



**Federal Aviation
Administration**

Introduction to the National Environmental Policy Act

Presented to: JFK Airport Committee

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Goal of Discussion

- Provide brief overview of how the FAA implements the National Environmental Policy Act (NEPA)
- Discuss the resources examined and differing levels of review
- Discuss how this would apply to potential terminal development at JFK



National Environmental Policy Act (NEPA) of 1969

- A short, general statute declaring national environmental policy.
- One of the first federal legislations to promote environmental values and consideration into the federal administrative decision-making process.
- Established the Council on Environmental Quality (CEQ)
 - CEQ promulgated implementing regulations in 1978. (40 CFR 1500-1561)
 - CEQ gives federal agencies guidance on complying with NEPA, yet each agency develops its own orders



Environmental Policies & Guidance

- DOT Order 5610.1C, Procedures for Considering Environmental Impacts
- **FAA Order 1050.1F, Environmental Impacts: Policies and Procedures**
- **FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions**
- **Airports Environmental and Order 1050.1F Desk References**

- **Orders also define the Federal Actions subject to review under NEPA**



Resources Studied - Construction & Operation

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- DOT Act 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, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources- Wetlands, Floodplains, Surface Water, Groundwater, and Wild and Scenic Rivers
- Cumulative Impacts



Special Purpose Laws Potentially Triggered by Federal Actions

- Endangered Species Act
- National Historic Preservation Act – Section 106
- Clean Air Act & Clean Water Act
- EO 11988 Floodplain Management
- EO 11990 Protection of Wetlands
- Section 4(f) – Parks & Recreation Areas
- Others (20+)



Possible Federal Decisions

- Categorical Exclusion (CATEX)
- Environmental Assessment (EA)
 - Finding of No Significant Impact (FONSI or FONSI/ROD)
- Environmental Impact Statement (EIS)
 - Record of Decision (ROD)



Project Description- Important Factors

When determining the level of review under NEPA, it is important to have a full understanding of the proposed project. Important factors to consider are:

- Connected Actions
- Segmentation
- Independent Utility



Categorical Exclusion

- Category of Actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a federal agency.
- Any procedures under this section shall provide for extraordinary circumstances in which a normally excluded action may have a significant environmental effect.
- Defined in FAA Order 1050.1F, Section 5-6. These actions have been reviewed by CEQ for concurrence prior to inclusion in the order.



Typical Categorical Exclusions

- Master Plans & Part 150 Studies
- Acquisition of safety or security equipment
- Pavement repair or construction*
- Installation or upgrading airfield lighting systems*
- Landscaping*
- Land acquisition*
- Grading or removal of obstructions and erosion control activities*

All Categorical Exclusions must give consideration to Extraordinary Circumstances of the action- 1050.1F, section 5-2



Environmental Assessment

According to CEQ, an EA is a concise public document with three functions.

- An EA briefly provides sufficient evidence and analysis for determining whether to prepare an EIS.
- An EA aids an agency's compliance with NEPA when an EIS is not required; helps to identify better alternatives and mitigation measures.
- Facilitates preparation of an EIS when one is required.



Typical Environmental Assessments

- Any of the normally categorically excluded actions that have extraordinary circumstances
- New airport location
- New runway
- Major runway extension
- Runway strengthening with noise impacts
- New or relocated instrument landing system
- Land acquisition with significant relocations



Environmental Assessments – Process and Outcomes

- Process for developing, reviewing, distributing, and considering public input into the development of EAs is established in FAA Order 1050.1F, Chapter 6.
- Outcomes are:
 - Prepare a Finding of No Significant Impact (FONSI)
 - Prepare a FONSI/Record of Decision (FONSI/ROD) for when mitigation is required to bring impacts below significance thresholds
 - Determine that an Environmental Impact Statement is required
- EAs can be supplemented based on future changes to approved project



Environmental Impact Statement

- An EIS is a detailed document required for major federal actions that requires an evaluation and review of environmental impacts from the proposed action.
- It contains:
 - An honest, full explanation on why the agency is considering an action.
 - Alternatives, including the proposed action
 - Comparison of environmental impacts of the proposal and reasonable and feasible alternatives.
- Provides a clear basis for choice by the decision maker with input from the public and other agencies.



