproduction rates or mortality rate or ability to sustain population levels?

No.

(6) Are there any habitats, classified as critical by the federal or state agency with jurisdiction, impacted by the Proposed Project?

No.

(7) Would the Proposed Project affect species protected under the Migratory Bird Act? (If **Yes**, contact the local ADO).

No. The Proposed Project would not affect the species protected under the Migratory Bird Act due to the limited affected area for this Proposed Project and the location, which is restricted to an already developed area consisting primarily of pavement and maintained vegetated area.

If the answer to any of the above is "Yes", consult with the USWFS and appropriate state agencies and provide all correspondence and documentation.

(C) CLIMATE

(1) Would the Proposed Project or alternative(s) result in the increase or decrease of emissions of Greenhouse gases (GHG)? If neither, this should be briefly explained and no further analysis is required and proceed to (D) Coastal Resources.

A brief and temporary increase in GHG emissions will result from construction on the site. No expected increase in operational GHG emissions is expected. Any increase in emissions during construction will likely be minimal.

(2) Will the Proposed Project or alternative(s) result in a net decrease in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations)? A brief statement describing the factual basis for this conclusion is sufficient.

No.

(3) Will the Proposed Project or alternative(s) result in an increase in GHG emissions? Emissions should be assessed either qualitatively or quantitatively as described in 1050.1F Desk Reference or Aviation Emissions and Air Quality Handbook.

A brief and temporary increase in GHG emissions will result from construction on the site.

(D) COASTAL RESOURCES

(1) Would the Proposed Project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

The area affected by the Proposed Project is within the coastal zone.

(2) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

The project would not adversely impact coastal zone resources and is consistent with the Waterfront Revitalization and Coastal Resources Act (WRCRA), as well as New York City's Waterfront Revitalization Program (WRP). The applicable 44 New York State Department of State (DOS) coastal zone policies were analyzed.

The completed Federal, State, and City Coastal Assessment Forms (CAFs) and consistency determination are available in Attachment 6. The CAFs and attachments in Attachment 6 review these policies and assess the consistency of the Proposed Project with them.

(3) Is the location of the Proposed Project within the Coastal Barrier Resources System? (If **Yes**, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

No. JFK is not located within the Coastal Barrier Resources System.

(E) SECTION 4(f) RESOURCES

(1) Does the Proposed Project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? Specify if the use will be physical (an actual taking of the property) or constructive (i.e. activities, features, or attributes of the Section 4 (f) property are substantially impaired.) If the answer is "No," proceed to (F) Farmlands.

The Proposed Project is located completely within the confines of JFK airport and no use of public lands will be required. The airport is located adjacent to the Jamaica Bay unit of the Gateway National Recreation Area. There will be no impacts to the National Recreation Area as a result of construction.

(2) Is a *De Minimis* impact determination recommended? If “yes”, please provide; supporting documentation that this impact will not substantially impair or adversely affect the activities, features, or attributes of the Section 4 (f) property; a Section 106 finding of “no adverse effect” if historic properties are involved; any mitigation measures; a letter from the official with jurisdiction concurring with the recommended *de minimis* finding; and proof of public involvement. (See Section 5.3.3 of 1050.1F Desk Reference). If “No,” stop development of this form and prepare a standard Environmental Assessment.

Yes.

(F) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If **Yes**, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

No farmland is found within JFK. The Proposed Project will be constructed on land leased by the Port Authority.

(G) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(1) Would the Proposed Project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If Yes, attach record of consultation with appropriate agencies). Explain.

The Proposed Project is not expected to require the use of land that may contain hazardous substances or may be contaminated. During the construction of the Proposed Project, soils will be excavated for grading, filling and planting vegetation. If any of the soils excavated are suspected of being contaminated based on a field assessment, soil samples would be obtained. The samples would be taken to a NYSDEC certified laboratory and analyzed for the list of priority pollutants. Soils with elevated levels of pollutants will be disposed off-site in accordance with Federal and State regulations. Typically, non-hazardous soil can be beneficially reused off-site as landfill cover or final cover for landfill closures. If any soils or other materials removed during the construction are determined to be hazardous wastes, the material would be disposed of at an EPA approved hazardous waste disposal facility under the Port Authority’s RCRA hazardous waste ID number.

All waste disposal activities associated with the Proposed Project would comply with all federal, state and local regulations regarding the identification, removal, transportation, and disposal of hazardous and non-hazardous material.

(2) Would the operation and/or construction of the project generate significant amounts of solid waste? If **Yes**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

There would be no adverse impacts related to solid waste management from the project once the Proposed Project is complete. There will be a temporary increase in solid waste due to the short-term construction activities. Soils will be reused on site to the greatest extent possible. There are

local disposal facilities within the area that are capable of handling solid waste associated with construction activities.

(3) Will the project produce an appreciable different quantity or type of hazardous waste? Will there be any potential impacts that could adversely affect human health or the environment?

No, the project will not produce an appreciable different quantity of hazardous waste.

(H) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(1) Describe any impact the Proposed Project might have on any properties listed in, or eligible for inclusion in the National Register of Historic Places. (Include a record of your consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

The Proposed Project is limited to taxiway reconfiguration. It would have no impact on any properties listed or eligible for listing on the National Register of Historic Places.

Since many buildings at JFK were designed by recognized architects of their respective periods, the entire Airport has been frequently examined for National Register significance. One building in the airport's Central Terminal Area-Terminal 5 (TWA Flight Center) was designated a New York City Landmark in 1994, and was placed on the National Register of Historic Places in October 2005.

(2) Describe any impacts to archeological resources as a result of the Proposed Project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

The Proposed Project is limited to taxiway rehabilitation, demolition and construction within the periphery of the existing runways and taxiways.

Prior to 1942, the entire Airport, including the area affected by the Proposed Project, consisted of tidal marshlands next to the Idlewild Golf course. In April 1942, the City of New York arranged for the placement of hydraulic fill over the site in order to construct the Airport. Since the 1950s, the area affected by the Proposed Project has been subjected to numerous building and infrastructure campaigns that disturbed the subsurface. The entire project area is now covered in buildings or concrete. These activities, in combination with the underlying soil conditions, make it highly unlikely that significant archaeological resources have survived, if they ever existed. No study associated with any part of the area has identified any level of archaeological sensitivity.

(I) LAND USE

(1) Would the Proposed Project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

No. The Proposed Project is compatible with the existing land use. No businesses or residences will be affected by this Proposed Project.

(2) Would the Proposed Project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

No. The Proposed Project will be located airside within the existing airport boundary and will not be near wildlife or create a wildlife hazard.

(2) Include documentation to support sponsor's assurance under 49 U.S.C. § 47107 (a) (10), of the 1982 Airport Act, that appropriate actions will be taken, to the extent reasonable, to restrict land use to purposes compatible with normal airport operations.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

What effect would the project have on natural resource and energy consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

The Proposed Project would have a negligible impact on public utilities, energy supply and natural resources. The Proposed Project would not change the operation of the airport, except to increase its safety. There is no shortage of construction material necessary for the Proposed Project within the region. The project will follow the Port Authority's *Sustainable Infrastructure Guidelines*, which establish sustainable design requirements for infrastructure projects. Light Emitting Diode (LED) technology will be deployed for airfield lighting purposes, which will decrease electricity demand for the airfield.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe? (Use AEM as a screening tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

The Proposed Project does not require a noise analysis per Order 1050.1F. The Proposed Project does not involve any runway extension or runway strengthening and is not expected to result in any increase in airport operations.

(L) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, and CHILDREN'S HEALTH and SAFETY RISKS

(1) Would the project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

No. The Proposed Project, located on airport property, will not affect surface traffic patterns or cause any increase in surface traffic congestion. There will be no decrease in Level of Service as a result of this Proposed Project.

(2) Would the project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as changes to business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

The Proposed Project would induce positive secondary impacts in the region because of construction activity. These economic impacts would benefit surrounding communities during construction by increasing employment opportunities and expenditures on local services and materials. The Proposed Project would not result in property acquisition, residential relocation, division or disruption of established communities, or disruption of planned development.

(3) Would the project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Refer to DOT Order 5610.2(a) which provides the definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations.

No. There would be no residential or business displacement, no fiscal impact, and no disproportionate impacts to low-income or minority populations.

(4) Would the project have the potential to lead to a disproportionate health or safety risk to children?

No. The Proposed Project will be located wholly on airport property with all construction taking place on airport property.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(1) Would the project have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents?

No. The Proposed Project would not result in any airport-related lighting impacts on nearby residents. The taxiway edge and centerline lighting installed as a result of reconfiguring Taxiways F and H will not be significantly more impactful than the existing lighting to be removed.

(2) Would the project have the potential to affect the visual character of nearby areas due to light emissions?

No.

(3) Would the project have the potential to block or obstruct views of visual resources?

No. See above.

If the answer is “YES” to any of the above, please explain the nature and degree of the impact using graphic materials. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

(N) WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)

(1) WETLANDS

(a) Does the Proposed Project involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation Document coordination with the resource agencies).

The Proposed Project does not involve impacts to delineated wetlands.

The taxiway construction will take place in upland areas and are not in jurisdiction of either the US Army Corps of Engineers (USACE) or the New York State Department of Environmental Conservation (NYSDEC).

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

N/A

(c) If there are wetlands impacts, are there feasible mitigation alternatives? Explain.

N/A

(d) If there are wetlands impacts, describe the measures to be taken to comply with Executive Order 11990, Protection of Wetlands.

N/A

(2) FLOODPLAINS

(a) Would the Proposed Project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

No. However, a small portion lies within the 0.2% annual floodplain.

(b) If Yes, would the project cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5620.2, *Floodplain Management and Protection*?

The reconfiguration of Taxiways F and H will cause small increases in impermeable surfaces. The drainage system for the realigned taxiways will accommodate the design storm for a 10-year return period, in accordance with the Port Authority's Civil Engineering Design Guidelines. The effect of the Proposed Project on the drainage basin and on the overall floodplain is expected to be negligible.

(c) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988, including the public notice requirements.

See Attachment 5 for Preliminary FIRMs.

Executive Order 11988 requires federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. Given the increased drainage capacity as a result of the upgrades to Outfalls 20 and 21 as part of the previously approved project to rehabilitate Runway 4R/22L, any adverse impacts to the floodplains will be mitigated by improving drainage capacity.

(3) SURFACE WATERS

(a) Would the project impact surface waters such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate a public drinking water supply such that public health may be adversely affected?

The project would not impact surface waters, nor would it have the potential to contaminate a public drinking water supply.

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).

During construction, storm water runoff would be managed through the implementation of a Storm Water Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) to prevent storm water contamination. The Port Authority BMPs would follow the applicable local, State, and federal regulations, which are routinely implemented for all airport construction projects. The BMPs include provisions for the control and / or prevention of erosion from soil and debris storage piles and containment of construction materials. Construction management practices would be incorporated into the project's construction documents and become the obligation to which each contractor working on the site must adhere. The Port Authority monitors compliance, on routinely basis, with the BMPs and the existing SPDES New York State Pollution Discharge Elimination System (SPDES) permit for JFK.

Construction contract specifications would contain the provisions of FAA Advisory Circular (AC) 150/5370 *Standards for Specifying Construction of Airports (change 10)*, *Item P-156 Temporary Air and Water Quality Pollution, Soil Erosion, and Siltation Control*, and FAA AC 150/5320 *Airport Drainage*.

(b) Would the water quality impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

No mitigation will be required in order to obtain a permit.

If the answer to any of the above questions is "Yes", consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence.

(4) GROUNDWATER

(a) Would the project impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected?

No.

(b) Would the groundwater impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

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 Project 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 Project, 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.

