Torres Rojas, Genara FOI#14672

From:
Sent: Saturday, February 15, 2014 12:29 PM
To: Duffy, Daniel
Cc: Torres Rojas, Genara; Van Duyne, Sheree
Subject: Freedom of Information Online Request Form

Information:

First Name: Max
Last Name: Galka
Company: NA
Mailing Address 1:
Mailing Address 2:
City:
State
Zip Code:
Email Address:
Phone:
Required copies of the records: Yes

List of specific record(s):
Dear Records Access Officer: Pursuant to the Freedom of Information Law, I request a copy of all public comments received regarding the recent Environmental Assessment of the JFK Runway 4L22R Improvements project. My preference is to receive these records in electronic format. Thank you in advance, MAx Galka

THE PORT AUTHORITY OF NY & NJ

FOI Administrator

June 16, 2014

Mr. Max Galka

Re: Freedom of Information Reference No. 14672

Dear Mr. Galka:

This is in response to your February 15, 2014 request, which has been processed under the Port Authority's Freedom of Information Code (the "Code") for "a copy of all public comments received regarding the recent Environmental Assessment of the JFK Runway 4L22R Improvements project."

Material responsive to your request and available under the Code can be found on the Port Authority's website at http://www.panynj.gov/corporate-information/foi/14672-O.pdf. Paper copies of the available records are available upon request.

Certain material responsive to your request is exempt from disclosure pursuant to exemption (1) of the request.

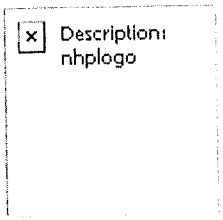
Please refer to the above FOI reference number in any future correspondence relating to your request.

Very truly yours,

Daniel D. Duffy
FOI Administrator

225 Park Avenue South, 17th Floor
New York, NY 10003
T: 212 435 3642
F: 212 435 7555

From: Lawrence J. Montreuil
Sent: Tuesday, October 29, 2013 10:15 AM
To: Van Praagh, Ian
Subject: TVASNAC Meeting Follow Up Questions



Dear Mr. Praagh,

It was a pleasure meeting you, Mr. Simon and the PANYNJ team at the TVASNAC meeting in Floral Park last night. I appreciate the community outreach and the efforts to explain the runway work to the public that has been so affected by aircraft noise.

As I mentioned, I serve as the Deputy Mayor in the Village of New Hyde Park. Most of the aircraft noise that impacts our residents is from aircraft approaching runway 22L. I have some questions that I believe would be of concern to our residents.

1. Currently, what are the average daily number of arrivals on 22L over a recent 3 month period?
2. Currently, what are the average daily number of arrivals on 22R over the same period?
3. What do you estimate the increase in average daily arrivals on 22L will be during the construction period of runway 22R?
4. How long will the construction of 22R take?
5. What do you estimate the increase in average daily arrivals on 22L will be on an ongoing basis resulting from shortening 22R by 860 feet?
6. Village of Floral Park Trustee Tomecki referred to noise monitoring stations that were installed in Floral Park. Were these monitors installed by PANYNJ or the FAA?
7. Are there in fact fines assessed against aircraft operators that are found to exceed noise standards?
8. Would you explain how this program works?

Thank you once again for the presentation at the TVASNAC meeting and for your help in responding to these questions.

Sincerely,

Lawrence J. Montreuil
Deputy Mayor
Incorporated Village of New Hyde Park
1420 Jericho Turnpike
New Hyde Park, N.Y. 11040

DONOVAN RICHARDS
COUNCIL MEMBER
31ST DISTRICT, QUEENS

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drichards@council.nyc.gov

November 14th, 2013

The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003
Attn: Edward Knoessel

Dear Mr. Knoessel:

I am writing on behalf of my constituents to provide my comments on the revised Environmental Assessment (EA) for the Runway 4L/22R Improvements proposed action. Let me begin by acknowledging the improvement over the original EA submitted last year. The relocation of the Runway 22R arrival threshold 3,316 feet to the north and the relocation of the 4L departure starting point have been removed from consideration. This is good news for communities that live to the north of the runway, and my office is grateful for this change in plan.

After careful review of the revised EA, however, there continue to be proposed actions that, in the opinion of this office, could create significant negative impacts to the health, safety and quality of life of my constituents within these communities. With this in mind, my office takes the position that an Environmental Impact Statement is needed to provide an objective, scientific and comprehensive assessment of the impacts of the actions proposed in the EA. I am also recommending that a Part 150 study be conducted so that the residents in the community might have access to mitigation funding.

Some of the proposed actions that motivate my recommendations include the following:

The construction of 728 feet of runway on the north side of Runway 22R, and additional footage to provide 1,000 feet of overrun RSA: The extended runway will be closer to our community, making the departure starting point 728 feet closer to Rockaway Blvd, as opposed to the 1,675 foot distance that currently exists. The realigned Taxiway E and the new Taxiway EE will also be closer to our community. The noise and emissions associated with taxiing, idling and lift off will be greater for those who live closest to the take-off area. The impact of these factors, using actual data gathered within the community vs. computer models, needs to be analyzed and mitigated.

The widening of Runway 4L/22R and the construction of new taxiways: The addition of a taxiway and the widening of the runways suggest that a significant increase in airport operations is within the Port Authority's master plan, despite the Port Authority's denials and very conservative growth projections. And

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with the advent of Next Gen and the push to implement FAA guideline 1050.1F, all indications are that the Port Authority is hoping to make enhancements in runways, flight patterns and aircraft usage without having to consult with the local community, who are important stakeholders. This has further implications for significant noise and air pollution impacts; and it is unconscionable to plan for increased activity without having a reliable assessment of current impacts to the community and without having a plan for mitigation.

Update of flight procedures: The EA proposes to update flight procedures to accommodate the relocated departure starting point on Runway 22R. The plan states that as the planes lift off, they will turn "in the air at slightly different points and at a slightly higher altitude than existing conditions." The document uses a computer model based on the Airport Noise Management and Operations System and not actual daily activity records to establish generalized flight patterns. But as any of the residents in the community can tell you, actual flight patterns are probably very different from these generalized models. The reality is that flights departing on 22R and/or 13L/31R often loop around and fly over their homes at low altitudes and high noise levels. Is this activity reflected in the exhibit? Was this activity integrated into the model?

Environmental Assessment data is based upon computer models

Throughout the document, the EA indicates that although, in some instances, there may be increased exposure to air and noise pollution, it "would not be significant." In Chapter 5, for example, 65, 70 and 75 DNL noise contours are illustrated in current day, and projected out into 2015 proposed action scenarios, using a computer model based on the FAA's Integrated Noise Monitor (INM). On further examination, we find that these INM results on current day DNL's are actually inconsistent with findings documented from 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ itself. These readings, taken by an actual 4L/4R monitor placed in the 65 DNL zone in the Springfield Gardens community directly north of the proposed action, revealed that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65, with many months exceeding 79DNL. The 2013 data reveals similar DNL levels.

If we cannot trust the INM model to deliver accurate readings of current day DNL's, how can we trust it to project DNL levels in 2015 under the proposed activity?

EA finds that emission and noise increases are not significant

The EA consistently takes the position that, while there may be some increase in emissions and noise, it is not significant. But it is the contention of this office that the data used in the EA to draw its conclusions about current levels of air quality and noise pollution are questionable. This makes its projections about 2015 and 2020 levels invalid.

November 14, 2013

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The fact is, however, that even a finding of insignificant impact should not be discounted or minimized. Residents in this community are already burdened with high noise and air pollution levels, and any increase in these factors, even a negligible one, is bound to have a cumulative effect that needs to be further analyzed and mitigated, not dismissed.

312 Trees

Another issue facing the community, although the revised EA now states that it is not directly attributable to the proposed 4L/22R Runway Improvement project, is the removal of 312 trees, which have been identified as obstructions to current day aircraft. Many of these trees are no taller than the houses around them and they serve as critical resources that protect homes in this flood prone area. The trees also absorb some of the sound of the airplanes. No significant detail on a mitigation plan is provided. The Port Authority's suggestion that they might be replaced with young saplings is an impractical one. In addition, we believe that the proposed tree removal should probably have been included in the EA. It is evident that lower flying aircraft is anticipated since the plan calls for the lowering of street lights and utility poles on Rockaway Boulevard. Furthermore, our analysis reveals that the degree of penetration of the relevant 40:1 surface is relatively small and therefore the operational restriction resulting from leaving the trees in place is probably slight. It is the position of this office that the Port Authority should make every effort to consider alternate ways to mitigate obstructions caused by the trees. In this instance, it seems logical that if simply marking and lighting the trees is not a viable option that trees might be trimmed instead of being removed. In this way, these important resources can be preserved.

Circumvention of Standard Operation Procedures

Finally, we are concerned that there seems to be a circumvention of standard operation procedures for some of the proposed actions. The EA calls for the conveyance of property to the City, and the city leasing the property to the Port Authority via "a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal air Terminals with the City." However, the EA maintains that this transfer is not subject to the Uniform Land Use Review Procedure (ULURP) process. The Proposed Action also calls for the relocation of Airport Patrol Road and North Boundary Road, and construction of a new access road off of Rockaway Boulevard, yet the EA maintains that "no disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities would occur." Normally such actions would be discussed at the local Community Board level. There is no indication in the EA that this will be done. The local community is therefore being left out of the process although they will be definitely impacted by any changes in traffic patterns.

November 14, 2013

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Conclusion

My constituents are hardworking people, who often make great sacrifice to obtain and maintain their homes in this community. They have a right to defend the peace and sanctity of their homes. And they have a right to protect the value of their homes, which for many of them is their most important financial asset. The proposed actions pose threats to the safety, health and quality of life that they strive to enjoy. I am, therefore, asking the Port Authority to prepare an Environmental Impact Statement (EIS) and to conduct a Part 150 study before considering moving forward with these proposed actions. I am furthermore asking the Port Authority to engage our community organizations in this process in a meaningful way so that the adverse effects of the proposed actions can be analyzed and mitigated to the satisfaction of all parties.

Sincerely,

Donovan Richards
NYC Councilman, 31st District

U.S. Department
of Transportation
Federal Aviation
Administration

Office of the Regional Administrator
Eastern Region

1 Aviation Plaza
Jamaica, NY 11434-4809

MAY 10 2013

The Honorable Tony Avella
New York State Senate
38-50 Bell Boulevard
Suite C
Bayside, NY 11361

Dear Mr. Avella:

Thank you for your letter dated April 26, 2013, regarding the Port Authority of New York and New Jersey's (PANYNJ) proposed improvement of John F. Kennedy International Airport (JFK) Runway 4L/22R.

The proposed project involves improvements to Runway 4L/22R to comply with Federal Aviation Administration (FAA) Runway Safety Area (RSA) design standards. The United States Congress passed legislation that requires all RSAs at Part 139 certificated airports meet FAA's design standards by December 2015. This project also includes the rehabilitation and widening of Runway 4L/22R to comply with FAA design standards, implementation of measures to improve efficiency and reduce delays.

The PANYNJ is preparing an Environmental Assessment (EA) to analyze the potential environmental impacts associated with this project. An EA is a concise document used to describe a proposed action and its anticipated environmental impacts. The purpose of the EA is to determine whether a proposed action or its alternatives have the potential to significantly affect the environment.

When the PANYNJ submits the final EA to the FAA, we will determine if the anticipated impacts are expected to exceed applicable significance levels. Please note, however, that these kinds of determinations cannot be made until a final document is submitted for FAA consideration.

The PANYNJ is currently in the midst of its process to further evaluate the proposed project and address comments received during the public comment period. Please note that the EA remains a PANYNJ document until it has been submitted to, accepted by, and made a Federal document with an associated federal environmental determination.

When the PANYNJ submits their final EA to the FAA, we will conduct an independent review of the document and other relevant information, including the information provided in your letter of April 26, 2013, and the comments from the public and other involved agencies. This letter has been forwarded to the PANYNJ for their review and inclusion in the EA. Be assured that we will consider all the potential environmental impacts resulting from the proposed project including those that may affect the communities of southeast Queens.

Should you have any additional questions on this matter, please direct them to Debbie Roth, Acting Manager, Airports Division, at 718-553-3335.

Sincerely,

Carmine W. Gallo
Regional Administrator

RANKING MINORITY MEMBER
CITIES
ENVIRONMENTAL CONSERVATION
COMMITTEES
AGING
BANKS
EDUCATION
VETERANS, HOMELAND SECURITY
& MILITARY AFFAIRS

THE SENATE
STATE OF NEW YORK

TONY AVELLA
SENATOR, 11TH DISTRICT

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AVELLA@NYSENATE.GOV

April 26, 2013

BY FAX

Mr. Carmine Gallo
Regional Administrator – Eastern Region
Federal Aviation Administration
Regions and Center Operations
1 Aviation Plaza
Jamaica, NY 11434-4809

Dear Administrator Gallo:

I am writing to express my concern and those of my constituents regarding the Port Authority of New York and New Jersey's proposed extension of JFK runway 4L/22R.

PANYNJ states that it has initiated this project to comply with FAA runway safety standards; however, I believe that there are other options that they have not fully vetted in order to comply.

Specifically, the PANYNJ proposed extension will move the runway 728 feet closer to the southeast Queens community and lower aircraft by 100+ feet over their homes. PANYNJ is in the process of finalizing an Environmental Assessment which contends that this extension will present no significant health or quality of life impact to the residents of southeastern Queens. My constituents and I vehemently disagree with this claim, and ask that you ***please not approve*** the Environmental Assessment at this time.

Furthermore, I respectfully request that an Environmental Impact Statement (EIS) be commissioned, as required by the Environmental Protection Agency's (EPA's) National Environmental Policy Act (NEPA) of 1970, which requires federal agencies to engage impartial experts to conduct the appropriate studies and ensure that projects like this have no adverse effect on the community and the environment.

I am confident that the EIS will demonstrate that the JFK runway extension project will pose significant health and safety risks to the residents, schools, and businesses in close proximity of the airport. Exposing the southeast Queens community to these risks raises serious quality of life and environmental justice issues that cannot be ignored.

Sincerely,

Tony Avella
State Senator
11th Senatorial District

Cc: Port Authority of New York and New Jersey

27th October, 2012

Mr. Edward Knoesel
The Port Authority of New York & New Jersey
225 Park Avenue South, 9th Floor
New York, NY 10003

Subject: Draft Environmental Assessment Prepared for the
Runway 4L/22R Improvements Project at
John F. Kennedy International Airport

Dear Mr. Knoesel:

I am writing this letter for myself, my family and all other homeowners who may have already written or others who have not. This is pertaining to the meeting that was held on October 4th, 2012 at St. Peter's Lutheran Church in Rosedale, Queens sponsored by the Eastern Queens Alliance, Inc. We are so disappointed at learning that the Airport wants to extend the above Runway even longer than it already is and the planes will be flying lower.

I have lived in the community for twenty years and have had to put up with the noise, pollution and all the inconveniences, possibly health hazards and to hear that you want to extend the Runway, my answer is a resounding, **absolutely not**.

Please note some of the reasons and ripple effects on why **absolutely not:**

1. Noise monitors not in correct places
2. Emissions from Aircraft
3. Fumes Impacting Asthma
4. Car Alarms/Cradles Walls
5. Windows Vibrating from Low Flying Planes
6. Unknown Health Impacts
7. Effects and Schools/Child Learning
8. Fuel Dumping
9. Safety at Schools
10. Property Values
11. Wildlife Impacts
12. International Arrival at Nights

Above are just a few of our desperate concerns.

We are asking you to please reconsider your plans to extend the Runway as our community is already going through its toughest time. Thank you for the opportunity to comment on the proposed plan. I do await your earliest response.

Respectfully,

Eldoris R. Colthirst

c: Jamaica Eastern Queens Alliance
PO Box 300818
Rosedale, NY 11430

From:
Sent: Thursday, October 31, 2013 8:08 AM
To: JFK RWY EA
Subject: JFK RWY 4L-22R EA COMMENT.

Good morning,
Since JFK's last runway "expansion/upgrade " the quality of life for myself , my family and our neighbors in Stewart Manor has plummeted . We have reached the point of not being able to use and enjoy our property to which we have invested both time and money. Our sleep is continuously disturbed at all hours for days on end by large low flying aircraft with no consideration or willingness to follow your own rules concerning altitude and noise levels. Since at last weeks meeting we were told again "your agency can't go after every aircraft in violation"
Its obvious that your environmental studies, if any , are either skewed or not considered by the decision makers. Here's an example 3 pm everyday ElAl followed by Lufthansa followed by Delta followed by Emirates which is absolutely huge and normally at 1200 to 1500 ft on approach 3 minutes out. Virgin Atlantic seems to feel there are no altitude guidelines using 707 aircraft.
My position against any further "renovation" to the north/south runways is solely based by your agencies practices which appear to be land as many as possible to make as much as possible with absolutely no TRUE desire to act as neighbors and to take the surrounding communities health and most importantly SAFETY into consideration ,borders in my opinion on criminal.
The only runways that should be renovated and used 24/7 are east/west which as your aware would approach and directly land aircraft over water without any possibility of a catastrophic accident causing enormous damage and loss of life on the ground in our densely populated communities. As a lifelong resident of this area and periodic JFK traveler it is beyond my comprehension why until several years ago most if not all approached from east over Long and Atlantic beaches, most times 2 in tandem.
Your agency must bring back to the forefront of your minds that these are mechanical and as of late ,technical marvels . Not only are failures possible but human error as seen almost daily would cause tremendous damage at huge expense. This seen in one of the latest tragedies with the Korean air into San Francisco . Had that aircraft approached in our area from Jericho turnpike south who knows at what point he became TOO LOW to recover.
Years and years of misguided ,politically influenced "renovations for the future growth" of this facility must be stopped and a willingness on your part to cooperate and consider the communities needs are the direction that must be taken. Not a continuation of the pasts mistakes.

Alan Federbush

Torres Rojas, Genara

From: ALIX LIEBERMAN
Sent: Friday, November 01, 2013 4:14 PM
To: JFK RWY EA
Subject: JFK RWY 4L-22R

My name is Alix Lieberman and I live at

The increase in air traffic is too much to handle. The planes fly over our house in 60 second intervals. The noise is deafening. The planes fly so low we can read the company names.

This has never been so bad. It is ruining our quality of life, as we cannot spend time outside in our backyard. Our home values are plummeting.

Something has to change. PLEASE!!

Thank you

Sent from my iPhone
Alix Lieberman
Professional Organizer

Torres Rojas, Genara

From: Anthony Volpe
Sent: Wednesday, October 30, 2013 10:45 AM
To: JFK RWY EA
Subject: JFK RWY 4L-22R. EA COMMENT

My address is I am writing to report a situation that has recently got much worse regarding airplane noise directly above my home. Throughout the day and night, planes fly directly over my home. They happen at 20-30 second intervals, and at very low altitudes. It's causing disruption in normal activities such as sleep, watching TV, or having a conversation. It also causes vibrations on the 2nd fl. apartment. I have a 2yr old son who is constantly startled by the decibel level. I am fully aware the Floral Park area is in a flight pattern to JFK runways, but what I am asking for is a more even distribution throughout the area and nearby communities. Commercial streets and areas such as Jericho Turnpike, Plainfield Ave, Covert Ave etc etc should take on more of the flight noise because of their non residential status. Residential homes such as mine should not take on the brunt of the damage.

Thank you for your time and consideration,

From: Betsy Andromidas
Sent: Wednesday, October 30, 2013 8:23 AM
To: JFK RWY EA
Subject: JFK RWY 4L-22R. EA COMMENT

Not only is the aircraft noise a nuisance and a trigger for many children and adults with disabilities but the pollution is a serious issue too. Another issue is the danger - planes flying low over populated areas is a recipe for disaster.

Betsy and Peter Andromidas

DONOVAN RICHARDS
COUNCIL MEMBER
31ST DISTRICT, QUEENS

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Update of flight procedures: The EA proposes to update flight procedures to accommodate the relocated departure starting point on Runway 22R. The plan states that as the planes lift off, they will turn "in the air at slightly different points and at a slightly higher altitude than existing conditions." The document uses a computer model based on the Airport Noise Management and Operations System and not actual daily activity records to establish generalized flight patterns. But as any of the residents in the community can tell you, actual flight patterns are probably very different from these generalized models. The reality is that flights departing on 22R and/or 13L/31R often loop around and fly over their homes at low altitudes and high noise levels. Is this activity reflected in the exhibit? Was this activity integrated into the model?

Environmental Assessment data is based upon computer models

Throughout the document, the EA indicates that although, in some instances, there may be increased exposure to air and noise pollution, it "would not be significant." In Chapter 5, for example, 65, 70 and 75 DNL noise contours are illustrated in current day, and projected out into 2015 proposed action scenarios, using a computer model based on the FAA's Integrated Noise Monitor (INM). On further examination, we find that these INM results on current day DNL's are actually inconsistent with findings documented from 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ itself. These readings, taken by an actual 4L/4R monitor placed in the 65 DNL zone in the Springfield Gardens community directly north of the proposed action, revealed that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65, with many months exceeding 79DNL. The 2013 data reveals similar DNL levels.

If we cannot trust the INM model to deliver accurate readings of current day DNL's, how can we trust it to project DNL levels in 2015 under the proposed activity?

EA finds that emission and noise increases are not significant

The EA consistently takes the position that, while there may be some increase in emissions and noise, it is not significant. But it is the contention of this office that the data used in the EA to draw its conclusions about current levels of air quality and noise pollution are questionable. This makes its projections about 2015 and 2020 levels invalid.

DONOVAN RICHARDS
COUNCIL MEMBER
31ST DISTRICT, QUEENS

COMMITTEES
COMMUNITY DEVELOPMENT
ECONOMIC DEVELOPMENT
ENVIRONMENTAL PROTECTION
JUVENILE JUSTICE
VETERANS
WATERFRONTS
YOUTH SERVICES

THE COUNCIL
OF
THE CITY OF NEW YORK

November 14, 2013

LAURELTON OFFICE
234-26 MERRICK BLVD.
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1526 CENTRAL AVENUE
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NEW YORK, NY 10007
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FAX: (212) 227-1210

drichards@council.nyc.gov

The fact is, however, that even a finding of insignificant impact should not be discounted or minimized. Residents in this community are already burdened with high noise and air pollution levels, and any increase in these factors, even a negligible one, is bound to have a cumulative effect that needs to be further analyzed and mitigated, not dismissed.

312 Trees

Another issue facing the community, although the revised EA now states that it is not directly attributable to the proposed 4L/22R Runway Improvement project, is the removal of 312 trees, which have been identified as obstructions to current day aircraft. Many of these trees are no taller than the houses around them and they serve as critical resources that protect homes in this flood prone area. The trees also absorb some of the sound of the airplanes. No significant detail on a mitigation plan is provided. The Port Authority's suggestion that they might be replaced with young saplings is an impractical one. In addition, we believe that the proposed tree removal should probably have been included in the EA. It is evident that lower flying aircraft is anticipated since the plan calls for the lowering of street lights and utility poles on Rockaway Boulevard. Furthermore, our analysis reveals that the degree of penetration of the relevant 40:1 surface is relatively small and therefore the operational restriction resulting from leaving the trees in place is probably slight. It is the position of this office that the Port Authority should make every effort to consider alternate ways to mitigate obstructions caused by the trees. In this instance, it seems logical that if simply marking and lighting the trees is not a viable option that trees might be trimmed instead of being removed. In this way, these important resources can be preserved.

Circumvention of Standard Operation Procedures

Finally, we are concerned that there seems to be a circumvention of standard operation procedures for some of the proposed actions. The EA calls for the conveyance of property to the City, and the city leasing the property to the Port Authority via "a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal air Terminals with the City." However, the EA maintains that this transfer is not subject to the Uniform Land Use Review Procedure (ULURP) process. The Proposed Action also calls for the relocation of Airport Patrol Road and North Boundary Road, and construction of a new access road off of Rockaway Boulevard, yet the EA maintains that "no disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities would occur." Normally such actions would be discussed at the local Community Board level. There is no indication in the EA that this will be done. The local community is therefore being left out of the process although they will be definitely impacted by any changes in traffic patterns.

November 14, 2013

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Conclusion

My constituents are hardworking people, who often make great sacrifice to obtain and maintain their homes in this community. They have a right to defend the peace and sanctity of their homes. And they have a right to protect the value of their homes, which for many of them is their most important financial asset. The proposed actions pose threats to the safety, health and quality of life that they strive to enjoy. I am, therefore, asking the Port Authority to prepare an Environmental Impact Statement (EIS) and to conduct a Part 150 study before considering moving forward with these proposed actions. I am furthermore asking the Port Authority to engage our community organizations in this process in a meaningful way so that the adverse effects of the proposed actions can be analyzed and mitigated to the satisfaction of all parties.

Sincerely,

Donovan Richards
NYC Councilman, 31st District

Torres Rojas, Genara

From: Maxine Brannon
Sent: Monday, November 18, 2013 10:40 PM
To: JFK RWY EA
Cc: 'Bryan J. Block'; Larry T. McClean; Stephanie Rainkie
Subject: JFK RWY 4L - 22R EA Comment

From the Desk of Bryan J. Block, Chairperson Community Board #13 Queens

Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
NY, NY 10003

Attention: Edward Knoesel

At its General meeting held Monday, November 18, 2013 Community Board 13 Queens approved the position of the Eastern Queens Alliance on Runway 4L, 22R at JFK Airport.

If you have any questions, please contact me or District Manager Lawrence T. McClean at

Sincerely,

Bryan J. Block, Chair

Torres Rojas, Genara

From: david jaffe
Sent: Tuesday, October 29, 2013 10:21 PM
To: JFK RWY EA
Subject: JFK RWY 4L-22R. EA COMMENT

I sm writing about the environmental assessment of revised runway expansion plan.
As a resident in Port Washington there has been significant increase in noise the past 24 months and I feel that the runway expansion plan needs a environmental assessment to prove the harmful affects of the increase.

We need quieter skies, less airplane traffic have planes fly at higher altitudes over Nassau county.

Please for the sake of our children we need quieter and cleaner skies.

Thank you

To Whom It May Concern:

I am a resident of East Hills and express a great concern that the quality of life for my family and I is being severely disrupted by the continuous flying of low planes over our neighborhood and other villages. The planes fly at all hours of the day and night making enough noise to regularly wake us up. In addition, the planes have made it impossible to enjoy a day outside with my family, have a conversation or even watch television because the jet engines are so loud. To make matters worse, the planes are flying over in 90 second intervals. The long term impact of the noise and air pollution on residents, most notably children and senior citizens, can't be ignored any longer. I have noticed the following quotes from our elected officials on airplane noise and flight patterns and feel it is time for action and change:

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> Senator Jack M. Martins, in recent letter to residents and several local papers

The unfortunate part of the above is it worse for East Hills and residents as planes are throughout the year and are a nonstop disruption to our quality of life.

I strongly request this matter be looked into and alternatives such as equitable distribution and tighter turns be considered. I also feel in light of Senator Schumer's comments, the Part 150 Noise Study and noise monitors should be done.

Sincerely,

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Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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- Continuous planes at low altitudes are creating long-term health problems such as DEAFNESS, POLLUTION, ANXIETY, STRESS, and LEARNING DISABILITIES. (Numerous studies are available to support these claims).
- Continues low and loud planes are causing a negative impact on the quality of our lives.

I request that this complaint be considered immediately due to the severity of the situation.

Sincerely,

Barbara Heckes

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
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Sincerely,

John K. Kastner

cc: Honorable Andrew M. Cuomo
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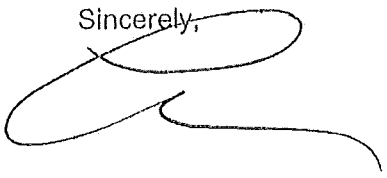

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Sincerely, Angel Romano

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Sincerely, Muriel Drew

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Mr. Carmine Gallo

To Whom It May Concern:

I am a resident of East Hills, New York. My community has endured an ever increasing volume of JFK arrival air traffic flying at extremely low altitudes. This has thus fur had a serious effect on my quality of life. It is not a stretch to assume that over the long term being exposed to the constant airplanes will have affects on my family's health as well. The aircraft's fly at all hours of the day and in intervals of 90 seconds at most times. We hear them as late as 1:30am and as early as 4:30am. This disrupts my family and my day to day activities. Aircraft frequency, noise and altitude are not something that should be impacting my life or families' life. This is simply unacceptable and something needs to be done.

I have learned that the FAA has substantially increased the percentage in which JFK emergency runways are used and that is why my community is being burdened with a majority of all JFK arrival traffic. The FAA, Port Authority, our elected officials and community need to work together to resolve this. Some measures that can be taken immediately are more equitable distribution of the planes, tighter turns to reduce the thrust of the jet engines, and pilots using a continuous descent.

Thank you for your attention to this serious matter.