EIS Process

Process is established in FAA Order 1050.1F, Chapter 7

- Notice of Intent published in the Federal Register
- Scoping, including Public Meetings
- Publication of Draft EIS and Record of Availability in the Federal Register
- Public Comment Period and Meetings
- Publication of Final EIS and Record of Availability in the Federal Register
- Issuance of ROD and Publication in the Federal Register



EA versus EIS

- Few projects require an EIS from the start
- If EA shows significant impacts that can not be mitigated below significance thresholds, then an EIS is required
- Significance Thresholds for each resource category are established by the 1050.1F Desk Reference





Questions?



Recap of JFK Redevelopment

Project Divided into Two Main Elements

South Terminal Development

- Expanded T4 Concourse A
- Multiuse Aircraft Parking and Deicing Facility
- Demolition of T1 and T2, Blue and Green Garages
- TOGA Redevelopment of Terminal 1 and Terminal 2 into a unified terminal
- Ground Transportation Center for multimodal transportation access and auto parking and Phase I of Kennedy Central

North Terminal Development

- Demolition of Terminal 7
- JetBlue expansion of Terminal 5 onto the former Terminal 6/7 site

Project Element Common to North and South Development

- Modifications of the airport roadway circulation system to accommodate terminal reconfiguration to improve traffic flow and alleviate congestion.

Terminal 4, Concourse A Extension



Gates	12 New narrowbody gates to replace T2 gates and 2 new widebody gates to replace hardstand operations
Terminal Expansion Area	469,000 square feet
Million Annual Passengers (MAP)	20.0 MAP - Existing 4.0 MAP by 2025 - incremental 27.0 MAP by 2030

- **Project Description:** Construct 12 new narrow body gates and 2 wide body gates to accommodate flights currently operating on live hard stands to meet the Port Authority's requirement of 100% of passengers being handled through gates.
- **Construction start/end:** 2020 – 2022
- **Construction Duration:** 2 years

Project MARS Redevelopment (TOGA)

Gates	23 new gates to replace the 10 gates at T1
Terminal Size	2.9 million square feet
Million Annual Passengers (MAP)	8.0 MAP Existing 14.6 MAP by 2025 16.0 MAP by 2030



2023 - East Concourse Opening: 11 Contact Gates

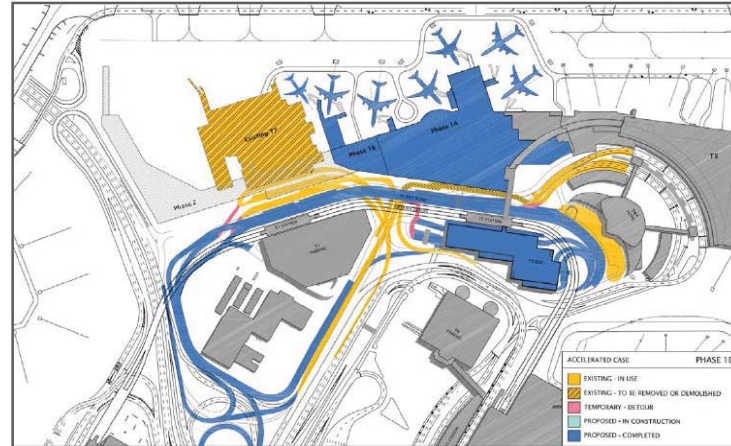


2025 - West Concourse Opening: 12 additional Contact Gates

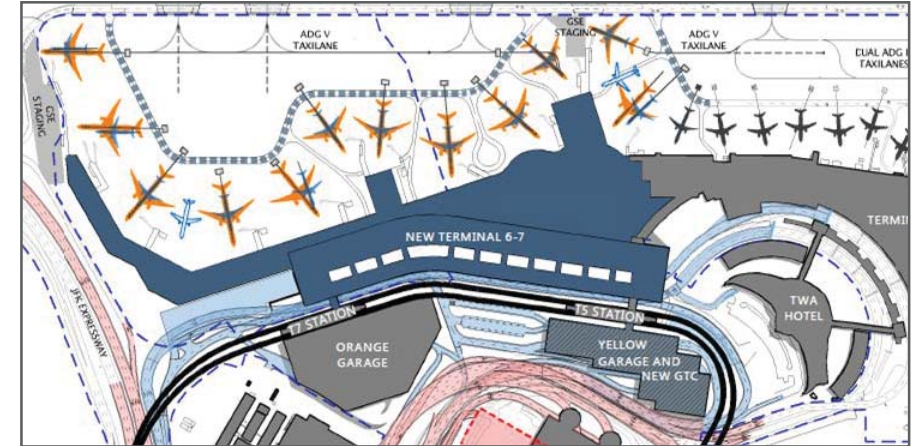
- **Project Description:** Redevelopment of the existing Terminal 1 and Terminal 2 site into a unified terminal developed by TOGA – South Terminal Development. The new terminal will be constructed in phases from the east to the west – with the first phase constructed over the former T2 site and the T3 hardstand area.
- **Construction start/end:** 2020 – 2025
- **Construction Duration:** 5 years