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 Project as well. As a result, no adverse impact on groundwater or surface water resources is expected by implementation of the Proposed Project.

(c) Is the project to be located over an EPA-designated Sole Source Aquifer?

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.

If the answer to any of the above questions is "Yes", consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence as an attachment to this form.

(5) WILD AND SCENIC RIVERS

Would the Proposed Project affect a river segment that is listed in the Wild and Scenic River System or Nationwide River Inventory (NRI)? (If Yes, coordinate with the jurisdictional agency and attach record of consultation).

No. The Proposed Project would not affect any designated Wild and Scenic Rivers.

(O) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the Proposed Project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

The construction schedule of the Proposed Project would overlap with the construction of other projects at JFK, including the replacement of 5KV Feeders Project, the Rehabilitation of Runway 4R/22L, the Rehabilitation of Taxiway Q, the redevelopment of Building 144, rehabilitation of the TWA Flight Center and construction of the TWA Flight Center Hotel, and the Bulk Fuel Farm Modification. With the exception of temporary construction related impacts, the cumulative adverse environmental impact of the Proposed Project 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 Project 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 Project 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.

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. 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, Runway Safety Area (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/22L Rehabilitation: The Proposed Project will return Runway 4R-22L and taxiways E and Z to a "state of good repair" to extend its useful life. The runway rehabilitation will involve milling the runway and portions of adjacent taxiway pavement with 3 inches of asphalt concrete and overlaying it with 4 inches of asphalt concrete. The project will include the rehabilitation and widening of Taxiway Z from the edge of the runway to the holdbar, and the full length of Taxiway E. A Categorical Exclusion was approved for the project in October 2016 and work will last from February 2017 to November 2017.
- 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.

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- 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 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 remained outstanding and the project was completely finished at 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.

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- 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. *Declared distances* at airports are a mechanism by which specific lengths of runway pavement are identified for use in aircraft operations². In this case, the entire length of the pavement on the runway surface cannot be used due to Runway Safety Area regulations governing overrun distances. Declared distances were finalized with FAA and implemented in 2015. This project received a Categorical Exclusion in July 2014.

² FAA ACF CG 07-01-192, Usable Runway Lengths for Takeoff and Landing. May 2007.
https://www.faa.gov/air_traffic/flight_info/aeronav/acf/media/RDs/07-01-192_Usable_Runway_Lengths_for_Takeoff_and_Landing.pdf

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- 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 was completed in the first quarter of 2015.
 - Runway 4L-22R Rehabilitation - This project was initiated to comply with FAA design standards for RSA on Runway 4L-22R. The work includes displacing the Runway 4L arrival threshold 460 feet to the north to provide 600 feet of required undershoot RSA to comply with FAA design standards, constructing 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 feet of overrun RSA to comply with FAA design standards. Additional improvements include the runway using concrete, replacing the existing asphalt and widening the runway from 150 to 200 feet. The project received a FONSI/ROD for an EA in March 2014, and work was substantially completed in September 2015.
 - Taxiway Q, QZ, and Restricted Vehicle Service Road Rehabilitation - This project would restore Taxiway Q, Taxiway QG, and a section of the Restricted Vehicle Service Road to a state-of-good repair, and extend their useful life, as required under the Federal Aviation Regulations (FAR) Part 139 – Certification and Operations of Land Airports. These sections of pavement were last paved in 1992 and 1998, and need rehabilitation to maintain a state of good repair. Modifications to aircraft turning radii on five intersecting taxiways will be made. This project qualified for categorical exclusion from preparation of a formal environmental assessment in September 2016 and construction is expected to start in the second quarter of 2017.

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.

- Remainder of Terminal 5/6 Redevelopment Project –The Port Authority completed an EA for this project in October 2004 and received a FONSI/ROD from the FAA in February 2005. Work was completed on the Terminal 5 portion of the project in 2009 with additional improvements (including a Federal Inspection Services [FIS] facility that was completed in November 2014). No additional modifications to Terminal 5 are planned.
- TWA Flight Center Hotel - As part of the outcome of the Memorandum of Agreement from the Terminal 5/6 Redevelopment Project addressing the adverse effects to the historic TWA Flight Center based on the construction of JFK Terminal 5, the Port Authority is proposing an adaptive reuse of the TWA Flight Center as a full service hotel. The proposed 505 room hotel would repurpose the historic TWA Flight Center's amenity and create two new structures complementing and serving as a backdrop for the Flight Center. The hotel would incorporate conference and dining facilities. The FAA issued a Finding of No Significant Impact/Record of Decision in August 2016. The hotel is expected to be in construction in late 2016 and be completed by mid-2018.
- Terminals 3 and 4 Redevelopment Project – Delta Air Lines is currently redeveloping the 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 taxiways 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 was completed in December 2014. Future Phase III includes expansion of Concourse A in Terminal 4, with the anticipated construction of 16 additional gates. Phase III is still in the planning and design stage and will be subject to a future NEPA analysis and review.

- **Rehabilitation of 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 ended 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 was completed at 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) 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 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 was 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. Work began in October 2014, and the project was completed in the second quarter of 2016.
- Restricted Vehicle Service Road (RVSR) J2 & J8 Bridges Relocation- This project entailed the relocation and demolition of J2 & J8 Bridges that serve the RVSR at the airport. The RVSR at JFK allows vehicular traffic to serve airside operations and includes the J2 and J8 Bridges, which span the Van Wyck and JFK Expressways, respectively. The Bridges carry a two lane roadway used by airside vehicles to travel between terminals, hangars, and service buildings. The new bridges provide necessary load capacity to accommodate modern equipment, such as fuel trucks. The new Bridges also eliminate existing height restrictions that prohibited the passage of larger vehicles, including some emergency vehicles, beneath the Bridges. Moreover, each Bridge's new location is sufficiently far from Taxiway A to allow operations of Group VI aircraft without any restrictions. The project received a Categorical Exclusion in July 2012 and work was completed in May 2014.
- Building 144 Redevelopment - Building 144 is the old Ramada Hotel that is not currently in use. It is anticipated the footprint of the building could be expanded or decreased (demolishing part of building); however, the height would not increase. Work on this project would not start until 2018; it is still in the planning phase.

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- North Cargo Area Redevelopment - This project would entail demolish existing buildings 260/261 and construct a 300,000 square foot cargo facility, with a possible 150,000 square foot addition. The Port Authority could expect to initiate the NEPA process in late 2017, with demolition starting in early 2018, depending upon lease negotiations. Under this scenario, it would be anticipated that construction would be substantially complete by first quarter 2020.
 - Bulk Fuel Farm Modification - This project would increase the bulk fuel farm's storage capacity by adding two, 80,000-barrel fuel tanks to the 62-tank fuel farm. The capacity is needed to satisfy the daily jet fuel requirements at JFK, which have increased commensurate with the increase in daily operations. The Port Authority will initiate the NEPA process in early 2017, with construction completion anticipated in early 2018.

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.

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 began in October 2012 and is ongoing.³
- 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.
- 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 CFR Part 77. The Part 77 tree

³ NYC DEP. "City Begins Dredging of Springfield Lake and Continues Construction of storm Sewers and Bluebelt Wetlands in Southeast Queens". July 2013. http://www.nyc.gov/html/dep/html/press_releases/13-082pr.shtml

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 installed seven light poles in Idlewild Park to identify the tree obstructions. This project was completed in early 2015.

SUMMARY OF CUMULATIVE IMPACTS

As no potentially significant impacts would result from the Proposed Project, it is unlikely that the incremental impact of the Proposed Project 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 Project 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.

Floodplains

The Proposed Project is located within the 100 and 500-year floodplain. While other airport projects are located within these areas, the encroachment will not involve considerable probability of loss of human life; will not cause damage that will involve substantial cost, including interruption of service on or loss of a vital transportation facility; nor will they have an adverse impact on natural and beneficial floodplain values. As the Proposed Projects will not result in a change in base elevation or storage capacity, or significant floodplain impacts, there will be no cumulative impacts as a result of this project.

Water Quality

All construction activities would be conducted in accordance with BMPs and applicable local, state, and federal regulations. A soil erosion and sediment control program would be established. Any airport permits or approvals relevant to storm water would be modified to include the improvements. No cumulative water quality impacts are expected to occur. No impacts to water quality are expected; therefore, no cumulative water quality impacts would occur.

Air Quality

The Proposed Project would cause a temporary change in the net emissions due to the operation of construction equipment. However, the emissions for projects such as this have been shown to be *de minimis* under the Clean Air Act (as amended in 1990) General Conformity Rule for similar types of projects. 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 of any NAAQS. Other projects recently completed, under construction, or planned in the foreseeable future at JFK, are all expected to have *de minimis* emissions. Therefore, no cumulative adverse air quality impacts are anticipated from the Proposed Project.

Energy Supply and Natural Resources

The net impact of the Proposed Project and other projects planned for the airport on energy supplies is minimal. The majority of the projects on airport relate to modernization of older airport structures, which because of efficiency improvements over the last 40 years will result in reductions in energy needs. Cumulative impacts related to energy demand not meeting available supply are not expected.

Light Emissions

The Proposed Project would not cause adverse impacts from light emissions. No new lighting sources are proposed for this project.

Construction Impacts

The Proposed Project would not cause significant construction impacts beyond the local site area. Contractors will be required to conduct all work using best management practices to control and minimize impacts to the environment. All grading and clearing activities would be guided by BMPs and a soil erosion and sediment control plan. Excavated soils will be assessed for potential contamination in the field and disposed in accordance with pertinent local, state, and federal regulations.

The Proposed Project is not expected to generate any cumulative impacts when compared to past projects or reasonably foreseeable future projects.

7. PERMITS

List all required permits for the Proposed Project. Has coordination with the appropriate agency commenced? What feedback has the appropriate agency offered in reference to the Proposed Project? What is the expected time frame for permit review and decision?

The following permits and approvals would be required prior to initiating construction.

- Coastal Zone Management Consistency Evaluation from the New York State Department of State

The Port Authority will apply for all permits listed above in advance of project award and it is anticipated that the permits will be obtained in a timely fashion with no difficulty before the start of construction.

NOTE: Even though the airport sponsor shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the Proposed Project, start of construction shall not commence until all required permits are obtained, and FAA has issued its environmental determination.

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the Proposed Project, and include a discussion of any impacts that cannot be mitigated.

Other than best management practices described within this document, no mitigation will be necessary to avoid creation of significant impacts to a particular resource.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received. Include copies of Public Notices and proof of publication.

A public notice advertising the Draft Short Form EA was placed in Daily News (Queens Edition) on January 19th, Newsday (Long Island) LI Herald on January 19th, Greek National Herald on January 19th, Sing Tao Daily on January 19th, Queens Gazette on January 25th, Queens Courier on

January 26th, Queens Chronicle on January 26th, Queens Times Ledger on January 27th, Queens Ledger on January 26th, Queens Tribune on January 26th, and El Especialito on January 27th to inform the public of availability of the document for Public Review. Copies of the Final Short Form EA were available on the Port Authority's website and at its offices at JFK and the World Trade Center. The public review comment period extended from January 19th through February 3rd 2017. Attachment 7 contains the tear sheets from the public notice, public comment received, and the associated comment response.

A public notice will be published in the same newspapers listed above, to inform the public of the FAA's final decision. Copies of the Final Short Form EA will be available on the Port Authority's website and at its offices at JFK and the World Trade Center.