Sincerely,

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Honorable Charles E. Schumer
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Mr. Carmine Gallo

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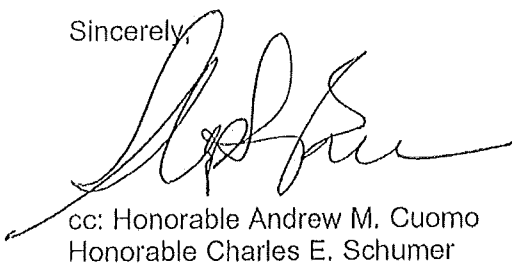

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Dana Young

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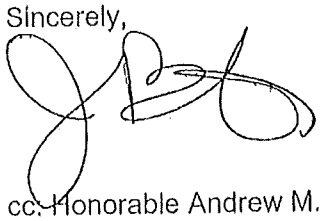

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Jaclyn Mallah

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Sincerely,

Ellen Blank

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Ruth Alter

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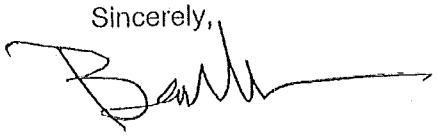

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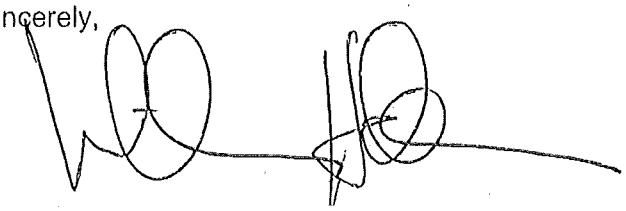

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Mr. Carmine Gallo

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

9/1/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
[signature]	Alan Cohen		2013
[signature]	Marvy Weinstein		2013
[signature]	Estelle Weinstein		2013
[signature]	Noah Macdonald	Ex. 1	2013
[signature]	Cory Macdonald		2013
[signature]	Suzanne Miller		2013
[signature]	Allan Miller		2013
[signature]	Ellen Rosenthal		2013
[signature]	Noah Rosenthal		2013
[signature]	RICHIE CHAI		9-01-2013
[signature]	Chandra Dharia		2013
[signature]	Anthony Licata		2013
[signature]	Beth Weinberg		2013
[signature]	Amy Handwerker		2013
[signature]	Michele Sonkup		2013
[signature]	Keith Mansbach		2013
[signature]	Samuel Levine		2013
[signature]	Joan Cohn		2013
[signature]	Peter Cohn		2013
[signature]	Louis E. Torrellas		2013
[signature]	Jana Grotas		2013
[signature]	Leonard Dreyfuss		2013
[signature]	Dale Brill		2013
[signature]	Ellen Blank		2013
[signature]	ALAN ROSENWALDEN		2013
[signature]			2013
[signature]	Marcia Zuckerberg		2013
[signature]	RHONDA LEVY		2013
[signature]	JOSEPH AZOUR		2013
[signature]	Kerri Azoulay		2013
			2013
			2013
			2013

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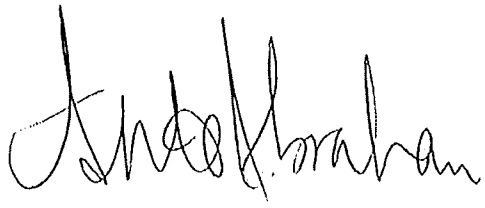

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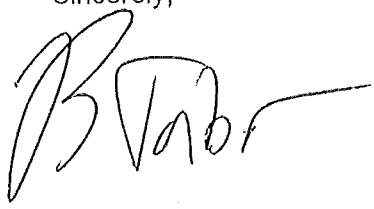

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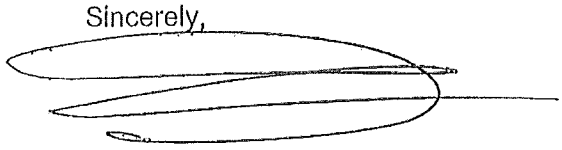

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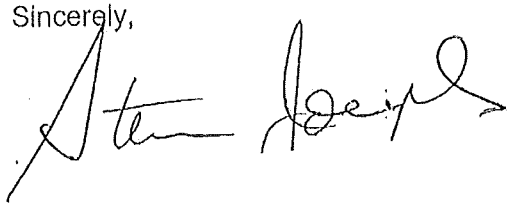

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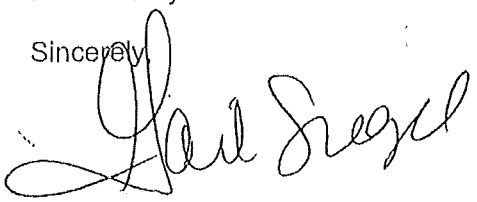

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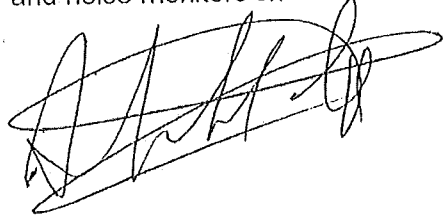

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Honorable Charles D. Lavine
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Vilma Becher

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
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Sincerely,

Sue Simon

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Celia Ayers

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Jodi M. [illegible]

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To Whom It May Concern:

Please be advised that I am filing this formal complaint as a result of the excessive and intrusive AIR TRAFFIC over my home as well as surrounding air space in East Hills, N.Y. There has been a dramatic increase of planes flying over our homes. Most recent data suggests that in June 2013, 42.9% of flights flew over East Hills and the immediate surrounding neighborhoods. This indicates that the FAA has not taken into consideration the impact this flying pattern has had on our community and results from a lack of consideration of our rights as citizens and the possible violations of environmental laws.

I am going on record with the following concerns resulting from this increased usage of air space in East Hills:

- Jets have been flying at low altitudes (2,000 feet and lower). Not taken into consideration is East Hills topography. (Data from the Passur.com).
- Planes are continuously flying this route beginning at 4:30 A.M. until 1:30 A.M. at 90 second intervals (Data from the Passur.com).
- Continuous planes at low altitudes are creating long-term health problems such as DEAFNESS, POLLUTION, ANXIETY, STRESS, and LEARNING DISABILITIES. (Numerous studies are available to support these claims).
- Continues low and loud planes are causing a negative impact on the quality of our lives.

I request that this complaint be considered immediately due to the severity of the situation.

Sincerely,

Barbara Gleicher

cc: Honorable Andrew M. Cuomo
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I have learned that the FAA has substantially increased the percentage in which JFK emergency runways are used and that is why my community is being burdened with a majority of all JFK arrival traffic. The FAA, Port Authority, our elected officials and community need to work together to resolve this. Some measures that can be taken immediately are more equitable distribution of the planes, tighter turns to reduce the thrust of the jet engines, and pilots using a continuous descent.

Thank you for your attention to this serious matter.

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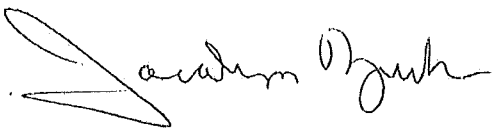

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Clara Pomeranz

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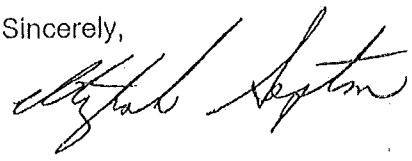

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Kerri Lepton

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Sincerely,

Wayne H. Winks, Jr.

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Dina De Giorgio
Councilwoman North Hempstead

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Mayor of East Hills

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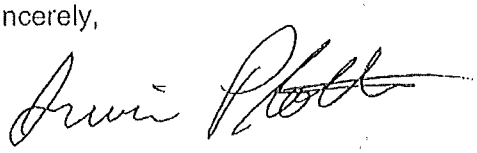

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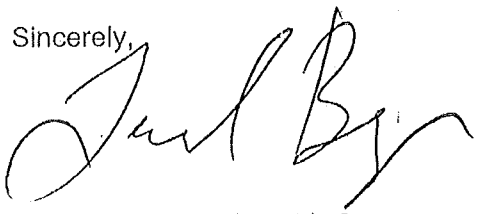

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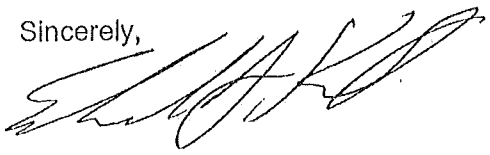

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William Kutcher MD

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Ellen Rosenthal

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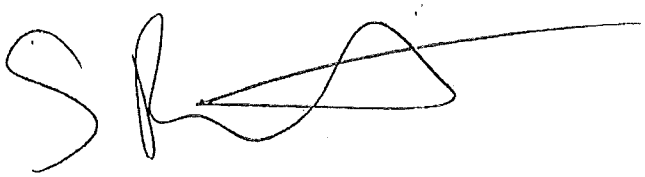

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Melodie Cattin

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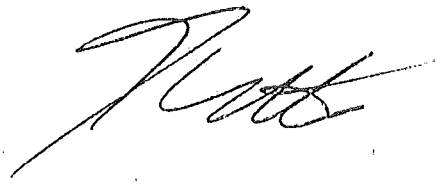
I request that this complaint be considered immediately due to the severity of the situation.

Sincerely,



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Elizabeth & Michael Spicer

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Sincerely,

Sherri Eisenstadt

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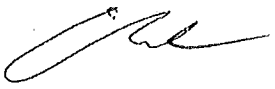

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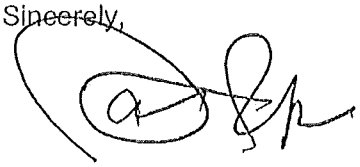

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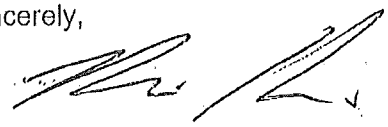

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Thank you for your attention to this serious matter.

Sincerely,

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
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Honorable Michelle Schimel
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Sincerely,

Kim Kamnel

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Scott Nussbaum

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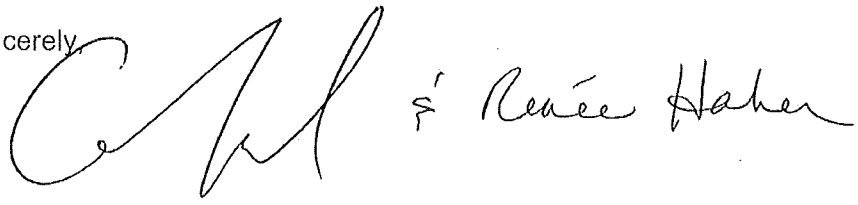

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Marjorie Berrent

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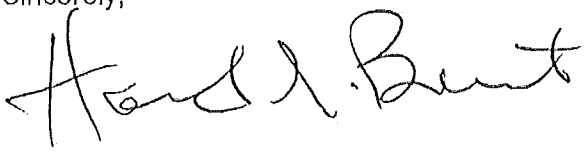

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Michael Ahven

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Stanley Goldblatt

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Beth McAvey

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I am going on record with the following concerns resulting from this increased usage of air space in East Hills:

- Jets have been flying at low altitudes (2,000 feet and lower). Not taken into consideration is East Hills topography. (Data from the Passur.com).
- Planes are continuously flying this route beginning at 4:30 A.M. until 1:30 A.M. at 90 second intervals (Data from the Passur.com).
- Continuous planes at low altitudes are creating long-term health problems such as DEAFNESS, POLLUTION, ANXIETY, STRESS, and LEARNING DISABILITIES. (Numerous studies are available to support these claims).
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Natalie Mansbach

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Kerri Appleby

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Honorable Charles E. Schumer
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Mr. Carmine Gallo

8|31

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Bahman Dace	Bahman Dace		2013
Danielle Dace	Danielle Dace		2013
Rona Bracone	Rona Bracone		2013
Taylor Bracone	TAYLOR Bracone		2013
[illegible]	STEPHEN Bracone		2013
Michele Lanzillotti	Michele Lanzillotti		2013
John Lanzillotti	John Lanzillotti	Ex. 1	2013
Alexa Lanzillotti	Alexa Lanzillotti		2013
[illegible]	EREZ Pick		2013
Yael Spitzer	YAEL Spitzer		2013
Ariel Pick	Ariel Pick		2013
[illegible]	Rosalyn Goldcoscro		2013
[illegible]	Orli Peltz		2013
[illegible]	Eileen Davoodi		2013
[illegible]	Radni Davoodi		2013
[illegible]	Sandra Babinsky		2013
INESSA BABINSKY	INESSA BABINSKY		2013
[illegible]	JOE BABINSKY		2013
M. Babinsky	Michelle Babinski		2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
[illegible]	[illegible]		9/10 2013
[illegible]	SANJAY GRAVAL		9/10 2013
[illegible]	Jacob Chase		9/10 2013
Hong Liang	Hong Liang		9/10 2013
[illegible]	LAURENCE GOODAN	Ex. 1	9/10 2013
[illegible]	Michael Starr		9/10 2013
[illegible]	Pitman		2013
[illegible]	Dawn das.		2013
[illegible]	MARC ROTH		9/10 2013
[illegible]	Jane Dombush		9/10 2013
[illegible]	PAUL LAZARUS		9/10/13 2013
[illegible]	Karen Lazarus		9/10/13 2013
alon martin			9/10 2013
[illegible]	[illegible] MUMFORD		~~[illegible]~~ 9/1 2013
Bruce martin	Bruce MARTIN		9/10 2013
Catherine Sturgeon			2013
Marlene Parker			2013
[illegible]			9/10 2013
[illegible]	Allen Hilk		9/10 2013
Lori Wernschenk	Lori Wern ~~44 George St~~		9/10/13 2013
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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Barbara Klein	Barbara Klein		8/5/2013
Donna Liebowitz	Donna Liebowitz		8/5 2013
[illegible]	Amy Handwerker		2013
[illegible]	GERALDINE DODDATO		8/5/2013
[illegible]	FRANCIS DODDATO		8/5 2013
[illegible]	Steve Halpern		8/5 2013
[illegible]	Howard Berkenfeld	Ex. 1	/5 2013
Ellen Lane	ELLEN LANE		8/5 2013
[illegible]	Mitchell Schwartz		8/5 2013
[illegible]	SETH STEIN		8/5 2013
[illegible]	Murray Dressler		8/5/2013
Joshua Weiner	Joshua Weiner		8/5 2013
[illegible]	JOSHUA PEUTZ		8/5 2013
Joan Perilla	JOAN PERILLA		05 2013
Susan Levy	SUSAN LEVY		8/5/2013
[illegible]	Adam Habel		8/5 2013
[illegible]	Harold Morgenstern		8/5 2013
[illegible]	Bonnie Trachtenberg		8/5 2013
[illegible]	Dorit Sikavi		2013
[illegible]	RAMIN EMOM		8/5/2013
	Jason Stoltz		8/5/2013
Ralph Cohen	RALPH COHEN		8/31 2013
M Brooks	Meredith Brooks		2013
[illegible]	Carol Pollock		/31 2013
[illegible]	Jordan Freudl		8/31 2013
[illegible]	ROBERT OLAN		8/31 2013
[illegible]	STEVE JOSEPHS		8/31 2013
[illegible]	Mildred Gunzburg		8/31 2013
[illegible]	Sam Frankel		2013
[illegible]	George P. Ziegl		2013
[illegible]	Lee Frankel		8/3/2013
Lenore Berkowitz	LENORE BERKOWITZ		8/31 2013
[illegible]	[illegible]		8/31 2013
Mindy Sherman	Mindy Sherman		8/31 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Cory Kutcher		7/1 2013
	SELMA BERSON		2013
	RUTH ALTER		2013
	LOIS SCHNEIDER		2013
	FRED ZUCKERMAN		2013
	Ray Sauer		2013
	Gilles Sebaoun	Ex. 1	2013
	mark sebagh		2013
	Theresa Wolff		2013
	Laura Schneid		2013
	Beth McAvey		2013
	Renée Haber		2013
	Donna Dunbar		2013
	LEWIS BASS		2013
	Brian Kolin		2013
	ANDREW GOLDSTEIN		2013
	DAVID ROSE		2013
	Marilyn Hollander		2013
	CHARLES BLANK		2013
	LARA BASS		2013
	Elizabeth Spicer		2013
	Michael Spicer		2013
	Jon Goodrich		2013
	Ellen Goodman		2013
	Edward Katz		2013
	Shelley Rothkopf		2013
	Wayne Wink		2013
	CARL RICHARD		2013
	307 Melbourne		2013
	Hilda Yohalem	76 Great Oaks Rd	2013
	Dale Coffen		2013
			2013
			2013
			2013

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Carrie Schlanger	Carrie Schlanger		2013
[illegible]	Dan [illegible]		2013
Itzhak Septon	Itzhak Septon		2013
Kerri Septon	Kerri Septon		2013
[illegible]	Mina Babazadeh		2013
Stephanie Mintz	Stephanie Mintz		2013
[illegible]	Charles Chiodi	Ex. 1	2013
[illegible]	JOSH STEIN		2013
Adam Goldsmith	Adam Goldsmith		2013
Elise Goldsmith	ELISE Goldsmith		2013
Beth McAvey	Beth McAvey		2013
ADAM Graziani	Adam Graziani		2013
Brendan Davey	Brendan Davey		2013
Lisa Berger	LISA Berger		2013
Marcy Hirschfeld	Marcy Hirschfeld		2013
Robert Goldber	Robert Goldber		2013
Marcia Lovell	Marcia Lovell		2013
Stacey Rothschild	Stacey Rothschild		2013
Wendy Love	Wendy Love		2013
[illegible]	Izmet J. Love		2013
[illegible]	Matthew Osik		2013
Evan Ziegler	Evan Ziegler		2013
Randi Gordon	Randi Gordon		2013
Mark Gordon	Mark Gordon		2013
[illegible]	Richard Krause		2013
[illegible]	Lenore Enfin		2013
[illegible]	[illegible]		2013
[illegible]	Richard [illegible]		2013
[illegible]	David Richman		2013
Carrie Richman	Carrie Richman		2013
Bill Sutro	Bill SUTRO		2013
[illegible]	Steven Sutro		2013
[illegible]	Debbie Singer		2013
			2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Ellen martin	EILEN MARTIN		9/10/2013
Elizabeth Walker	ELIZABETH WALKER		9/10/2013
	Howard R Zuckerman		9/10/2013
Stephanie Bussell	Stephanie Bussell		9/10 2013
Phyllis R Zuckerman	Phyllis R. Zuckerman		
Siavash Salhjoo	SIAVASH SALHJOO	Ex. 1	
Zakiya Jabari	ZAKIYA Jabari		
Janale Smithson	Janale Smithson		
Lois Finkel	LOIS FINKEL		
Madeline M Cegelski	Madeline M. Cegelski		
Douglas Cegelski	Douglas Cegelski		
Shirley Carter	Shirley Carter		
	Leslie Tang		2013
Jennifer Hedrick	Jennifer Hedrick		
Jay Sherman	Jay Sherman		
	Robin Seyburn		
Sandra Grayson	Sandra Grayson		
Perry Gurber	Perry Gurber		
Eunice Jones	EUNICE JONES		
Lisa Kornstein	Lisa Kornstein		
Paulette Waiser	Paulette Waiser		
Marcia Cooper	MARCIA COOPER		
Maureen Cadiff	MAUREEN CADIFF		
Karen E Lombardo	Karen E Lombardo		
Michael Kotin	Michael Kotin		
Martin Raphael	MARTIN RAPHAEL		
Margaret Raphael	Margaret Raphael		
Betsy Landsman	BETSY LANDSMAN		
Arthur Saltzman	Arthur SALTZMAN		
Ramona Levy	Ramona Levy		
Gregg Resnick	Gregg Resnick		

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Emanuel Zuckerman		8/5/2013
	Jane Goldberg		8/5 2013
	TOBY POLLAK		8/5 2013
	Natalie Mansbach		8/5 2013
	Barry Mansbach		8/5 2013
	Keith Mansbach		8/5 2013
	MARK STECHLACKER		8/5 2013
	Francine Schwartz	Ex. 1	8/5/2013
	Ramona Levy		8/5 2013
	Daren Schlanger		8/5 2013
	FRANCIS KIRSANOW		8/5 2013
	ROBERT PEDICINI		8/5 2013
	FRANK LEVY		8/5 2013
	STEPHANIE SOLOMON		8/5 2013
	Mark McTigue		8/5 2013
	WM. SUTRO		8/5 2013
	RON FRIED		8/5 2013
	BILLY GOLDSTEIN		8/5 2013
	JORAN BLACK		8/31 2013
	ERIC BYKOV		8/31 2013
	CINDY LOW		8/31 2013
	ASHOK PURI		8/31 2013
	INDIRA PURI		8/31 2013
	VIMAL MULLICK		8/31 2013
	JESS DRABKIN		8/31 2013
	STEVEN GOLDBERG		8/31 2013
	ILIA MOSKOVITZ		8/31 2013
	Elisa Nyottajarvi		8/31 2013
Heather Klein			8/31 2013
Darren Klein			8/31 2013
Cheri Dubner			8/31 2013
David Dubner			8/31 2013
Brandy Brooks			8/31 2013
			8/31 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Itzhak Septon		2013
	Shahla Ahdout		2013
	Benjamin AHDOUT		2013
	40 FERN DR ROSLYN		2013
	Celia Ayenegza		2013
	Jodi Stuhl		2013
	Gail Slagel		2013
	Ronnie Jacobs		2013
	Steven Joseph		2013
	Charles Lavine		2013
	TITUS ABRAHAM		2013
	Anita Abraham		2013
	MARVIN MEYERSON		2013
	Marvin Meyerson		2013
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	Rosa Bracone		2013
	Francene Young		2013
	Howard Lindsay		2013
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	Joanne Dyett		2013
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Ex. 1

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	IRIS BUNSHAFT		8/5/2013
	ROB WEBOWITZ		8/5/2013
	Sammy Jarowitt		8/5/2013
	Kiavani Cavinelli		8/5 2013
	Rhoda Luchefsky		8/5 2013
	Vicki Pafey		2013
	Robert J. Miller	Ex. 1	8/5/2013
	Fred Sowmen		8/5 2013
	Nancy Brenner		8/5/2013
	Jay Sherman		8/31 2013
	S. Levine		8/31 2013
	PHILIP TOH		8/31/2013
	William Kutcher		8/31 2013
	Karen Kutcher		8/31 2013
	Felice Bergman		8/31/2013
			8/31/2013
			2013
			2013
	BILLY GOLDSTEIN		8/31/2013
	Orit N. Golos		8/31 2013
	Antonie Samuels		8/31/2013
	Solomon SAMUELS		8/31 2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	JANINE YUP		8/30 2013
	Jiyoung Shin		8/30 2013
	EVAN WAGNER		8/3 2013
	Jill Wagner		8/3 2013
	HARRY STASZEWSKI		8/3 2013
	Arlene Lasky	Ex. 1	8/2 2013
	Barbara Kaplan		8/31 2013
			2013
	SCOTT ROSENTHAL		8/27 2013
	Gil Villegas		8/3 2013
	Teresa Mikhael		2013
	Alex Mikhael		2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Joyce K. Marx		8/12/2013
	TOMASZ DZIEDZIC		8/12 2013
	B Reiman		8/10 2013
	[illegible]		8/12 2013
	JOAN AUERBACH		8/13 2013
	Howard Kahn		8/14 2013
	Linda Schwartz	Ex. 1	8/14/2013
			8/15/2013
	William Berger		8/15 2013
	105 Magnolia Ln		8/16 2013
	Diane Lipari		2013
	Fay Dori		8/19 2013
	Man Kit Wu		8/19 2013
	SUSAN FISHMAN		8/20 2013
	Eileen Dawood		8/20 2013
	[illegible]		8/20 2013
	Arlene Mendelson		8/20 2013
	Ted Klumpp		8/21 2013
	Man Kit Wu		8/21 2013
	ERIC CHAWATT		8/21 2013
	Billy Goldstein		5/21 2013
	Christopher Conrad		3/22/2013
	FATMA ELDEFRAWY		8/23/13 2013
	GARY KOEHLER		8/23/2013
	[illegible]		8/23 2013
	Susan Goldklang		8/26 2013
	Judith Goldberg		8/26 2013
			2013
	Laurie Forsmoff		8/27 2013
	Dorsey Mayer		2013
	LON Richter		8/29 2013
	Scott POPOFSKY		8/29/2013
	[illegible]		8/30 2013
	Muriel Drew		9/3 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
[illegible]	KENNETH P. BERGER		2013
[illegible]	Liron Simran		2013
[illegible]	Vladimir [illegible]		2013
[illegible]	Dori Pressler		2013
[illegible]	Lori Roscen		2013
[illegible]	Bob Winston	Ex. 1	2013
Veedo Keppe	[illegible]		2013
[illegible]	[illegible]		2013
Cathy Levitt	CATHY LEVITT		2013
Ellen Relkin	Ellen Relkin		2013
Allen S Relkin	ALLEN S. RELKIN		2013
Randi May	Randi May		2013
Julie Gittlin	Julie Gittlin		2013
Jacqueline Wachman	Jacqueline Wachman		2013
[illegible]	Veronica Sherman		2013
Jonathan Rothschild	Jonathan Rothschild		2013
[illegible]	Emma Foster		2013
Talia Foster	Talia Foster		2013
[illegible]	Phyllis [illegible]		2013
[illegible]	Dan Sharon		2013
Sharon Barbeen	Sharon Barbeen		2013
[illegible]	Thomas Vidal		2013
[illegible]	Desiree Liggins		2013
[illegible]	SAL LIGGINS		2013
Michael M	Michael M		2013
[illegible]	Mike Freedberg		2013
[illegible]	STEVEN YADEGAN		2013
[illegible]	William Samors		2013
[illegible]	Scott Fishkind		2013
[illegible]	Jana Fishkind		2013
Jarett Burak	Jarett Burak		2013
[illegible]	Laura Burak		2013
[illegible]	S. Ilgadi		2013
			2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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9/1/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
[illegible]	L Merlis		2013
[illegible]	[illegible] Goldkleng		2013
[illegible]	H Berrent		2013
Marjorie Berrent	Marjorie Berrent		2013
Adam Haber	Adam Haber		2013
[illegible]	Scott Nussbaum	Ex. 1	2013
Kim Kaminer	Kim Kaminer		2013
[illegible]	Carol Sheinman		2013
Dorothy Noose	Dorothy Noose		2013
Felice Gordon	Felice Gordon		2013
[illegible]	Geoff Gordon		2013
[illegible]	Stephanie Kolin		2013
[illegible]	Laurie Rose		2013
Melvin Hollander	Melvin Hollander		2013
[illegible]	Dorit Kane		2013
[illegible]	[illegible]		2013
[illegible]	[illegible]		2013
[illegible]	[illegible]		2013
Sherri Eisenstadt	Sherri Eisenstadt		2013
Jay Eisenstadt	Jay Eisenstadt		2013
[illegible]	Claudia Wafsi		2013
[illegible]	NAROLD WOLFSON		2013
Ingrid Brice	Ingrid Brice		2013
ASHRAF MIEKHAGIL	[illegible]		2013
[illegible]	Ivan Plotkin		2013
[illegible]	[illegible] Bergman		2013
[illegible]	GARY JACOBS		2013
Brooke Jacobs	BROOKE JACOBS		2013
[illegible]	Leslie Grass		2013
DINA DEGIORGIO	[illegible]		2013
Lee Seeman	LEE SEEM		2013
			2013
			2013

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
[illegible]	Leslie Sharaban		2013
[illegible]	Uri Sharaban		2013
X B. Sharaban	Bennett Sharaban		2013
S. Sharaban	Sammy Sharaban		2013
X E. Sharaban	Estee Sharaban		2013
[illegible]	Rachel Friedmann		8/11 2013
[illegible]	Jack Friedmann		8/11 2013
Lauren Bork	Lauren Borkon		2013
[illegible]	Courtney Van Aalter		2013
[illegible]	Seth Van Aalter	Ex. 1	2013
[illegible]	Julie Azoulay		2013
[illegible]	Dozy Azoulay		2013
Caroline Raitses	Caroline Raitses		2013
[illegible]	Or Raitses		2013
Sharon Somekh	Sharon Somekh		2013
[illegible]	Naron Somekh		2013
[illegible]	Joel Portnoy		2013
[illegible]	Sharon Portnoy		2013
Helen Lakzari	Helen Lakzi		2013
Moiz Lakzari	Moiz Lakzari		2013
[illegible]	Jason Brattner		8-11 2013
Gail Siegel	Gail Siegel		2013
Aaron C Siegel	Aaron Siegel		2013
Shaltin Samali	Shaltin Samali		2013
[illegible]	EDNA HANKES		2013
Mel Hankes	MEL HANKES		2013
[illegible]	Ed Rubin		8-11 2013
[illegible]	Samantha Rubin		8-11 2013
[illegible]	Lola Berenbaum		1828 2013
[illegible]	Stuart Kelter		2013
Melodie Kelter	Melodie Kelter		2013
Shirley Dae	Shirley Dae		2013
Lila Klein	Lila Klein		2013
Zach Klein	Zach Klein		2013

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
[illegible]	Lisa Gilman		2013 9/
[illegible]	Richard Blatt		2013 9/
Ruth Alter	RUTH ALTER		2013 9/
[illegible]	Alicia Terry		013 9/
[illegible]	Lloyd Rosenman		2013 9/1
[illegible]	Neil Forrest		9/10/2013
[illegible]	DIAMOND		9/10 2013
Muriel Drew	DREW, Muriel		9/10/2013
Ellen Mayo	Ellen Mayo	Ex. 1	9/10/2013
Wendy Herz	Wendy Herz		9/10 2013
Romie Josephs	Romie Josephs		9/2013
G. Button	Gwendolyn Button		
Reina Basner	Reina Basner		
[illegible]	David Basner		3
[illegible]	GARY LEVENTHAL		
[illegible]	Marc Danier		
	Mike Ferrucci		
S. Letteney	S. Letteney		
R. Ferrucci	R Ferrucci		2013
Brian [illegible]	B Ritchie		
Erica Ritchie	E Ritchie		
[illegible]	Detrick Stewart		2013
Virginia Boone	VIRGINIA BOONE		2013
[illegible]	James Lexetha		2013
Alisa Rosenfeld	[illegible]		2013
[illegible]	Brittney Russell		2013
Joshua Weiner	Joshua Weiner		2013
[illegible]	RICHARD FISCHER		2013
[illegible]	Amy Smith		2013
[illegible]	Scott Smith		5/7/2013
[illegible]	Carol Goldberg		9/10 2013
Kerri Hooley	Kerri Hooley		2013
[illegible]	EMILY BLAH		2013
Josh Vink	Josh Vink		2013

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	MICHAEL R. KOBLENZ		8/5/2013
	BONNIE J. KOBLENZ		8/5/2013
	Clara Pomerant		8/5/2013
	Jed Pomerantz		8/5/2013
	Peter Zuckerman		8/5 2013
	HELEN R. LANGBERG		8/5 2013
	Kenneth R. Aiken		8/5 2013
	Christopher Corvinelli		8/5 2013
	LENY RUCKFSK	Ex. 1	8/5 2013
	Daniel Levitt		15 2013
	Jon Goodman		8/5 2013
	Mark Wagner		8/5/2013
	WINSTON PALEY		8/5 2013
	Susan Miller		8/5 2013
	Michelle Morgenstern		8/5 2013
	Robyn Bratter		8/5 2013
	Ben Tabor		8/5 2013
	Ellen Hanania - Blank		8/5 2013
	ADAM RICHARDS		8/5 2013
	William C. Buyton		8/10 2013
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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE 8/11/13
M Lerner	Melvin Lerner		8/11 2013
M Morris	Marlene Morris		8/11 2013
S. Morris	STEPHEN MORRIS		8/11 2013
C Cohen 6210564	Cheryl Cohen		8/11 2013
[illegible]	Justin Cohen		8/11 2013
[illegible]	BARN. [illegible]		8/11 2013
Stacie Mandel	STACI MANDEL		8/11 2013
M Mandel	Michael Mandel	Ex. 1	8/11 2013
[illegible]			2013
[illegible]	Michael Warthen		8/11 2013
[illegible]	Sharon Heller		8/11 2013
[illegible]	Manish Shah		8/11 2013
[illegible]	Matthew Merlis		8/11 2013
[illegible]	Michael Altman		8/11 2013
[illegible]	Christine Kaumel		8/11 2013
[illegible]	Rachel Pollack		8/11 2013
[illegible]	Sarah Spizman		8/11 2013
[illegible]	AARON GROLA		8/11 2013
[illegible]	Marina Levin		8/11 2013
[illegible]	NIR BECHOR		8/11 2013
[illegible]	Allison Housenbold		8/11 2013
Robin Donnenfeld	Robin Donnenfeld		8/11 2013
Nick Cucuzza	Nick Cucuzza		8/11 2013
[illegible]	Jeff Jacknis		8/11 2013
Lisa Siegel	Lisa Siegel		8/11 2013
[illegible]	David Siegel		8/11 2013
Robin Samers	Robin Samers		8/11 2013
Carin Silverman	Carin [illegible]		8/11 2013
[illegible]	GRINACOFF		8/11 2013
Marjorie Smith	SMITH-GRINACOFF		8/11 2013
[illegible]	Fred Kurtzman		8/11 2013
[illegible]	MARK J. STERN		8/11 2013
[illegible]	Terrie S Stern		8/11 2013
Barbara Arnold	Barbara Arnold		8/11 2013