Project Millennium (JetBlue)

Gates	12 (12 gates to replace 12 gates in Terminal 7). T5 will have 27 gates.
Terminal Size	1.2 million square feet
Million Annual Passengers (MAP)	14.0 MAP Existing 21.0 MAP by 2025 25.0 MAP by 2030



7 Contact Gates by 2022

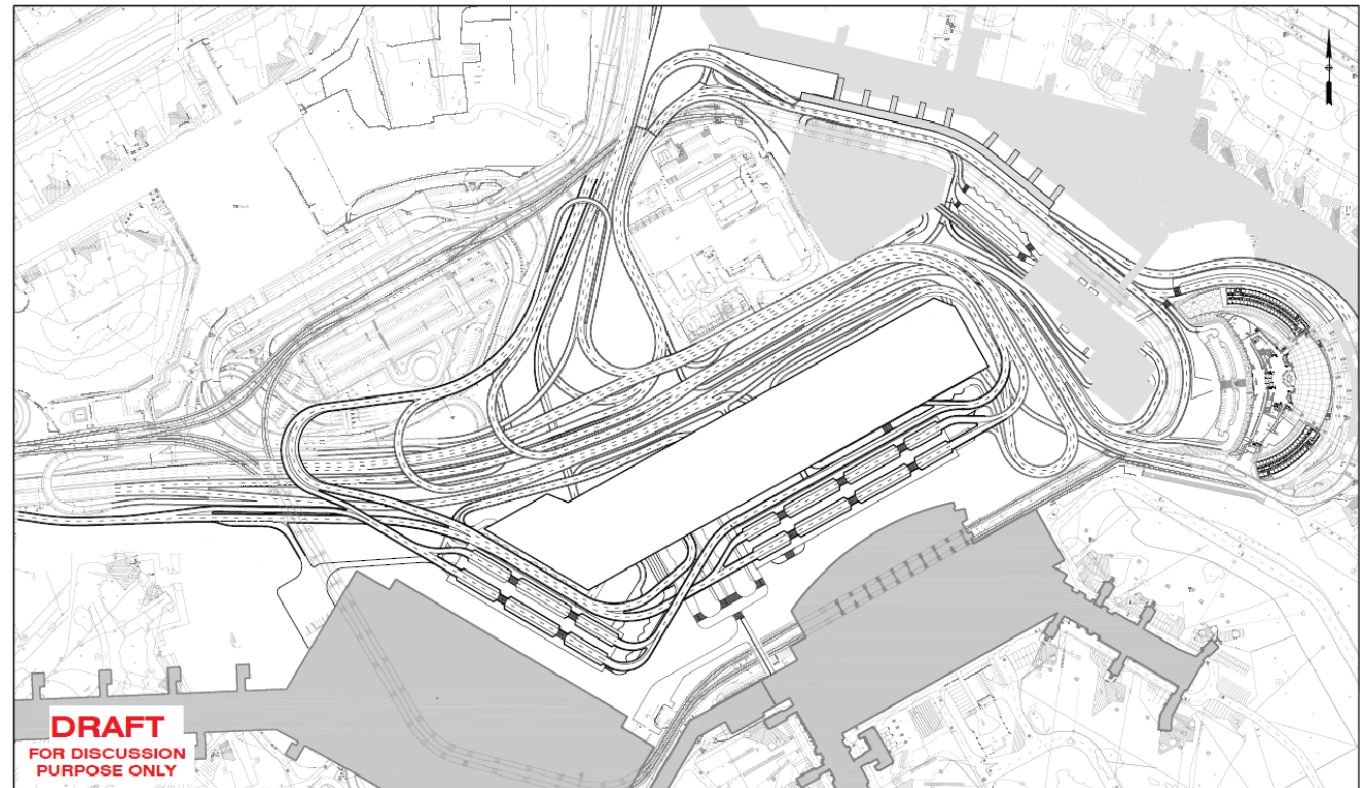


An Additional 5 Contact Gates by 2025

- **Project Description:** Replace 12 existing gates in Terminal 7 with 12 new gates in a modernized Terminal 6-7 to efficiently support forecast growth in passengers and aircraft operations and anticipated changes to the aircraft fleet mix, as well as to improve the roadway system and reduce congestion on roads serving Terminals 5 and 6/7. To facilitate T6 development, two existing gates on T5 will be incorporated into T6, reducing T5 gates by 2. Total T5/6/7 gates will be 39.
- **Construction start/end:** 2020-2025
- **Construction Duration:** 5 years