10. LIST OF ATTACHMENTS

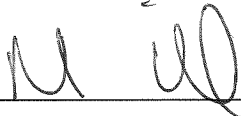
- Attachment 1: Description of Proposed Project
- Attachment 2: Airport Environs
- Attachment 3: Description of Previous JFK 4L-22R Project
- Attachment 4: Official Species List, US Fish and Wildlife Service and NYSDEC Natural Heritage Program
- Attachment 5: Floodplains
- Attachment 6: Federal, State, and City Coastal Assessment Forms (CAFs) and consistency determination
- Attachment 7: Public Notice Tear Sheets, Public Comments, and Comment Responses

Project Title: Reconfiguration of Taxiways F and H

Identifier: JFK

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.



Signature

2/8/17

Date

Nate Kimball

Name

Sustainability Manager

Title

The Port Authority of NY & NJ


Affiliation

212-435-5466

Phone #

12. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above Proposed Project(s) until FAA issues a final environmental decision for the Proposed Project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) and special purpose laws has occurred.



Signature

2/8/17

Date

Tom Bock

Name

General Manager, Regulatory and Operational Support

Title

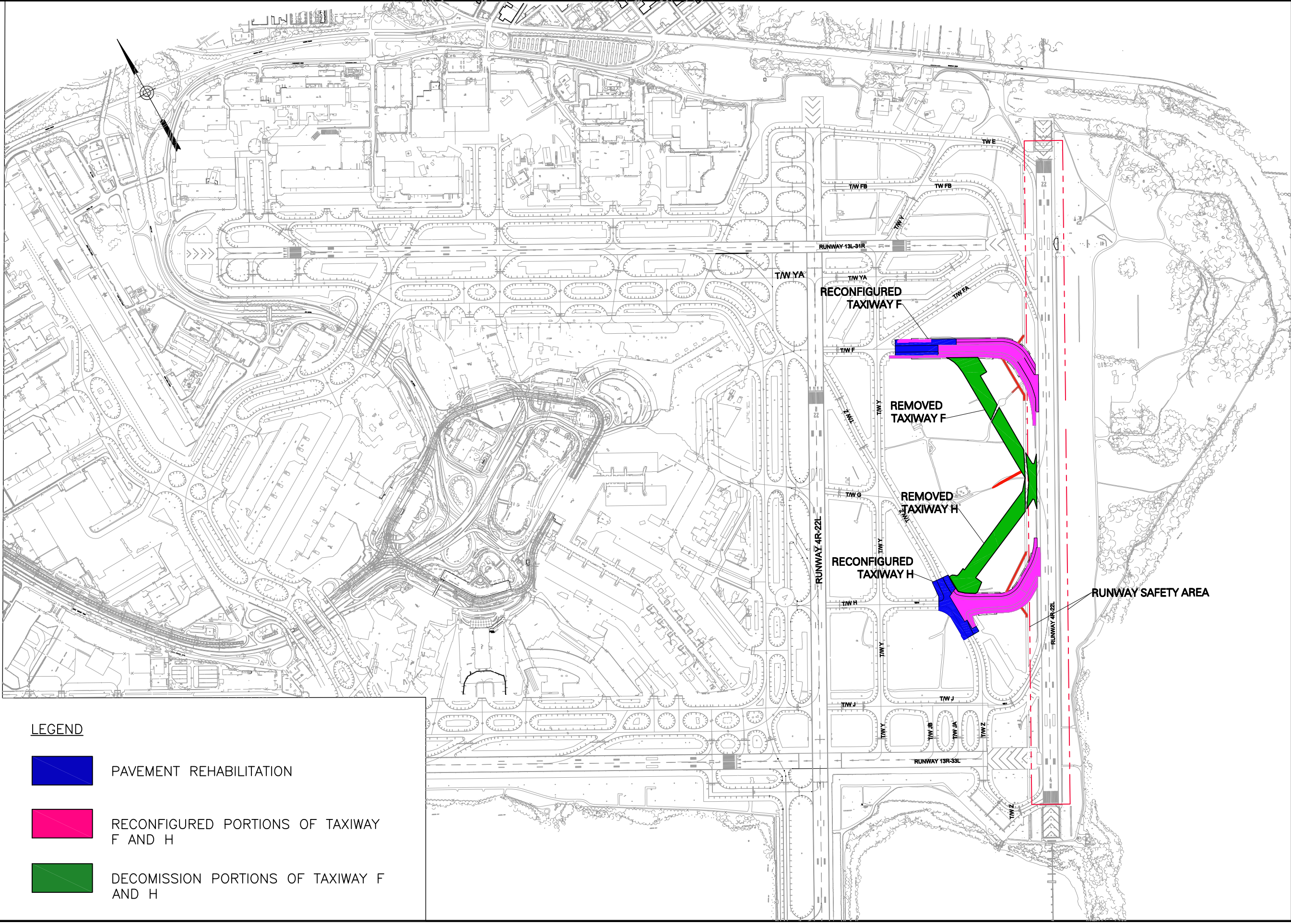
The Port Authority of NY & NJ

Affiliation

212-435-3797

Phone #

Attachment 1: Description of Proposed Project



LEGEND



PAVEMENT REHABILITATION



RECONFIGURED PORTIONS OF TAXIWAY F AND H



DECOMISSION PORTIONS OF TAXIWAY F AND H

THE PORT AUTHORITY
OF NY & NJ

CHIEF CIVIL ENGINEER

GUY ZUMMO
N.Y. PROFESSIONAL ENGINEER
LICENSE NO. 066915

No.	Date	Revision	Approved
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ENGINEERING DEPARTMENT

JOHN F. KENNEDY
INTERNATIONAL
AIRPORT

DISCIPLINE
CIVIL

Title

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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. All recipients of Contract documents, including bidders and those who do not bid and their prospective subcontractors and suppliers who may receive all or a part of the Contract documents or copies thereof, shall make every effort to ensure the secure and appropriate disposal of the Contract documents to prevent further disclosure of the information contained in the documents. Secure and appropriate disposal includes methods of document destruction such as shredding or arrangements with refuse handlers that ensure that third persons will not have access to the documents' contents either before, during, or after disposal. Documents may also be retained for disposal purposes in the Contract Desk, 2 Montgomery Street, 1st Floor, Jersey City, NJ 07302 or the office of the Director of Procurement, 4 World Trade Center, 21st Floor, New York, NY 10007. It is a violation of law for any person to alter a document in any way, unless acting under the direction of a licensed professional engineer or registered architect. If this document bearing the seal of an engineer/architect is altered, the altering engineer/architect shall affix to the document their seal and the notation "altered by" followed by their signature and the date of such alteration, and a specific description of the alteration.

Designed by M.MUNDREAN
Drawn by M.MUNDREAN
Checked by R.MALEKI

Date 06/03/2016

Contract Number JFK-144.019

Drawing Number SK01
PID# 14024000

Attachment 2: Airport Environs



Attachment 3: Description of Previous JFK 4L-22R Project

Attachment 4: Official Species List, US Fish and Wildlife Service and NYSDEC Natural Heritage Program



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 SMITH ROAD
SHIRLEY, NY 11967
PHONE: (631)286-0485 FAX: (631)286-4003



Consultation Code: 05E1LI00-2016-SLI-0271

May 25, 2016

Event Code: 05E1LI00-2016-E-00262

Project Name: JFK Airport Rehabilitation of Runway 4R-22L and Associated Taxiways

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: JFK Airport Rehabilitation of Runway 4R-22L and Associated Taxiways

Official Species List

Provided by:

Long Island Ecological Services Field Office
340 SMITH ROAD
SHIRLEY, NY 11967
(631) 286-0485

Consultation Code: 05E1LI00-2016-SLI-0271

Event Code: 05E1LI00-2016-E-00262

Project Type: WASTEWATER PIPELINE

Project Name: JFK Airport Rehabilitation of Runway 4R-22L and Associated Taxiways

Project Description: The proposed project is approximately 154.8 acres and is located within the eastern portion of John F. Kennedy International Airport in Queens County, New York. The project includes taxiway and runway improvements and the replacement and upsizing of two existing stormwater outfalls.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: JFK Airport Rehabilitation of Runway 4R-22L and Associated Taxiways

Project Location Map:



Project Coordinates: The coordinates are too numerous to display here.

Project Counties: Queens, NY



United States Department of Interior
Fish and Wildlife Service

Project name: JFK Airport Rehabilitation of Runway 4R-22L and Associated Taxiways

Endangered Species Act Species List

There are a total of 4 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Piping Plover (<i>Charadrius melodus</i>) Population: except Great Lakes watershed	Threatened	Final designated	
Red Knot (<i>Calidris canutus rufa</i>)	Threatened		
Roseate tern (<i>Sterna dougallii</i> <i>dougallii</i>) Population: northeast U.S. nesting pop.	Endangered		
Flowering Plants			
Seabeach amaranth (<i>Amaranthus</i> <i>pumilus</i>)	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: JFK Airport Rehabilitation of Runway 4R-22L and Associated Taxiways

Critical habitats that lie within your project area

There are no critical habitats within your project area.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



June 13, 2016

Michelle Wenelczyk
Langan
300 Kimball Drive, 4th Floor
Parsippany, NJ 07054

Re: JFK Airport Rehabilitation of Runway 4R-22L and Associated Taxiways (Langan Project No. 100593101)

Town/City: City Of New York. County: Queens.

Dear Michelle Wenelczyk:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur, or may occur, on your site or in the immediate vicinity of your site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our database is continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

A handwritten signature in dark ink that reads "Andrea Chaloux".

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program



**The following state-listed animals have been documented
at your project site, or in its vicinity.**

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about any permit considerations for your project, contact the Permits staff at the NYSDEC Region 2 Office. For information about potential impacts of your project on these species, and how to avoid, minimize, or mitigate any impacts, contact the Wildlife Manager.

A listing of Regional Offices is at <http://www.dec.ny.gov/about/558.html>.

The following species have been documented at the project site, or within 0.5 mile. Potential onsite and offsite impacts from the project may need to be addressed.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING
Birds			
Upland Sandpiper <i>Breeding</i>	<i>Bartramia longicauda</i>	Threatened	10924
Northern Harrier <i>Breeding</i>	<i>Circus cyaneus</i>	Threatened	1641
Short-eared Owl <i>Breeding</i>	<i>Asio flammeus</i>	Endangered	211

This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.



**The following rare plants, rare animals, and significant natural communities
have been documented at your project site, or in its vicinity.**

We recommend that potential onsite and offsite impacts of the proposed project on these species or communities be addressed as part of any environmental assessment or review conducted as part of the planning, permitting and approval process, such as reviews conducted under SEQR. Field surveys of the project site may be necessary to determine the status of a species at the site, particularly for sites that are currently undeveloped and may still contain suitable habitat. Final requirements of the project to avoid, minimize, or mitigate potential impacts are determined by the lead permitting agency or the government body approving the project.

The following animals, while not listed by New York State as Endangered or Threatened, are of conservation concern to the state, and are considered rare by the New York Natural Heritage Program.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	HERITAGE CONSERVATION STATUS
Dragonflies and Damselflies			
Needham's Skimmer	<i>Libellula needhami</i>	Unlisted	Vulnerable in NYS
Idlewild Pond, 2005-07-14: The habitat includes a freshwater manmade pond and marsh with cattail/reed and sedges/grasses.			14659

The following significant natural communities are considered significant from a statewide perspective by the NY Natural Heritage Program. They are either occurrences of a community type that is rare in the state, or a high-quality example of a more common community type. By meeting specific, documented criteria, the NY Natural Heritage Program considers these community occurrences to have high ecological and conservation value.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	HERITAGE CONSERVATION STATUS
Wetland/Aquatic Communities			
Low Salt Marsh			Uncommon Community Type
Jamaica Bay: This is a very large occurrence consisting of multiple patches with few exotic plant species, located in a protected bay within a National Park Service Wildlife Refuge and Recreation area. The occurrence is unhealthy; it is degrading quickly and is converting to mudflat. The surrounding landscape is heavily developed and contributes numerous detrimental inputs to the bay.			10248

The following plants are listed as Endangered or Threatened by New York State, and/or are considered rare by the New York Natural Heritage Program, and so are a vulnerable natural resource of conservation concern.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	HERITAGE CONSERVATION STATUS
Vascular Plants			
Fringed Boneset	<i>Eupatorium torreyanum</i>	Threatened	Imperiled in NYS
JFK Airport, 1995-08-07: Dry grassy airport margin. The whole area is disturbed. Plants scattered in sandy areas.			404

JFK Airport, 1995-08-07: Upper beach with scattered stone debris and drift material. Very dry with only a few scattered plants.