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8/11/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Murray Schneefeld	MURRAY SCHN		8/11 2013
[illegible]	CHRIS TOMESC		8/11 2013
[illegible]	ERIKA SOIMAN		8/11 2013
Sharon Taraban	Sharon Taraban		8/11 2013
[illegible]	Izchak Kohen		8/11 2013
[illegible]	D. LANZILOTTI		8/11 2013
Michael [illegible]	Michael Lewin		8/11 2013
N. Gertenberg	NEAL GARTENBERG	Ex. 1	8/11 2013
[illegible]	Deborah Strumber		8/11 2013
[illegible]	ANDY LEHRMAN		8/11 2013
[illegible]	HOWARD MINTZ		8/11 2013
[illegible]	Nicole Lehrman		8/11 2013
Cara W. Rosenthal	Cara W. Rosenthal		8/11 2013
David Rosenthal	[illegible]		8/11 2013
Paula Lester Plester	Paula Lester		8/11 2013
Robert PARELLA	[illegible]		8/11 2013
M Mendelsohn	Marla Mendelsohn		8/11 2013
[illegible]	HARVEY KOHN		8/11 2013
[illegible]	ARLENE KOHN		8/11 2013
Rachel K	RACHEL KOHN		8/11 2013
[illegible]	Eric Mendelsohn		8/11 2013
Tim Matheson	Tim Matheson		8/11 2013
David J. Bor	David Borkow		8/11 2013
[illegible]	SILVER DICK		8/11 2013
[illegible]	SUSAN KAY		8/11 2013
Helene Krasnoff	Helene Krasnoff		8/11 2013
Simin Nourmand	Nourmand		8/11 2013
Mollie Nourmand	Nourmand		8/11 2013
Paula Appel	PAULA APPEL		8/11 2013
Reni Appel	Reni Appel		8/11 2013
Linda Baharestan	[illegible]		8/11 2013
Sam Baharestani	[illegible]		8/11 2013
Janet Rosenbaum	Janet Rosenbaum		8/11 2013
[illegible]	Sylvan Rosenbaum		8/11 2013

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

6/13/13

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Nahid Lavi	Nahid Lavi		2013
Yafa Movahedian	Yafa Movahedian		2013
Ezzat Hedvat	Ezzat Hedvat		2013
Milton Brody	MILTON BRODY		2013
Howard Gewirtz	HOWARD GEWIRTZ	Ex. 1	2013
Adele Gewirtz	Adele GEWIR		2013
Helene Levine	Helene Levine		2013
Emanuel Swirzak	EMANUEL SWIRZAK		2013
Gloria Salzman	GLORIA SALZMAN		2013
[illegible]	Joseph Stenwich		2013
Roslyn Goldenberg	ROSALYN GOLDENBERG		2013
Viola Dunnberg	Viola Dunnberger		2013
Bernice Spandorf	BERNICE SPAN		2013
J. Horn	JACQUELINE HO		2013
Barry Truffelman	BARRY TRUFFELMAN		2013
Arlene Truffelman	Arlene Truffelm		2013
Stanley Stern	STANLEY STERN		2013
Barbara Stern	BARBARA STERN		2013
ARNOLD STERN	RUBY STERN		2013
Muriel Drew	MURIEL DREW		2013
Andrea Klein	Andrea Klein		2013
Sylvia Laifer	Sylvia Laifer		2013
Sheila Brummel	Sheila BRUMMEL		2013
Harriet Goldman	HARRIET GOLDMAN		2013
Lillian Krasner	Lillian Krasner		2013
Barbara Rugoff	BARBARA Rugoff		2013
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ROSEDALE CIVIC ASSOCIATION, INC.

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CHAIRMAN & PRESIDENT

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VICE PRESIDENT

GUY LALLEMAND
TREASURER

RICHARD FOX
FINANCIAL SECRETARY

GLORIA BOYCE-CHARLES
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KENNETH PERKINS
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BISHOP A. N. BOUGHER
CHAPLAIN

NICHOLAS DINATALE
BOARD MEMBER

ANN ENGLISH
BOARD MEMBER

JACQUES LEANDRE
BOARD MEMBER

MARCIA O'BRIEN
BOARD MEMBER

IRNEL STEPHEN
BOARD MEMBER

EMMLYNN TAYLOR
BOARD MEMBER

JULES TAYLOR, JR.
BOARD MEMBER

November 18, 2013

Edward Knoesel
The Port Authority of NY & NJ
225 Park Avenue South
9th Floor
New York, NY 10003

Re: Environmental Assessment Runway 4L/22R Improvements Project – Public Comment

Dear Mr. Knoesel:

Upon review of the revised Environmental Assessment for the JFK Runway 4L/22R Improvement Project, the Rosedale Civic Association, Inc. (the Civic) requests that an Environmental Impact Statement (EIS) be conducted to provide scientific proof that the 728 feet of runway extension to Rockaway Boulevard will not further diminish the quality of life of the residents of Springfield Gardens and neighboring communities in Southeastern Queens, and at any time intensify to the already high DNL level.
While the Civic understands the need to comply with FAA runway standards, the vast differences alone between the original EA prepared in 2012 and the revised EA prepared this year suggests that an objective and scientific approach must be utilized to verify the parameters and scope of this runway improvement project, and to ensure that there is no additional noise pollution to our community.

Furthermore, we request that a Part 150 study be conducted by the Port Authority of New York & New Jersey to ensure that the homes, schools, recreation areas, churches and places of worship, healthcare facilities, and businesses have the appropriate access and means to better manage the effects that JFK Airport has on the health, safety, and quality of life of the residents in our community.

Respectfully Submitted,

William Perkins
President & Board Chairman

Springfield Gardens Taxpayers and Citizens Association
Post Office Box 130099
Springfield Gardens, New York 11413

November 15, 2013

Mr. Edward Knoesel
The Port Authority of NY & NJ
225 Park Avenue South (9th Fl.)
New York, NY 10003

President
Patrick Evans

Vice-President
Arthur Heard, Jr.

Secretary
Jacqueline Kellum-Foster

Treasurer
William Molette

Sergeant at Arms
Oliver Babb

Chaplain
David Brunswick

Re: Revised Draft Environmental Assessment (2013) – Runway 4L/22R Renovation Project at JFK Airport.

Dear Sir,

Please accept this letter on behalf of the Springfield Gardens Taxpayers & Citizens Association (The Taxpayers Civic) as official comment on the proposed Revised Draft Environmental Assessment (EA) of runway 4L/22R at John F. Kennedy International Airport. The Taxpayers Civic would like to take exception with and argue against the findings of "No Significant Impact" of the Revised Draft Environmental Assessment report on the following grounds:

- Increased Noise Impact
- Aggregate Levels of Air Pollution
- Diminished Quality of Life/ Health Impact
- Compromised Building Structures and Property Values
- Failure of due diligence in analyzing completely the "Alternatives."

The Taxpayers Civic rejects the Port Authority of NY & NJ's Revised Draft Environmental Assessment report findings of "No Cumulative Impact/De Minimus impact." We are hereby requesting that the Port Authority of NY & NJ perform a comprehensive Environmental Impact Statement (EIS) that rely upon data culled from the community's directly neighboring JFK airport and particularly airstrips 4L/22R. The Taxpayers Civic further request that all preliminary construction and bid considerations be halted until said EIS report is filed with the Federal Aviation Administration (FAA.)

Noise Impact:

The Taxpayers Civic take exception with the PANY&NJ Revised Draft Environmental Assessment finding, that a 1.5 db increase in air traffic noise would not have a noticeable impact upon the communities adjacent to JFK airport. The Taxpayers Civic take the position that any noise decibel increase resulting from the extension of runway 4L/22R would exacerbate the already intolerable air traffic noise levels of the existing 65 – 75db noise exposure contours of runway 4L/22R. The draft's finding of a mere 0.70 db of increased air traffic noise is unacceptable to our communities. At current noise levels, The Taxpayers Civic have gotten numerous complaints over the years of residents being abruptly awaken, disturbed in normal speaking and telephone conversations, and interrupted in mental concentration in myriad of tasks.

The Taxpayers Civic welcomes the revised EA's proposal for leaving the arrival threshold for 22R at its current location. This revision has negated the fears of community residents concerning lowered flight approach glide slopes of two hundred (200 +) plus feet. However, the Taxpayers Civic finds that the proposed arrival thresholds for 4L/22R have been clearly depicted in the EA's exhibit 1-8. Yet according to the EA's table 2-2, 4L/22R are used primarily for departures 17.8% and 26.1% respectively. Where are the departure thresholds for 4L/22R? Why depict 4L/22R arrival thresholds when they only amount to 3.1% and 2.7% respectively? Furthermore, subsequent inquiries of the Port Authority of NY & NJ concerning the placement of 4L/22R's departure thresholds went unanswered. Therefore, we maintain that the proposed decreased distance between the homes, schools, medical centers, etc. and the air traffic is wholly unacceptable. Our membership take exception with any action on the part of the PANY&NJ that would result in decreasing the already too close for comfort landing and take-off zone at JFK International Airport. The main objective of the proposed runway extension and improvements for 4L/22R as detailed in the draft EA is to conform to FAA standards imposed vis-à-vis Runway Safety Areas (RSA.) The Taxpayers Civic find that the PANY&NJ would rather conform to FAA standards and create improved RSA's at the expense of human life and comfort. Airline industry standards governing human comfort zones indicate that air traffic operate outside of one thousand feet (1,000 ft.) air zone of people. However, on any given day the communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton, et 'al experience airplanes operating within five hundred feet (500 ft.) of our homes, schools, medical centers, etc. Therefore, The Taxpayers Civic reiterates our rejection of any plan, proposal, and or professional opinion that seek to decrease air safety zones over our community.

Furthermore; table 5-4 on page 5-26 depict Springfield Park, Idlewild Park Preserve, and Brookville Park as being the 75+ DNL noise contour. And the Revised Draft EA finds that these parks would experience a de minimus increase in noise from the proposed action. The Revised Draft EA finding of no significant impact is flawed. The EA does not adequately take into account the cumulative effect of multiple and compounding noise related occurrences. The Port Authority's position is that the urbanization of NYC preclude the residents of the city the benefits of less urbanization. PANY&NJ take the opinion that Southeast Queens parks are noisy and thus, added aircraft noise and fumes won't disrupt the activities of the parks. Therefore, the PANY&NJ conclude that the proposed action is well within the scope of

urban living and thus – par for the course. The Springfield Gardens Taxpayers & Citizens Association reject PANY&NJ's finding, and ask for a EIS.

The noise analysis provided in Appendix B, *Noise,* describes the methodology, assumptions, and results of aircraft noise analysis that was conducted to assess the effects that the Proposed Action would have on noise exposure in the communities surrounding JFK. A significant noise impact would be considered if there were an increase of 1.5 decibel (dB) or more over noise-sensitive facilities within the 65 DNL noise contour.1

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

· *Displace the Runway 4L threshold 460 feet to the north to provide 600 ft of required undershoot RSA for runway 4L to comply with FAA design standards*– This would result in departing aircraft being higher over areas to the south of the runway.

· *Construct 728 feet of new runway pavement on the north side of runway 4L/22R to maintain adequate departure length on runway 22R while providing the required 1,000 ft of overrun RSA for 22R to comply with FAA design standards* – This would result in aircraft departing to the south on Runway 22R, starting their takeoff roll 728 ft further north...

Landrum & Brown Chapter 5 – Environmental Consequences
October 2013 Page 5-2

Air Pollution:

The Taxpayers Civic objects to the PANY&NJ's Revised Draft proposal EA on the 4L/22R runway extension and improvements on the grounds that the proposed action would generate increased levels of air pollution in our community. At present, John F. Kennedy International Airport spews jet fuel throughout Southeast Queens; thus, creating and aggravating various health concerns amongst its residents. On a busy day lines of aircraft approaches and departures at JFK International Airport within one minute intervals produce streams of hazardous airplane exhaust. Our community understands that the constant flow of air traffic into and out of JFK airport creates enormous air pollution and health concerns for our residents. We believe that much of our home's roofs currently reveal discoloration from settled jet fuel pollution and rainfall patterns. At present, runway 4L/22R operate ADG VI aircraft via FAA waiver. The waiver would no longer be necessary upon implementation of the Revised Draft proposal; however, the Taxpayers Civic request the PANY&NJ perform the necessary air quality studies to determine the increase in air traffic emissions resulting from increased Airbus A380 accommodation. The current estimate of aviation's contribution to global carbon dioxide emissions are at three percentage of the total. However the Revised Draft EA states on page 5-48 that this number is expected to increase 40% over the next seven years. It is our opinion that ADG VI and possible group VII aircraft would continue to exacerbate the dangerous CO2 levels already present in the vicinity of the airport. Also, it has been learned at the October 24, 2013 community meeting with the Port Authority, that the air samples for which the Revised Draft EA draw data is from communities seven plus miles from JFK International Airport.

Also, the proposed action of extending the RSA closer to Rockaway Boulevard while just supplying a mere visual screen is wholly inadequate in protecting the community from jet blasts debris. Jet blast has the ability of causing 2 foot boulders to become airborne, cause soil erosion, and pollute the air with particles from airport oil soaked grounds. Jet blast velocities have been known to propel objects more than two thousand feet beyond the blasts of the aircraft. Therefore, the community and vehicular traffic would be put in unnecessary dangerous path of jet blasts from particularly ADG VI aircraft.

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

Landrum & Brown Chapter 2 - Purpose and Need
October 2013 Page 2-3

Health & Quality of Life:

The Springfield Gardens Taxpayers & Citizens Association strongly request that the PANY&NJ halt all plans as proposed in the draft Environmental Assessment for runway extension and improvements on 4L/22R at John F. Kennedy International Airport on the basis of detrimental effect upon our communities health and quality of life concerns. Therefore, the proposed action would greatly overburden a thriving and upwardly mobile minority community. The Taxpayers Civic thoroughly disagrees with the Revised Draft EA findings of no significant impact concerning the matters of health, Quality of Life, and Minority populations.

The Port Authority of NY & NJ's Revised Draft EA finding that relocation housing is currently insufficient and that homes would have to be relocated due to the proposed action – are succinctly rejected by The Taxpayers Civic. We believe the Revised Draft EA does not thoroughly address this matter and thus, don't merit such a finding. Our community believe that the expansion of JFK operations in Southeast Queens amounts to in effect "a taking" of our property and our property rights. It is our position that lower flying aircraft within the one thousand feet human to air traffic zone, increased aircraft noise exposure, and added air pollution levels buttress our argument. Further to our argument of PANY&NJ's violation of Executive order 12898 is the following statement from the Revised Draft EA:

In order to minimize the number of trees to be removed from Idlewild Park, the Port Authority made the decision to redefine proposed project as described in the Section 1.3 of this Revised Draft EA. The Port Authority no longer proposes the relocation of the Runway 22R arrival threshold 3,316 feet to the north.

Landrum & Brown Chapter 1 – Introduction & Background
October 2013 Page 1-2

The statement referenced above reveal PANY&NJ's disrespect of the minority community and lack of care for human life and health. The Revised Draft EA plainly state that due to the impact upon Idlewild Park and Preserve's trees, and thus, not the living – breathing – heart pumping human residents were not cause enough to compel a course correction on 22R's arrivals threshold. We call for an EIS.

The Taxpayers Civic take offense to the PANY&NJ's proposed action to bypass the U.L.U.R.P. process established by the City of New York in the Authority's attempt to acquire a parcel of property outside the airport boundary north of JFK airport. PANY&NJ's action is a deliberate attempt to avoid public scrutiny, comment, and impute. The proposed action is deemed a "business taking" from the local community that have an impact therein. We also oppose the Revised Draft EA's proposal to take possession of the wetlands that would be located just outside of 4L/22R's north Arrival RSA. It is our opinion that this precious natural ecological marsh would be forever damaged via pollutants under PANY&NJ's stewardship. The wetlands would be within 150 feet area of the jet blasts coming off of

22R's departure threshold. This would decimate the natural marsh with diesel fuel and airborne pollutants. The Taxpayers Civic requires an EIS.

No wetlands would be directly impacted by the construction of the Proposed Action. In fact, the Proposed Action was specifically designed to avoid the wetlands in the proposed project area.

Landrum & Brown Chapter 5 – Environmental Consequences
October 2013 Page 5-29

The Taxpayers Civic has the opinion that the Springfield Gardens community tax basis would be adversely affected if the draft EA as presented by the PANY&NJ concerning the runway extension and improvements on 4L/22R is adopted. We understand that our home values would take an additional negative decline in market value based upon implementation of said proposal. The Taxpayers Civic believes that lower flying aircraft, increased noise exposure, and added home vibrations would impede current and future sales of the property. The Authority's proposed action would conversely result in a lower property tax assessment by the City of NY and a resulting diminished tax base. Furthermore, we believe the PANY&NJ has not performed a thorough analysis that such a finding would warrant.

The Springfield Gardens Taxpayers & Citizens Association maintain the argument that The Port Authority of NY & NJ draft environmental assessment on JFK's runway extension and improvements on 4L/22R is in fact in violation of president William Jefferson Clinton's ***Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations.*** The Springfield Gardens community is an overwhelmingly majority minority neighborhood. The communities directly adjacent to JFK International Airport constitute upwards of one million people – of which eighty/eighty-five percent consist of people of color. The Taxpayers Civic find that this minority population is presently over-taxed via. JFK's aggregate pollution – noise and air, thus, correlating to Southeast Queens' increased health risks, and diminished property values. The Port Authority's Revised Draft EA does not cite any sources that indicate conclusively that the affected communities would not be increasingly adversely harmed by implementation of the proposed runway extension of 4L/22R. The Taxpayers Civic understand that though the PANY&NJ's assessment correctly state that the proposed action does not unduly fall upon any minority population at the benefit of a particular majority population; yet, we believe the revised Draft EA fail to address the negative effects of continued airport sprawl in relation to the Southeast Queens minority community. The Authority's Revised Draft EA neglect to consider the environmental injustice damage caused by decisions made by PANY&NJ executives that don't reside in proximity to and work at JFK. The Authority's executive decisions are made by persons and group of persons that by and large overwhelmingly don't reflect the racial/ ethnic makeup of the affected population. Hence, The Taxpayers Civic argue that the PANY&NJ cumulative effect vis-à-vis the draft EA proposals amount to a net increase in negative health concerns, quality of life matters, compromised building structures, and damaged economic activity. We understand that the Revised Draft EA proposals are tantamount to callous environmental injustice pile on with disregard for this overwhelmingly minority community. We are predisposed to believing that the Port Authority of NY & NJ attempt to skirt around the intent of the Executive order 12898 while manipulating the letter of the Executive Order. Therefore, we reject The Port Authority of NY & NJ finding of "No disproportionate impact."

The Taxpayers Civic strongly disagrees with the PANY&NJ's draft environmental assessment of "No Significant Impact" pertaining to health risks as reported therein. It is our understanding that there are

an untold number of collateral effects resulting from airport operations existing too close to residential neighborhoods. It is The Taxpayers opinion that air traffic noise and exhaust cause the following:

1) HEALTH CONCERNS – NOISE
    a. Changes in blood pressure
    b. Sleep disorders
    c. Shifts in digestive patterns
    d. Children's Health/Development
        1. High blood pressure
        2. Elevated nervous system activity and cardiovascular levels
        3. Educational lag of two months for every 5 decibel increase above the average noise level (Math & Writing)

(The above ailments are outward signs of stress – resulting in increased risks of coronary heart disease and strokes)

2) HEALTH CONCERNS – AIR POLLUTION
    a. Diesel Exhaust (Jet Fuel)
    b. Carbon Monoxide
    c. Leaked Chemicals

(These pollutants are linked to Cancer, Asthma, Liver damage, Lung disease, Lymphoma, Myeloid Leukemia, and depression)

It is the belief of The Springfield Gardens Taxpayers & Citizens Association that the PANY&NJ draft EA finding of "No Significant Impact" intentionally ignored the above captioned health risks associated with airport sprawl. The draft EA failed to mention and cite any relevant study that was performed to demonstrate the conclusion therein. Therefore, The Taxpayers Civic request that PANY&NJ perform a comprehensive EIS with relevant data collection garnered from the communities directly adjacent to JFK International Airport.

To further our cause, The Taxpayers Civic requires of the Port Authority of NY & NJ the performance of a comprehensive Part 150 study. It is our position that said study would go a very long way in addressing many if not all of the collateral effects bourn upon the Southeast Queens community via JFK international Airport operations. We call upon PANY&NJ to start the Part 150 process prior to moving forward with the draft EA proposed recommendations. It is our understanding that JFK/Idle wild Airport never engaged an environmental impact study – and we believe such a study is long overdue. The Springfield Gardens Taxpayers & Citizens Association holds the position that life in Southeast Queens has grown by leaps and bounds since the establishment of Idlewild Airport circa 1948. It is our belief that JFK/ Idlewild Airport has not kept pace with the developments of the surrounding community. We the residents of Springfield Gardens and Southeast Queens at large demand a more responsible neighbor in John F. Kennedy International Airport and the Port Authority of NY & NJ.

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

- *Relocation of residences, but sufficient replacement housing is unavailable*
- *Relocation of community businesses, that would create extensive hardship for the affected communities*
- *Disruption of planned development*
- *Substantial loss in the community tax base*
- *Environmental Justice issues*
- *Children's Environmental Health and Safety Risks*

5.3.1 RELOCATION OF RESIDENCES

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

5.3.2 RELOCATION OF BUSINESSES

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

5.3.4 LOSS IN COMMUNITY TAX BASE

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

5.3.5 ENVIRONMENTAL JUSTICE

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities. Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the *Civil Rights Act of 1964* provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the *1968 Civil Rights Act* guarantees each person equal opportunity in housing. U.S. Department of Transportation (DOT) Order 5610.2, *Environmental Justice in Minority Populations and Low-Income Populations,* was issued to implement Executive Order 12898.2 DOT Order 5610.2 defines minorities as people who are Black, Hispanic, Asian American, American Indian, or Alaskan Native. Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity." The DOT Order defines a low-income population as "any readily identifiable group" of persons whose median household income is at or below the poverty guidelines of the U.S. Department of Health and Human Services, "who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity."

4 62 CFR 72, *Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations.*

In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The increase in the noise level, deemed by FAA guidance as not a significant impact, would occur to the north of the Airport primarily over minority populations. However, no non-minority populations are benefiting from this increase in noise to the north or receiving a decrease in noise levels due to the Proposed Action. Further analysis shows that within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 79.5 percent of the population is minority. Similarly, in the Proposed Action approximately 80.0 percent of the population within the 65 DNL noise contour is minority, a difference of only 0.5 percent.

Table 5-2, Noise Impacts to Minority Population Households, summarizes the percentage of minority population within the 65 DNL for the No-Build/No-Action and the Proposed Action in both 2015 and 2020. Therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations.

Notwithstanding, The Taxpayers Civic require of the PANY&NJ a retreat to the ***"Alternatives Considered but Eliminated from Further Consideration."*** It is the opinion of The Taxpayers Civic that the Authority did not adequately address the alternatives to the Revised Draft EA proposals. We believe the alternative benefits were treated with a light brush and conversely the draft's findings were falsely supported with inadequate conclusions. For example, the Revised Draft EA state that the runway length analysis required at least 11,219 feet – accommodation of Group VI aircraft (A380.) However, it is The Taxpayers Civic position of the FAA's RSA requirement should not and does not necessarily equate to 4L/22R's runway extension. It is our belief that the FAA's Runway Safety Area criteria could be met

within the existing runway length. Also, we believe the Port Authority never considered repositioning 4L/22R such that it would not create such an additional burden upon the neighboring community of Springfield Gardens. The Taxpayers Civic is of the understanding that the Revised Draft EA proposal was chosen because it presented the least avenue of opposition and the least costly venture – all at the expense of the neighboring communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton et 'al.

3.1 Runway Length Requirements – Based on the results of a runway length analysis, at least 11,219 feet of available runway length for departures is required to accommodate the current and projected aircraft fleet.

Landrum & Brown Chapter 3 - Alternatives
October 2013 Page 3-3

In October 2012, JFK International Airport was forced to halt operations due to massive flooding of its runways. However, the Revised Draft EA claims that Super Storm Sandy had no significant impact upon the runway and its operations. We at the Taxpayers Civic find that this claim in capricious and without merit on the basis that the assumptions of one hundred year and 500 year storm flood waters are not based upon current actual data as displayed in October 2012. We find that the Revised Draft EA neglect to incorporate the best available information in the EA study. The EA's floodplains assumptions uses data maps from September 2007 (See exhibit 4-3.). This is unacceptable, we call for a EIS. We need a part 150 study.

FEMA has mapped the 100-year floodplains for JFK and the surrounding areas, as shown in exhibit 4-3.
Landrum & Brown Chapter 5 – Environmental Consequences
October 2013 Page 5-30

In conclusion, the Springfield Gardens Taxpayers & Citizens Association noticed that many questions were not answered within the Revised Draft EA. For; the Port Authority mention "existing and projected airport operations," yet, the Revised Draft EA dose not delve into those "projected operations." Also, the Revised Draft EA failed to consider the master-plans for Idlewild Park Preserve, its plans for additional nature trails, $5 million science and learning center, and the daily school activities that take place in Idlewild Park. It is our understanding that the Revised Draft EA has only one purpose, and that purpose is to extend 4L/22R in preparation for ADG VI and future ADG VII aircraft. We further believe that 4L/22R will become highly popular for arriving ADG VI aircraft. And as noted herein, the departure threshold remains a secret on this airstrip. PANY&NJ won't admit that the 4L/22R airstrip has the potential to accommodate arriving and departing aircraft in both north/south directions. Furthermore, the Port Authority hesitated to admit that the RSA's actually can function as additional runway operations areas. As exhibit 1-8 reveal that the south end of 4L/22R has paved tarmac and 4L's displaced arrivals threshold encompassed in the proposed RSA of 1,000 feet. What guarantees the community is getting forbidding the usage of 4L/22R's north end RSA in like manner?

It is the position of the Springfield Gardens Taxpayers & Citizens Association that the Port Authority of NY & NJ add this comment to the Revised Draft EA along with all comments submitted in October/ November of 2013. Also, it is The Taxpayers Civic request that all preliminary plans and bids be placed on perpetual hold until the aforementioned EIS is performed. We further require that PANY&NJ show

good faith and start the process of ordering a Part 150 Study for its jurisdiction airports and JFK specifically. Also ask the FAA to investigate several assumptions and referenced data pools used in developing this Revised Draft EA. For, we've cited many instances of which the information extracted was either "de minimus" in relevance and usefulness – when not overtly contrived (as in the noise contour maps.) We of the Springfield Gardens Taxpayers & Citizens Association call upon the Federal Aviation Administration to perform their due diligence of ascertaining the accurate, competent, and relevant assumptions detailed in the Revised Draft EA. We ask for an impartial review of the information displayed whilst erring on the behalf of the residents of Springfield Gardens, Rosedale, Brookville, and the greater environs.

In closing, we ask the Port Authority of New York & New Jersey along with its governing oversight agency (FAA) to look to the advice of New York State's governor the Hon. Andrew Coumo – in asking for a noise compatibility study for PANY&NJ's properties, particularly in the great borough of Queens N.Y.

Sincerely,

Patrick Evans, Pres.

Springfield/Rosedale Community Action Association, Inc.

PO Box 300165
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Email:

Barbara E. Brown,
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Crystal Brown,
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November 18, 2013

Comments: Draft Environmental Assessment
Runway 4L/22R Improvements
John F. Kennedy International Airport
Prepare for US Department of Transportation
Federal Aviation Administration
The Prot Authority of NY & NJ
May 2012
Prepared by Landrum & Brown

To: *Port Authority of NY & NJ*
225 Park Avenue South
9th Floor
New York, NY 10003
Attention: Edward Knoesel

The Springfield/Rosedale Community Action Association, Inc., the civic association that covers the Brookville Community, is still opposed to the proposed action listed as runway improvements that would:

- Relocate the Runway 4L end 460 feet to the north, and
- Construct 728 feet of new runway pavement on the north side of Runway 4L/22R.

The finding of "no significant impact" for required categories is flawed particularly as it pertains to: noise, compatible land use, socio economic impacts; environmental justice, children's health and safety risks, as well as secondary (induced) impacts such as air quality, water quality, fish, wildlife and plants, wetlands, It also appears to use the terms *rehabilitation* and *improvements* as euphemisms for accommodating the ever longer and wider commercial jets that the Port Authority believes it is important to accommodate.

The Environmental Assessment (EA) states that the Proposed Action would serve the following needs:

- Rehabilitate and widen Runway 4L/22R,
- Comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet; and
- Reduce delays and increase airport safety and operational efficiency.

The report takes note of an FAA circular that addresses compliance standards for Runway Safety Areas. It is also pertinent to note that representatives of the Port Authority have identified actions related to compliance with FAA's advisory circular as the primary reason for their actions related to Runway 4L/22R. Runway Safety Areas are critical to the departure and landing of aircraft as well as providing accessibility for emergency vehicles. The report concludes that present RSA operations are deficient and that runway 4L is limited at both ends by natural circumstances and manmade facilities.

According to the Port Authority, proposed solutions for improving the RSA's will result in a loss of runway length and force greater use of Runway 22L. Thus the Port Authority notes that RSA improvements must be combined with additional lengthening of the Runway. However, we still see no documentation in the Revised EA that lengthening of the runway is required; it is appears that this is an option that the PA is choosing. In fact, Runway 4R/22L is actually shorter than the resultant shorter length of Runway 4L/22R if only the required improvements are implemented. While we are pleased that the displaced threshold is not being moved as previously planned, we are concerned that there will still be increased noise and emissions over the communities to the north.