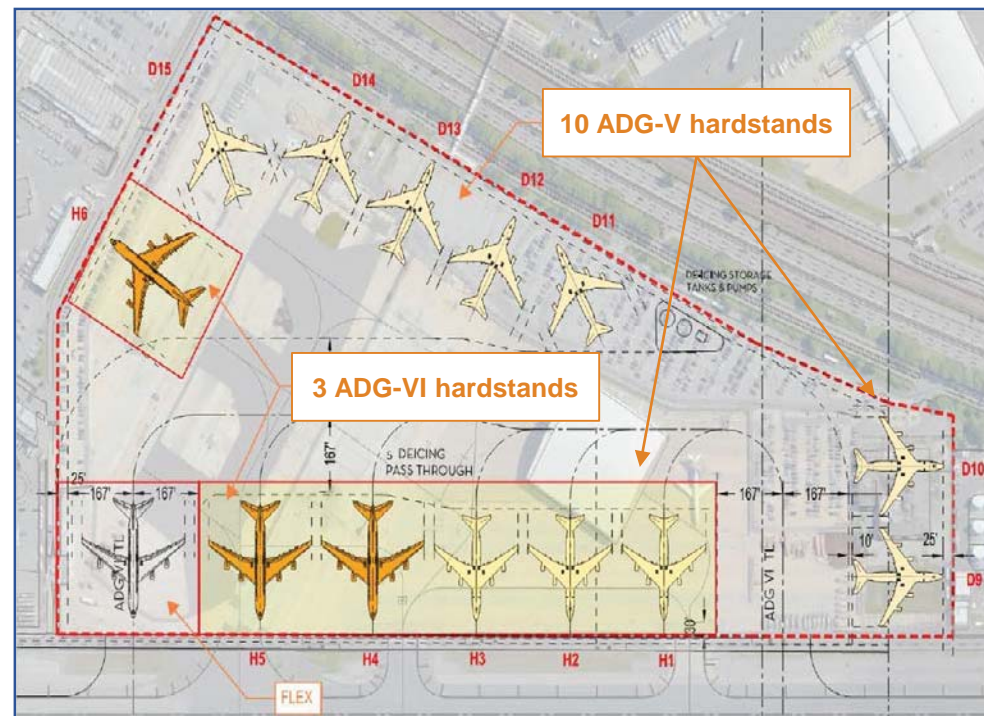
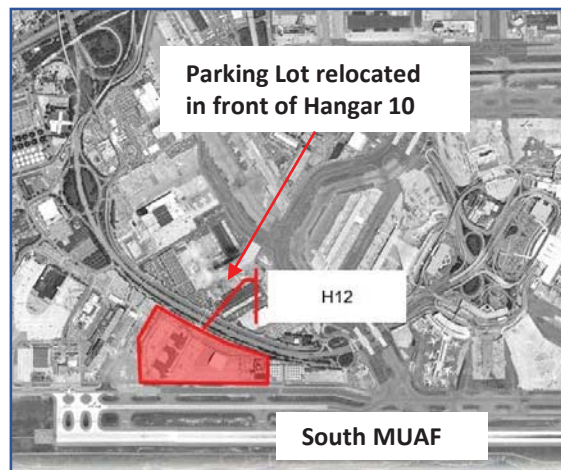
Roadways to Support Terminal Development

- **Project Description:** Provide companion roadway system to support new terminal development and the new GTC, as well as simplify wayfinding and streamline terminal access. Roadway system to be divided to serve North and South Terminal Areas.
- **Construction start/end:** 2020 - 2025
- **Construction Duration:** 5 years



Multi-Use Aircraft Facility

Capacity	13 widebody hardstands (3 ADG-VI + 10 ADG-V) Potential for 1 flex position (RON)
Area	Appx. 48 acres
Impacts on Existing Facility	Deicing Tent, Building 95 demolition Relocation of parking lot



Project Description: Demolish the deicing tent and Building 95 and relocate the parking lot currently occupied by American Airlines, in order to construct hardstand parking that includes deicing capability for fluid application and collection. The AA parking operations will be relocated to a site adjacent to Hangar 10. The proposed new parking area will include the demolition of Building 122 and resurfacing of the lot in asphalt.