10360

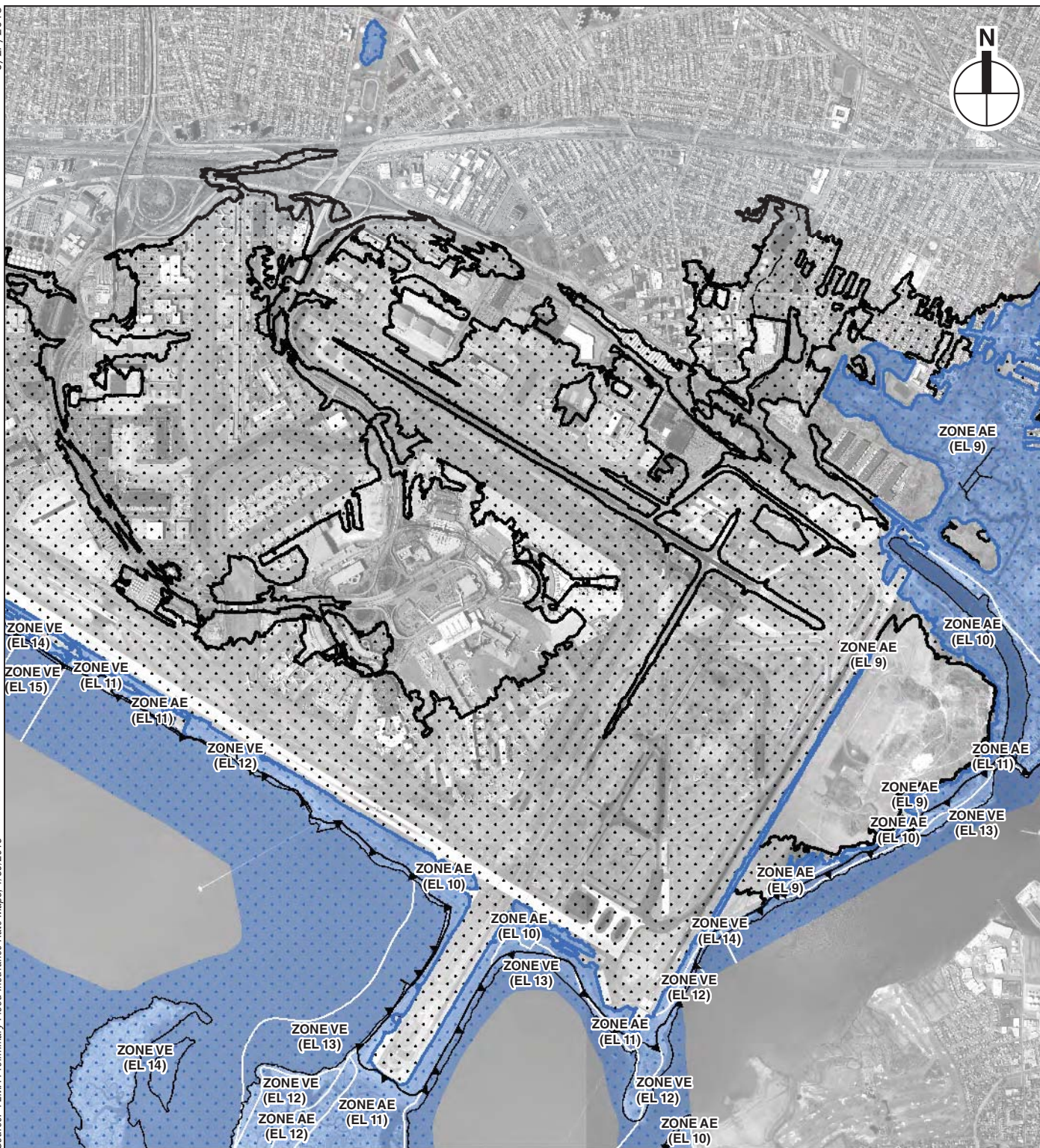
This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at www.natureserve.org/explorer, and from USDA's Plants Database at <http://plants.usda.gov/index.html> (for plants).







Information about many of the natural community types in New York, including identification, dominant and characteristic vegetation, distribution, conservation, and management, is available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org. For descriptions of all community types, go to www.dec.ny.gov/animals/97703.html for Ecological Communities of New York State.

Attachment 5: Floodplains



0 2,000 FEET



-  *Special Flood Hazard Areas (100-Year Flood)*
 *Other Flood Areas (500-Year Flood)*
 *1% Annual Chance Floodplain Boundary*
 *0.2% Annual Chance Floodplain Boundary*
 *Limit of Moderate Wave Action*
 *Boundary dividing Special Flood Hazard Area Zones and areas of different Base Flood Elevations, flood depths, and flood velocities*

Attachment 6: Federal, State, and City Coastal Assessment Forms (CAFs) and consistency determination

STATE OF NEW YORK
DEPARTMENT OF STATE

ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001
WWW.DOS.NY.GOV

ANDREW M. CUOMO
GOVERNOR

ROSSANA ROSADO
ACTING SECRETARY OF STATE

June 14, 2016

Marc Helman
Port Authority of New York & New Jersey
4 World Trade Center
150 Greenwich Street, 20th Floor
New York, NY 10007

Re: **F-2016-0269 (FA); and F-2016-0357**
Port Authority of New York & New Jersey
(PANYNJ), John F. Kennedy (JFK) International
Airport; Jamaica, Borough and County of
Queens, New York; Jamaica Bay - Head of Bay and
Thurston Basin; Outfalls 20 and 21 (located east of
Runway 4R-22L); *Rehabilitation of runway 4R-22L and
associated taxiways; Outfall improvements*
General Concurrence - No Objection to Funding;
General Concurrence - No objection to FAA approval;
General Concurrence/ Nationwide Permits

Dear Mr. Helman:

The Department of State (DOS) received the information you submitted regarding the above matter on March 15, 2016 and has completed its review. The Department of State has no objection to the use of federal funds for the proposed activities and has no objection to the federal authorization of the Port Authority of New York and New Jersey by the Federal Aviation Administration (FAA) to carry out the rehabilitation project.

The project includes construction and repair activities requiring United States Army Corps of Engineers (USACE) approval and which may be authorized under Nationwide Permits (NWPs) Nos. 3, 7, and 33. Pursuant to DOS' 2012 letter of agreement with the Corps regarding nationwide permits, individual consistency review and concurrence is not required for covered maintenance and temporary construction activities. The DOS has further reviewed the proposed rehabilitation of existing outfalls, consisting of activities which may be authorized under USACE nationwide permit No. 7, and has determined that this portion of the project activities meets the Department's general consistency concurrence criteria.

When communicating with us regarding this matter, please contact us at (518) 474-6000 and refer to our file #F-2016-0269 (FA) pertaining to the federal funding and file #F-2016-0357 pertaining to the federal permit actions and FAA authorization.

Sincerely,



Jeffrey Zappieri
Supervisor, Consistency Review Unit
Office of Planning and Development

JZ/ts



Department
of State

UPS OVERNIGHT

March 15, 2016

Mr. Jeffrey Zappieri
Supervisor, Consistency Review Unit
New York State Department of State
Division of Coastal Resources
1 Commerce Plaza, Suite 1010
Albany, New York 12231-0001

**SUBJECT: JOHN F. KENNEDY INTERNATIONAL AIRPORT
REHABILITATION OF RUNWAY 4R-22L AND ASSOCIATED TAXIWAYS
COASTAL ZONE MANAGEMENT PLAN CERTIFICATION AND REQUEST FOR
CONCURRENCE**

Dear Mr. Zappieri:

The Port Authority of New York and New Jersey (Port Authority) is proposing the Rehabilitation of Runway 4R-22L at John F. Kennedy International Airport (JFK). Runway 4R-22L is approaching the end of its useful life and requires rehabilitation to remain in operation. The Rehabilitation of Runway 4R-22L project also includes the widening of existing taxiways, the reconfiguration of existing taxiways into high-speed taxiways, and the replacement of piping at Outfalls 20 and 21.

In addition to the permits from the New York State Department of Environmental Conservation (NYSDEC) and the United States Army Corps of Engineers (USACE), the proposed project requires a change in the airport layout plan and, therefore, must be approved by the Federal Aviation Administration (FAA). In addition, the proposed project will be funded, in part, using federal funds.

The Port Authority has reviewed the project in light of the New York State Department of State (NYS DOS) coastal zone policies and the New York City Waterfront Revitalization Program (NYCWRP) coastal zone policies and the determined that there would be no foreseeable adverse effects on the coastal resources from this project.

Enclosed are project drawings, photographs, a completed Federal Consistency Assessment Form (FCAF), and policy evaluation. In addition, you will find a New York City Waterfront Revitalization Program Consistency Assessment Form (NYCWRPCAF) and policy evaluation.

The Port Authority is applying for the NYSDEC Tidal Wetlands Permit, 401 Water Quality Certification Permit and Excavation and Fill in Navigable Water Permit. The Port Authority is applying to the USACE for verification of the use of Nationwide Permits No. 3 (Maintenance), No.7 (Outfalls and Related Intake Structures) and No. 33 (Temporary Construction, Access, and Dewatering).

*Engineering Department
4 World Trade Center, 150 Greenwich Street
New York, NY 10006*

16007

If you have any questions or require additional information, please contact Ms. Inzaira Charles by e-mail at tcharles@panynj.gov or telephone at (212) 435-6109. Alternatively, I may be contacted directly by e-mail at mhelman@panynj.gov or telephone at (212) 435-6112.

Yours truly,



Marc Helman
Supervisor, Permits & Government Approvals
Environmental Engineering Unit

Enclosures:

- 1) Project Description and Purpose and Need
- 2) Project Drawings
- 3) Photographs
- 4) FCAF and policy evaluation
- 5) NYC WRPCAF and policy evaluation

cc: Michael Marrella, NYCDP
Nate Kimball & Ken Poli, Port Authority

Attachment 7: Public Notice Tear Sheets, Public Comments, and Comment Responses

NOTICES

Legal Notices

Legal Notices

Legal Notices

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THE PORT AUTHORITY OF NY & NJ PORT AUTHORITY OF NY & NJ TO HOLD PUBLIC MEETINGS ON PROPOSED \$32 BILLION CAPITAL PLAN

The Port Authority of NY & NJ has introduced a proposed 2017-2026 Capital Plan that would provide approximately \$32 billion in capital investment to fund critical projects for the region during the next 10 years. This proposed plan encompasses a balanced portfolio of more than 600 projects.

The Port Authority Board of Commissioners is expected to consider adoption of a 2017-2026 Capital Plan at its February 16, 2017, meeting. In keeping with the agency's commitment to the highest standards of accountability and transparency, the proposed 10-year plan will be presented for public comment through February 15, 2017. The Board of Commissioners will consider the public comments in order to determine if any modifications to the Proposed 2017-2026 Capital Plan are warranted.