SRCAA, Inc. believes that the EA still fails to adequately evaluate the specific effects of moving the runway closer to the community to restore length when the resultant action will be aircraft flying at a lower levels, with greater noise, landscape alterations and point source emissions, without a real in-depth analysis. For example:

1. It fails to acknowledge that 4L departures will fly lower over the communities to the north and that an additional approximately 350 feet of runway is available for 4L departures which will result in aircraft flying even
2. lower over the community.
3. It fails to truly acknowledge that a 728 foot runway extension for 22R departures will bring those departures closer to the community subjecting the areas north of the runway to greater noise and emissions.
4. It does not acknowledge the jetblasts that will now be at least 728 feet closer to the north are of particular concern to the surrounding area, nor do they discuss measures that the Port Authority will take to mitigate such impacts. It only mentions its concerns about jet blasts in its address of the need to relocate the localizer along the extended RSA pavement to protect it from jet blast impacts.
5. It acknowledges that the noise contours to the north will be "slightly" wider as a result of the proposed action, but claims that the impact will not be significant.
6. It does not acknowledge the impact of moving Taxiway E and EE closer to the community to dovetail with the 728 of additional runway by also bringing noise and pollution closer to the north.
7. A comparison of the data on emissions between the original and revised drafts are so different that one has to question the reliability and validity of the data upon which conclusions are being drawn.
8. The generalized flight tracks from which noise contours are developed do not reflect the reality of flight tracks experienced by the community
9. The impact of removing 312 trees from Idlewild Park Preserve is not included in the EA because it is maintained that those trees are not a part of the Proposed Action.

As one reads the Environmental Assessment it seems clear that runway operational efficiency, accommodation of the requirements of future aircraft and reducing delays are major goals of the project. The report notes that improvements in runway design and taxiways namely smoothness, width and length affect the ability of aircraft to occupy and leave the various terminals as well as the Air Traffic Controller's ability to direct planes. While this can result in reducing delays on the ground it could also result in more flights into and out of JFK, particularly with the advent of NextGen. This consideration is important to community residents and a strong argument for the requirement of an EIS for further study of the proposed action.

We still believe that the finding of no significant impact (FONSI) for the following categories is not based on deep analysis and research and is, therefore, spurious:

Noise Pollution—Acknowledging that "the following elements of the Proposed Action would result in a change in the noise exposure at JFK," the EA states "these changes would not result in a significant noise impact over noise sensitive areas." Contrary to the statement in the original the draft, the authors do not admit that "Relocating the Runway 4L departing threshold 460 feet to the north," would "result in departing aircraft being lower over areas to the north of the runway. The EA minimizes the fact that "extending the runway 728 feet to the north...would result in aircraft departing to the south on Runway 22R being closer to areas to the north of the runway." Yet, inconceivably, they conclude that there is no significant noise impact.

The Brookville Community, the community between Springfield Park and Brookville Park, South of the Belt Parkway, is the community immediately north of JFK Airport and specifically Runway 4L/22R. Arriving aircraft are already flying very low, disappearing below the tree line and roofs of some of the two family homes even before they start flying over Idlewild Park Preserve. Residents are definitely impacted by the noise from these aircraft coming in for a landing. Departing aircraft roar over our community, sometime every minute to a minute and a half all day long. They are also very low, because they are just starting to climb. This coupled with the fact that the runway is primarily used for departures. In addition to the noise, the attending low frequency noise (LFN) are vibrations that rattle windows, sometimes cause pictures to fall off of walls, and set off car alarms. Some residents have claimed that these LFN vibrations have caused cracks in their walls. The noise interferes with communication both within one's home and during telephone calls. The already low flying planes interfere with basic, non-cable TV reception and cordless telephone reception. The airport-related noise we currently experience definitely lowers one's quality of life. To move the runway closer to the community is unconscionable. To cause aircraft to fly lower over our community, to cause the noise contours to widen even slightly without a thorough analysis of the impacts is to fail to do one's due diligence.

The literature on airport noise indicates that:

- Residences located near run ways can experience high levels of LFN,
- LFN can induce "feelable" vibrations,"
- Standard sound insulation does not sufficiently reduce LFN.
- LFN levels may produce perceptible vibrations at considerable distances from the runway end only in limited directions due to the directional sound pattern produced by jet engines,
- Vibrations could occur 7,000 to 8,000 feet from the start-of-takeoff-roll, well outside the 65 DNL (CNEL) contour

While the EA contends that the increase in noise would not be detectable by the human ear, the noise is already intolerable and unhealthy. The EA shows that our community is completely in the 65DNL contour, which means that at least half of the noise is already above the levels of noise to which human beings should be subjected. In fact, data collected by the PANYNJ from the Springfield Gardens Noise Monitor did not show a reading below 67 for the last few years, indicating that the DNL is higher than 65. 2013 noise data is consistent with prior years. Just because one might not consciously perceive an increase in noise does not make the noise any less significant or dangerous to one's health and well being.

It has been noted by several sources "aircraft noise interferes with the enjoyment of our residential property and with sleep, and detracts from the general physiological and psychological well-being of the community. ...It goes without saying that no new source of environmental noise, whether it be associated with the expansion of an existing facility, or an entirely new facility, should be approved by local jurisdictions without an adequate review of its environmental impacts and the serious consideration of alternatives."

Studies show that:

- Night-time noise from aircraft or traffic can increase a person's blood pressure even if it does not wake them, according to a new study published in the European Heart Journal.... The researchers found that volunteers' blood pressure increased noticeably after they experienced a 'noise event' -- a noise louder than 35 decibels -- such as aircraft travelling overhead ... This effect could be seen even if the volunteer remained asleep and so was not consciously disturbed. ...Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg. ...Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg.

Health data for our community shows a high incidence of high-blood pressure, stroke, heart disease and diabetes. Research shows that all of these can be caused and/or exacerbated by airport-related noise. It is logical to conclude that the health of our community is being negatively impacted the low-flying aircraft.

- Airport noise can seriously affect the health and psychological well–being of children. ...The health problems resulting from chronic airport noise include higher blood pressure and boosted levels of stress hormones. Increases in blood pressure in childhood may predict a greater likelihood of having higher blood pressure throughout adulthood.
    - In 1998, it was reported that New York children living near an international airport tended to be poor listeners and do not read as well as matched children in quiet schools
    - A1980 study found higher blood pressure in kids living near Los Angeles' LAX airport than in those living farther away.
    - A 1995 German study found a link between chronic noise exposure at Munich's International Airport and elevated nervous system activity and cardiovascular levels in children living nearby
    - A 2005 study found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study associated aircraft noise with lowered reading comprehension even after socio-economic differences were considered.

Many of the children in the community are suffering from low achievement levels. Schools in the affected communities are in danger of closing because of this. In addition, many of our children are diagnosed with ADD, ADHD and other developmental problems. It is our contention that the constant drone of aircraft noise overhead is possibly a strong contributor to this. Much further study is needed. Noise mitigation with a no build action is definitely needed.

As stated in a 2012 GAO report, "While airports provide access to transportation for millions of people each day, **airport noise—by, for example, interfering with speech, sleep, and student learning—can severely diminish quality of life in communities around airports ...** FAA has an ongoing responsibility to balance the growing demand for aviation capacity against the environmental concerns and effects on communities caused by airport noise. Aircraft technology, the number of aircraft operations, and noise levels have changed markedly... Moreover, the implementation of and the growth in aircraft operations that NextGen investments could spur may lead to new demand for airport noise mitigation or new noise challenges.

The community requests that the increase in noise that will result from the proposed action of moving take-offs and landings closer to the community be further evaluated through an in-depth study before any decision is made to actualize the proposal. We believe that there will be a significant impact on the quality of life and health of the residential communities to the north of the airport, including its children.

Air Pollution-- Environmental Pollution (Noise and toxic emissions) from the airport is a problem for any community in close proximity to an airport. The PANYNJ Assessment study, suggests that there will be no significant impact on the community from the additional pollutants. Experiences in the community suggest otherwise: Planes are already louder, and odors from emissions (fuel dross) emanating from the airport are more frequent. Residents have witnessed aircraft dumping fuel over the neighborhood and Idlewild Park Preserve. Moving the point source of pollution closer to the community results in an increase in the pollution to which residents are exposed. It is our opinion that the model used in making the no significant impact prediction cannot be accurate in that there are no monitoring sites in the community that may have been used as part of the data from which the model was developed. In addition, the model discusses the green house gases or criteria air pollutants such as ozone. The monitors that measure the criteria air pollutants are miles away from our community and, therefore, do not adequately measure the higher concentrations of such pollutants nearer to the pollutant source. In addition, the EA does not take into account nor propose to evaluate the health or other impacts caused by toxins classified as hazardous air pollutants (HAPs) that are emitted by aircraft and other sources at the airport.

The community requests that emissions, particularly those labeled as Hazardous Air Pollutants resulting from the aircraft and other sources be brought closer to the community be studied. Such will allow an accurate determination of the impact of these environmental factors on air quality on the community resulting from the proposed action.

The U.S. EPA has listed the following 14 HAPs (12 individual substances and two select groups of complex organic compounds) they believe are present in the exhaust of aircraft and/or their ground support equipment (GSE):

- 1,3-Butadiene
- Acetaldehyde
- Acrolein
- Benzene
- Ethylbenzene
- Formaldehyde
- Polycyclic Organic Matter (POM) as 7 Polycyclic Organic Hydrocarbons (PAH)
- POM as 16 PAH
- nHexane
- Xylene
- Propionaldehyde
- Styrene
- Toluene
- Lead compounds

- Formaldehyde appears to be the most prevalent HAP in aircraft exhaust followed by acetaldehyde, benzene, and toluene.
- Ten individual HAPs comprise the vast majority of HAPS that are reported to occur in aircraft and/or GSE exhaust:
  - Formaldehyde
  - Acetaldehyde
  - Benzene
  - Toluene
  - 1,3-Butadiene
  - Xylene
  - Lead
  - Naphthalene

- Acrolein - Propionaldehyde

A recent research study entitled *Residential proximity to large airports and potential health impacts in New York State* by S. Lin, J.P. Munsie, M. Herdt-Losavio, S. A. Hwang, K. Civerolo, K. McGarry and T Gentile, which set out to "assess whether residents living near commercial airports have increased rates of hospital admissions due to respiratory diseases compared to those living farther away from these airports," concludes that "there is the suggestion that residential proximity to some airports may increase hospital admissions for respiratory disorders." Further study is necessary, but this research, coupled with many other studies that indicate that living near an airport can be truly hazardous to one's health, is certainly cause for real concern.

An October 12, 2012, article in the London Guardian on the Health consequences of aircraft fumes from major airports in Britain, highlighted that surrounding air quality is not only degraded by take offs and landings but by taxiing of aircraft, and the other airport support equipment. According to the proposed plan, all of this will now take place several hundred feet closer to our community. The US Citizens Aviation Watch Association, a coalition of concerned municipalities and advocacy groups, has cited several studies linking pollutants common to the air around airports to cancer, asthma and lung disease. Surely if the PANYNJ is taking any action which will bring aircraft closer to the community in the air and on the ground, it should be able to provide assurances of consideration of these concerns.

Idlewild Park Preserve--Idlewild Park Preserve is a 346-acre salt marsh and upland area just north of JFK airport. In fact it is the salt marsh area remaining after 5000 square acres of the Jamaica Bay salt marshes were filled in to build JFK airport. It constitutes the headwaters to Jamaica bay. The EA does not take into account the significance of Idlewild. It understates the size of the park and refers merely to a few of the ball fields on the northern edge of the preserve. The park is not only a significant ecological area, it is a community resource for environmental education as well as a recreational resource and an oasis where people can go to enjoy and soak up nature. It also serves as an environmental buffer to flooding and the air pollution that emanates from the airport. It is the home of the precursor of the soon-to-be-home of a full-fledged Idlewild Park Preserve Environmental Science Learning Center sponsored and run by the Eastern Queens Alliance. For the last several years, schools have been bringing children to Idlewild for field trips.

We, too, contend that the EA "fails to disclose the necessity of removing and/or 'topping' of the 312 trees in Idlewild Park Preserve in the EA." (EQA Public Comment) "While the EA maintains that the need to remove these trees is not due to the Proposed Action, it acknowledges that eight (8) street lights on Rockaway Boulevard would be lowered "to mitigate for Part 77 obstructions" because of the height of aircraft. It is our understanding that there is also a plan to lower the utility polls on the boulevard. This suggests that the PANYNJ is expecting lower flying aircraft and that labeling the 312 trees as "current' obstructions is also due to the expectation of lower flying aircraft. The Department of Transportation Act: Section 4(f) Resources should also apply to these trees. Our question is: How much lower do they expect the aircraft to be flying? This is not addressed in the EA. Contrary to FAA Part 77 regulations, there has been no notification of stakeholders about the determination regarding the trees and no formal comment period for stakeholders to voice their concerns.

According to Michael Feller, Chief Naturalist of NRA of NYCDPR,

> "The scant attention given to Idlewild Park is entirely out of proportion relative to its size and ecological function. First, the park ... acres of salt marsh: pristine and plentiful

> enough for nesting sharp-tailed and seaside sparrows, clapper rail, oyster catcher, and willet. The park's marshes and waterways are frequently used by foraging osprey nesting in North Woodmere Park; northern harrier nesting in or around JFK airport; and, also near the airport, perhaps the last short-eared owls known to nest in the city.
> The salt marsh here is the confluence of the four most extensive fresh water streams tributary to Jamaica Bay: 1) Springfield Pond's outlet stream in Springfield Park to the west; 2) Conselyea's Pond's outlet stream in Brookville Park to the north; and 3) Hook Creek and 4) Valley Stream to the east. Big cordgrass (Spartina cynosuroides), salt marsh bulrush (Scirpus robustus), and water hemp (Amaranthus cannibinum)--three salt marsh plants adapted to lower salinities make their only Jamaica Bay showing here. The potential fish habitat represented by these freshwater tributaries is as yet unplumbed. We are hopeful that future studies will determine what if any role the streams play as breeding sites for anadramous fish like gizzard shad and catadramous fish like American eel...
> Since 1993, NYC's DPR and Department of Environmental Protection (DEP) have been working together to restore wetlands in the park ... Significant improvement to the local environment and the larger Jamaica Bay ecosystem has been provided... Even before the restoration was completed, muskrats, Fowler's toads, marsh hawks, tiger beetles, and more than fifteen species of dragonfly and damselfly were cavorting in the new wetland. Many of the plant species used in the restoration had been entirely extirpated or were largely absent from the Jamaica Bay area. With their return to Idlewild Park, this site is now an important nucleus for dissemination throughout the region of species such as serviceberry, butterflyweed, swamp milkweed, New York ironweed, American holly, turtlehead, and others."

In summary, Idlewild Park Preserve is a significant part of the New York/New Jersey Harbor Estuary and the headwaters to Jamaica Bay. It is included in the Jamaica Bay Water Shed Protection Plan and deserves the same protections as Gateway National Park. The PANYNJ states that it cannot touch Gateway National Park, which is a significant ecological resource. Similarly, it should not touch Idlewild Park Preserve. The park is a critical stopover area along the Atlantic Flyway Migration Route. Increased Noise, closer landings and more concentrated pollutants will disrupt the natural Wildlife living and mating habitats of many more species than the flawed report mentions. In addition to Peregrine falcons, Osprey and Diamond back Terrapin Turtles, the DEP Jamaica Bay Watershed Protection Plan Report (Oct 2007) mentions many more species, i.e., Short eared /Long eared Owls; Piping Plover; Snowy Egret; Least bittern; Pied-billed Grebe; Roseate Tern; Common Tern and many others. Also mentioned are threatened Trees and Plants.) Mayor Bloomberg signed New York City "Local Law 71", July 20th, 2005, to protect this area. As a community of amateur Gardeners and Bird watchers we have seen changes over the years from other construction in the area that impacted the park. We are calling on the FAA to require an EIS that will do an in-depth analysis of the impact of the proposed action on Idlewild Park Preserve and the many vital functions that it provides to the human and natural environment. Furthermore, we are calling for further analysis of the impact of the Proposed Action on the wetlands on the land being turned over to the PANYNJ for the Proposed Action.

Land Use--We contend that property values and the ability of homeowners to sell their property will be negatively impacted by the proposed action. The low flying aircraft with the attendant noise already serves to discourage buyers. Lower flying aircraft will be an additional detriment. This constitutes a theft of property due to the proposed action. This issue has not been mentioned or analyzed in the EA. Further evaluation through an EIS is needed.

Environmental Justice—The EA notes,

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

"... Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity. ...

"In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population."

"Analysis shows that within the 65 DNL noise contour of the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 67.8 percent of the population is minority. In the Proposed Action, a small decrease in the minority population within the 65 DNL noise contour would occur. Table 5-2 Noise Impacts to Minority Population households summarizes the percentage of minority population within the 65 DNL for the No-Build/No-Action and the Proposed Action in both 2015 and 2020. Therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations. "

As cited above, the Proposed Action would result in an increase to the number of noise sensitive land uses located within the 65 DNL noise contour. This increase in the noise level would occur to the north of the Airport particularly over the minority population of Brookville. The reference to a decrease does not accurately reflect what's happening to communities to the north of JFK Airport. The decrease is due to claims in the EA that aircraft will be flying higher over the Rockaways. Contrary to the conclusion in the EA, the proposed action is definitely "likely to have adverse effects, effects that we believe will have

"significant individual or cumulative human health or environmental effects, including interrelated social and economic effects." We maintain that these impacts will be disproportionately high and adverse on the minority...populations living in the Southeast Queens communities of Brookville, Laurelton, Rosedale, and Springfield Gardens. If one examines the 65 DNL contours for JFK Airport, the heavily minority populations of Southeast Queens bear the lions share of the noise impacts from JFK Airport.

Furthermore, the Census Data cited does not reflect the undercount of population in Southeast Queens. There is a greater impact, not only on the minority population, but those living below the poverty line in Southeast Queens than is indicated in the EA.

The adverse effects of the Proposed Action will be predominately borne by the minority population; it will be suffered disproportionately by the minority population to the north; We believe the FONSI stated in the EA is not valid because it is not based on actual data. (A better method of obtaining that data needs to be developed.) It is important that an EIS be completed to analyze in-depth the social, economic, and environmental effects of the proposed action on the minority population and determine an alternative to the proposed action that will not further adversely impact disproportionately the minority communities of Southeast Queens.

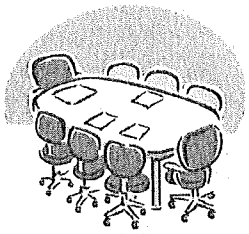
In summary, the Springfield/Rosedale Community Action Association, Inc. is convinced that there will be significant negative impacts on the quality of the human environment. The validity and interpretation of the data cited in the EA seem shallow and flawed and we are, therefore, requesting that an Environmental Impact Statement be completed for the Proposed Action on Runway 4L/22R at JFK airport. We are further requesting that if additional runway length is absolutely necessary, that all possible alternatives to the lengthening of the runway on the Northern end be critically explored and considered before any decision is made. In fact, we question the wisdom of unbridled airport expansion and growth, which seems equivalent to airport sprawl. How big is big enough? Is there or should there be a finite limit to the size of an airport? Should there be a limit on the size of commercial jets, or should they continue to get bigger and bigger and runways continue to get wider and longer to accommodate them? Finally, we are demanding that before any further airport-related negative impacts on the Brookville community are envisioned or planned, that the PANYNJ do a Part 150 Plan to provide mitigation for the already horrendous noise that impacts our community. We are also demanding that cumulative risks assessments be completed for all of the projects planned by the PANYNJ related airport and non-businesses in the JFK vicinity before any approvals are given. This we have been demanding for years.

Very truly yours,

Barbara E. Brown

Barbara E. Brown,
President

cc. Eastern Queens Alliance, Inc.



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A Federation of Civic Associations

in Southeast Queens

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Bernella Wilcox

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Federated Blocks of Laurelton

Rosedale Civic Association, Inc.

Spring-Gar Civic Association, Inc.

Springfield Gardens Taxpayers Association, Inc.

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January 25, 2013

Mr. Edward Knoesel
Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

Attached, please find an addendum to our public comments addressing the draft *Environmental Assessment (EA), Runway 4L/22R Improvements, John F. Kennedy International Airport.* While we realize that the comment period has ended, we thought it important to send these comments in as you are reviewing and finalizing your responses to the comments since they deal with critical flaws in the EA that further detailed review has revealed.

Very truly yours,

Barbara E. Brown

P.O. Box 300818, Jamaica, New York 11430 347 824-2301

Eastern Queens Alliance, Inc.
Addendum to Public Comment addressing Environmental Assessment
Runway 4L/22R Improvements, John F. Kennedy International Airport

Introduction

The Eastern Queens Alliance (EQA), a federation of civic associations in Southeast Queens, submits these addendum to comments previously sent to the Port Authority ofNY & NJ (PANYNJ) and the Federal Aviation Administration (FAA) with the request that an Environmental Impact Statement (EIS) and FAR Part 150 is prepared to further investigate the impacts of the Runway 4L/22R Improvements Project proposed for John F. Kennedy (JFK) Airport. We are concerned that the current conditions experienced in this neighborhood due to airport activities will be exacerbated by this runway project that proposes to move Runway 4L/22R 728 feet closer to the community in Southeast Queens and lowers the aircraft by approximately 100 feet over homes. This addendum to previous comments will address the concerns of the Eastern Queens Alliance and community members based on further review and analysis of the Draft Environmental Assessment (EA) for this proposed project.

Environmental Consequences
Cumulative Impacts of Noise

A highly controversial point relating to the impact of the proposed runway improvements on the communities of Southeastern Queens and Nassau County, are the cumulative impacts of present and reasonable foreseeable future actions.

Regulations require the agency to consider the cumulative environmental impacts of any proposed action[1]. We contend that the Port Authority did not adequately consider the cumulative effects ofthe New York/New Jersey/Philadelphia Area Metropolitan Area Airspace Redesign Plan because the agency failed to account properly for the effects of focusing air traffic down

[1] 40 C.F.R. § 1508.8 (2011)

specific corridors, for the purpose of increasing the efficiency and reliability of the airspace structure, in addition to the improvements of efficiency in the taxiway service provided by the aforementioned runway improvement. It is reasonably foreseeable that the result ofthese two plans will be an increase in movements at John F. Kennedy Airport; however, the Environmental Assessment (EA) does not factor in increases in movements in any calculation be it noise, air pollution, or other environmental issues. Moreover, the EA does not take in to consideration the advancement of the Federal Aviation Administration's NextGen navigational technology and other Performance-Based Navigation (PBN), which has the stated future benefit of"enhancing [...] capacity for industry and the flying public."[2]

The Port Authority and their contractors erred by only modeling the environmental effects of airplanes with existing numbers, which have been artificially limited by the Federal Aviation Administration's High Density Rule.[3] It stands to reason that with an increase in efficiency and capacity that the FAA will allow an increase in movements at JFK International Airport. The Port Authority should have modeled future years with the reasonable increase in movements both expected and forecasted.[4] Unlike the difficulties and uncertainties involved in modeling noise levels in Town of Cave Creek v. FAA[5] the Port Authority and the FAA have funded numerous studies into the amount and type of air traffic that would increase immediately after construction. Moreover, the present noise levels are so far above the 65 DNL curve that if airplane-related noise were hypothetically to increase at all between construction and 2020 something that we can in good faith claim - the resulting noise levels would *still not* be consistent with all existing land uses.

EQA will also argue that an EIS is required because, if using this EA as a guide, the agency will not have adequately considered "the degree to which the effects on the quality of the human environment are likely to be highly controversial."[6] "The term 'controversial' refers to cases where a substantial dispute exists as to the size, nature, or effect of the major federal action rather than to the existence of opposition to a use."[7] The contention is that complaints regarding the EA's modeling and forecasting of movements constitutes a "controversy." This issue is similar in nature and scope to Blue Mountains v. Blackwood[8]. Here the court found that "the EA contains virtually no references to any material in support of, or in opposition to its conclusions,"

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[2] Federal Aviation Administration. (2009). Fact Sheet-NextGen Goal: Performance-Based Navigation [Press Release]. Retrieved from http://www.faa.gov/news/fact_sheets/news_story.cfm?newsid=8768.

[3] FAA Order "Operating Limitations at New York's John F. Kennedy International Airport" Docket FAA-2007-29320, 14 C.F.R. pt. 93 (2012).

[4] PB Americas, et al. (2007). FAA Regional Air Service Demand Study. Retrieved from http://www.faa.gov/airports/eastern/planning_capacity/media/PANYNJ%20Task%20B%20&%20D%20FINAL%20May%202007.pdf.

[5] Town of Cave Creek v. FAA, 325 F.3d 320 (D.C. Cir. 2003)

[6] 40 c.F.R. § 1508.27(b)(4)

[7] Found. for N. Am. Wild Sheep v. U.S. Dep't of Agric., 681 F.2d 1172, 1182 (9th Cir. 1982) (emphasis in original; internal quotations omitted).

[8] Blue Mts. Biodiversity Project v. Blackwood, 161 F.3d 1208, 1214 (9th Cir. 1998)

It is also similar to National Parks v. Babbitt[9], where the court found a substantial controversy because 85% of the 450 comments "urged that the EA's analysis was incomplete and the mitigation uncertain."

Finally, the EQA asserts that the INM projections used are faulty, as year-long DNL readings from the Port Authority state that between September 1, 2009 and August 31, 2010 the day-night noise level at the Springfield Gardens noise monitor was 70.8-well in excess of the 65 stated in the EA. Before a decision is made on this project we recommend the use of the FAA FAR Part 150 to determine, as closely as possible the true effect on the community.

Air Pollution

When a NEPA analysis is needed, the proposed action's impact on air quality is assessed by evaluating the impact of the proposed action on the National Ambient Air Quality Standards (NAAQS).[10] We believe that this plan, if granted a FONSI by the FAA, the FAA will have violated The National Environmental Policy Act (NEPA) and other laws in approving and funding the 4L/22R Runway Improvement.[11]

EPA directs that all federal agencies must, for major federal actions significantly affecting the quality of the human environment, prepare a detailed statement concerning 1) the environmental impact of the proposed action; 2) any adverse environmental effects which cannot be avoided should the proposal be implemented; 3) alternatives to the proposed action; 4) the relationship between local short-term uses ofthe environment and the maintenance and enhancement oflong-term productivity; and 5) any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented.

According to CEQ regulations, an EA is a public document that briefly provides sufficient evidence and analysis for determining whether to prepare an EIS or a FONSI (finding of no significant impact), or to aid an agency's compliance with NEPA when no EIS is necessary, or to facilitate the preparation of an EIS when one is necessary[12]. An EA must include brief discussions of the need for the proposed action, of alternatives to the proposed action, of the environmental impacts of the proposed action and alternatives, and a list of agencies and persons consulted[13].

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[9] Nat'l Parks & Conserv. Ass'n v. Babbitt, 241 F.3d 722, 736-37 (9th Cir. 2001)
[10] FAA Order 1050.1E Change 1, *Environmental impacts: Policies and Procedure*, Appendix A, 40 C.F.R. pt. 2, *Air Quality*, March 20,2006.
[11] 42 U.S.C.A. § 4332 (West 2003).
[12] 40 C.F.R. § 1508.9(a)
[13] JiL § 1508.9(b)

An EA must consider indirect impacts[14]. These may include induced growth and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems. Id. § 1508.8(b). In its sketchy three-paragraph discussion of secondary impacts, the 2012 EA acknowledges only economic impact and the "multiplier effect," it does not delve into the foreseeable increases in movements at the airport, the increased distance for Ground Support Equipment (GSE), nor the pollution and noise that these issues bring. The EA does not support its assumptions with any analysis, nor were mitigation measures discussed. As these significant issues are missing and, indeed at controversy, there must be an FAA directive to create a proper EIS, along with a "hard look" at the secondary effects of this program in conjunction with the cumulative effects this will have on the community at large.

Pursuant to the Clean Air Act, EPA has identified air pollutants that endanger public health and welfare, and promulgated National Ambient Air Quality Standards ("NAAQS") that set forth maximum allowable concentrations in ambient air for six air pollutants: carbon monoxide (CO), nitrogen dioxide (N02), ozone (03), particulates of two and one half micrometers and smaller in diameter, sulfur dioxide (S02), and lead (Pb)[15]. EPA has not established NAAQS for mobile source air toxics ("MSATs") or hazardous air pollutants ("HAPs"), but relies on rules regulating vehicle emissions and fuel formulations to reduce and regulate these materials.

State implementation plans ("SIPs") are the primary means of attaining or maintaining NAAQS. SIPs must establish "schedules and timetables for compliance with NAAQs[16]. New York State has an EPA-approved SIP. IfNew York achieves the NAAQS for a particular pollutant, it is considered to be "in attainment." At present, the New York Metropolitan area, and Queens County more specifically is in non-attainment.

The 2012 EA analyzed air quality impacts ofthe 4L/22R Runway Improvements, and concluded that there would be no significant air quality impacts. The EA goes so far as to suggest that emissions would decrease as a result of any of the build alternatives, based solely on the assumption that GSE's will improve. Other assumptions are included in the comparisons of air pollution, which lead to a level below the de minimis threshold, such as:

- the No-Build/No-Action alternative assumes an increase in airport movements, instead of the current FAA capped 81 movements per hour;
- the annual emissions assume a precipitous (16.8% per year) drop in the emissions ofGSE's every year between 2012 and 2015 and a 10% decrease per year every year between 2015 and 2020, and;

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[14] Jd. § 1502.16
[15] 42 U.S.C.A. § 7408-09
[16] & § 7410(a)(2}

- the aircraft emissions will decrease by 1% between 2012 and 2015, yet the movements at the airport will increase by 13% to 25%.

The manipulation of air pollution data by way of figures based on assumptions is a danger to the community.

CO can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. At extremely high levels, CO can cause death. Exposure to CO can reduce the oxygen-carrying capacity ofthe blood. People with several types of heart disease already have a reduced capacity for pumping oxygenated blood to the heart, which can cause them to experience myocardial ischemia (reduced oxygen to the heart), often accompanied by chest pain (angina), when exercising or under increased stress. For these people, short-term CO exposure further affects their body's already compromised ability to respond to the increased oxygen demands of exercise or exertion. Current scientific evidence links short-term $N0_2$ exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between breathing elevated short-term $N0_2$ concentrations, and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma.