Construction start/end: 2020 – 2021

Construction Duration: 1 year

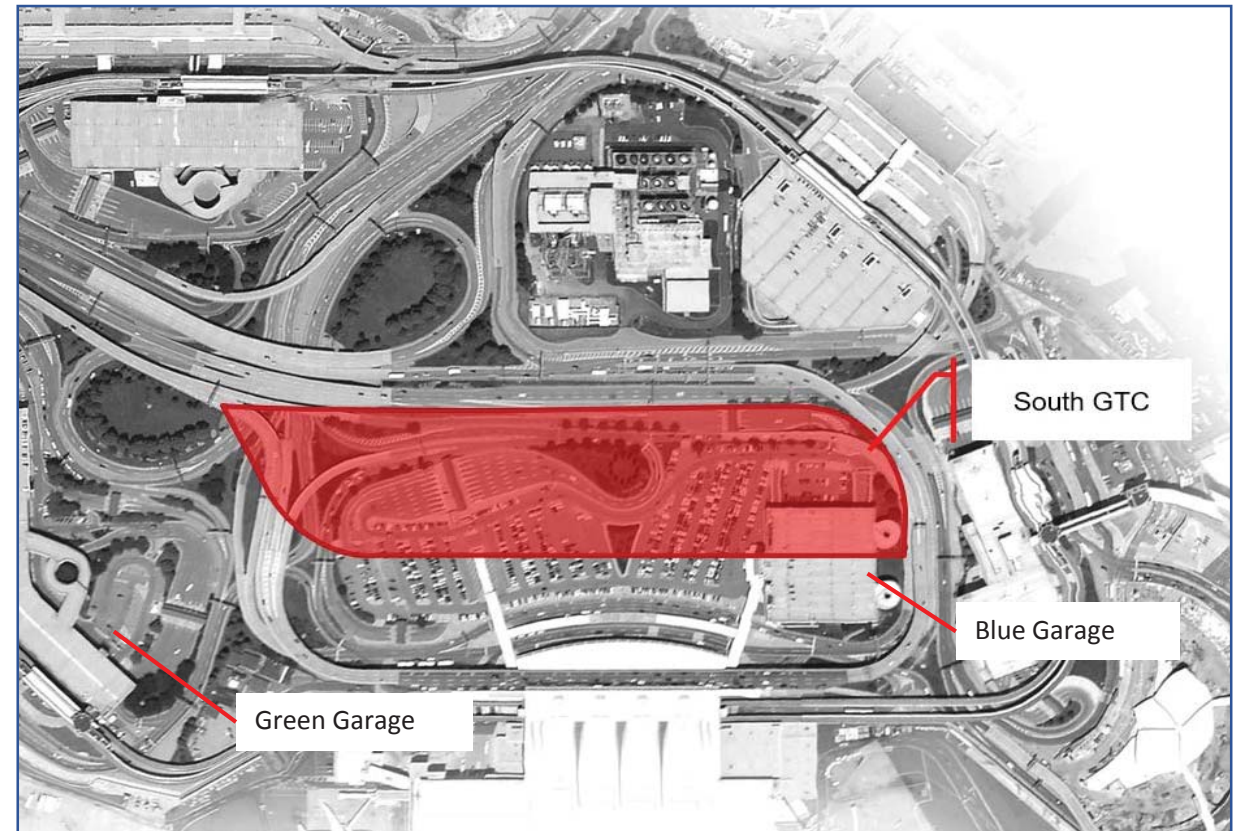
Ground Transportation Center

Capacity	Parking: Approx. 3,500 spaces
Area	Approx. 1.5M Sq. Ft.
Impacts on Existing Facility	Demolition of existing Blue and Green parking lots (surface) and Blue and Green Garages

Project Description: Demolish the green and blue garages and construct the 3-story ground transportation center. The ground level will serve arrivals frontages functions and Levels 2 and 3 will provide public parking.

Construction start/end: 2020 – 2023

Construction Duration: 3 years



JFK Central – Phase I

Capacity	Multi-story facility on top of parking garage - below Tower Line of Sight
Area	Approx. 180,000 Sq. Ft
Impacts on Existing Facility	None (besides impacts from GTC construction)

Project Description: Potential development on top of parking garage to provide for centralized office space and possible airport-related functions such as, terminal operators central office, Port Authority Airport Operations Center, other PA functions. An RFI process is being developed by the Port Authority to gauge interest from potential developers. Remaining space will be maintained as an open plaza and could accommodate green spaces, water fountains, and opportunities for seasonal concessions.

Construction start/end: 2024 – 2025

Construction Duration: 2 years