To download the complete plan and receive details on meeting locations, visit <http://corpinfo.panynj.gov/pages/capital-plan/>. Please submit comments or questions to publiccomments@panynj.gov.

In addition to seeking written comments, the Port Authority will host two public meetings to provide the public with the opportunity to comment on the proposed plan. The meetings will be held at the Port Authority's offices from 5:00 p.m. until 8:00 p.m. on January 31, 2017, at 4 World Trade Center, 150 Greenwich Street, New York, NY 10007; and from 5:00 p.m. until 8:00 p.m. on February 7, 2017, at 2 Montgomery Street, Jersey City, NJ, 07302. A valid photo ID is required for admission to the meetings. Speakers may register for either meeting in advance at <http://corpinfo.panynj.gov/pages/capital-plan-speaker-registration>, or on-site at the meetings. On-site speaker registration will be open from 4:30 p.m. to 7:45 p.m. on the days of the meetings. Each speaker's comments will be limited to three minutes.

The public meetings are accessible to people with reduced mobility. Sign language interpreter services and translation services for Spanish and Chinese will be available. If you have any questions, or to request an accommodation, please contact the Port Authority at 212-435-6916 or via email at PAEvents@panynj.gov no later than three (3) days before the meeting for which the services are being requested.

Notice is hereby given that license number TBA for Beer, Wine & Cider has been applied for by the undersigned to sell Beer, Wine, & Cider at the restaurant under the Alcoholic Beverage Control Law, located at Avenue L, Brooklyn, NY 11226, for On-premises consumption.
TJ ENTERPRISES, INC
DBA: TJ HALL

Notice of formation of FOREVER 888 LLC. Arts of Org filed with Secy of State of NY (SSNY) on 10/18/16. Office location: Queens County, SSNY designated as agent of process shall be served upon the LLC to 192-37 Underhill Ave, Fresh Meadows, NY 11365. Purpose: any lawful act.

Notice of formation of 843 AN-NADALE LLC. Arts of Org filed with Secy of State of NY (SSNY) on 10/18/16. Office location: Queens County, SSNY designated as agent of process shall be served upon the LLC to 843 Avenue L, Brooklyn, NY 11226. Purpose: any lawful purpose or activity.

THE PORT AUTHORITY OF NY & NJ NOTICE OF AVAILABILITY AND REQUEST FOR COMMENT

Draft Environmental Assessment

Reconfiguration of Taxiways F and H 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 Draft Environmental Assessment (EA) for the Reconfiguration of Taxiways F and H at John F. Kennedy International Airport are available for public review 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: Michael Moran

Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ

Aviation Department

Aviation Technical Services

4 World Trade Center, 18th Floor

New York, NY 10003

Attn: Kathryn Lamond

Hours: 09:00 am to 05:00 pm

The draft EA document for this project will be available at these locations until February 3, 2017. In addition, a copy of this document may be viewed online at: <http://www.panynj.gov/about/studies-reports.html>

The draft EA responds to all of the requirements of the Federal Aviation Administration (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 Draft Environmental Assessment prepared for the Reconfiguration of Taxiways F and H at John F. Kennedy International Airport. The Port Authority is accepting comments on this Revised Draft EA document until the official comment period for this document closes on February 3, 2017. Comments must be received by close of business on February 3, 2017 in order to be considered.

Comments on this draft EA should be sent to: The Port Authority of NY & NJ, 4 World Trade Center, 18th Floor, New York, NY 10003, Attn: Kathryn Lamond

In addition, comments may be emailed to JFKTWFH@panynj.gov with the subject heading "JFK TWY F & H EA COMMENT." If you have any questions on this notice, please contact Kathryn Lamond at the email address above.

Notice of Formation of IRG Har-El LLC. Arts of Org. filed with Secy of State of NY (SSNY) on 12/28/16. Office location: Queens County, SSNY designated as agent of process shall be served upon the LLC to c/o The LLC, 193-38 Keno Avenue, Hollis, NY 11423. Purpose: any lawful activity.

Notice of formation of CPP RE-ALTY, LLC. Articles of Org. filed with the Secretary of State of New York (SSNY) on 09/16/2016. Office located in Queens County, SSNY has been designated for service of process. SSNY shall be served upon the LLC to c/o The LLC, 7014 13th Avenue, Suite 202, Brooklyn, NY 11228. Purpose: Any lawful activity or purpose.

Notice of Formation of 398 Little Clove Road LLC. Arts of Org. filed with New York Secy of State (SSNY)

The Home Land of WCCM LLC. Arts of Org. filed with SSNY on 10/18/16. Office location: Queens Co. SSNY designates upon whom process may be served. SSNY shall mail process to: The LLC, 106-12 35th Ave., Flushing, NY 11354 General Purpose.

Legal Notice # 21243009

NOTICE OF SUIT
TO ALL WHO ARE OR MAY BE CONCERNED: You are hereby notified that AMIRAH HASANAN has filed her petition in the DISTRICT COURT OF JAMAICA COUNTY, KANSAS CITY DIVISION IN THE MATTER OF THE MARRIAGE OF AMIRAH HASANAN AND KADIR ADIL Case No. 16CV04085 Court No. Div. 1, Divorce Action
On 12/01/2016 praying for a decree of divorce from said Kadir Adil and that said petition will be heard by the Court in division 16.105 N. Kansas, Olathe, KS 66061 on Feb 9, 2017 at 9:30am.
You must file an answer to the petition with the court and serve a copy at the address listed below before Feb 9, 2017.
15514 W. 133 St. Apt. 902, Olathe, KS 66062.

Legal Notice # 21237920

GREENLEY HILLSIDE INVESTORS LLC, Arts. of Org. filed with the SSNY on 12/09/2016. Office loc: Nassau County, SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: C/O Mount Properties, 165 Merrick Ave., Ste. 50N, Westbury, NY 11590. Purpose: Any Lawful Purpose.

Legal Notice # 21243444

USFOWE TECHNOLOGY SOLUTIONS LLC, Arts. of Org. filed with the SSNY on 01/13/2017. Office loc: Nassau County, SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 100 Garden City Plaza, Ste. 432, Garden City, NY 11530. Purpose: Any Lawful Purpose.

Legal Notice # 21241107

NOTICE OF BOARD OF COOPERATIVE EDUCATIONAL SERVICES OF NASSAU COUNTY, NEW YORK

NOTICE IS HEREBY GIVEN:
Section 1. That a Special Meeting of the qualified voters of Nassau BOCES shall be held at the polling places hereinafter set forth in the notice of said Special Meeting on the 8th day of February, 2017, for the purpose of voting by ballot upon the proposition hereinafter set forth in said notice. Polls for the purpose of voting will be kept open between the hours of 11:00 a.m. and 8:00 p.m. on the day of the Special Meeting. For purposes of the Special Meeting and vote, the entire Nassau BOCES shall constitute a single election district and for the convenience of the voters, multiple polling places shall be provided, the locations of which are hereby designated as set forth in the notice of said Special Meeting in Section 2.
Section 2. That the Clerk of Nassau BOCES is hereby authorized to amend the notice of the Special Meeting hereinafter set forth from time to time as, in his or her discretion, such amendment may be required, consistent with the intent of the Nassau BOCES.
Section 3. That the notice of said Special Meeting, including the proposition to be voted upon, shall be in substantially the following form:
Date: February 9, 2017.

NOTICE OF SPECIAL DISTRICT MEETING
The Board of Cooperative Educational Services of Nassau County, HEREBY GIVES NOTICE that a Special Meeting of the qualified voters of said Board of Cooperative Educational Services of Nassau County will be held at the polling places hereinafter set forth on the 8th day of February, 2017, for the purpose of voting by ballot upon the proposition hereinafter set forth. Polls for the purpose of voting will be kept open between the hours of 11:00 a.m. and 8:00 p.m., Prevaling Time.

PROPOSITION
Shall the Board of Cooperative Educational Services of Nassau County ("Nassau BOCES"), be authorized: (a) to acquire from the Massapequa Union Free School District (a) to the land and building at 1 Carmans Road, Massapequa Park, New York, 11762, a school building of approximately 70,000 square feet located on approximately 6 acres of land, for use as a school, or for any other permitted educational or administrative use for a total purchase price of \$9,000,000.00 subject to adjustments in accordance with the Purchase and Sale Agreement dated June 23, 2016 on file in the office of the Clerk of Nassau BOCES; (b) and to pay for all or any portion of such acquisitions and costs incidental thereto out of the capital fund monies of Nassau BOCES.

DETERMINATION OF STATUS OF PROJECTS UNDER THE STATE ENVIRONMENTAL QUALITY REVIEW ACT
Nassau BOCES, acting as Lead Agency under the provisions of the State of New York promulgated pursuant to the State Environmental Quality Review Act, (SEQR) determined on June 23, 2016 that the acquisition set forth above is an "Unlisted Action," which will not have any significant impact upon the environment.

NOTICE IS ALSO HEREBY GIVEN that a person shall be entitled to vote at said Special Meeting of the voters of the Board of Cooperative Educational Services of Nassau County who is: (1) a citizen of the United States; (2) eighteen years of age or older on the date of said Special Meeting; and (3) a resident within the Board of Cooperative Educational Services of Nassau County for a period of at least thirty consecutive days immediately preceding the date of said Special Meeting.

NOTICE IS HEREBY FURTHER GIVEN that the entire Nassau BOCES shall be deemed a single election district, and that, for the convenience of voters, multiple polling places shall be provided so that each voter may choose to vote at any one (but only one) of the polling places as may be convenient for the voter, the locations of which are hereby designated as follows:

Polina Place School Building
Carmans Road School

Joseph M. Barry Career & Technical Educational Center

Robert E. Luinsky Center

Jerusalem Avenue Elementary School

Center for Community Adjustment

Iris Wolfson High School

NOTICE IS ALSO HEREBY GIVEN that absentee ballots may be applied for at the office of the Clerk of the Board of Cooperative Educational Services of Nassau County, 71 Clinton Road, Garden City, NY 11530. Any such application must be received by the Clerk of the Board of Cooperative Educational Services of Nassau County at least seven days before the date of the aforementioned Special Meeting if the ballot is to be mailed to the voter, or the day before such Special Meeting, if the ballot is to be picked up in person by the voter. A list of all persons to whom absentee ballots have been issued shall be available for public inspection in the office of the Clerk of the Board of Cooperative Educational Services of Nassau County not less than five days prior to the date of the Special Meeting (excluding Saturdays and Sundays) during regular office hours until the date of the said Special Meeting. It is noted that such list shall also be posted conspicuously at the places of voting during the hours of such Special Meeting.

BOARD OF COOPERATIVE EDUCATIONAL SERVICES
NASSAU COUNTY, NEW YORK

By: Deborah Coates, District Clerk

Legal Notice # 21239790

NOTICE OF SALE
SUPREME COURT - COUNTY OF NASSAU
MAT BANK, Plaintiff,
vs.
PATRIC ET AL, Defendant(s).
Index No.: 13-003579
KYHAN PARK; EUNJA PARK ET AL
Plaintiffs,
vs.
PATRIC ET AL, Defendant(s).
Pursuant to a Judgment of Foreclosure and Sale, duly entered on 12/17/2015, in the undersigned Referee, will sell at public auction, in the Calendar Control Part (CCP) Courtroom of the Supreme Court, 100 Supreme Court Dr., Mineola, NY 11501 on 2/7/2017 at 11:30 am, premises known as 9 Beaumont Drive, Plainville, NY 11353, and described as follows:
ALL that tract or parcel of land, situate at Plainville, Town of Oyster Bay, County of Nassau and State of New York, and designated on the tax maps of the Nassau County Treasurer as Section 13, Block G3 and Lot 16.
The approximate amount of the current Judgment lien is \$436,687.00 plus interest and costs. The premises will be sold subject to provisions of the aforesaid Judgment of Foreclosure and Sale and Terms of Sale; Index # 13-003579.
Elton Durst, Esq., Referee.
SCHILLER, K.N.A.P., LEKOWITZ & HERTZEL, L.L.P., 950 New Garden Road, LATHAM, NY 12110
Date: 12/13/16 MNB

Legal Notice # 21243435

THE COUNTY OF NASSAU IS ISSUING RFP #0118-1702 for the purchase and reduction of real property located at 1489 Old Northern Blvd., Roseton, NY 11769, Sec. 20, Bk. A, Lot 204. RFP can be obtained from the county website: nassaucountyny.gov, or by emailing kva1@nassaucountyny.gov. Responses due no later than 4:00PM, February 3, 2017.