Current scientific evidence links short-term exposures to $S0_2$, ranging from 5 minutes to 24 hours, with an array of adverse respiratory affects including bronchoconstriction and increased asthma symptoms. These effects are particularly important for asthmatics at elevated ventilation rates (e.g., while exercising or playing.) Studies also show a connection between short-term exposure and increased visits to emergency departments and hospital admissions for respiratory illnesses, particularly in at-risk populations including children, the elderly, and asthmatics.

Alienation of Idlewild Park Preserve

EQA asserts that the removal or 'topping' of tress in the Idlewild Park Preserve will result in the alienation of parkland in violation of the public trust doctrine. The public trust doctrine provides that "parkland is impressed with a public trust, requiring legislative approval before it can be alienated or used for an extended period for non-park purposes 17".

As Idlewild Park Preserve is deemed parkland, legislative approval is required because the project will "substantially interfere with access to or use of the facilities," and the alienation will be permanent. Also, completion of the project will cause the elimination of the park-like

[17] Friends of Van Cortlandt Park v. City of N.Y., 95 N.Y.2d 623, 630, 750 N.E.2d 1050, 727 N.Y.S.2d 2 (2001) (citing Williams v. Gallatin, 229 N.Y. 248, 128 N.E. 121 (1920))). As was found to be the case in *Powell v City of New York* (Powell v. City of N.Y., 85 A.D.3d 429,431,924 N.Y.S.2d 370 (2011), *lvdenied* 17 N.Y.3d 715,933 N.Y.S.2d 655,957 N.E.2d 1159 (2011)

activities such as birding and hiking. Moreover, as the Idlewild Park Preserve is designated a 'Forever Wild' park using New York Department of State, Title 11 funding the Alienation of the park land must be approved by both New York State Assembly/Senate as well as the New York City Counsel.

Justification for Comment Addendum

The official public comment period for the draft environmental assessment (dEA) has expired, thus this addendum to comments would be considered "post-comment". However, the crucial fact is that after the PANYNJ released the dEA, additional information was provided regarding the project. The post-comment information included alienations to park land and omissions of other data from the dEA, resulting in a "substantial capacity enhancement effect" at JFK [18]. This information goes directly to the question of if the project is adequately justified. Because the post-comment information is relevant to EQA's current challenge, this addendum is timely.

Conclusion

The Airport and Airway Improvement Act of 1982 (AAIA) does not permit the FAA to approve an airport development project that has a significant adverse effect on natural resources unless there is no possible and prudent alternative to the project and every reasonable effort to mitigate the adverse effect has been taken. As noted extensively in these addendums to previous comments, there are several significant adverse effects on natural resources and the population around the proposed runway expansion; however, there is no plan put forth to mitigate these effects.

As stated earlier NEPA requires a federal agency to prepare an EIS before taking any major action "significantly affecting the quality of the human environment." The purpose of an EIS is to "provide full and fair discussion of significant environmental impacts and [to] inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment." The agency's overall EIS-related obligation is to "take a 'hard look' at the environmental consequences before taking a major action."

At present, the EA does not satisfy the 'hard look' obligation and an EIS is required.
The broad assumptions made and the lack of a clear methodology place portions of this EA in significant controversy. Therefore, an air quality impact evaluation, per statutory authority [19]

[18] Se. Queens Concerned Neighbors, Inc. v. FAA, 229 F.3d 387, 392, 2000 U.S. App. LEXIS 25402 (2d Cir. 2000)
[19] (N.Y. Envtl. Conserv. Law, 42 U.S.C.A. §§ 1-0101, 3-0301, 3-0303, 19-0103, 19-0105, 19-0107, 19-0301, 19-0302, 19-0303, 19-G305 (West 2003); Federal Clean Air N.Y. Envtl. Conserv. Law, 42 U.S.C.A. §§ 160-169, 171-193 (42 U.S.C. 7470-7479); 7501-7515])

must be completed with local government and public participation in accordance with procedures established in Part 621 -- Uniform Procedures of NYS Requirements For Emission Sources, in conjunction with other recommendations, and an EIS.

TABLE OF AUTHORITIES

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Comments on Draft Environmental Assessment
Runway 4L/22R Improvements
John F. Kennedy International Airport
Prepared for US Department of Transportation
Federal Aviation Administration and The Port Authority of NY & NJ
May 2012, Prepared by Landrum & Brown

Date: October 29, 2012

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Eastern Queens Alliance
Public Comment addressing Environmental Assessment
Runway 4L/22R Improvements John F. Kennedy International Airport

Introduction

The Eastern Queens Alliance (EQA) is a federation of civic associations in Southeast Queens that grew out of the idea to unify, organize mobilize and utilize the talents and potentials of all the residents, civics, neighborhood associations, businesses, clergy and service providers in the area in order to bring about self-determination by acting in concert on mutual concerns and issues. And to use the instruments of power to maintain, preserve, and develop the economic, political, social, moral and cultural stability of the communities within the area; to maintain, stabilize, develop and improve the area's physical environment; to monitor, urge and support the improved delivery of services by the Community Board, elected officials and all city, state and Federal agencies that make decisions which impact upon the lives of those residing in the area.

We submit this comment to the Port Authority of NY & NJ (PANYNJ) and the Federal Aviation Administration (FAA) with the request that an Environmental Impact Statement (EIS) is prepared to further investigate the impacts of the Runway 4L/22R Improvements Project proposed for John F. Kennedy (JFK) Airport. We are concerned that the current conditions experienced in this neighborhood due to airport activities will be exacerbated by this runway project that proposes to move Runway 4L/22R 728 feet closer to the community in Southeast Queens. Our concerns are particularly focused on Noise Pollution; Environmental Justice; Children's Health; Air Quality, and; Land Use. This comment will address the concerns of the Eastern Queens Alliance and community members based on the review of the Draft Environmental Assessment (EA) for this proposed project.

Noise

A highly controversial point relating to land use is if the FAA certifies the EA as a finding of no significant impact (FONSI), it will have considered only the incremental impact of the runway expansion on noise and not the cumulative effect of the existing airport structures, the runway expansion and foreseeable/planned increases in operations. The National Environmental Policy Act (NEPA) requires federal agencies to prepare an EIS for "every … major Federal action significantly affecting the quality of the human environment[1]." An EA is made for the purpose of determining whether an EIS is required[2]. "If *any* 'significant' environmental impacts might result from the proposed agency action then an EIS must be prepared *before* agency action is taken.[3]"

Aircraft noise is a common occurrence for most communities within the U.S. however, for communities neighboring airports the noise is far more detrimental to health and quality of life. A recent GAO study revealed that the FAA expects that by 2024 air traffic for the U.S. will

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[1] 42 U.S.C. § 4332(2)(C) (2006)
[2] 40 C.F.R. § 1508.9 (2011)
[3] Sierra Club v. Peterson, 230 U.S. App. D.C. 352, 717 F.2d 1409, 1415 (D.C. Cir. 1983)

increase 20%[4]. Without any mitigation, the noise impacts at JFK may cause serious harm to the populations in the surrounding communities.

Research into the health impacts of airport noise has grown as airports continue to accommodate larger planes and more passengers. Studies have highlighted the potential physical and mental health links associated with aircraft noise. Stress-related ailments such as hypertension, cardiovascular impacts, and neuroendocrine elevation have been related to chronic noise exposure[5] [6]. Mental health impacts include, lack of sleep, awakening from sleep, lessening of communication in social situations and aggression due to annoyance from chronic aircraft noise[7] [8].

According to the EA prepared for this proposed action, the noise analysis used the FAA's Integrated Noise Model (INM) to produce a 65,70,75 DNL Contour Map to evaluate noise impacts and found no significant impact by the proposed action. This map however is inconsistent with the 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ. Specifically, the Springfield Gardens (4L/4R) monitor, the noise monitor in the community directly north of the proposed action is located in the 65 DNL zone according to the INM contour map. However, the actual data from the noise monitor reveals that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65 with many months exceeding 70 DNL. If the noise analysis used in this EA cannot accurately produce a contour map that is representative of actual noise exposure, the projected no significant impact findings cannot be trusted to be accurate. Further, the Noise Analysis disregards cumulative impacts by only comparing the proposal with current and not the baseline of natural quiet and to consider the total impact of aircraft noise on homes and parks nearby. In addition, we contend that the calculations used to determine the 1.5dB increase zone are erroneous and require real data and mathematical proofs, as even simple calculations can show the increase in proximity of the runway to the community will have, on average, a 1.5dB increase over a far larger scale than shown by the EA.

If the FAA, were to conclude that the runway expansion would have no significant impact on the environment of the homes and parks nearby, it would essentially conclude that there is little discernible increased noise intrusion to the homes and parks in the area from the proposed expansion to the No Build/No Action alternative and that the increase in noise levels that would result from the expansion of the runway is negligible because airplanes still take-off and land in the area, even if the runway expansion is not constructed. The EA did acknowledge the existence of noise levels in and above 65 dBA in the area; however, it suggests that since this is an urbanized area the increase in noise is either suitable for the current land use or will not be

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[4] United States Government Accountability Office. (2012). AIRPORT NOISE GRANTS: FAA Needs to Better Ensure Project Eligibility and Improve Strategic Goal and Performance Measures. Washington, DC.

[5] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

[6] Jarup, L., Dudley, M., Babisch, W. H., Swart, W., Pershagen, G., Bluhm, G., et al. (2005). Hypertension and Exposure to Noise near Airports (HYENA): Study Design and Noise Exposure Assessment. Environmental Health Perspectives, 1473-1478.

[7] United States Environmental Protection Agency. (1978). Noise: A Health Problem. Washington, D.C.: Office of Noise Abatement and Control.

[8] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

noticed. While recognizing that the take-offs and landings constitute noise events that are higher than background natural quiet during periods when ambient noise levels are low, the EA focuses on the incremental impact and ignores the cumulative impact while making unfounded assumptions about urban populations.

The Eastern Queens Alliance contends that by granting a FONSI the FAA cannot be said to have taken a "hard look"[9] at the problem as it considers only the incremental impacts of the runway expansion and not the total noise impact that will result from the expansion. The EA does not address the cumulative impact in light of other take-offs, landings, and air flights over the homes and parks and the reasonably foreseeable future aircraft activity that will contribute to the cumulative noise impact on homes and parks. Indeed, the EA's statement on cumulative impact is, in part:

> "The cumulative impact of the Proposed Action, when added to the other past, present, and reasonable foreseeable future actions described above, is collectively insignificant given the history of intense urbanization that has occurred in the New York City metropolitan area."[10]

The cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time[11]. The courts, in reviewing whether a federal agency has acted arbitrarily and capriciously in finding no significant environmental impact, have given effect to the plain language of the regulations. While the factual settings differ in some respects from the instant issue, the consistent position in the case law is that, depending on the environmental concern at issue, the agency's EA must give a realistic evaluation of the total impacts and cannot isolate a proposed project, viewing it in a vacuum[12]. Noting that the regulatory definition of cumulative impact specifies that the "'incremental impact of the action' [at issue]" must be considered " 'when added to other past, present, and reasonably foreseeable future actions[13],'" we believe that, consistent with the regulation and purpose of NEPA, "it makes sense to consider the 'incremental impact' of a project for possible cumulative effects by incorporating the effects of other projects into the background 'data base' of the project at issue"[14]. The point, the court stated, was to provide in the EA "sufficient [information] to alert interested members of the public to any arguable cumulative impacts involving other projects"[15]. Further, the court concluded that insofar as *Kleppe v. Sierra Club*[16], "may bear on an agency's duty to consider impacts in a context that realistically includes other pending projects, the [agency] fully complied by planning on the basis of ... ultimate completion of the related projects[17]." Similarly, the court in *Peterson*, without regard to any particular NEPA regulation, reversed a finding of no significant impact and a decision to issue certain oil and gas leases in national forests without

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[9] Nat'l Parks & Conserv. Ass'n v. U.S. DOT, 222 F.3d 677 (9th Cir. 2000) (9th Cir. Haw. 2000)
[10] Landrum & Brown. (2012). *Draft Environmental Assessment: Runway 4L/22R Improvements, John F. Kennedy International Airport.* Unpublished manuscript.
[11] 40 C.F.R. § 1508.7
[12] Coal. on Sensible Transp., Inc. v. Dole, 263 U.S. App. D.C. 426, 826 F.2d 60 (D.C. Cir. 1987)
[13] *id.* quoting 40 C.F.R. § 1508.7
[14] *id.* at 70-71
[15] *id.* at 71
[16] Kleppe v. Sierra Club, 427 U.S. 390, 49 L. Ed. 2d 576, 96 S. Ct. 2718 (1976)
[17] Id. at 415 n.26, 49 L. Ed. 2d 576, 96 S. Ct. 2718.

preparing an EIS, remanding the case because the agency had failed, as NEPA requires, to "[fully assess] the [possible] environmental consequences" of activities "which have the potential for disturbing the environment[18]." *Natural Resources Defense Council, Inc. v. Hodel*[19], is to the same effect. There, the agency had failed to consider the cumulative impact, as defined in the Council on Environmental Quality (CEQ) regulations, of simultaneous development in the region on "species, particularly whales and salmon, that migrate through the different planning areas" when it considered only the effect on those species "within the Planning Area" rather than "the interregional effects[20]."

Various airports throughout the world have established programs to address the environmental consequences they have on their community. There are currently 256 airports in the US with Airport Improvement Program grants to conduct Part 150 studies. These airports are using this funding to understand the impacts of noise and provide mitigation measures to communities living in the 65+ DNL contours. Some facilities have even taken this step further to provide mitigation to communities living in the 60+ DNL zones. The only mitigation measures for noise the PANYNJ has performed were to insulate a handful of schools in Queens in 2001. None of the schools in the 65+ DNL zone north of runway 4L/22R and no homes have been insulated by the PANYNJ. (See Appendix A)

While, it is understood that the EA is not intended to be a lengthy document, it must at minimum address the considerations relevant to determining whether an EIS is required. NEPA regulations require that an agency consider cumulative impacts, and the EA fails to address the total noise impact that will result from the runway expansion. Indeed, the FAA's own NEPA policy calls for meaningful consideration of cumulative impact, parroting the language of the NEPA regulations to include proposed projects and past, present, and reasonably foreseeable future actions. Comments submitted by individual community members on the draft EA will call the FAA's attention to the need to consider mitigation measures in view of perceived noise-annoyance levels to persons near the runway. These submitted comments will also express concern about the total impacts of noise on the area, yet the EA contains no analysis of the foreseeable increase of take-offs, landings, and over flights from a more efficient runway system. EQA maintains that each flight may be responsible for a noise level of 55 to 75 dBA and that an increase of 10 dBA correlates to a doubling of loudness such that a commercial jet taking-off or landing may be 4 to 23 times as loud as the natural soundscape. Even in the absence of the regulatory definitions it would be difficult to understand how an agency could determine that an EIS is not required if it had not evaluated actual existing noise impacts as well as those planned impacts that will exist in the foreseeable future. From the case law it is clear that:

> a meaningful cumulative impact analysis must identify (1) the area in which the effects of the proposed project will be felt; (2) the impacts that are expected in that area from the proposed project; (3) other actions--past, present, and proposed, and reasonably foreseeable--that have had or are expected to have impacts in the same area; (4) the impacts or expected impacts from these other actions; and (5) the overall impact that can be expected if the individual impacts are allowed to accumulate. (Fritiofson v. Alexander, 772 F.2d 1225, 1245 (5th Cir. 1985) (citing Cabinet Mtns. Wilderness/Scotchman's Peak

[18] 717 F.2d at 1415
[19] Natural Resources Defense Council v. Hodel, 275 U.S. App. D.C. 69, 296, 865 F.2d 288 (D.C. Cir. 1988)
[20] Id. at 297-99, 865 F.2d 288

Grizzly Bears v. Peterson, 222 U.S. App. D.C. 228, 685 F.2d 678, 683-84 (D.C. Cir. 1982)); *see also Hodel*, Natural Resources Defense Council v. Hodel, 865 F.2d 288, 297-99 (1988); City of Carmel-by-the-Sea v. U.S. DOT, 123 F.3d 1142, 1160 (9th Cir. 1997)).

The EA, quoting CEQ guidance on preparation of an EIS, may assume that the no-action alternative is properly viewed as a "benchmark against which decision makers may compare the magnitude of environmental effects" of actions. However, neither the guidance nor the case law relieves the FAA of the duty to meaningfully consider cumulative impact in the EA. The EA has impermissibly taken a foreshortened view of the impacts which could result from the act of constructing and operating the runway expansion[21].

The city of New York has already drawn up recommendations in a report to reduce sound levels related to airports under NYC Administrative Code 40 C.F.R. pts. 24-205. The recommendations are steps that would be beneficial to this community and would show that the PANYNJ has good will to its surrounding neighbors. The report, including the recommendations can be found at the following address: *www.nyc.gov/html/dep/pdf/**noise/airport-noise**-study.pdf*

We would also request the PANYNJ ensure better compliance and lighter planes during nighttime hours (10pm-7am). This should be enforced by increasing the current noise violation fee from $250 to an amount that will make an airline reevaluate their practices. Some airports charge upwards of $5,000 for these violations.

Our request to the PANYNJ is similar to many airport communities around the county – address the noise effects the community is already facing before extending a runway closer to the community. This runway extension could add unknown changes that will affect the health and peace of mind of the neighborhood's community members. The analysis in the EA, in other words, cannot treat the identified environmental concern in a vacuum, as an incremental approach attempts. Without analyzing the total noise impact on the area as a result of the construction and operation of the runway expansion, as of this EA, the FAA is not in a position to determine whether the additional noise that is projected to come from the expansion of the runway would cause a significant environmental impact on the area and, thus, requires preparation of an EIS.

Environmental Justice

The CEQ has promulgated regulations implementing NEPA[22]. Under these regulations, an agency is required to prepare an EA in order to determine whether to prepare an EIS or a FONSI[23].

Eastern Queens Alliance contends that the preparation of a FONSI by the FAA will violate NEPA, a Department of Transportation ("DOT") Environmental Justice Order, and Executive Order No. 12898 by failing to evaluate or develop alternative plans which do not have adverse impacts which weigh disproportionately high on minority or low-income populations. The EA position on impacts to the minority population does not take into consideration the cumulative

[21] *Peterson*, Sierra Club v. Peterson, 717 F.2d 1409, 1413 (1983)
[22] Id. § 1500.1
[23] Id. § 1501.4; 1508.9

effects of the runway expansion on a "79.5% to 80.0%[24]" minority population and only look at the incremental increase of adverse effects. As will be stated infra, in more depth, this is faulty logic and violates the good faith embodied in the aforementioned acts, regulations and orders. Even though both the Environmental Justice Order and Executive Order specifically state that they do not create any right to judicial review for alleged noncompliance this lack of an evaluation and development of alternatives as well as the incremental approach to environmental justice will negate any FAA claim of giving the EA a 'hard look' under NEPA and allow potential challenges under the APA for a violation of the NEPA, having exhausted available administrative remedies prior to bringing an action[25].

NEPA's regulations require agencies to "rigorously explore and objectively evaluate all reasonable alternatives.[26]" "The 'existence of a viable but unexamined alternative renders an environmental assessment inadequate.[27]'" The touchstone for an EA's selection and discussion of alternatives fosters informed decision-making and informed public participation.[28]" The EA has failed to give specifics of any alternative, except for a No Build/No Action, that may help to inform the public and allow them to participate in a meaningful fashion. The only mention of an alternative is Proposal 16, which is summarily discounted without detailed discussion and only mentions the invasion of wetlands, which the current plan proposes as well. A certification of FONSI by the FAA would conclude to the community that the FAA arbitrarily and capriciously reviewed the EA in order to reach a predetermined result[29].

It is also the duty of the FAA to "study, develop, and describe appropriate alternatives.[30]" If the certification of FONSI is granted by the FAA, it has not then fulfilled that requirement and need to develop and discuss a number of alternatives. In City of Angoon, the courts stated that the parties claiming a NEPA violation "had not offered a specific, detailed counterproposal that had a chance of success [and that] those who challenge an EIS bear a responsibility 'to structure their participation so that it is meaningful, so that it alerts the agency to the intervenors' position and contentions.[31]'" It is our desire to effectuate a structure so that the community, Eastern Queens Alliance, the PANYNJ, FAA, and all other parties can develop a meaningful plan that satisfies all stakeholders without the costly delay of protracted litigation.

Therefore, even though an agency is required to examine only those alternatives necessary to permit a reasoned choice,[32]" by granting a FONSI in light of this EA, the FAA will not be able to fulfill its obligation under NEPA to "rigorously explore and objectively evaluate all reasonable alternatives.[33]" Eastern Queens Alliance asserts that the preparers of the EA arbitrarily chose the

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[24] Landrum & Brown. (2012). Draft Environmental Assessment: Runway 4L/22R Improvements, John F. Kennedy International Airport. Unpublished manuscript.
[25] Winnemem Wintu Tribe v. U.S. DOI, 725 F. Supp. 2d 1119, 1139 (E.D. Cal. 2010)
[26] 40 C.F.R. § 1502.14
[27] Res. Ltd. v. Robertson, 35 F.3d 1300, 1307 (9th Cir. 1994) (quoting Idaho Conserv. League v. Mumma, 956 F.2d 1508, 1519 (9th Cir. 1992)
[28] Angoon v. Hodel, 803 F.2d 1016, 1020 (9th Cir. 1986)
[29] 40 C.F.R. § 1502.14
[30] 42 U.S.C. § 4332(2)(E)
[31] Angoon, 803 F.2d at 1022 (quoting Vt. Yankee Nuclear Power Corp. v. Natural Resources Defense Council, 435 U.S. 519, 553, 55 L. Ed. 2d 460, 98 S. Ct. 1197 (1978))
[32] Ass'n of Pub. Agency Customers v. Bonneville Power Admin., 126 F.3d 1158, 1185 (9th Cir. 1997)
[33] 40 C.F.R. § 1502.14

plan submitted in the EA and ignored potential alternative(s) which do not infringe upon the population of Eastern Queens and Nassau County. The Eastern Queens Alliance propose the FAA require an EIS and mandate the contracting company to work directly with Eastern Queens Alliance and other community groups to create specific and feasible alternatives that would reduce the burden of adverse effects on the minority community while still allowing runway improvements.

Children's Environmental Health and Safety

An area of great concern is the health and well-being of children living in the community north of runway 4L/22R. With little mitigation in place for noise, a specific worry is what impact this chronic exposure has on children currently and in the long-term.

Most studies on airport impacts to children have reviewed school-related achievement. These are highly useful in linking detrimental effects aircraft noise has on children's reading skills, attention spans, cognitive functions, and overall school failure rates[34] [35] [36]. Studies that produce such findings are the motivation behind airports' mitigation plans to insulate schools. However, our concern is that children don't spend all their time at school. Young children of pre-school age or children home after school are still susceptible to aircraft impacts even if their school has been insulated.

Studies conducted to understand the impacts of noise at home find that young children whom live or play in noisy environments may never develop listening skills necessary at the point they reach school age. Chronic noise exposure has also need linked to high levels of annoyance in children which is generally defined as "a mixture of anger, fear, and mild irritation." With the long-term health effects of such mental states unknown, we urge the PANYNJ and the FAA to initiate further studies with an EIS of this proposed project and make more of an effort to mitigate the impacts aircrafts have on this community before exposing the community youth to increased disruptions at school and home.

Air Quality

JFK and its surrounding neighborhoods are in an air quality region of non-attainment for Ozone (8hr), $PM_{2.5}$, and until recently CO which is now in maintenance status. All of these pollutants have an impact on human and environmental health. Ozone has direct effects on respiratory tracts and can lead to diseases such as asthma or bronchitis. On average New York City residents have consistently higher asthma rates that the rest of the state. These health effects can be compounded with the regions non-attainment for $PM_{2.5}$ which is produced by vehicle combustion and reactions with Volatile Organic Compounds and SOx and NOx. Currently there is no air quality monitoring stations in Queens County near JFK to verify the emission levels produced by the airport.

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[34] Evans, G., & Maxwell, L. (1997). Chronic Noise Exposure and Reading Deficits: The Mediation Effects of Language Aquisition. Environment and Behavior, 638.

[35] Haines, M., Stansfield, S., Job, R., Berglund, B., & Head, J. (2001). Chronic Aircraft Noise Exposure, Stress Responses, Mental Health and Cognitive Performance in School Children. *Psychological Medicine*, 265-277.

[36] Federal Interagency Committee on Aviation Noise. (2007). Findings of the FICAN Pilot Study on the Relationship Between Aircraft Noise Reduction and Changes in Standardized Test Scores. Washington, DC: FICAN.

Carbon dioxides, volatile organic compounds (VOCs) and nitrogen oxides (NOx)-- the air pollutants emitted by aircraft and airport-related industry—release a variety of toxic chemicals such a benzene and formaldehyde. A 1993 EPA health risk assessment concluded that aircraft engines were responsible for approximately 10.5 percent of the cancer cases within a 16-square-mile area surrounding Chicago's Midway airport. The National Resources Defense Council warns"the same conclusion might apply to people living immediately adjacent to airports all over the country.[37]"

The proposed action presented in the EA states there will be an improvement in air quality because of the potential for reduced taxi time. However, the proposal also shows a foreseeable increase of over 250 aircrafts per day using the airport. The effect of the runway extension on the number of aircraft that can use JFK is significant, at a foreseeable increase of approximately 25%. The proposed action should take into account these increases as a result of increased runway usage and any shifts in emissions that would potentially be directed over the neighborhood north of 4L/22R.

In addition to the omission of foreseeable increases in airport traffic, the GHG measurements and modeling used by L&B are in conflict with a 2009 PANYNJ study on Greenhouse gasses.[38] The PANYNJ study places total GHG emissions from JFK airport and operations at 1,570,818 metric tons CO_2 equivalent; whereas the figures provided by L&B show only 460,669 annual metric tons of CO_2. This purported decrease of 79% is either (1) erroneous, or (2) represents a drastic decrease in emissions that should be carried over into the 2015 No-Build/No-Action plan.

Because of the non-attainment status of the air quality region JFK is located in, the airport is eligible for funding through the Voluntary Airport Low Emissions (VALE) program. The FAA program helps airports reduce all sources of ground emissions and meet state air quality requirements of the Clean Air Act. Through the program Airport Improvement Program funding would cover 75% of costs to JFK for such a program. The remaining 25% could be covered by Passenger Facility Charge funding. The Eastern Queens Alliance requests the PANYNJ further evaluates the impact this proposed project will have on the air quality in the areas of South East Queens through an EIS. We also request the PANYNJ take advantage of available funds from the FAA for establishing a VALE program at JFK airport.

Land Use

Impact to Wetlands and Idlewild Park Preserve

An EA should analyze both the direct and indirect impacts of a proposed action[39]. Indirect impacts are defined as being caused by the action and are later in time or farther removed in distance but still reasonably foreseeable[40]. Eastern Queens Alliance believes that in granting a FONSI the FAA will have violated NEPA by their inadequate analysis of impacts on wetlands at the north of the runway expansion, both direct and indirect. After reviewing the EA, especially chapters 4 and 5, we believe that the indirect impact on wetlands analysis is not adequate to the

[37] Skolnick, Sharon. (2001). *Exposing Airports' Poison Circles.* Earth Island Journal. 15, 4.
[38] Southern Research Institute. (2009). Greenhouse Gas Emissions Inventory for the Port Authority of New York and New Jersey. (Prepared for the Port Authority of New York & New Jersey).
[39] Custer Cnty. Action Ass'n v. Garvey, 256 F.3d 1024, 1035 (10th Cir. 2001)
[40] 40 C.F.R. § 1508.8(b)

point of being arbitrary and capricious. In addition, we contend that NEPA will be violated because the EA: (1) failed to identify and classify into subcategories the wetlands located between Rockaway Blvd., and the current airport property boundary, (2) failed to take actual field data relating to environmental impacts of the proposed runway project, and (3) failed to disclose the necessity of removing and/or 'topping' trees in Idlewild Park Preserve in the EA.

We argue that the EA erred by failing to consider the environmental impacts of cumulative or induced growth, thereby precluding a true comparison of alternatives. The EA shows conflicting data in regards to the destruction or filling of wetlands towards the north end of the runway and summarily and without discussion dismisses or disregards the foreseeable increase in air traffic, and thus noise, pollution, and vibrations related to the increased efficiency of the runway and the airport as a whole. In addition, the EA does not validate reasoning why one wetland is more important than another. The proposed plan impacts wetlands at the head of Jamaica Bay and by association could potentially do significant harm to the Bay itself.

We further allege that the EA improperly omitted from its analysis the impact to Idlewild Park Preserve. In a public hearing on October 4, 2012 to discuss the impacts of the proposed runway expansion the issue of tree-tops in Idlewild Park Preserve were mentioned. The PANYNJ representative noted that the trees would have to be removed, cut down, or topped to meet FAA safety standards. There is no mention of this significant impact in the EA nor is there a discussion of the impact this will have to the Peregrine Falcon (*Falco peregrinus)*, a New York State Endangered Species, that may nest in the tops of trees of the height in Idlewild Park Preserve. The Preserve, as designated by New York City, is a wildlife refuge officially part of New York City's Forever Wild Program (See Appendix B) and therefore, is entitled to § 4(f) protections[41]. § 4(f) requires, in part, that the Secretary of Transportation not approve any project which requires the use of *publicly* owned land from a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or *any land* from an historic site of national, state, or local significance *unless* the Secretary *finds there is no feasible and prudent alternative* to the use of such land (see comments supra for discussion of alternatives), and that all possible planning has been done to minimize harm to that protected area. According to the EA representative, the trees are obstructions to air navigation under the United States Federal Aviation Administration regulations, making them potential hazards to aeronautical safety that they will be obligated to remediate. However, we assert that because the trees are located in wetlands, protected by the Tidal Wetlands Enforcement Policy[42], the FAA will need to obtain permission from multiple state and local organizations before trimming or removing trees and thus making the runway safe under FAA Regulations. The federal regulation of airport safety does not preempt state and local environmental laws which were created because any impact to tidal wetlands can be significant. Yet, there is no discussion of how this hurdle will be handled nor that the hurdle even exists, once again showing that the EA is incomplete, based on poor data, and does not allow the community an adequate opportunity to evaluate and improve the proposal.