Legal Notice # 21243635

THE COUNTY OF NASSAU IS ISSUING RFP #0118-1702 for the purchase and reduction of real property located at 1489 Old Northern Blvd., Roseton, NY 11769, Sec. 20, Bk. A, Lot 204. RFP can be obtained from the county website: nassaucountyny.gov, or by emailing kva1@nassaucountyny.gov. Responses due no later than 4:00PM, February 3, 2017.

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Legal Notice # 2124369901

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT

Draft Environmental Assessment

Reconfiguration of Taxiways F and H 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 Draft Environmental Assessment (EA) for the Reconfiguration of Taxiways F and H at John F. Kennedy International Airport are available for public review 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: Michael Moran

Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ

Aviation Department

Aviation Technical Services

4 World Trade Center, 18th Floor

New York, NY 10003

Attn: Kathryn Lamond

Hours: 09:00 am to 05:00 pm

The draft EA document for this project will be available at these locations until February 3, 2017. In addition, a copy of this document may be viewed online at: <http://www.panynj.gov/about/submitting-reports.html>

The draft 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 11668, Floodplain Management. In accordance with NEPA, The Port Authority is inviting the public to submit, in writing, comments on the Draft Environmental Assessment prepared for the Reconfiguration of Taxiways F and H at John F. Kennedy International Airport. The Port Authority is accepting comments on this Revised Draft EA document until the official comment period for this document closes on February 3, 2017. Comments must be received by close of business on February 3, 2017 in order to be considered.

Comments on this Draft EA should be sent to: The Port Authority of NY & NJ, 4 World Trade Center, 18th Floor, New York, NY 10003, Attn: Kathryn Lamond

In addition, comments may be emailed to JFKTWFH@panynj.gov with the subject heading "JFK TWF F & H EA COMMENT." If you have any questions on this notice, please contact Kathryn Lamond at the email address above.

LEGAL NOTICES

Legal Notice # 21243259

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN that the Town Board of the Town of North Hempstead, in the County of Nassau, State of New York, will meet at the Town Hall, 220 Plandome Road, Plandome, New York, on January 31, 2017, at 7:00 o'clock P.M. (Prevaling Time), for the purpose of conducting a public hearing regarding the increase and improvement of facilities of the North Hempstead Sidewalk District, consisting of the construction of sidewalk improvements, at an estimated maximum cost of \$100,000; and all of the foregoing to include any equipment, furnishings, machinery, or apparatus, and any ancillary or related work required in connection therewith.

Legal Notice # 21243421

LH LLC, Arts. of Org. filed with the SSNY on 08/19/2016. Office loc: Nassau County, SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: Stewart Sternbach, 100 Merrick Road, Ste. 400 E, Rockville Centre, NY 11570. Purpose: Any Lawful Purpose.

Legal Notice # 21239712

185-11 HILLSIDE PARTNERS LLC, Arts. of Org. filed with the SSNY on 12/02/2016. Office loc: Nassau County, SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: C/O Piermont Properties, 865 Merrick Ave., Ste. 50N, Westbury, NY 11590. Purpose: Any Lawful Purpose.

Legal Notice # 21243076

Annual meeting of the Rockville Cemetery, Inc. OBA Springfield Cemetery Assoc. will be held on January 31, 2017 at 9:00 AM at the office of the Rockville Cemetery located at 45 Merrick Rd. Lynbrook, NY 11570.

Legal Notice # 21243055

NOTICE TO BIDDERS

THE TOWN OF BABYLON

OFFICE OF GENERAL SERVICES

Sealed bids will be publicly opened by the OFFICE OF PURCHASING, COUNTY OF NASSAU, at its office, 3170 West Street, Mineola, New York, 11501 at 11:00 A.M. (EST) on the date(s) indicated below.

Bidding Opening Date:

January 31, 2017

a) Ammunition

February 2, 2017

b) Eggs, Cheese & Soy-Based Greasy

c) Fresh Fruits & Vegetables;

d) Poultry Meat & Meat Products

February 16, 2017

e) Groceries

All bids must be made on OFFICE OF PURCHASING bidding sheets only, subject to all County terms, conditions and detailed specifications which will be downloaded at <http://nassaucountyny.gov/Lein>

Date: January 19, 2017

In addition, bid packages may be obtained at the Town of Babylon website:

www.townofbabylon.com

For further information call (516) 947-3025.

The Town reserves the right to reject any and all bids.

The Town encourages minority and women owned businesses to participate.

Theresa Sabatino

Commissioner of General Services

Date: 01/19/17

Legal Notice # 21243460

CSE LEVINE MEMBER LLC, Arts. of Org. filed with the SSNY on 01/13/2017. Office loc: Nassau County, SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: The LLC, 960 Willis Avenue, Albertson, NY 11507. Purpose: Any Lawful Purpose.

Legal Notice # 21236418

FINDERPLACE LLC, Arts. of Org. filed with the SSNY on 08/19/2016. Office loc: Nassau County, SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail process to: Stewart Sternbach, 100 Merrick Road, Ste. 400 E, Rockville Centre, NY 11570. Purpose: Any Lawful Purpose.

Legal Notice # 21239682

FAMILY COURT OF THE STATE OF NEW YORK, COUNTY OF NASSAU, DOCKET # NN-11797-16
In the Matter of: BABY GIRL HOPE (b. 11/24/16)
A Child under Eighteen Years of Age
Alleged to be Destitute
JANE DOE, Mother
Respondent,
In the Name of the PEOPLE OF THE STATE OF NEW YORK
vs.
THE ABOVE-NAMED RESPONDENT
To: JANE DOE, WHO RESIDES OR IS FOUND AT: ADDRESS UNKNOWN
RESPONDENT IS THE BIOLOGICAL MOTHER OF A FEMALE CHILD, WHO WAS BORN ON OR ABOUT NOVEMBER 24, 2016; LEFT BY A FEMALE WITH A MEMBER OF THE WANTAGE FIRE DEPARTMENT; AND IS ALLEGED TO BE ABANDONED IN ACCORDANCE WITH THE NEW YORK ABANDONED INFANT PROTECTIVE ACT (N.Y. P.A. 12-123).
A petition under Article 10-C of the Family Court Act has been filed with this Court (requesting the following relief):
1. That the child be determined to be a destitute child and placed with the Nassau County Department of Social Services.
2. That the child be placed with the Nassau County Department of Social Services.
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Μικρές Αγγελίες

ΕΘΝΙΚΟΣ ΚΗΡΥΞ ΠΕΜΠΤΗ 19 ΙΑΝΟΥΑΡΙΟΥ 2017

Πωλήσεις Οικιών

REALTY EXECUTIVES TODAY
ROULA ANGELIDIS, GRI, CRS



SENIOR VICE PRESIDENT
ASSOCIATE BROKER
RESIDENTIAL & COMMERCIAL
ΑΠΟΚΛΕΙΣΤΙΚΑ

• ASTORIA UPPER DITMARS ΟΙΚΙΑ

Parking.
• ASTORIA mix use 1 μαγαζί (7 χρό-
νια λίστα) και 2 διαμερίσματα του
ενός και 2 υπονοδμ.

ΠΟΥΛΑΤΕ Ή ΕΝΟΙΚΙΑΖΕΤΕ;
ΚΑΛΕΣΤΕ ΜΕ
ΡΟΥΛΑ ΑΓΓΕΛΙΔΗ

Tel: (718) 956-3333
Cell: (347) 249-8072
Angelidis.roula@gmail.com
221793/2430 12-31

Αρχιτέκτονες

ΑΡΧΙΤΕΚΤΟΝΙΚΟ & ΟΙΚΟΔΟΜΙΚΟ
ΓΡΑΦΕΙΟ ΣΤΗΝ ΑΣΤΟΡΙΑ
35 χρόνια πείρα
με το BUILDING DEPT.

- Εκδόσεις αδειών, permits & C of O
- Approval and Permits 3 - 5 days
- ECB Court Representation
- Remove violations
- Νομιμοποιήσεις υπογείων
- Όλων των ειδών οι οικοδομικές εργασίες, μικρές ή μεγάλες.
- Remove Stop Work Order
- Βοηθάμε στην εξασφάλιση δανείου για ανέγερση οικιών, ανακαινίσεις ή επιτε-
ρήσεις.

- Αναλαμβάνουμε τις ίδιες εργασίες και εκτός Ν. Υόρκης.
- Αναλαμβάνουμε οικονομοτεχνικές-νομι-
κές συμβουλές για αξιοποίηση ακινήτων (οικοπέδων-κτιρίων) και στην Ελλάδα.
- Εκδοση οικοδομικών αδειών και κατα-
σκευή κτιρίων. Interior Renovations.

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Garageman's Lien Sale RNovella DCA LIC#
1339795 Sells 2-7-2017 9am 161-165 10th
Ave NYC 12 Volks WVGEG9BP6CD009858
Re: Levien Sports.Publ. 1/19/17&1/26/17.
275586/17115

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Illitch Dussek, Auctioneer, DCA Lic #
1421508 Sells on 2/6/17 9AM @ 9313
Ditmas Ave., Bklyn, NY 2007 Toyota
JTMBD33V075069158 Re:Lebron; 9:30
AM 2014 Chevrolet 1G1YM2D7XE51
15377 Re:Lashley. Publ. 1/19 & 1/26/17.
275570/16966

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GARAGEMAN'S LIEN SALE; Zambuto, S LIC
#2022551 SELL 1/31/17 9am 3092 Rich-
mond Terr SI 87 Gmc 1GDHV34K2HS514705
Re: Bock Custom Const Inc 05 Toyota 2T1LR
275587/17115

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THE PORT AUTHORITY OF NY & NJ NOTICE OF AVAILABILITY and REQUEST FOR COMMENT

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Reconfiguration of Taxiways F and H Project
John F. Kennedy International Airport, Jamaica, New York

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The Port Authority of NY & NJ
Aviation Department
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275587/28



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Gianaris To Introduce Legislation To Prohibit Tenant Blacklisting



State Senator Michael Gianaris and Linda Smith, who resides in the New York School of Urban Ministry's building.

State Senator Michael Gianaris will introduce legislation that would prohibit tenant blacklisting following the New York School of Urban Ministry's "attempt to blindside and misleadingly demand current low-income tenants vacate their homes in Astoria," according to the Senator's statement. "Currently, when tenants assert their rights in court in a landlord-tenant action, they can find themselves on a blacklist that keeps them from being able to secure future housing. Residents of NYSUM expressed concerns about protecting their rights to housing in court, due to possible blacklisting."

Senator Gianaris said, "Too many residents get the short end of the stick simply by asserting their legal rights. We cannot allow unscrupulous landlords to discriminate against tenants who are simply fighting to keep a roof over their heads."

Upon failed attempts to meet and discuss a potential solution to this "disturbing situation" with Executive Director Pastor Peter DeArruda, Senator Gianaris, Congress Member Joseph Crowley and Assembly Member Aravella Simotas penned a joint letter to Attorney General

Eric Schneiderman, calling to investigate possible "mismanagement" of the non-profit.