In continuing with the inadequacy of the EA in relation to land use, the preparers analysis on Idlewild Park Preserve, all 346 acres is required, yet omitted. The uninterrupted and purposeful use by the public of the property for almost thirty years and a New York City designation of

[41] Nat'l Wildlife Fed'n v. Coleman, 529 F.2d 359, 370 (5th Cir. 1976)
[42] NYS N.Y. Envtl. Conserv. Law, 42 U.S.C. §§ 1-0101, 3-0301, 25-0302

Forever Wild makes these lands a public park and recreation area of state and local significance within the meaning of § 4(f). There is no mention of the increases in noise and pollution from Rockaway Blvd., and the airport which will occur once trees from this historical wetland have been removed, cut down, or topped. Accordingly, an EIS is required, and will have to determine whether (1) there are no prudent and feasible alternatives to using the Idlewild Park Preserve and the NYSEDC land for the project, and (2) whether the project includes all possible planning to minimize whatever harms will result to the Idlewild Park Preserve and the NYSEDC property. If a FONSI is granted, the omittance of the use of publicly owned land from Idlewild Park Preserve for this runway expansion would violate the CEQ guidelines that suggest an EIS be prepared when the impacts are controversial [substantial dispute] as to the size, nature, and effect of the major federal action[43].

Land Use

Construction of New Interchange

An issue related to land use that is only briefly mentioned is the construction of a new interchange from Rockaway Blvd., to the airport access roads. In section 5.3.3, the discussion of a new public access road to JFK airport is summarily dismissed as there is currently little traffic on North Boundary Road. However, the EA does not take into account the foreseeable effects of having a new public access point to the airport from a major thoroughfare.
NEPA requires federal agencies contemplating major action to follow a procedure -- preparing and considering an EIS -- whenever the proposed action may significantly affect the quality of the human environment. 42 U.S.C. § 4332(2)(C). Failing to follow this procedure creates a risk that serious and avoidable environmental consequences of the action, which an EIS would reveal, will not be brought to the attention of agency decision makers. Thus, if a particular project does in fact entail serious but nonobvious environmental impacts, agency failure to prepare an EIS may mean that the last opportunity to eliminate or minimize these impacts, in accordance with NEPA's broad objectives, has been lost. The interchange alone is grounds for requiring an EIS, as can be seen in *Davis v. Coleman,* "an interchange on a major highway in an area where no connecting road currently exists will have a substantial impact on a number of environmental factors.[44]" That this is so is recognized in the Department of Transportation's own PPM 90-1, August 24, 1971, 2 Env. L. Rep. 46106, which governs preparation of impact statements for federal-aid highway projects:

> The improved access and transportation afforded by a highway may generate other related actions that could reach major proportion and which would be difficult to rescind. An example would be a highway improvement which provides access to a non-accessible area, acting as a catalyst for industrial, commercial, or residential development of the area. Id., Appendix E, para. 2f, 2 Env. L. Rep. at 46110.

The impact this new interchange will have on the communities in the area once completed and the foreseeable impacts must be evaluated under an EIS in order to measure these unknowns properly.

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[43] Hanly v. Kleindienst, 471 F.2d 823 (2d Cir. 1972)
[44] Davis v. Coleman, 521 F.2d 661 (9th Cir. 1975)

Land Use

Value of Homes

In 1994 the consulting firm of Booz-Allen & Hamilton, Inc. prepared a report titled *The Effect of Airport Noise on Housing Values: A Summary Report* for the Federal Aviation Administration[45]. The report describes a methodology for evaluating the impact of noise on housing values. The methodology essentially compares market prices in similar neighborhoods that differ only in the level of airport-related noise. In pilot studies using this method, Booz-Allen found that the effect of noise on prices was highest in moderately priced and expensive neighborhoods. In two paired moderately priced neighborhoods north of Los Angeles International Airport, the study found "an average **18.6 percent** higher property value in the quiet neighborhood, or **1.33 percent per dB of additional quiet.**

A 1996 study funded by the Legislature of the State of Washington[46] used a somewhat similar methodology and found that the proposed expansion of Seattle-Tacoma Airport would cost five nearby cities $500 million in property values and $22 million in real-estate tax revenue. The study of single-family homes -- all in "very good" condition, with three or more bedrooms and two or more baths, and excluding the most expensive and inexpensive units to provide more representative comparisons -- found that "a housing unit in the immediate vicinity of the airport would sell for **10.1 percent** more -- if it were located elsewhere." The Washington study also concluded: "all other things remaining equal, the value of a house and lot increases by about 3.4% for every quarter of a mile the house is farther away from being directly underneath the flight track of departing/approaching jet aircraft."

In 1997 Randall Bell, MAI, Certified General Real Estate Appraiser, licensed real estate broker, and instructor for the Appraisal Institute, provided the results of his own professional analysis to the Orange County Board of Supervisors[47]. Comparing sales of 190 comparable properties over six months in communities near Los Angeles International Airport, John Wayne Airport, and Ontario Airport, Bell found a diminution in value due to airport proximity averaging **27.4 percent**. Bell has also developed a list of over 200 conditions that impact real estate values -- airport proximity is categorized as a "detrimental condition. In addition, the EA does not take into consideration all of the impacted communities in south eastern Queens. It specifically ignored the communities of Springfield Gardens, Rosedale, and Laurelton. The omission of a discussion of communities directly around the affected area is a significant omission that further establishes the inadequacy of the EA and the need for an EIS[48]. "The Secretary shall designate critical habitat, and make revisions thereto, . . . on the basis of the best scientific data available and after taking into consideration the economic impact, and any other relevant impact, of specifying any particular area as critical habitat." (Emphasis added.) It is rudimentary administrative law that discretion as to the substance of the ultimate decision does not confer

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[45] Booz-Allen & Hamilton, Inc. (1994). *Effect of Airport Noise on Housing Values: A Summary Report.* (Prepared for the Federal Aviation Administration, Office of Environment and Energy.)
[46] Helmuth, Obata, & Kassabaum, Inc. (1997) *SEA-TAC International Airport Impact Mitigation Study.* (Prepared for the Wasington State Department of Community, Trade and Economic Development.)
[47] Bell, Randall. (1999). "The Impact of Airport Noise on Residential Property Values." PriceWaterhouseCoopers (unpublished paper).
[48] SEC v. Chenery Corp., 318 U.S. 80, 94-95, 87 L. Ed. 626, 63 S. Ct. 454 (1943)

discretion to ignore the required procedures of decision making. And any omission of this nature is reviewable under 40 C.F.R. pt. 1540 (g).

In addition, a special set of takings problems has resulted from airplane flights, including problems of overflights, pollution, noise and nuisance[49]. The traditional theory that a landowner has rights in the space above the land has resulted in compensation when low flights interfered with those rights. This theory has been extended to the problems on nearby lands, not directly under the flight approaches, which have suffered from noise and fumes of the airplanes. Low-flying aircraft have been held to have taken an easement, or to have constituted a trespass, for which compensation must be given. Airflights even within navigable airspace have been held to be takings, and the prohibition of building structures above a certain height when within certain proximity to the airport has also been held to be a taking.

Therefore, by expanding the runway to the north, this, in essence, places planes, the flight paths and the noise/vibration closer to homes, decreasing their value and possibly creating a nuisance or "taking". From the draft EA provided and the lack of calculations and real data used in noise levels it is impossible to determine the exact decrease in land value and an EIS which utilizes actual data should be implemented to avoid future issues with the runway expansion.

Conclusion

The Airport and Airway Improvement Act of 1982 (AAIA) does not permit the FAA to approve an airport development project that has a significant adverse effect on natural resources unless there is no possible and prudent alternative to the project and every reasonable effort to mitigate the adverse effect has been taken[50]. As noted extensively in this comment, there are several significant adverse effects on natural resources and the population around the proposed runway expansion; however, there is no plan put forth to mitigate these effects. We request that further studies, such as a Part 150 study, a VALE Program Evaluation and a formal Environmental Impact Statement be undertaken with the advice and consent of community organizations so as to properly and meaningfully inform the FAA of the adverse effects and how to properly mitigate them, to the satisfaction of all parties.

As stated earlier NEPA requires a federal agency to prepare an EIS before taking any major action "significantly affecting the quality of the human environment.[51]" The purpose of an EIS is to "provide full and fair discussion of significant environmental impacts and [to] inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.[52]" The agency's overall EIS-related obligation is to "take a 'hard look' at the environmental consequences before taking a major action.[53]" At present the EA does not satisfy the 'hard look' obligation and an EIS is required.

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[49] Gardner v. Cnty. of Allegheny, 114 A.2d 491 (Pa. 1955); Ackerman v. Port of Seattle, 348 P.2d 664 (Wash. 1960)
[50] 49 U.S.C. § 47106(c)(1)(B) (2006)
[51] 42 U.S.C. § 4332(2)(C); see Stewart Park & Reserve Coal. v. Slater, 352 F.3d 545, 557 (2d Cir. 2003); Citizens against Burlington, Inc. v. Busey, 290 U.S. App. D.C. 371, 938 F.2d 190, 193 (D.C. Cir. 1991)
[52] 40 C.F.R. § 1502.1
[53] Balt. Gas & Elec. Co. v. Natural Resources Defense Council, 462 U.S. 87, 97, 103 S. Ct. 2246, 76 L. Ed. 2d 437 (1983)

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42 U.S.C. § 4332(2)(E) (2006) 6
N.Y. Envtl. Conserv. Law, 42 U.S.C. §§ 1-0101, 3-0301, 25-0302 (2006) 9
N.Y. Envtl. Conserv. Law, 42 U.S.C. § 4(f) (2006) 9
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id. quoting 40 C.F.R. § 1508.7 3
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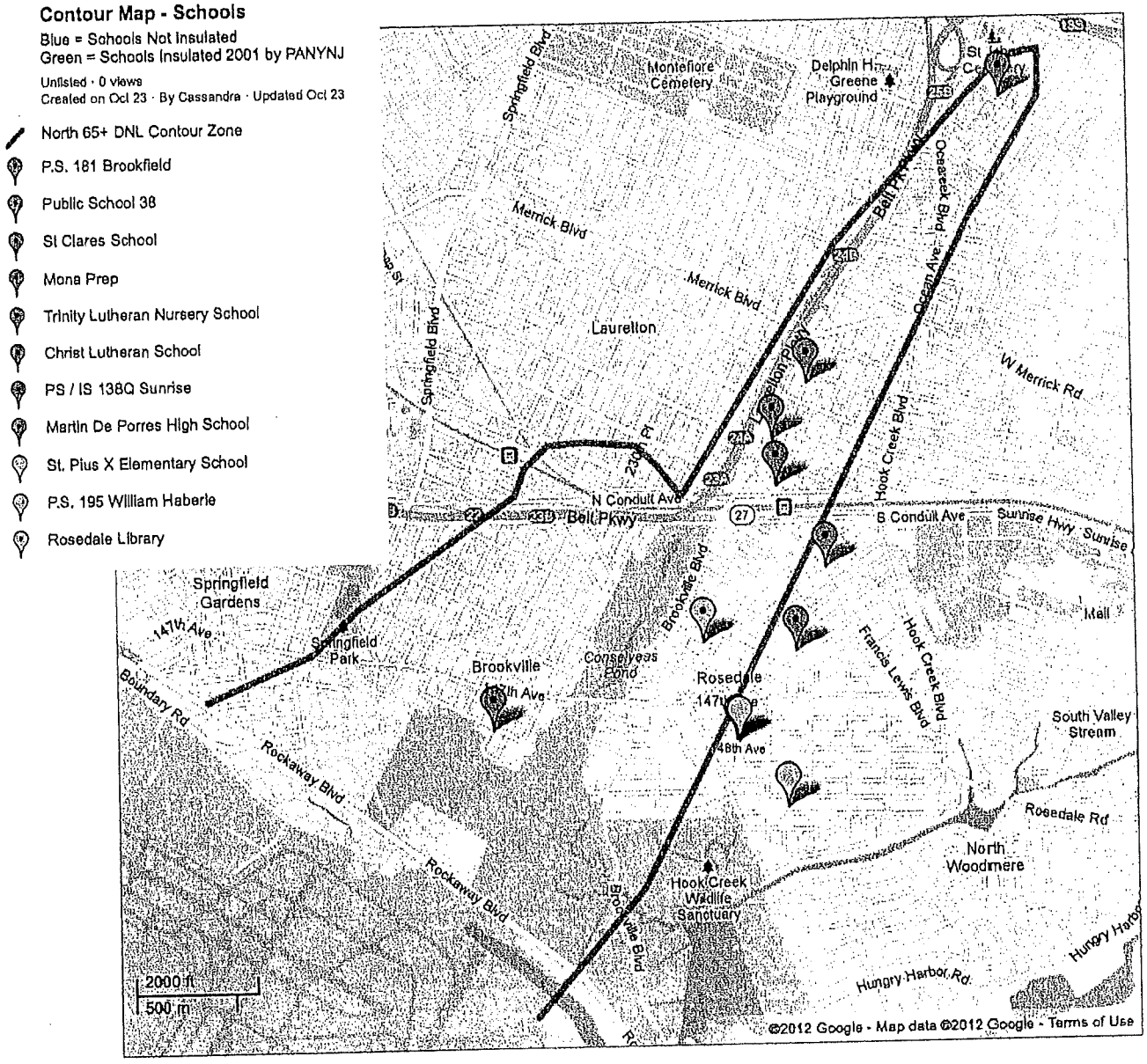
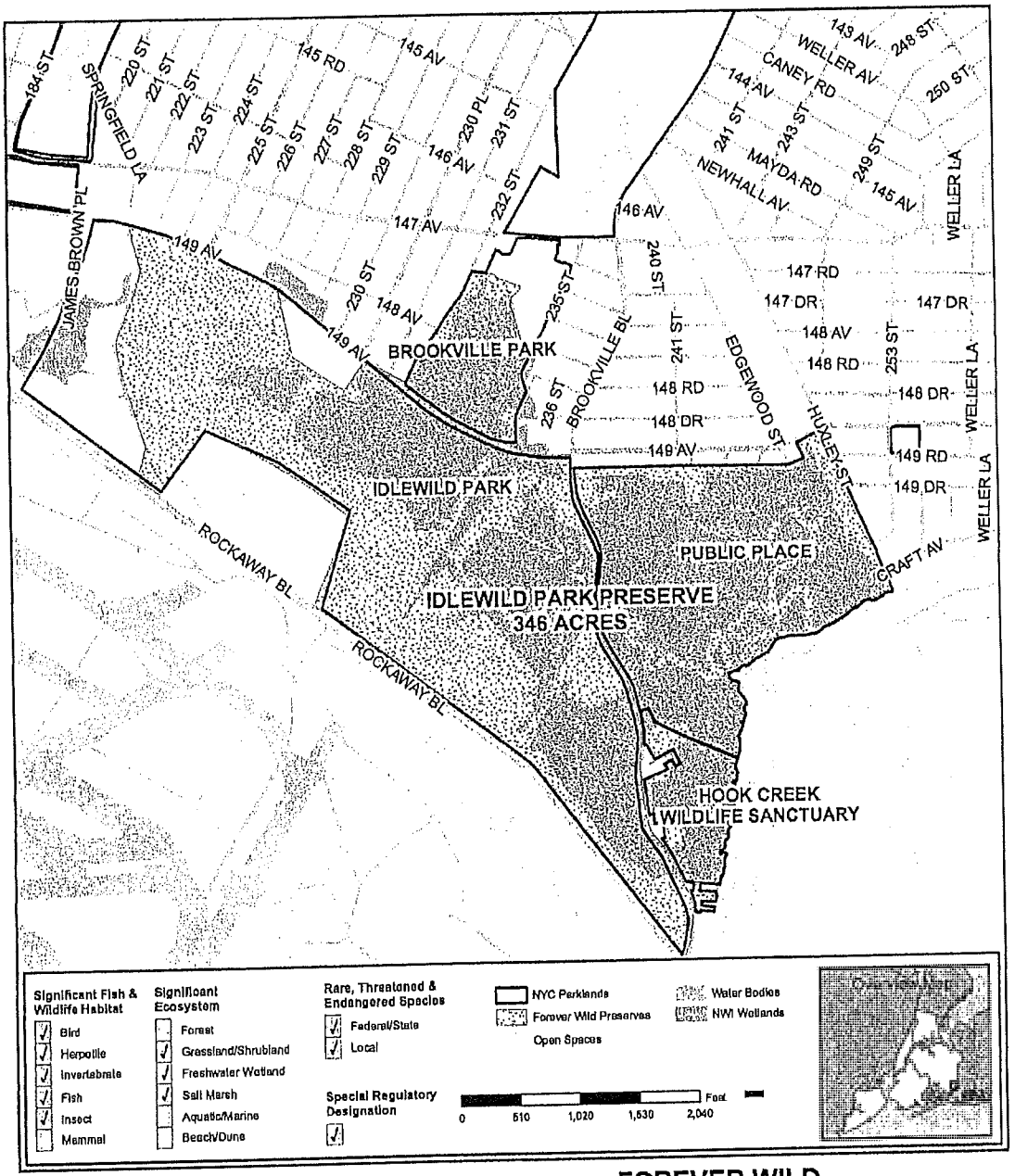
id. at 71 3
717 F.2d at 1415 3
40 C.F.R. pts. 24-205 (2011) 5
40 C.F.R. § 1500.1 (2011) 5
40 C.F.R. § 1501.4 (2011) 5
40 C.F.R. § 1502.14 (2011) 6
40 C.F.R. § 1508.8(b) (2011) 8
40 C.F.R. pt. 4 (2011) 9
40 C.F.R. pt. 1540 (2011) 11
40 C.F.R. § 1502.1 (2011) 12

Appendix A – Contour Map with Schools North of Runway 4L/22R



Appendix B – Idlewild Park Preserve



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Parks & Recreation
Natural Resources Group
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Michael R. Bloomberg, Mayor
Adrian Benepe, Commissioner
Bill Tai, Director
Craig Mandel, GIS/Data Manager

February 2008

FOREVER WILD
IDLEWILD PARK PRESERVE
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HOOK CREEK WILDLIFE SANCTUARY (Q466)
BROOKVILLE PARK (Q008)
PUBLIC PLACE (Q454)
QUEENS, NY
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ASSESSOR
GAY TAFFEL

June 13, 2012

Ed Knoesel
Manager, Environmental Programs
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

The Village of Floral Park is in receipt of the Draft Environmental Assessment for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport. As a Trustee in the Village of Floral Park and her mayoral-appointed Noise Abatement Officer, thank you for the opportunity to comment on the proposed initiative. We welcome your response to our concerns and questions.

The Village of Floral Park is geographically located 7 miles from Kennedy International Airport and situated directly under the flight paths of the ILS approach to Runways 22L and 22R. Estimates reveal that approximately 75% of the 4,407 residential properties that constitute Floral Park are adversely affected by air traffic noise. In this vein, Floral Park has concerns and in turn, questions related to the short-term, as well as the long-term impact of the project proposed by the Draft Environmental Assessment (DEA), on our community's quality of life. These concerns and questions are outlined below for your consideration and response:

1. Given the current nature of the glide slope that dictates the ILS flight path, Floral Park is consistently affected by arriving airplanes located at 1,600 feet. According to Page I-21 of the DEA, when the threshold is extended and the localizer is moved for Runway 22R, "the relocation would allow for reduced visibility minimums on the Runway 22R approach." According to Page B-25 of Appendix B, "as the landing threshold is shifted to the north, the arriving aircraft would be at a lower altitude over a given point on the ground to the north of the Airport and thus would be slightly louder." A) What is the proposed new altitude over the Village of Floral Park, of aircraft

arriving on Runway 22R? B) Will the change in altitude be mirrored by aircraft arriving on the ILS approach to Runway 22L?

2. According to Appendix C, Page C-18, "Construction of the Proposed Action is planned to occur between July 2013 and November 2014. The construction is planned to occur in five stages which would allow at least three runways to remain operational at all times during construction." The Village of Floral Park bore a significant increase in air traffic noise when Runway 31L was closed for four months to accommodate Phase 2 of its rehabilitation in 2010. The Village of Floral Park continues to experience the adverse effects of high levels of air traffic as the concrete punch-list for Runway 31L is completed, which was not part of any phase, but still requires Runway 31L to be closed regularly during the overnight hours. A) During what phase of the proposed rehabilitation and for how long will Runway 4L/22R be closed? B) Will Runway 4L/22R be closed for a set period of time, i.e. 24 hours a day, 7 days a week? C) Will the concrete punch-list that has caused the continual closures of Runway 31L during the months of September 2011 to the present time continue to be addressed during the time frame proposed for the rehabilitation of Runway 4L/22R? E) How does the Port Authority's plan to address air traffic when Runway 4L/22R is not in service? F) Does the Port Authority plan on asking the Federal Aviation Administration or any other relative agency to speak to the airlines and/or the airline industry about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service? G) Will the Port Authority engage the airlines and/or the airline industry in a discussion about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service?

3. Arrivals into Runway 22R that utilize the ILS approach are typically part of two unique runway configuration management models. The first configuration is as follows: 22L (ILS approach) is used for arrivals - 22R captures the overflow from 22L for arrivals – 22R is used for departures. The second configuration is as follows: 22L (ILS approach) is used for arrivals – 22R captures the overflow from 22L for arrivals – 31R is used for departures. A) If 22R is not available for arrivals during any phase of the proposed rehabilitation, what runway will be used to capture the overflow from Runway 22L? B) Are there plans to work with TRACON to encourage the use of the VOR/DME approach to Runway 22L when Runway 22R is out-of-service to allow for a more equitable distribution of air traffic during any phase of the proposed rehabilitation?

4. Appendix B, Page B-2 of the DEA reads "a significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB when compared to the no action alternative for the

same timeframe." A) Where are the "noise sensitive areas" located and which communities are deemed "noise sensitive"? B) How and by whom are the "noise sensitive areas" determined?

5. Figures supplied by the Aeronautical and Technical Services Division of the Aviation Department of the Port Authority of New York and New Jersey for the noise monitor positioned directly under the flight path for Runway 22L, in Floral Park confirms that in the last two years, noise levels have actually increased. More disturbing is that the numbers reported hover within the range of the 65 DNL, often exceeding numbers reported by monitors located in closer proximity to Kennedy, i.e. Inwood – Runway 13R and Howard Beach – Runway 31L. For example, in December 2011, the Floral Park noise monitor registered a reading of 63.2, compared to December 2010, when the noise monitor registered a reading of only 58.5. A) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase during the proposed construction period, i.e. July 2013 to November 2014? B) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase after the completion of the proposed rehabilitation of Runway 4L/22R and/or due to the rehabilitation of Runway 4L/22R?

6. Appendix B, Page B-4, Table B-2 references an increase of 50,782 operations projected for 2015 over the number of operations in the one-year period, ending in September 2011. A) What will be done to prevent significant increases to DNL levels?

7. Appendix B, Page B-3, Table B-1 denotes that the proposed construction will result in a decrease of 132 feet of takeoff and landing distance available on Runway 4L and a decrease of 132 feet of takeoff distance available on Runway 22R. A) Does this change in the infrastructure of Runway 4L/22R compromise the ability of either runway to accommodate certain aircraft for landing? B) Will the aforementioned change in infrastructure require Runway 22L to be used more frequently as an arrival runway?

8. According Appendix B, Pages B-17 and 19, Tables B-8 and B-9 respectively, arrivals on 22L for both day and night in 2015 and 2020 are projected to absorb 31% and 30% of overall operations at Kennedy. However, the number of operations is expected to increase by 50,782 in 2015 and 92,036 in 2020. Will this increase in volume not create "a significant noise impact" as outlined in the FAA's own INM criteria?

9. A) Will the proposed project described in the DEA result in any new runway configurations? B) Will the proposed project described in the DEA change any existing runway configurations and if so, which ones and how?

10. Is any aspect of the proposed rehabilitation of Runway 4L/22R designed to facilitate the use of RNAV technology in airport operations at Kennedy Airport?

11. According to Chapter 5, Page 5-36 of the DEA, with respect to the ***"Delay Reduction Program – New Taxiways, Improvements to Existing Taxiways and Runway 13R Threshold Relocation,"*** "major elements of the project were completed in November 2010; however, a few punch list items remain outstanding and the project is not scheduled to be completely finished until the second quarter of 2012." A) Have any of the punch list items required the closure of Runway 31L on the overnight hours? B) What is the month and year that the Port Authority anticipates the punch list to be completed? C) Will the punch list be completed by the time the proposed project is scheduled to begin, i.e. July 2013?

On behalf of the Village of Floral Park, thank you again for the opportunity to share our comments and questions with regards to the DEA for the proposed rehabilitation of Runway 4L/22R at Kennedy International Airport. We look forward to your response in the near future.

Sincerely,

Mary-Grace Tomecki

Mary-Grace Tomecki
Trustee
Village of Floral Park

Spring-Gar Community Civic Association, Inc.
P.O. Box 300283
Jamaica, New York 11430-0283

October 16, 2012

Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003
Attention: Mr. Edward Knoesel

RE: Runway 4L/22R Improvements – Public Comments

Dear Mr. Knoesel,

The purpose of this letter is to provide the Port Authority of NY/NJ with comments being submitted on behalf of Spring-Gar Community Civic Association, residents and members, which is the community immediately adjacent to the North of the proposed runway expansions at JFK International Airport.

Although Spring-Gar recognizes JFK International Airport as a major gateway to domestic and International destinations, we feel several environmental assessment issues, specifically related to the increased flights anticipated with NextGen, have not been taken into account related to negative community impact.

Spring-Gar is against the Runway 4L/22R Improvements in its current form for the following reasons:

1. **Aircraft noise** is this most critical issue with Springfield Garden residents surrounding JFK, and the proposed runway extensions to the North will only make noise an even bigger issue for residents and children in our community. The runway extensions at JFK Airport is only the current aviation effort to meet the demands for NextGen, within the next 20 years. Extending and or widening the runway safety zone will only result in the increase of noise, already deafening the community with low flying aircraft at takeoffs and landings.
    - Requirement: Noise studies conducted report the average DNL. The average DNL and the expected DNL increase is not an accurate depiction of the noise level. Additional studies should be done to quantify the existing and anticipated DNL. The new studies should report DNL utilizing XmR Charts to accurately reflect its moving average and range.
2. **Fuel emissions** by airport aircraft and the surrounding air cargo facilities vehicles in the immediate area, have a long term impact on the health and well being of the Springfield Garden residents. Currently, there is no environmental monitor to measure air quality anywhere in close proximity of this or other runways. How can the Port Authority of NY/NJ state there is NO environmental impact to the health of the adjacent community, when there are no monitors to measure current air quality. Not to mention the impact that NextGen will add to this health problem with the planned increase in flights and reduce delays.

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What are the Health Effects of Airport Noise and Airport Pollution?

Airport noise and pollution linked to increased health problems

From Larry West, former About.com Guide

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Dear EarthTalk: What are the health and environmental issues associated with the airport noise and air pollution at airports?

-- John Cermak, via e-mail

Researchers have known for years that exposure to excessively-loud noise can cause changes in blood pressure as well as changes in sleep and digestive patterns -- all signs of stress on the human body. The very word "noise" itself derives from the Latin word "noxia," which means injury or hurt.

Airport Noise and Pollution Increases Risk for Illness

On a 1997 questionnaire distributed to two groups--one living near a major airport, and the other in a quiet neighborhood--two-thirds of those living near the airport indicated they were bothered by aircraft noise, and most said that it interfered with their daily activities. The same

I agree with this article Ms Florence David

two-thirds complained more than the other group of sleep difficulties, and also perceived themselves as being in poorer health.

Perhaps even more alarming, the European Commission, which governs the European Union (E.U.), considers living near an airport to be a risk factor for coronary heart disease and stroke, as increased blood pressure from noise pollution can trigger these more serious maladies. The E.U. estimates that 20 percent of Europe's population -- or about 80 million people -- are exposed to airport noise levels it considers unhealthy and unacceptable.

Airport Noise Affects Children

Airport noise can also have negative effects on children's health and development. A 1980 study examining the impact of airport noise on children's health found higher blood pressure in kids living near Los Angeles' LAX airport than in those living farther away. A 1995 German study found a link between chronic noise exposure at Munich's International Airport and elevated nervous system activity and cardiovascular levels in children living nearby. And a 2005 study published in the prestigious British medical journal, *The Lancet*, found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study also associated aircraft noise with lowered reading comprehension, even after socio-economic differences were considered.

Citizen Groups Concerned About Effects of Airport Noise and Pollution

Living near an airport also means facing significant exposure to air pollution. Jack Saporito of the U.S. Citizens Aviation Watch Association (CAW), a coalition of concerned municipalities and advocacy groups, cites several studies linking pollutants common around airports--such as diesel exhaust, carbon monoxide and leaked chemicals--to cancer, asthma, liver damage, lung disease, lymphoma, myeloid leukemia, and even depression. CAW is lobbying for the clean up of jet engine exhaust as well as the scrapping or modification of airport expansion plans across the country.

Another group working on this issue is Chicago's Alliance of Residents Concerning O'Hare, which lobbies and conducts extensive public education campaigns in an effort to cut noise and pollution and rein in expansion plans at the world's busiest airport. According to the group, five million area residents may be suffering adverse health effects as a result of O'Hare, only one of four major airports in the region.

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10-24-2012

Dear Mr. Knoesel.

As a member of Spring-Gar Civic Association and a home owner at the same address for over 45 years I would like to add a few more coments about this problem with nois and pollution. There should be a fund set up for the homes and the people in them that will be affected by the airport expansion and should include the damage that has already been done to all the people who still have medical problems. There should also be a mention of property damage when these planes fly so low the dishes break and I am not sure but it must do damage to the foundation of these homes. For any improvement the people should always come first before the Almighty dollar.

Yours Truly,
Ms Florence David

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Ms Florence David

Spring-Gar Community Civic Association, Inc.
P.O. Box 300283
Jamaica, New York 11430-0283

October 16, 2012

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New York, New York 10003
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Although Spring-Gar recognizes JFK International Airport as a major gateway to domestic and International destinations, we feel several environmental assessment issues, specifically related to the increased flights anticipated with NextGen, have not been taken into account related to negative community impact.

Spring-Gar is against the Runway 4L/22R Improvements in its current form for the following reasons:

1. **Aircraft noise** is this most critical issue with Springfield Garden residents surrounding JFK, and the proposed runway extensions to the North will only make noise an even bigger issue for residents and children in our community. The runway extensions at JFK Airport is only the current aviation effort to meet the demands for NextGen, within the next 20 years. Extending and or widening the runway safety zone will only result in the increase of noise, already deafening the community with low flying aircraft at takeoffs and landings.
    - Requirement: Noise studies conducted report the average DNL. The average DNL and the expected DNL increase is not an accurate depiction of the noise level. Additional studies should be done to quantify the existing and anticipated DNL. The new studies should report DNL utilizing XmR Charts to accurately reflect its moving average and range.
2. **Fuel emissions** by airport aircraft and the surrounding air cargo facilities vehicles in the immediate area, have a long term impact on the health and well being of the Springfield Garden residents. Currently, there is no environmental monitor to measure air quality anywhere in close proximity of this or other runways. How can the Port Authority of NY/NJ state there is NO environmental impact to the health of the adjacent community, when there are no monitors to measure current air quality. Not to mention the impact that NextGen will add to this health problem with the planned increase in flights and reduce delays.

I agree with this letter.

Mr. Florence David

October 31, 2012

Port Authority of New York & New Jersey
Attention: Mr. Edward Knoesel
Aviation Department
225 Park Avenue South
9th Floor
New York, N.Y. 10003

Re: Runway 4L/22R Improvements

Dear Mr. Knoesel:

The purpose of this letter is to provide my comments regarding the proposed runway improvements at JFK International Airport.

I am against Runway 4l/22R Improvements in its current form for the following reasons:

Allowing planes to land lower/closer to the community will exacerbate my wife's pulmonary hypertension condition.. Concentrating airplane pollutants closer to the ground will make her breathing more and more difficult. There is the potential for the airplane emissions and deteriorating air quality to affect many others within the community who have other medical conditions such as asthma which is becoming increasingly common among young school children. It can even potentially affect future generations.

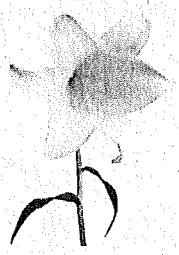
Your report does not take into account the effects of noise vibration on home structures. Vibrations from Overhead landings/takeoffs have produced cracks in my bedroom ceiling and upstairs hallway in front of bedroom which I have had repaired several times over my thirty-six (36) years of living here. Closer landings/takeoffs will create even more destructive vibrations and result in more cracks. This will result in more costly repairs during my upcoming retirement years.

Idlewild Park is a part of the Jamaica Bay Water Shed Protection Plan and deserves the same protection as Gateway National Park. The park is a critical stopover area along the Atlantic Flyway Migration Route.
Increased noise/vibrations, closer landings, and more concentrated pollutants will disrupt natural wildlife in their living and mating habitats. This affects many more species than your report mentions. In addition to Pergrine Falcons, Osprey and Diamond back Terrapin Turtles, the DEP Jamaica Bay Watershed Protection Plan Report (October 2007) mentions many more species such as the following: Short eared/long eared Owls, Piping Plover, Snowy Egret, Least Bittern, Pied-billed Grebe, Roseate Tern, Common Tern and many others. Also mentioned are threatened trees and plants. Mayor Bloomberg signed New York City "Local Law 71" on July 20, 2005 to protect this area. As a community of amateur gardeners and birdwatchers, we have seen changes over the years from the construction in the area. Many species, like Cranes, have not returned in the numbers we are accustomed to seeing.

These are just a few of the issues that we suggest you consider when making decisions that can affect the quality of life and health of the members of the community living near the airport. Think also of the impact on the plants and animals that have been adversely affected by the changes in their environment.

Sincerely,

John P. Besant
Member, Springfield/Rosedale Community Action Association



Marie Adam-Ovide

Ex. 1

October 25, 2012

The Port Authority of NY and NJ
225 Park Avenue South, 9th Floor
New York, NY 10003
Attn.: Edward Knoesel

Subject: ***Draft Environmental Assessment Prepared for Runway 4L/22R Improvements Project at John F. Kennedy International Airport***

Dear Sir or Madam:

A meeting was held at St. Peter's Church in Rosedale on October 4, 2012, under the auspices of Eastern Queens Alliance, to address concerns over the proposed expansion runways at JFK. One of the representatives of the Port Authority stated that a study was conducted whereby a simulation of the flight patterns showed only a change of .7 decibel; therefore, there was no adverse impact. There would only be a negative impact if the decibel level was to reach 1.5 or over.
The problem is an unknown number of trees would be removed. I questioned him as to whether or not he took into account that the study was conducted while the trees were still there. Once the trees that act as noise buffers are removed the results of the study would be different. He stated that the removal of the trees was not taken into account in the study. He claims there would not be a change from .7 decibel to 1.5 decibel based on his knowledge of the way noise travels.

Are we, the residents of Laurelton, Rosedale and Springfield Gardens to take him at his word? I think not. According to Earl L. Buts, of ***healthguidance.com***, findings show that reduction of sound values in the order of **5 to 10 decibels** are not unusual for wide belts of tall, dense trees. Granted, we are not talking about wide belts of tall trees in the size mentioned by the study; however, if an increase of .8 decibel is possible, the study is rendered null and void. The representative from the Port Authority could not state with certainty that the removal of the trees would not make such a change. Another source, ***agroforestry.net*** stated that planting "noise buffers" composed of trees and shrubs can reduce noise by five (5) to ten (10) decibels. We can then presume that the removal of trees would create the reverse – it can increase the noise level by 5 to 10 decibels.

In light of this, I am calling on the FAA to order the Port Authority to conduct an Environmental Impact Study (EIS), as the community may be negatively impacted by the expansion.

Sincerely,

Marie Adam-Ovide

Marie Adam-Ovide
Laurelton Resident

The Port Authority of NY &NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Attention Edward Knoesel:

Subject: Draft Environment Assessment prepared for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport

Dear Mr. Knoesel,

My name is Michael Pinckney and I've been a resident of since 1986. I have two children who attend public school in the area. I believe expanding the runway 4L/22R will have adverse affects on their learning and academic performance. My children undergo a rigorous academic program that includes weekly exams and testing. They, along with their peers, take state mandated exams that affect their promotion on a yearly basis. As a parent who monitor my children when they do homework and study at home, I have noticed that they are distracted by the noise and vibrations caused in my home by overhead flights.

I believe bringing bigger planes closer to residential schools would increase distractibility to the students and negatively impact their learning. It is unclear from your study what the true noise impact would be on the children in the community because your noise model does not include all of the constantly changing variables in the environment and at the airport, which affect our community. Exhibit 4.2 Existing (2010-2011) Noise Exposure Contour shows two public schools within the 65 DNL zone and 8 public schools on the border of the zone. It does not include private and parochial schools nor does it include the Birch School for special needs children located on Farmers Blvd and South Conduit Ave. My children along with thousands of their peers would be subjected to an average of 65 decibels of noise according to your assessment chart. This level of sound is equivalent to "laughter".

As you know, Mr. Knoesel, young children are extremely susceptible to noise and distractions that will undoubtly hinder them in the learning process. You are also aware that the FAA Integrated Noise Model (INM), used in this assessment, is an average-value model and is designed to estimate long-term average effects using average annual input conditions. Because of this, differences between predicted and measured values can occur because certain local acoustical variables are not averaged, or because they may not be explicitly modeled in INM. Examples of detailed local acoustical variables include temperature profiles, wind gradients, humidity effects, ground absorption, individual aircraft directivity patterns and sound diffraction around terrain, buildings, barriers, etc. Differences may also occur due to errors or improper procedures employed during the collection of the measured data. (http://airportnoiselaw.org/inm.html.)

Your model fails to address the effects of climate change on the noise now and in the future. It does not account for changes in plane departure/arrival pathways that occur

in times of airport congestion and bad weather. Your proposal does not put into safeguards that protect or insulate our schools and children from the increased noise and distractions that will subsequently result from the roadway expansion project. I would seriously urge you to conduct an impact study that includes input from other parents, school administrators, teachers and students.

Sincerely,

Michael Pinckney

October 28, 2012

The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Attention: Edward Knoesel

Subject: Draft Environmental Assessment Prepared for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport.

This petition letter is to express our legitimate concerns vis-à-vis the proposed extension of the aforementioned runway at the said airport. Apart from an increase in the noise and pollution level, such project would alter our lives negatively altogether.

Starting with section **5.1 Noise** impact, among others, we can say the study seems so inaccurate. That is because right now we already have a hard time enjoying quality time inside of our home and in our backyard due to the noise from the planes, the frequency at which they come around and the low height they maintain as they fly by. A perfect example is that since Wednesday, October 24, 2012, our community has been enduring greater hardship due to a reroute of the planes. Throughout the day, it seemed the planes were rerouted. They departed from the route where they usually arrive. The switch from departure to arrival made the noise level even more unbearable. As the social worker at PS195Q, it was so hard for me to make outside calls to parents as well as in-house calls to teachers. Please bear in mind that the windows to my office were closed. In addition, book shelves, and other furniture were shaking as a result of the same. Colleagues were looking at each other in silence, wondering why things were shaking, until the planes flew so low over the school building. Then everyone realized what was happening. The rerouting continues to date, causing residents to get even less sleep now. Also, please be aware that our home and furniture shake as well as these planes fly by. We constantly have to dust off our furniture due the vibration from the planes. .

Further, in regards to 5.5.3 & 5.5.4 Greeenhouse Gas Emissions/Summary of Impacts, we can tell you that at night especially, the strong smell of the fuel chemical cannot be ignored. It is disheartening to read from the assessment for this proposed project that it will not contribute to an escalation of pollutant in the air, affecting the residents of the said community as well as the wild life the vicinity. Residents' complaints range from and not limited to heart palpitation, headaches and insomnia. How can our students perform at school and the residents be productive at work if they are not able to have a good night sleep? Certainly, we worry about our health and our lives; the current and future impact on our educational and recreational resources. Idlewild is the only environmental resource in our community which contributes a great deal to our children's education. It is alarming to anticipate any harm can come to it. The implementation in route this week alone is a horrible nightmare. Imagine what the proposed project would do.

We know there are other options you can consider for this project that can prevent current and future damages to our community and we encourage you to consider them. Thank you.

Sincerely,

Mimose Nelson, Community Social Worker

Cc: The Eastern Queens Alliance, Inc.

Encl.

Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

Ex. 1

	Name	Address
1.		
2.	Evelyn McCrea Pin	
3.	Hans Jackman	
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Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

Address

Name

1. Sandra Chase
2. Ingrid Balote Boyd
3. Lorke Dryer
4. Talitha Kelly
5. Christina Montreau
6. Bryce Aguilera
7. Renato Ivy
8. Claudel Moise
9. Claude Moise
10. Marie Bazelais
11. Gladys Cantave
12. Vertie Lee
13. Irving Drummond
14. Joyce Lawrence
15. Bretagne L. Pierre
16. Maud Pierre
17. C. Bateau Pierre F
18. Marie Louisean
19. Rigobert Francois
20. Robert François
21. Samuel Francois
22. Darrell & Kim Fyffe
23. Hilda Jamison
24. Caroline Johnson
25. Kay-Ann Monta
26. Sydney Johnson
27. Norma Montague
28. Anthony Gazzle
29. Michelle CRANN
30. Delaneau Eloi
31. Marie C Eloi
32. Donald Eloi
33. Felicien Eloisaire
34. R Jimel
35. M Louis
36. Jean Brunot
37. Stephanie ALEXANDRE

Ex. 1

Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

1. DAPHNE VANCE
2. JOSEPH Gilles
3. EDNA EDWARDS
4. SIMONA FRANCIS
5. Marie Noel
6. MARie Joseph
7. EMILY TYLER
8. Christine Gilles
9. FABLIN LANG
10. Cordy Nwozuzu
11. [illegible]
12. Marie [illegible]
13. Gloria Chandler
14. Danielle Gilles
15. THERES ADINNU
16. Marie Y Saint Victor
17. Emmanuel B Awku M.
18. Josette Mortel
19. Joyce Devarieux
20. Julienne Burton
21. Yves St Victor
22. Adwoa Awku
23. Kwasema Awku
24. [illegible]
25. Zellet [illegible]
26. Anthony Reid
27. Haakin Callender
28. Shomari Callender
29. [illegible]
30. [illegible] Reid Vicars
31. Tiffany [illegible]
32. Emile Dangerville
33. Goselle Dangerville
34. Marlene Josue
35. Mark Daniel Josue
36. Nobleen Knight
37. Randy Alexander

Ex. 1

Community Residents Concerned About The Proposed Runway 4L/22R Improvements Project at John F. Kennedy International Airport

Name Address

1. Juana Vasquez
2. Alejandro Veras
3. Anais Veras
4. Balli Nadia
5. Cox Orin
6. Gibson Daniel
7. David Lawrence
8. L Pyce
9. Saud Taneema
10. Mersha McFloyde
11. Debby Chambers Gaulle
12. Marcella Ellis
13. Crupty Jr Crystal
14. Marelli John
15. Ali Shamila
16. Jennifer Cuder
17. Debora Ross
18. Kia Watson
19. Adam Tapisha
20. Nepal Raegan
21. William Danea
22. Cheryl Sounives
23. Masaku Onoyemi
24. McFarlane Partia
25. Gesse Sonia
26. Chang Fenene
27. Graham Revesha
28. Prewitt Ronada
29. Phanna Paul
30. Adolphus Fracian
31. Webb Rogann
32. Guzman Anthony
33. Ricketts Sonia
34. Chin Mesha
35. Higgins Nathania
36. Lindora Dittorimore
37. Wood Falkoense

Ex. 1

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

Dear Mr. Knoesel,

I am surprised and appalled to learn that the Port Authority is planning new arrangements for air traffic at John F. Kennedy Airport which will result in planes flying more frequently and at lower altitudes over our community. We can already stand on our church steps and read the writing on planes flying overhead. We can clearly see their landing gear in action.

At a recent civic association meeting, Port Authority officials said that the plan includes cutting many of our nearby trees. If our trees are blocking the flight path of planes, the solution is not to cut the trees but rather to raise the altitude of the planes and change their path to the JFK runways.

It is simply an accepted fact in our community that whether you are indoors or outside, any conversation is going to be punctuated every ten or fifteen minutes by silence as planes roar overhead. In our church, speakers must constantly pause for the same reason, even though they use a microphone.

In short, bringing planes overhead more often and at lower altitudes is totally unacceptable in our area where most residents are striving to build a quiet, decent, peaceful, harmonious community. The plan as it was presented at the civic meeting seems to show callousness, mean-spiritedness, and ill-will on the part of the Port Authority and the airport. I urge you to put the present plans aside and consider other alternatives.

Sincerely,

Rev. Joy P. Clarke

Rev. Joy P. Clarke, Senior Pastor

25 FA
26 FA
27 FIF
28 FIF
29 FIF
30 FIF
31 FIF
32 FIF
33 FIV
34 FR
35 GE
36 GC
37 GC
38 GC
39 GR
40 GR
41 H.
42 HA
43 HE
44 HE
45 HC
46 IGL
47 JAI
48 JE
49 KE
50 KIN
51 LA
52 LA
53 LEI
54 LIG
55 LIN
56 LIV
57 LU
58 MA
59 MA
60 ME
61 MT
62 NE
63 NE
64 NE
65 NE
66 OH

Springfield Gardens Taxpayers and Citizens Association
Post Office Box 130099
Springfield Gardens, New York 11413

November 1, 2012

Mr. Edward Knoesel
The Port Authority of NY & NJ
225 Park Avenue South 9th Floor
New York, NY 10003

President
Patrick Evans

Vice-President
Arthur Heard

Secretary
Jacqueline Kellum-Foster

Treasurer
William Molette

Oliver Babb
Sergeant at Arms

Chaplain
Rev. David Brunswick

Re: Draft Environmental Assessment – Runway 4L/22R Extension Project at JFK International Airport.

Dear Sir,

Please accept this letter on behalf of the Springfield Gardens Taxpayers & Citizens Association (The Taxpayers Civic) as official comment on the proposed draft environmental assessment of runway 4L/22R at John F. Kennedy International Airport. The Taxpayers Civic would like to take exception with and argue against the findings of the draft Environmental Assessment report on the following grounds:

- Increased Noise Impact
- Aggregate Levels of Air Pollution
- Diminished Quality of Life/ Health Impact
- Compromised Building Structures and Property Values
- Failure of due diligence in analyzing completely the "Alternatives."

The Taxpayers Civic rejects the Port Authority of NY & NJ's draft Environmental Assessment report findings of "No Cumulative Impact." We are hereby requesting that the Port Authority of NY & NJ perform a comprehensive Environmental Impact Statement (EIS) that rely upon data culled from the community's directly neighboring JFK airport. The Taxpayers Civic further request that all preliminary construction and bid considerations be placed on perpetual hold until said EIS report is filed with the Federal Aviation Administration (FAA.)

Noise Impact:

The Taxpayers Civic take exception with the PANY&NJ draft Environmental Assessment finding that a 1.5 db increase in air traffic noise would not have a noticeable impact upon the communities adjacent to JFK airport. The Taxpayers Civic take the position that any noise decibel increase resulting from the extension of runway 4L/22R would exacerbate the already intolerable air traffic noise levels of the existing 65 – 75db noise exposure contours of runway 4L/22R. The draft finding of a mere 0.70 db of increased air traffic noise is unacceptable to our communities. At current noise levels, The Taxpayers Civic have gotten numerous complaints over the years of residents being abruptly awaken, disturbed in normal speaking and telephone conversations, and interrupted in mental concentration in myriad of tasks.

Furthermore, the draft EA state that the proposed runway extension would affect the arrivals and departures on runway 4L/22R at JFK, by decreasing the existing distance of the air traffic between the surrounding communities homes and the airplanes by forty to seventy feet (40 - 70ft.) The Taxpayers Civic finds that the proposed decreased distance between the homes, schools, medical centers, etc. and the air traffic is wholly unacceptable. Our membership take exception with any action on the part of the PANY&NJ that would result in decreasing the already too close for comfort landing and take-off zone at JFK International Airport. The main objective of the proposed runway extension and improvements for 4L/22R as detailed in the draft EA is to conform to FAA standards imposed vis-à-vis Runway Safety Areas (RSA.) The Taxpayers Civic find that the PANY&NJ would rather conform to FAA standards and create improved RSA's at the expense of human life and comfort. Airline industry standards governing human comfort zones indicate that air traffic operate outside of one thousand feet (1,000 ft.) air zone of people. However, on any given day the communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton, et 'al experience airplanes operating within five hundred feet (500 ft.) of our homes, schools, medical centers, etc. Therefore, The Taxpayers Civic reiterates our rejection of any plan, proposal, and or professional opinion that seek to decrease air safety zones over our community.

The noise analysis provided in Appendix B, *Noise*, describes the methodology, assumptions, and results of aircraft noise analysis that was conducted to assess the effects that the Proposed Action would have on noise exposure in the communities surrounding JFK. A significant noise impact would be considered if there were an increase of 1.5 decibel (dB) or more over noise-sensitive facilities within the 65 DNL noise contour.1

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

- *Relocating the Runway 4L threshold 460 feet to the north* – This would result in departing aircraft being lower over areas to the north of the runway.
- *Moving the arrival threshold on Runway 22R 3,316 feet to the north* – This would result in aircraft landing on Runway 22R being lower over areas to the north of the runway.
- *Extending the runway 728 feet to the north* – This would result in aircraft departing to the south on Runway 22R being closer to areas to the north of the runway.

Landrum & Brown Chapter 5 – Environmental Consequences
May 2012 Page 5-2

Air Pollution:

The Taxpayers Civic object to the PANY&NJ's draft proposal EA on the 4L/22R runway extension and improvements on the grounds that the proposed action would generate increased levels of air pollution in our community. At present, John F. Kennedy International Airport spews jet fuel throughout

Southeast Queens; thus, creating and aggravating various health concerns amongst its residents. On a busy day lines of aircraft approaches and departures at JFK International Airport within one minute intervals produce streams of hazardous airplane exhaust. Our community understands that this constant flow of air traffic into and out of said airport creates enormous air pollution and health concerns for our residents. We believe that much of our home's roofs currently reveal discoloration from settled jet fuel pollution and rainfall patterns. At present, runway 4L/22R operate group VI aircraft (Airbus A380) via FAA waiver. The waiver would no longer be necessary upon implementation of the draft proposal; however, The Taxpayers Civic request the PANY&NJ perform the necessary air quality studies to determine the increase in air traffic emissions resulting from increased Airbus A380 accommodation.

The existing dimensions of Runway 4L/22R designate it as a Group V runway (aircraft with wingspans up to 213 feet). However, JFK operates Runway 4L/22R under a Modification of Standard that allows this runway to accommodate Group VI aircraft (aircraft with wingspans of 214 feet, but less than 262 feet). To comply with standards for Group VI aircraft and eliminate the Modification of Standard, Runway 4L/22R would need to be widened to 200 feet from the present 150 feet.
Landrum & Brown Chapter 2 - Purpose and Need
May 2012 Page 2-2

Health & Quality of Life:

The Springfield Gardens Taxpayers & Citizens Association strongly request that the PANY&NJ halt all plans as proposed in the draft Environmental Assessment for runway extension and improvements on 4L/22R at John F. Kennedy International Airport on the basis of detrimental effect upon our communities health and quality of life concerns; thus, greatly overburdening a thriving and upwardly mobile minority community. The Taxpayers Civic thoroughly disagrees with the draft EA findings on the matter of health, Quality of Life, and Minority populations.

The Port Authority of NY & NJ's draft EA finding that relocation housing is currently insufficient and that homes would have to be relocated due to the proposed action – are succinctly rejected by The Taxpayers Civic. We believe the draft EA does not thoroughly address this matter and thus, don't merit such a finding. Our community believe that the expansion of JFK operations in Southeast Queens amounts to in effect "a taking" of our property rights. It is our position that lower flying aircraft within the one thousand feet human to air traffic zone, increased aircraft noise exposure, and added air pollution levels buttress our argument.

The Taxpayers Civic take offense to the PANY&NJ's proposed action to bypass the U.L.U.R.P. process established by the City of New York in the Authority's attempt to acquire a parcel of property outside the airport boundary north of JFK airport. PANY&NJ's action is a deliberate attempt to avoid public scrutiny, comment, and impute. The proposed action is deemed a "business taking" from the local community that have an impact therein.

The Taxpayers Civic has the opinion that the Springfield Gardens community tax basis would be adversely affected if the draft EA as presented by the PANY&NJ concerning the runway extension and improvements on 4L/22R is adopted. We understand that our home values would take an additional negative decline in market value based upon implementation of said proposal. The Taxpayers Civic

believes that lower flying aircraft, increased noise exposure, and added home vibrations would impede current and future sales of the property. The Authority's proposed action would conversely result in a lower property tax assessment by the City of NY and a resulting diminished tax base. Furthermore, we believe the PANY&NJ has not performed a thorough analysis that such a finding would warrant.

The Springfield Gardens Taxpayers & Citizens Association maintain the argument that The Port Authority of NY & NJ draft environmental assessment on JFK's runway extension and improvements on 4L/22R is in fact in violation of president William Jefferson Clinton's ***Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations.*** The Springfield Gardens community is an overwhelmingly majority minority neighborhood. The communities directly adjacent to JFK International Airport constitute upwards of one million people – of which eighty/eighty-five percent consist of people of color. The Taxpayers Civic finds that this minority population is presently over-taxed via. JFK's aggregate pollution – noise and air, thus, correlating to Southeast Queens' increased health risks, and diminished property values. The Port Authority's draft EA does not cite any sources that indicate conclusively that the affected communities would not be increasingly adversely harmed by implementation of the proposed runway extension of 4L/22R. The Taxpayers Civic understand that though the PANY&NJ's assessment correctly state that the proposed action does not unduly fall upon any minority population at the benefit of a particular majority population; yet, we believe the draft EA fail to address the negative effects of continued airport sprawl in relation to the Southeast Queens minority community. The Authority's draft EA neglect to consider the environmental injustice damage caused by decisions made by PANY&NJ executives that don't reside in proximity to and work at JFK. The Authority's executive decisions are made by persons and group of persons that by and large overwhelmingly don't reflect the racial/ ethnic makeup of the affected population. Hence, The Taxpayers Civic argue that the PANY&NJ cumulative effect vis-à-vis the draft EA proposals amount to a net increase in negative health concerns, quality of life matters, compromised building structures, and damaged economic activity. We understand that the draft EA proposals are tantamount to callous environmental injustice pile on with disregard for this overwhelmingly minority community. Therefore, we reject The Port Authority of NY & NJ finding of "No disproportionate impact."

The Taxpayers Civic strongly disagrees with the PANY&NJ's draft environmental assessment of "No Significant Impact" pertaining to health risks as reported therein. It is our understanding that there are an untold number of collateral effects resulting from airport operations existing too close to residential neighborhoods. It is The Taxpayers opinion that air traffic noise and exhaust cause the following:

1) **HEALTH CONCERNS – NOISE**
    a. **Changes in blood pressure**
    b. **Sleep disorders**
    c. **Shifts in digestive patterns**
    d. **Children's Health/Development**
        1. **High blood pressure**
        2. **Elevated nervous system activity and cardiovascular levels**
        3. **Educational lag of two months for every 5 decibel increase above the average noise level (Math & Writing)**

(The above ailments are outward signs of stress – resulting in increased risks of coronary heart disease and strokes)

2) **HEALTH CONCERNS – AIR POLLUTION**
   a. **Diesel Exhaust (Jet Fuel)**
   b. **Carbon Monoxide**
   c. **Leaked Chemicals**

(These pollutants are linked to Cancer, Asthma, Liver damage, Lung disease, Lymphoma, Myeloid Leukemia, and depression)

It is the belief of The Springfield Gardens Taxpayers & Citizens Association that the PANY&NJ draft EA finding of "No Significant Impact" intentionally ignored the above captioned health risks associated with airport sprawl. The draft EA failed to mention and cite any relevant study that was performed to demonstrate the conclusion therein. Therefore, The Taxpayers Civic request that PANY&NJ perform a comprehensive EIS with relevant data collection garnered from the communities directly adjacent to JFK International Airport.

To further our cause, The Taxpayers Civic requires of the Port Authority of NY & NJ the performance of a comprehensive Part 150 study. It is our position that said study would go a very long way in addressing many if not all of the collateral effects bourn upon the Southeast Queens community via JFK international Airport operations. We call upon PANY&NJ to start the Part 150 process prior to moving forward with the draft EA proposed recommendations. It is our understanding that JFK/Idle wild Airport never engaged an environmental impact study – and we believe such a study is long overdue. The Springfield Gardens Taxpayers & Citizens Association holds the position that life in Southeast Queens has grown by leaps and bounds since the establishment of Idle wild Airport circa 1948. It is our belief that JFK/ Idle wild Airport has not kept pace with the developments of the surrounding community. We the residents of Springfield Gardens and Southeast Queens at large demand a more responsible neighbor in John F. Kennedy International Airport and the Port Authority of NY & NJ.

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

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

- *Relocation of residences, but sufficient replacement housing is unavailable*
- *Relocation of community businesses, that would create extensive hardship for the affected communities*
- *Disruption of planned development*
- *Substantial loss in the community tax base*
- *Environmental Justice issues*
- *Children's Environmental Health and Safety Risks*

5.3.1 RELOCATION OF RESIDENCES

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

5.3.2 RELOCATION OF BUSINESSES

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

5.3.4 LOSS IN COMMUNITY TAX BASE

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

5.3.5 ENVIRONMENTAL JUSTICE

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities. Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the *Civil Rights Act of 1964* provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in,

be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the *1968 Civil Rights Act* guarantees each person equal opportunity in housing. U.S. Department of Transportation (DOT) Order 5610.2, *Environmental Justice in Minority Populations and Low-Income Populations*, was issued to implement Executive Order 12898.2 DOT Order 5610.2 defines minorities as people who are Black, Hispanic, Asian American, American Indian, or Alaskan Native. Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity." The DOT Order defines a low-income population as "any readily identifiable group" of persons whose median household income is at or below the poverty guidelines of the U.S. Department of Health and Human Services, "who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity."
2 62 CFR 72, *Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations*.

In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population." The increase in the noise level, deemed by FAA guidance as not a significant impact, would occur to the north of the Airport primarily over minority populations. However, no non-minority populations are benefiting from this increase in noise to the north or receiving a decrease in noise levels due to the Proposed Action. Further analysis shows that within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 79.5 percent of the population is minority. Similarly, in the Proposed Action approximately 80.0 percent of the population within the 65 DNL noise contour is minority, a difference of only 0.5 percent.
Table 5-1, Noise Impacts to Minority Population Households, summarizes the percentage of minority population within the 65 DNL for the No-Build/No-Action and the Proposed Action in both 2015 and 2020. Therefore as demonstrated, the Proposed Action would not disproportionately impact any minority populations.

Landrum & Brown Chapter 5 – Environmental Consequences
May 2012 Page 5-13

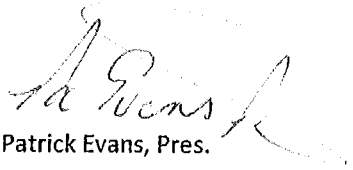
Notwithstanding, The Taxpayers Civic require of the PANY&NJ a retreat to the ***"Alternatives Considered But Eliminated from Further Consideration."*** It is the opinion of The Taxpayers Civic that the Authority did not adequately address the alternatives to the draft EA proposals. We believe the alternative benefits were treated with a light brush and conversely the draft's findings were falsely supported with inadequate conclusions. For example, the draft EA states that the runway length analysis requires at least 11,219 feet to accommodate Group VI aircraft (A380.) However, it is The Taxpayers Civic position of the FAA's RSA requirement should not and does not necessarily equate to 4L/22R's runway extension. It is our belief that the FAA's Runway Safety Area criteria could be met within the existing runway length. Also, we believe the Port Authority never considered repositioning 4L/22R such that it would not create such an additional burden upon the neighboring community of Springfield Gardens. The Taxpayers Civic is of the understanding that the draft EA proposal was chosen because it presented the least avenue of opposition and the least costly venture – all at the expense of the neighboring communities of Springfield Gardens, Rochdale Village, Rosedale, Laurelton et 'al.

(1) Runway Length Requirements - As a result of the runway length analysis, it was determined a takeoff distance of at least 11,219 feet would be required to accommodate the existing and future fleet without causing additional delays.

Landrum & Brown Chapter 3 - Alternatives
May 2012 Page 3-11

In conclusion, it is the position of the Springfield Gardens Taxpayers & Citizens Association that the Port Authority of NY & NJ add this comment to the final draft EA along with all comments submitted in May/June of 2012. Also, it is The Taxpayers Civic request that all preliminary plans and bids be placed on perpetual hold until the aforementioned EIS is performed. We further require that PANY&NJ show good faith and start the process of ordering a Part 150 Study for its jurisdiction and JFK specifically.

Sincerely,



Patrick Evans, Pres.