"Pastor Peter DeArruda confirmed his intentions to lease the building to a third party stating that NYSUM is facing financial hardships and can no longer afford to pay the existing operational costs. The 39-unit dormitory, located at 31-65 46th Street in Astoria, is fully paid off and clear of any mortgage," explained Gianaris.

Senator Gianaris repeatedly visited residents to check on them over the course of NYSUM's actions, and has encouraged residents to remain in their homes and continue working with The Legal Aid Society.

Currently, over 90% of landlords are represented by attorneys in New York City Housing Court, while far less than 10% of tenants do not have legal representation.

**The Gazette Is Proud Of Over 35 Years
Of Dedicated Community Coverage**

"ON THE LAW" with JOHN J. CIAFONE, Esq. Attorney & Counselor at Law

Question: My girlfriend recently filed a child support petition in the family court demanding that I support her baby girl. However, I'm not sure it's my child, since she was still with her old boyfriend when we first met. What should I do?

Answer: Upon being served with the child support petition, you must demand a paternity test. A paternity test administered through the family court is a DNA test that determines if the child is yours. If it is determined that it is your child, the court will issue an order of filiation, which is an official document stating that you are the father of the child.



If you have any questions, please Call: John J. Ciafone, Esq.
25-59 Steinway St./Suite 2F, Astoria • 718.278.3900

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HOUSING ADVISOR

Central Astoria LDC
204-1056

What can you do if you feel like your landlord is harassing you?

Denise, Glendale

Harassment by an owner is a course of action intended to force a tenant out of his/her apartment or to cause a tenant to give up rights granted the tenant by the rent Stabilization Law or Rent Control Law. No owner or anyone acting for the owner may interfere with a tenant's privacy, comfort, or quiet enjoyment of the tenant's apartment. Interference includes reducing services or engaging in baseless court proceedings. The Rent Code Amendments of 2014 (RCA 2014) expanded such course of conduct to include the filing of false documents with, or making false statements to, DHCR.

Harassment is a serious violation of a tenant's rights. NYS DHCR established the Enforcement Unit specifically to handle **Harassment** cases. The Unit is staffed with attorneys who specialize in this area of rent laws. They respond to all complaints of **Harassment** made within NYS related to rent regulated housing.

Owners found guilty of tenant **Harassment** by administrative order after a hearing is held, are subject to a fine of \$2,000 for a first offense and up to \$10,000 for each subsequent offense. In addition, DHCR will not permit rent increases once there has been a finding of **Harassment** until there is a finding that the harassment has ended.

Tenants should use form RA-60H "Tenant's Statement of Harassment" to submit a Harassment complaint to DHCR. The complaint will be reviewed to determine an appropriate form of action. It may be determined that the tenant actually needs to file a different complaint form such as Failure to Renew Lease or Decrease in Service, as opposed to a **Harassment** complaint. Those complaints that allege facts that constitute **Harassment** are assigned to an attorney. A copy of the complaint will be served on the owner and the Enforcement Unit attorney will schedule a conference for the tenant and owner.

The conference generally results in a written and signed agreement that details the corrective action to be taken by one or both parties. The agreement is then monitored by a DHCR attorney.

The Housing Advisor of Central Astoria LDC located at 25-69 38th Street, Astoria 11103 is pleased to announce that office hours have been extended until 7 pm on Thursday nights. All services are free. Contact 718-204-1056 for more information.

For more information call Central Astoria LDC at 718-204-1056.

ADVERTORIAL



LETTERS TO THE EDITOR

he may decree will hurt those most who believed him.

I was also glad to see 60 other members of the House stay away from last Friday's event. They were not forced to attend. Nor were those of us, as displeased, forced to watch the hours of coverage on TV that day. We were not inaugurating an emperor or king. The absentees on Jan. 20 were not recasting a new president, yelling "liar" or "sexist pig." I think their action had merit.

It will be up to this new Boss to listen to his opposition and not tweet nastiness about them. He can fire his cabinet appointees, but not the rest of us.

BK Brumberg
Howard Beach

Trump's terrible tactics

Dear Editor:

Early signs are that President Trump intends to intimidate or disparage established news outlets as being dishonest or agents of "fake news," and to denigrate our national intelligence community with his "weapons of mass destruction" excuse.

Americans should reject his prejudicial positions. Otherwise, vital components that preserve and protect our democracy could be threatened: (1) the might of a free press and (2) the critical insight of our intelligence community.

His tactic is very simplistic. He targets his baleful repugnance then waits for those targeted to modify their actions to gain his approval. This tactic might have worked in raising his children, but those agents representing cornerstones of our democracy should understand that their crucial role is to serve this nation, not to please one person.

Glenn Hayes
Kew Gardens

Donned and confused

Dear Editor:

A thick fog of confusion is rolling over the Trump House. Here are a few reasons why:

- 1) His family trust may not jive with the U.S. Constitution.
- 2) Why are his tax returns still a mystery?
- 3) Will Trump ever evict the press corps from his house?
- 4) He claims NATO is obsolete — why?
- 5) He considers Putin and Merkel as equal leaders — really?
- 6) The "One China" policy has to go — why?
- 7) We will stop China's man-made island — how?
- 8) We will move our embassy from Tel-Aviv to Jerusalem — why?
- 9) Will Trump eliminate debt or add to it?
- 10) Will his twitter replace press releases?
- 11) The CIA is acting like Nazi Germany.
- 12) Who will pay for the Trump wall?
- 13) Is a "border tax" against Canada and Germany on the horizon?

Let's see if the first 100 days will lift the fog on these and many other issues.

P.S.: I give Barbara Rizzo an A+ for her Jan. 12 letter, "Deny Trump's schools pick."

Anthony G. Pilla
Forest Hills

Redo Obamacare together

Dear Editor:

The Affordable Care Act (aka Obamacare) has been a disaster. When insurance companies are not leaving the exchanges, they have increased premiums by an average of 22 percent nationwide (not so affordable!). The ACA has to be repealed in its entirety and replaced by something better.

I would also like to review what I wrote in the Sept. 24, 2009 issue about the then-pending ACA ("Public health costs," Letters). First, I wrote that it would affect employment as companies hire more part-time and temporary workers to avoid the requirement of providing expensive healthcare. The Congressional Budget Office and the Federal Reserve have since done studies backing me up. That is why, despite the fact that millions of jobs were created during the last eight years, median income growth was nonexistent until 2015. You can't blame the Republicans for that.

My second point was that people would lose their health insurance when their plans did not meet the ACA mandates. Current estimates are that five to six million people have lost their coverage. The CBO estimates that if the ACA were kept in place the number would grow to 10 million by 2021. Since many people knew what would happen, I ask if President Obama was lying or ignorant of his own plan when he stated that if you like your plan you could keep it. It is one of the two.

Finally, I predicted the plan would not pay for itself. Many of the taxes to pay for the plan were pushed into the future and I knew that politicians being who they are would react in time. In December 2015 as part of a budget deal happily signed by Obama the Medical Device Tax and the tax on "Cadillac" plans that the unions pushed their Democratic allies to kill were pushed back by two years.

People who think the ACA should remain with a few minor changes are as clueless as Nancy Pelosi was when she said the law should be passed so we could find out what is in it.

I followed up my original letter on Oct. 8, 2009 when I offered alternatives because it is not right to criticize without a proposal ("My healthcare plan," Letters). The Republicans now have an obligation to step up and offer a replacement. I wrote in my second letter that bills this important should be done on a bipartisan basis. That still holds. Republicans should bring Democrats into the decision-making process and Democrats should avoid not wanting to get involved in order to let the Republicans sink or swim with their bill.

It is time for all our elected leaders (Democrats and Republicans) to stop grandstanding.

Lenny Rodin
Forest Hills

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MLA-071140

NOTICE OF LIEN SALE



On Monday, February 13, 2017 at 11:00 a.m., Secure Self Storage, located at 1060 Wyckoff Avenue, Ridgewood NY, 11385, will hold a lien sale. The contents of the storage units listed below will be sold for cash to the highest bidder. Contents are household goods, furniture, etc.

For more information please call (718) 381-7867.

AUCTIONEER: JP LACON

Unit #s and Names:

A1007	Guzman, Juan	C1022	Flores, Ana M.	E1041	Gerena, Cristina
A1066	Phillips, Shadaya	C1029	Ellis, Lular	E1049	Egan, Christopher A.
A1123	Pimiento, Yanneth	C1051	Mullervy, Frank	E1069	Rios, Wilma
A1147	Gaston, Wilton	C2072	Ortiz III, Noel	E1074	Meeks, Joel
A1189	Manning, Robert	D1068	Almodovar, Wilfred	E2002	Marquez, Alexandra
A1201	Washtina Suber	D2010	Jalme, Olga	E2004	Stretz, Rosa
B1013	Davila, Lizzete	D2018	Diaz, Leonardo	E2005	Rodriguez, Nelson G.
B1044	Maldonado, Jacqueline	D2029	Mercado, Yolanda	E2041	Villegas, Colleen
B1058	Vincent, Jay	D2072	Santiago, Luis	E2043	Schroeder, Alfred L.
B1059	Fisher, Deidre Laura	D2082	Carbajal, Radames	E3001	Michel, Lazaro
B1096	Arias, Yolanda	D3010	Davis, Brenda	E3041	Jacobson, Annalisse
B1153	Parris, Carla	D3019	Otero, Carmen	E3087	Gonzalez, Maria
B1167	Mendoza, Johana	D3025	Medrano, Magaly		
B1221	Kalinkina, Michelle	D3066	Linares, Mario		
B1237	Vasquez, Madeline	E1005	Barnes, AnJave R.		

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Mayor signs raft of public art legislation

BY BILL PARRY

Mayor Bill de Blasio signed into law Wednesday a raft of bills that changes how the city approaches and is involved in the arts following years of controversy over the placement of a sculpture known as "The Sunbather" in Long Island City.

The 9-foot-high hot pink sculpture now gracing a median along Jackson Avenue at 43rd Avenue in Long Island City proved to be so contentious that the City Council last week passed its first ever package of cultural legislation since the establishment of the Department of Cultural Affairs in 1976 as well as the largest set of reforms to the Percent for Art program since it was initiated in 1982. Brooklyn-based artist Ohad Meromi was commissioned by the city to create "The Sunbather," angering some in the Long Island arts community that one of their own was not selected.

The \$515,000 cost raised the ire of many, but the lack of community involvement in

the decision-making process so outraged a Community Board 2 meeting in 2014 that it led to the first-ever Cultural Town Hall meeting before a standing-room only crowd at MoMA PS1 in March, 2015. City Councilman Jimmy Van Bramer (D-Sunnyside) co-hosted that evening alongside Cultural Affairs Commissioner Tom Finkelpearl, and the two later worked to deliver legislation that gives the community greater input, increases funds allocated to public art installations and encourages diversity in the artists commissioned for the project.

"Today we passed the largest package of bills ever in the history of the Committee of Cultural Affairs, and the first reform to the Percent for Art program since it was created under Mayor Koch," said Van Bramer, who chairs the committee. "These pieces of legislation will bring more transparency and accountability to the public art process and strengthen the programs that help make our city the cultural capital of the world."



Mayor de Blasio signs a series of bills that will avoid controversy when placing pieces of public art such as "The Sunbather" in Long Island City.

Photo by Bill Parry

The Percent For Art law requires that 1 percent of the budget for eligible city-funded construction projects be spent on public artwork. The law was initiated by Koch in 1982. The program is managed by the city's Department of Cultural Affairs.

"These bills will increase community input into the Percent for Art program by requiring community members to sit on Percent for Art panels, requiring the DCLA to collect data on who receives commissions, and mandating that outreach to artists is con-

ducted in multiple languages," Van Bramer said. "They will also strengthen Percent for Art by increasing the amount of money that can be spent on these important projects."

The Percentage of Art program has commissioned hundreds of site-specific projects in a variety of media such as painting, lighting, mosaic, sculpture and works that are integrated into infrastructure and architecture.

"This package also contains legislation requiring reports from the Arts Commission and the cultural institutions groups, bringing more transparency to the institutions that literally shape the face of our city," Van Bramer said. "New York City is better with more public art, more ambitious public art, and public art in every neighborhood. What this package will accomplish."

Reach reporter Bill Parry by e-mail at bparry@cnglocal.com or by phone at (718) 260-4538.

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2017

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AA adds overhead bin fee

On the heels of yet another major airline instituting a fee policy for use of a plane's overhead bin, Senator Charles Schumer warned more airlines could adopt the charge.

Last year, following United Airlines' announcement of the new policy, Schumer said other airlines could follow their lead.

American Airlines just became the second major airline to adopt the travel policy.

The just-announced "Basic Economy" fare set to launch in late February means that a traveler will only be entitled to one item that fits under the seat. Additional carry-on baggage fees will cost \$25 per item plus the applicable bag fee.

"You don't have to know how to read the tea leaves to see that when it comes to new airline fees, the future looks turbulent for con-

sumers," said Schumer. "Another major airline just made it harder for everyday consumers to fly by banning the free use of the overhead bin for some travelers."

Schumer said he will push for an expansion of the Airline Passenger Bill of Rights this year in the upcoming Federal Aviation Administration (FAA) bill.

The senator said free use of the overhead bin, fee disclosure requirements, seat sizes, exorbitant change fees, and other fundamental consumer protections should all be on the table in the upcoming FAA bill.

"If airlines are allowed to get away with this ill-conceived plan, one day, we might all be paying for use of the overhead bins, no matter who you are and no matter where you fly, and that will cost all of us more," Schumer said.

City expands free tax prep



Annetta Seecharran, executive director of Chhaya Community Development Organization, discusses how her group will partner with the city for the free tax preparation.

The Department of Consumer Affairs (DCA) is expanding free tax preparation in New York City to Sheepshead Bay, Jackson Heights and Coney Island.

"Tax filing can be daunting for anyone, now imagine what it's like for limited English proficient individuals, immigrants and low-income folks," said DCA Commissioner Lorelei Salas. "The free tax prep program will help the most vulnerable fulfill this important requirement and take advantage of refunds they've earned."

NYC Free Tax Prep is available for city residents that made

\$64,000 or less. Individuals can drop off their documents at one of the sites or apply online.

They can also choose to be alerted via text when they can meet with a preparer to avoid a long wait at tax prep sites.

To find an NYC Free Tax Prep site call 311, text "taxes" to 42033, or visit www1.nyc.gov.

"We want families to claim their tax credits," Salas said. "It's important we get the word out and serve the communities that haven't been using these services."

(ERICA FINOCCHIO)

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT

Draft Environmental Assessment Reconfiguration of Taxiways F and H 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 Draft Environmental Assessment (EA) for the Reconfiguration of Taxiways F and H at John F. Kennedy International Airport are available for public review at the following locations:

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General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Attn: Michael Moran
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
Aviation Technical Services
4 World Trade Center, 18th Floor
New York, NY 10003
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

The draft EA document for this project will be available at these locations until February 3, 2017. In addition, a copy of this document may be viewed online at: <http://www.panynj.gov/about/studies-reports.html>

The draft EA responds to all of the requirements of the Federal Aviation Administration (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 Draft Environmental Assessment prepared for the Reconfiguration of Taxiways F and H at John F. Kennedy International Airport. The Port Authority is accepting comments on this Revised Draft EA document until the official comment period for this document closes on February 3, 2017. Comments must be received by close of business on February 3, 2017 in order to be considered.

Comments on this draft EA should be sent to: The Port Authority of NY & NJ, 4 World Trade Center, 18th Floor, New York, NY 10003, Attn: Kathryn Lamond

In addition, comments may be emailed to JFKTWEH@panynj.gov with the subject heading "JFK TWY F & H EA COMMENT." If you have any questions on this notice, please contact Kathryn Lamond at the email address above.

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FAMILY COURT OF THE STATE OF NEW YORK
COUNTY OF QUEENS
 Docket No. NN-712-7315

In the Matter of a Proceeding under
THE LAWRENCE CHILDREN

Article 10 of the Family Court Act
ANTHONY LAWRENCE
 RESPONDENT(S)

CHILD NEGLECT CASE

IN THE NAME OF THE PEOPLE OF THE STATE OF NEW YORK

NOTICE: PLACEMENT OF YOUR CHILD IN FOSTER CARE MAY RESULT IN THE LOSS OF YOUR RIGHTS TO YOUR CHILD. IF YOUR CHILD STAYS IN FOSTER CARE FOR 15 OF THE MOST RECENT 22 MONTHS, THE AGENCY MAY BE REQUIRED BY LAW TO FILE A PETITION TO TERMINATE YOUR PARENTAL RIGHTS AND TO COMMIT GUARDIANSHIP AND CUSTODY OF YOUR CHILD TO THE AGENCY FOR THE PURPOSES OF ADOPTION. ALSO, THE AGENCY MAY FILE BEFORE THE END OF THE 15-MONTH PERIOD, IF SEVERE OR REPEATED CHILD ABUSE IS PROVEN BY CLEAR AND CONVINCING EVIDENCE, THIS FINDING MAY CONSTITUTE THE BASIS TO TERMINATE YOUR PARENTAL RIGHTS AND TO COMMIT GUARDIANSHIP AND CUSTODY OF YOUR CHILD TO THE AGENCY FOR THE PURPOSES OF ADOPTION.

TO: ANTHONY LAWRENCE

A petition under ARTICLE 10 of the FAMILY COURT ACT having been filed with this Court and annexed hereto:

YOU ARE HEREBY SUMMONED to appear before this court at 151-20 Jamaica Avenue, Jamaica, NY 11432, Part 6; On **MARCH 17TH, 2017** at **9:00 AM** o'clock in the afternoon of that day to answer the petition and to be dealt with in accordance with ARTICLE 10 of the FAMILY COURT ACT

On your failure to appear as herein directed, a warrant may be issued for your arrest.

BY ORDER OF THE COURT
HON. JUDGE JOAN PICCIRILLO
 JUDGE OF THE FAMILY COURT

Dated: **JANUARY 13, 2017**

FURTHER NOTICE: Family Court Act 154 (c) provides that petitions brought pursuant to Articles 4, 5, 6, 8 and 10 of the Family Court Act, in which an order of protection is sought or in which a violation of an order of protection is alleged, may be served outside the State of New York upon a Respondent who is not a resident or domiciliary of the State of New York. If no other grounds for obtaining personal jurisdiction over the Respondent exist aside from the application of this provision, the exercise of personal jurisdiction over the respondent is limited to the issue of the request for, or alleged violation of the order of protection. Where the Respondent has been served with this summons and petition and does not appear, the Family Court may proceed to a hearing with respect to issuance or enforcement of the order of protection.

THE PORT AUTHORITY OF NY & NJ

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²To earn 1.21% APY on the 12 Month CD, enrollment in NYCB Elite Gold or Platinum is required. NYCB Elite Gold Checking account minimum to open is \$5,000. NYCB Elite Relationship Terms and Conditions apply. Not available for non-profit or business accounts. Maintain \$100,000 or more in combined balances in the NYCB Elite Gold relationship to waive monthly fee. Those not enrolled in NYCB Elite will earn 1.11% APY on the 12 Month CD.

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Escuela Primaria – Kindergarten al Grado 5
Llevadas a cabo en 36-12 35th Avenue, Astoria

- Sábado 14 de Enero, a las 9:00 am
- Viernes 27 de Enero, a la 1:00 pm
- Lunes 6 de Febrero, a la 1:00 pm
- Sábado 4 de Marzo, a las 11:00 am
- Martes 7 de Marzo, a las 9:00 am
- Miércoles 15 de Marzo, a las 9:00 am

Escuela Intermedia – Grados 6 al 8
Llevadas a cabo en 31-20 37th Street, Astoria

- Sábado 14 de Enero, a las 11:30 am
- Martes 24 de Enero, a las 9:00 am
- Jueves 9 de Febrero, a la 1:00 pm
- Sábado 4 de Marzo, a las 9:00 am
- Miércoles 8 de Marzo, a las 9:00 am
- Lunes 13 de Marzo, a la 1:00 pm

La lotería K-7 se llevará a cabo en el edificio de la escuela intermedia, 31-20 37th Street, Astoria, NY, el Martes 6 de Abril del 2017, a las 7 pm

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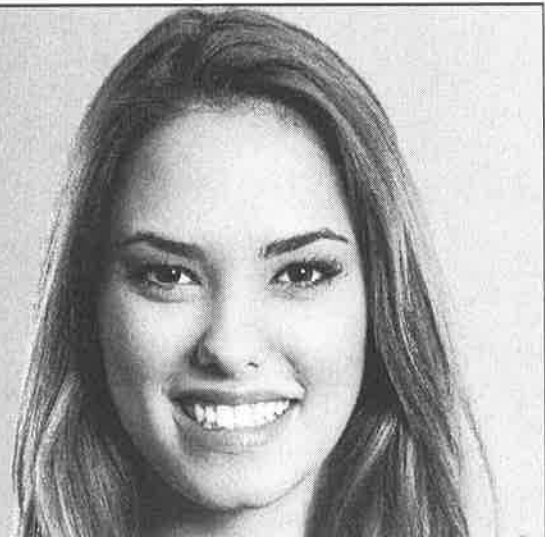
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Lamond, Kathryn

From: Jana <jmg327@gmail.com>
Sent: Saturday, January 21, 2017 5:26 PM
To: JFKTWFH@panynj.gov
Subject: JFK TWY F & H EA Comment

I am extremely concerned about what impact this will have to the environment as per the statement below:

1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).

Can you please tell me what the two extraordinary circumstances that may significantly impact the human environment?

We know that the expansions of runways 4R & 22L will have significant impact on our daily lives. There needs to be human studies and how this impacts the humans on the ground. The PA nor the FAA has come to our homes to study the incessant flights over our homes that are too loud, too low day and night when we live approx 15 miles from JFK. I look forward to your prompt response.

Sincerely

Jana Goldenberg

COMMENT #	COMMENT	RESPONSE
PUBLIC COMMENT PERIOD (January 19 – February 3, 2017)		
#1: Jana Goldberg (email 1/21/17)	<p>I am extremely concerned about what impact this will have to the environment as per the statement below:</p> <p>1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).</p> <p>Can you please tell me what the two extraordinary circumstances that may significantly impact the human environment?</p> <p>We know that the expansions of runways 4R & 22L will have significant impact on our daily lives. There needs to be human studies and how this impacts the humans on the ground. The PA nor the FAA has come to our homes to study the incessant flights over our homes that are too loud, too low day and night when we live approx 15 miles from JFK.</p>	<p>A project with this scope does not meet the criteria to allow it to be “normally categorically excluded” and therefore the Short Form EA was prepared for the project. The paragraph 1) cited in the comment is not applicable to this project.</p> <p>As concluded in Section 6K of this EA on noise impacts, the Proposed Project is not expected to result in any increase in airport operations.</p> <p>Please refer to the Part 150 Studies being conducted for noise impact analysis at JFK. More information on the JFK Part 150 Study is available at the following website: http://panynipart150.com/JFK_homepage.asp</p>