Cc: **Eastern Queens Alliance, Inc.**
P. O. Box 300818
Jamaica, NY 11430

Residents of Springfield Gardens
Springfield Gardens, NY 11413

October 25, 2012

The Port Authority of NY & NJ
225 Park Avenue South – 9th Floor
New York, NY 10003
Attention: Edward Knoesel

Dear Mr. Knoesel:

We are long-time residents of Springfield Gardens, New York some of us have been residing in Springfield Gardens for approximately 35 – 40 years respectively. We are writing to the Port Authority of New York and New Jersey to express our concern about the recent discussion and pending decision to expand an additional 728 feet to runway 4L/22R, one of JFK's four runaways, 460 feet of which would relocated north toward residential neighborhood in the areas of Springfield Gardens, Laurelton and Rosedale. We understand that the decision is being considered and the project is scheduled to be completed by November 15, 2014.

However, we do believe that it appears that aircrafts will be flying lower and closer to homes and parks in our area. The analysis of noise created currently or in the future does not use any data from our neighborhoods that will be a devastating impact on the residents but have used a model that does not take into consideration the unique community and landscape. The information within EA doesn't indicate how much lower planes would fly over our community. The impact of widening the runways does not benefit the residents of our community and we object to all the noise pollution that is being dumped upon the community.

- Consider: Trees make for a more natural, less artificial, and therefore less stressful, environment. The sight and sound of aircrafts, on the other hand, are not pleasant, and can leave us feeling more stressed. Furthermore, it is well known that trees improve air quality; leaves filter the air we breathe, absorb pollution, and give off oxygen. It is also well known that airplanes give off myriad pollutants that decrease air quality.

- Most of the residents are of the "baby boomer" age and lack of sleep from those aircrafts has a great impact on our health.

- These aircrafts fly over the homes at least one plane every two minutes and they often fly in the early morning hours until very late at night. We are also concerned about the security risk of these low flying aircrafts.

It would seem that widening these runways would bring increased growth, and thus a better economy to our city. However, consider that trees bring energy savings by moderating heat in commercial areas, and that landscaping with trees increases property values. Aircrafts flying every few seconds overhead, on the other hand, will increase noise and air pollution, and will decrease surrounding property values.

As life-long residents of Springfield Gardens, we feel it is important that the above concerns be adequately addressed before **ANY** construction is commenced. Failure to address these issues and others may create cumulative adverse impacts that will harm the community for generations.

Sincerely,

Name	**Address**	**E-mail address (if any)**
Fay D Hill		
Ann Donough		
Louis Barnes		
Alex Lowry		Ex. 1
Bonty Defoe		
John Knight		
Ann Marie Osman		
Sonate Diamond		
Wellington Diamond		
Raymond Smalls		
Lisa Van Putten		
Jean Melvin		

Springfield/Rosedale Community Action Association, Inc.

PO Box 300165
Jamaica, New York
Email: SRCAAINC@aol.com

Barbara E. Brown,
President

Crystal Brown,
1st Vice President

Louis KilKenny,
2nd Vice President

October 27, 2012

Comments: Draft Environmental Assessment
Runway 4L/22R Improvements
John F. Kennedy International Airport
Prepare for US Department of Transportation
Federal Aviation Administration
The Prot Authority of NY & NJ
May 2012
Prepared by Landrum & Brown

To: *Port Authority of NY & NJ*
225 Park Avenue South
9th Floor
New York, NY 10003
Attention: Edward Knoesel

The Springfield/Rosedale Community Action Association, Inc., the civic association that covers the Brookville Community, is adamantly opposed to the proposed action listed as runway improvements that would:

- Relocate the Runway 4L end 460 feet to the north.
- Construct 728 feet of new runway pavement on the north side of Runway 4L/22R.
- Relocate the displaced landing threshold on Runway 22R 3,316 feet to the north.

The finding of "no significant impact" for all of the required categories is flawed particularly as it pertains to the following categories: noise, compatible land use, socio economic impacts; environmental justice, children's health and safety risks, as well as secondary (induced) impacts such as air quality, water quality, fish, wildlife and plants, wetlands, It also appears to use the terms *rehabilitation* and *improvements* as euphemisms for accommodating the ever longer and wider commercial jets that the Port Authority believes it is important to accommodate.

Page 1 of Chapter 2 of the Draft of The Environmental Assessment (EA) states that the Proposed Action would serve the following needs of the Port Authority, airlines, airline passengers, and the general public:

- Need to rehabilitate and widen Runway 4L/22R,
- Need to comply with FAA RSA standards while maintaining sufficient runway length to accommodate current and projected fleet; and

• Need to reduce delays and increase airport safety and operational efficiency.

The report takes note of an FAA circular that addresses compliance standards for Runway Safety Areas. It is also pertinent to note that representatives of the Port Authority have identified actions related to compliance with FAA's advisory circular as the primary reason for their actions related to Runway 4L/22R. Runway Safety Areas are critical to the departure and landing of aircraft as well as providing accessibility for emergency vehicles. The report concludes that present RSA operations are deficient and that runway 4L is limited at both ends by natural circumstances and manmade facilities.

According to the Port Authority, proposed solutions for improving the RSA's will result in a loss of runway length and force greater use of Runway 22L. Thus the Port Authority notes that RSA improvements must be combined with additional lengthening of the Runway. However, lengthening of the runway is not required; it is apparent that this is an option that the PA is choosing. In fact, Runway 4R/22L is actually shorter than the resultant shorter length of Runway 4L/22R if only the required improvements are implemented.

The EA also cites the need to widen the runway to accommodate Group VI aircraft. But the EA fails to explain what constitutes Group VI aircraft including size, passenger capacity and noise differential from Group V aircraft for which the runway is presently designated. It needs to clearly outline why it believes it is essential to accommodate Group VI aircraft, especially to the detrimental effects that such action will have on the human environment.

The EA seems to imply the lengthening of the runway is a consequence of its safety actions rather than the reason for their action, but it fails to adequately evaluate the specific effects of moving the runway closer to the community to restore length when the resultant action will be aircraft flying at a lower levels, with greater noise, landscape alterations and point source emissions. Instead, without real depth of analysis, they easily find "no significant impact."

As one reads the Environmental Assessment it seems clear that runway operational efficiency, accommodation of the requirements of future aircraft and reducing delays are major goals of the project. And the report notes that improvements in runway design and taxiways namely smoothness, width and length affect the ability of aircraft to occupy and leave the various terminals as well as the Air Traffic Controller's ability to direct planes. While this can result in reducing delays on the ground it could also result in more flights into and out of JFK, particularly with the advent of NextGen. This consideration is important to community residents and a strong argument for the requirement of an EIS for further study of the proposed action.

We believe that the finding of no significant impact (FONSI) for the following categories is not based on deep analysis and research and is, therefore, spurious:

Noise Pollution—Acknowledging that "the following elements of the Proposed Action would result in a change in the noise exposure at JFK," the EA states "However, as stated previously these changes would not result in a significant noise impact over noise sensitive areas." The authors of the draft admit "Relocating the Runway 4L threshold 460 feet to the north," would "result in departing aircraft being lower over areas to the north of the runway, that "moving the arrival threshold on Runway 22R 3,316 feet to the north...would result in aircraft landing on

Runway 22R being lower over areas to the north of the runway;" and that "extending the runway 728 feet to the north...would result in aircraft departing to the south on Runway 22R being closer to areas to the north of the runway." However, inconceivably, they conclude that there is no significant noise impact.

The Brookville Community, the community between Springfield Park and Brookville Park, South of the Belt Parkway, is the community immediately north of JFK Airport and specifically Runway 4L/22R. Arriving aircraft are already flying very low, disappearing below the tree line and roofs of some of the two family homes even before they start flying over Idlewild Park Preserve. Residents are definitely impacted by the noise from these aircraft coming in for a landing. Departing aircraft roar over our community, sometime every minute to a minute and a half all day long. They are also very low, because they are just starting to climb. In addition to the noise, the attending low frequency noise (LFN) are vibrations that rattle windows, sometimes cause pictures to fall off of walls, and set off car alarms. Some residents have claimed that these LFN vibrations have caused cracks in their walls. The noise interferes with communication both within one's home and during telephone calls. The already low flying planes interfere with basic, non-cable TV reception and cordless telephone reception. The airport-related noise we currently experience definitely lowers one's quality of life. To move the runway closer to the community would be unconscionable. To cause aircraft to fly lower over our community without having determined how much lower the aircraft will be flying shows that the PANYNJ has not done the detailed analysis that it needs to do before assessing impact.

The literature on airport noise indicates that:

- Residences located near run ways can experience high levels of LFN,
- LFN can induce "feelable" vibrations,"
- Standard sound insulation does not sufficiently reduce LFN.
- LFN levels may produce perceptible vibrations at considerable distances from the runway end only in limited directions due to the directional sound pattern produced by jet engines,
- Vibrations could occur 7,000 to 8,000 feet from the start-of-takeoff-roll, well outside the 65 DNL (CNEL) contour

While the EA contends that the increase in noise would not be detectable by the human ear, the noise is already intolerable and unhealthy. The EA shows that our community is completely in the 65DNL contour, which means that at least half of the noise is already above the levels of noise to which human beings should be subjected. In fact, data collected by the PANYNJ from the Springfield Gardens Noise Monitor did not show a reading below 67 for the last few years, indicating that the DNL is higher than 65. Just because one might not consciously perceive an increase in noise does not make the noise any less significant or dangerous to one's health and well being.

It has been noted by several sources "aircraft noise interferes with the enjoyment of our residential property and with sleep, and detracts from the general physiological and psychological well-being of the community. ...It goes without saying that no new source of environmental noise, whether it be associated with the expansion of an existing facility, or an

entirely new facility, should be approved by local jurisdictions without an adequate review of its environmental impacts and the serious consideration of alternatives."

Studies show that:

- Night-time noise from aircraft or traffic can increase a person's blood pressure even if it does not wake them, according to a new study published in the European Heart Journal.... The researchers found that volunteers' blood pressure increased noticeably after they experienced a 'noise event' -- a noise louder than 35 decibels -- such as aircraft travelling overhead ... This effect could be seen even if the volunteer remained asleep and so was not consciously disturbed. ...Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg. ...Aircraft noise events caused an average increase in systolic blood pressure of 6.2 mmHg and an average increase in diastolic blood pressure of 7.4 mmHg.

Health data for our community shows a high incidence of high-blood pressure, stroke, heart disease and diabetes. Research shows that all of these can be caused and/or exacerbated by airport-related noise. It is logical to conclude that the health of our community is being negatively impacted the low-flying aircraft.

- Airport noise can seriously affect the health and psychological well–being of children. ...The health problems resulting from chronic airport noise include higher blood pressure and boosted levels of stress hormones. Increases in blood pressure in childhood may predict a greater likelihood of having higher blood pressure throughout adulthood.
    - In 1998, it was reported that New York children living near an international airport tended to be poor listeners and do not read as well as matched children in quiet schools
    - A1980 study found higher blood pressure in kids living near Los Angeles' LAX airport than in those living farther away.
    - A 1995 German study found a link between chronic noise exposure at Munich's International Airport and elevated nervous system activity and cardiovascular levels in children living nearby
    - A 2005 study found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study associated aircraft noise with lowered reading comprehension even after socio-economic differences were considered.

Many of the children in the community are suffering from low achievement levels. Schools in the affected communities are in danger of closing because of this. In addition, many of our children are diagnosed with ADD, ADHD and other developmental problems. It is our contention that the constant drone of aircraft noise overhead is possibly a strong contributor to this. Much further study is needed. Noise mitigation with a no build action is definitely needed.

As stated in a 2012 GAO report, "While airports provide access to transportation for millions of people each day, **airport noise—by, for example, interfering with speech, sleep, and student learning—can severely diminish quality of life in communities around airports ...** FAA has an ongoing responsibility to balance the growing demand for aviation capacity against the environmental concerns and effects on communities caused by airport noise. Aircraft technology, the number of aircraft operations, and noise levels have changed markedly... Moreover, the implementation of and the growth in aircraft operations that NextGen investments could spur may lead to new demand for airport noise mitigation or new noise challenges.

The community requests that the increase in noise that will result from the proposed action of moving take-offs and landings lower over the community be further evaluated through an in-depth study before any decision is made to actualize the proposal. We believe that there will be a significant impact on the quality of life and health of the residential communities to the north of the airport, including its children.

Air Pollution-- Environmental Pollution (Noise and toxic emissions) from the airport is a problem for any community in close proximity to an airport. The PANYNJ Assessment study, suggests that there will be no significant impact on the community from the additional pollutants. Experiences in the community suggest otherwise in that planes are already louder, and odors from emissions (fuel dross) emanating from the airport are more frequent, residents have witnessed aircraft dumping fuel over the neighborhood and Idlewild Park Preserve, and that moving the point source of pollution closer to the community results in an increase in the pollution to which residents are exposed. It is our opinion that the model used in making the no significant impact prediction cannot be accurate in that there are no monitoring sites in the community that may have been used as part of the data from which the model was developed. In addition, the model discusses the green house gases or criteria air pollutants such as ozone. The monitors that measure the criteria air pollutants are miles away from our community and, therefore, do not adequately measure the higher concentrations of such pollutants nearer to the pollutant source. In addition, the EA does not take into account nor propose to evaluate the health or other impacts caused by toxins classified as hazardous air pollutants (HAPs) that are emitted by aircraft and other sources at the airport. The community requests that emissions, particularly those labeled as Hazardous Air Pollutants resulting from the aircraft and other sources be brought closer to the community be studied. Such will allow an accurate determination of the impact of these environmental factors on air quality on the community resulting from the proposed action.

The U.S. EPA has listed the following 14 HAPs (12 individual substances and two select groups of complex organic compounds) they believe are present in the exhaust of aircraft and/or their ground support equipment (GSE):

- 1,3-Butadiene
- Acetaldehyde
- Acrolein
- Benzene
- Ethylbenzene
- nHexane
- Xylene
- Propionaldehyde
- Styrene
- Toluene

- Formaldehyde
- Lead compounds
- Polycyclic Organic Matter (POM) as 7 Polycyclic Organic Hydrocarbons (PAH)
- POM as 16 PAH

- Formaldehyde appears to be the most prevalent HAP in aircraft exhaust followed by acetaldehyde, benzene, and toluene.
- Ten individual HAPs comprise the vast majority of HAPS that are reported to occur in aircraft and/or GSE exhaust:
  - Formaldehyde
  - Acetaldehyde
  - Benzene
  - Toluene
  - Acrolein
  - 1,3-Butadiene
  - Xylene
  - Lead
  - Naphthalene
  - Propionaldehyde

An October 12, 2012 recent article in the London Guardian on the Health consequences of aircraft fumes from major airports in Britain, highlighted that surrounding air quality is not only degraded by take offs and landings but by taxiing of aircraft, and the other airport support equipment. According to the proposed plan, all of this will now take place several hundred feet closer to our community. The US Citizens Aviation Watch Association, a coalition of concerned municipalities and advocacy groups, has cited several studies linking pollutants common to the air around airports to cancer, asthma and lung disease. Surely if the PANYNJ is taking any action which will bring aircraft closer to the community in the air and on the ground, it should be able to provide assurances of consideration of these concerns.

Idlewild Park Preserve--Idlewild Park Preserve is a 346-acre salt marsh and upland area just north of JFK airport. In fact it is the salt marsh area remaining after 5000 square acres of the Jamaica Bay salt marshes were filled in to build JFK airport. It constitutes the headwaters to Jamaica bay. The EA does not take into account the significance of Idlewild. It even understates the size of the park and refers merely to a few of the ball fields on the northern edge of the preserve. The park is not only a significant ecological area, it is a community resource for environmental education as well as a recreational resource and an oasis where people can go to enjoy and soak up nature. It also serves as an environmental buffer to flooding and the air pollution that emanates from the airport. It is the home of the precursor of the soon-to-be-home of a full-fledged Idlewild Park Preserve Environmental Science Learning Center sponsored and run by the Eastern Queens Alliance. For the last several years, schools have been bringing children to Idlewild for field trips.

While the EA neglects to discuss or even mention it, the proposed plan calls for the removal and/or topping of the taller trees in the preserve. This is a serious omission from the EA. The removal of trees was only mentioned as an aside at the October 4th Public Meeting during which the PANYNJ answered questions about the proposed plans. It is important to note that the PA has already conducted a tree survey and has flagged many trees as being too tall for the lower flying planes that will result from extending and moving the runway closer to the north; this before the proposed plan has been approved by the FAA.

According to Michael Feller, Chief Naturalist of NRA of NYCDPR,

> "The scant attention given to Idlewild Park is entirely out of proportion relative to its size and ecological function. First, the park ...almost 150 acres of salt marsh: pristine and plentiful enough for nesting sharp-tailed and seaside sparrows, clapper rail, oyster catcher, and willet. The park's marshes and waterways are frequently used by foraging osprey nesting in North Woodmere Park; northern harrier nesting in or around JFK airport; and, also near the airport, perhaps the last short-eared owls known to nest in the city.
> The salt marsh here is the confluence of the four most extensive fresh water streams tributary to Jamaica Bay: 1) Springfield Pond's outlet stream in Springfield Park to the west; 2) Conselyea's Pond's outlet stream in Brookville Park to the north; and 3) Hook Creek and 4) Valley Stream to the east. Big cordgrass (Spartina cynosuroides), salt marsh bulrush (Scirpus robustus), and water hemp (Amaranthus cannibinum)--three salt marsh plants adapted to lower salinities make their only Jamaica Bay showing here. The potential fish habitat represented by these freshwater tributaries is as yet unplumbed. We are hopeful that future studies will determine what if any role the streams play as breeding sites for anadramous fish like gizzard shad and catadramous fish like American eel...
> Since 1993, NYC's DPR and Department of Environmental Protection (DEP) have been working together to restore wetlands in the park ... Significant improvement to the local environment and the larger Jamaica Bay ecosystem has been provided... Even before the restoration was completed, muskrats, Fowler's toads, marsh hawks, tiger beetles, and more than fifteen species of dragonfly and damselfly were cavorting in the new wetland. Many of the plant species used in the restoration had been entirely extirpated or were largely absent from the Jamaica Bay area. With their return to Idlewild Park, this site is now an important nucleus for dissemination throughout the region of species such as serviceberry, butterflyweed, swamp milkweed, New York ironweed, American holly, turtlehead, and others."

In summary, Idlewild Park Preserve is a significant part of the New York/New Jersey Harbor Estuary and the headwaters to Jamaica Bay. It is included in the Jamaica Bay Water Shed Protection Plan and deserves the same protections as Gateway National Park. The PANYNJ states that it cannot touch Gateway National Park, which is a significant ecological resource. Similarly, it should not touch Idlewild Park Preserve. The park is a critical stopover area along the Atlantic Flyway Migration Route. Increased Noise, closer landings and more concentrated pollutants will disrupt the natural Wildlife living and mating habitats of many more species than the flawed report mentions. In addition to Peregrine falcons, Osprey and Diamond back Terrapin Turtles, the DEP Jamaica Bay Watershed Protection Plan Report (Oct 2007) mentions many more species, i.e., Short eared /Long eared Owls; Piping Plover; Snowy Egret; Least bittern; Pied-billed Grebe; Roseate Tern; Common Tern and many others. Also mentioned are threatened Trees and Plants.) Mayor Bloomberg signed New York City "Local Law 71", July 20th, 2005, to protect this area. As a community of amateur Gardeners and Bird watchers we have seen changes over the years from other construction in the area that impacted the park. We are calling on the FAA to require an EIS that will do an in-depth analysis of the impact of the proposed action on Idlewild Park Preserve and the many vital functions that it provides to the human and natural environment.

Land Use--We contend that property values and the ability of homeowners to sell their property will be negatively impacted by the proposed action. The low flying aircraft with the attendant noise already serves to discourage buyers. Lower flying aircraft will be an additional detriment. This constitutes a theft of property due to the proposed action. This issue has not been mentioned or analyzed in the EA. Further evaluation through an EIS is needed.

Environmental Justice—The EA notes,

> "Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,* requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.
>
> "... Minority populations are defined as "any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity. ...
>
> "In determining whether a proposed project or activity is in compliance with Executive Order 12898, two factors must be considered. The first is whether the proposal is likely to have adverse effects on minority or low-income populations. The second is to determine whether the adverse impacts are disproportionately high on minority or low-income populations. The DOT Order defines "adverse effects" as "...the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects..." The DOT Order defines "disproportionately high and adverse effects" as those that are "predominately borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population."
>
> "The Proposed Action would result in an increase to the number of noise-sensitive land uses located within the 65 DNL noise contour (see Appendix B, Noise, Table B-10); however there would not be a 1.5 dB increase within the 65 DNL over noise-sensitive land uses (see Section 5.1 and Appendix B). The increase in the noise level, deemed by FAA guidance as not a significant impact, would occur to the north of the Airport primarily over minority populations. However, no non-minority populations are benefiting from this increase in noise to the north or receiving a decrease in noise levels due to the Proposed Action."

As cited above, the Proposed Action would result in an increase to the number of noise sensitive land uses located within the 65 DNL noise contour. This increase in the noise level would occur to the north of the Airport primarily over minority populations. Contrary to the conclusion in the EA, the proposed action is definitely "likely to have adverse effects, effects that we believe will have "significant individual or cumulative human health or environmental effects, including interrelated social and economic effects." We maintain that these effects will be disproportionately high and adverse on the minority...populations living in the Southeast Queens communities of Brookville, Laurelton, Rosedale, and Springfield Gardens. If one examines the 65 DNL contours for JFK Airport, the heavily minority populations of Southeast Queens bear the lions share of the noise impacts from JFK Airport. It is clear from the DNL noise contour maps that much smaller numbers of non-minority populations are within the 65+ DNL contour.

The EA states:

> "Further analysis shows that within the 65 DNL noise contour of the 2015 No-Build/No-Action approximately 79.5 percent of the population is minority. Similarly, in the Proposed Action approximately 80.0 percent of the population within the 65 DNL noise contour is minority, a difference of only 0.5 percent."

The Proposed Action is a violation of the Environmental Justice Policies set forth by the US DOT. The adverse effects of the Proposed Action will be predominately borne by the minority population; it will be suffered disproportionately by the minority population; the effects from flights out of JFK airport are and will be appreciably more severe or greater in magnitude than the adverse effects suffered by the non-minority population. The FONSI stated in the EA is, therefore, invalid. It is important that an EIS be completed to analyze in-depth the social, economic, and environmental effects of the proposed action on the minority population and determine an alternative to the proposed action that will not further adversely impact disproportionately the minority communities of Southeast Queens.

In summary, the Springfield/Rosedale Community Action Association, Inc. is convinced that there will be significant negative impacts on the quality of the human environment. The validity and interpretation of the data cited in the EA are seem shallow and flawed and we are, therefore, requesting that an Environmental Impact Statement be completed for the Proposed Action on Runway 4L/22R at JFK airport. We are further requesting that if additional runway length is absolutely necessary, that all possible alternatives to the lengthening of the runway on the Northern end be critically explored and considered before any decision is made. In fact, we question the wisdom of unbridled airport expansion and growth, which seems equivalent to airport sprawl. How big is big enough? Is there or should there be a finite limit to the size of an airport? Should there be a limit on the size of commercial jets, or should they continue to get bigger and bigger and runways continue to get wider and longer to accommodate them? Finally,

we are demanding that before any further airport-related negative impacts on the Brookville community are envisioned or planned, that the PANYNJ do a Part 150 Plan to provide mitigation for the already horrendous noise that impacts our community. We are also demanding that cumulative risks assessments be completed for all of the projects planned by the PANYNJ and related airport businesses in the JFK vicinity before any approvals are given. This we have been demanding for years.

Very truly yours,

Barbara E. Brown,
President

Crystal Brown
1st Vice President

Louis KilKenny
2nd Vice President

John Besant
Treasurer

Jessie Herriott
Financial Secretary

Greta Salsbury
Parliamentarian

Cecil Dixon
Member-at-Large

Calvin Morgan
Member-at-Large

Derrick Warmington
Community Board 13 Rep

Spring-Gar Community Civic Association, Inc.
P.O. Box 300283
Jamaica, New York 11430-0283

October 28, 2012

Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003
Attention: Mr. Edward Knoesel

RE: Runway 4L/22R Improvements – Public Comments

Dear Mr. Knoesel,

The purpose of this letter is to provide the Port Authority of NY/NJ with comments being submitted on behalf of Spring-Gar Community Civic Association, residents and members, which is the community immediately adjacent to the North of the proposed runway expansions at JFK International Airport.

Although Spring-Gar recognizes JFK International Airport as a major gateway to domestic and International destinations, we feel several environmental assessment issues have not been taken into account related to negative community impact.

Spring-Gar is against the Runway 4L/22R Improvements in its current form for the following reasons:

1. **Aircraft noise** is this most critical issue with Springfield Garden residents surrounding JFK, and the proposed runway extensions to the North. It will only make noise an even bigger issue for residents and children in our community. The runway extension at JFK Airport is only the current aviation effort to meet the demands for **NextGen**, within the next 20 years. Extending and widening the runway safety zone to the North, will only result in an increase of noise and damaging foundation infrastructure to houses and already deafening the residential communities with low flying aircraft, particularly at takeoffs rather than landings.
- Extension of runway is being considered North of the airport rather than South. Jamaica Bay to the South, is Federally protected from any runway expansion, which is mostly over water. Expansion to the North is immediately over residential areas and not protected over State and privately owned related properties.
2. **Fuel emissions** by airport aircraft and the surrounding air cargo facilities vehicles in the immediate area, have had a long term impact on the health and well being of the Springfield Garden residents. Currently, there is no environmental monitor to measure air quality anywhere in close proximity of this or other runways. How can the Port Authority of NY/NJ state there is **NO** environmental impact to the health of the adjacent communities, when there are no monitors immediate to this runway to measure current air quality? Not to mention the impact **NextGen** will add to this health problem with the planned increase in flights in order to reduce delays.

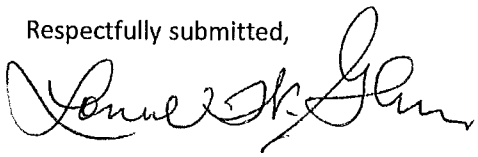
The long term health statistics support a high numbers of health issues directly related to toxins attributed with airport emissions. As the airport continues to expand, those numbers are only certain to grow. Asthma, stress and other conditions directly related to our children's educational impacts, will continue to have a negative impact on our children and adults.

3. Statements have been made by The Port Authority that **ALL** schools in the DNL related area around JFK Airport have been soundproofed to reduce aircraft noise. We have made inquiries with several of the neighboring schools and confirmed they have **NOT** been soundproofed. Another issue of importance is children are not in school and adults are not at work **all day.** Yet airport traffic is performing takeoffs and landings, bombarding noise and jet fuel emissions around the clock. In view of the inevitable implementation of **NextGen,** airports will only be increasing traffic, noise and toxins into the air that surrounding communities will breathe, affecting our long term health.

Another long term goal that should be considered to minimize the impact on our residential communities is the conversion to more efficient jet engines by the air carriers. In addition, air cargo facility vehicles supporting the airport carriers, should be mandated to convert to electric or other fuel efficient engines, to help in the reduction of toxins we breathe. The immediate area North of JFK Airport has already become the focus of many fuel emitting establishments adding to the air cargos, like the NYPD Tow Pound and MTA (JFK) Bus Depot.

Please take our comments provided into account prior to your decision on the proposed expansion of Runway 4L/22R Improvements.

Respectfully submitted,



Mr. Lonnie W. Glover,
President, Spring-Gar Comm. Civic

cc: Eastern Queens Alliance Chair, Barbara E. Brown
Hon. U.S. Congressman, Gregory W. Meeks
Hon. U.S. Senator, Charles E. Schumer
Hon. U.S. Senator, Kristen Gillibrand
Hon. Queens Borough President, Helen Marshall
Hon. City Council Member, James Sanders, Jr.
Community Board 13 Queens Chair, Brian Block
Spring-Gar Community Civic Association, Inc.

The Port Authority of NY/NJ
225 Park Avenue
NY, NY 10003

October 21, 2012

Dear Sir/Madam,
Attn: Edward Knoesel

Re: Draft Environmental Assessment prepared for the Runway 4L/22R Improvements Project at JFK International Airport

We the members of St. Clare Church Choir have recently been made aware of the proposed extension of Runway 4L/22R which will run north towards the communities of Rosedale, Laurelton and Springfield Gardens. As it now stands, this zone is already impacted by noise and air pollution created by low flying aircraft in the following ways:

- vibrating windows
- triggered car alarms
- disturbed sleep in the middle of the night (even with closed windows), when the roar of engines can sometimes be heard at two minute intervals between take-offs
- very poor air quality, especially on humid days; and Brookville Park, an outdoor venue for many sporting and recreational events for all ages, has been bearing the brunt as it lies directly below a flight path
- inability to effectively conduct meetings, church services, etc., without interference from aircraft noise

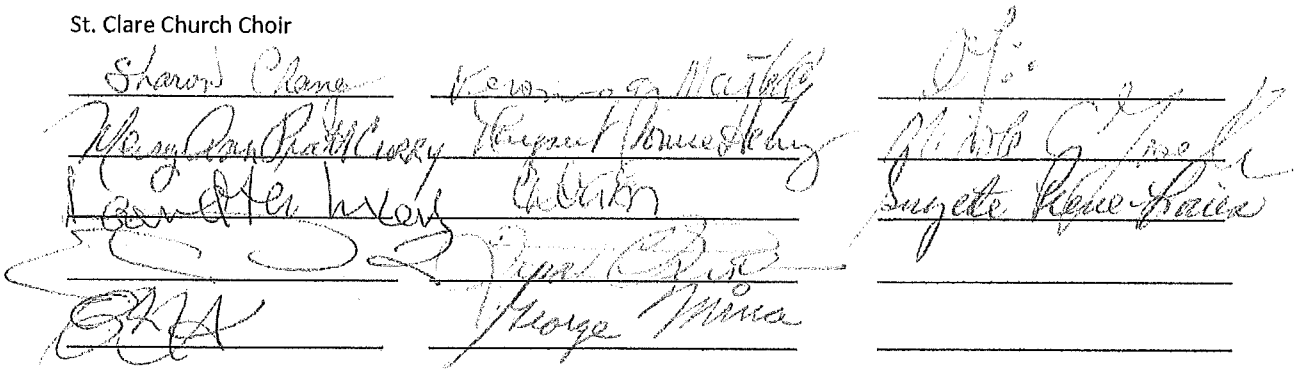
It was also disheartening to learn that trees in Idlewild Park, a nature preserve which abuts many homes in Springfield Gardens, have been identified for topping in order to facilitate pilot visibility. This not only means that residents will be exposed to increased noise but their homes will be dangerously closer to an aircraft's path, not to mention that these very trees which serve as buffers and filters of toxic emissions will be in jeopardy.

We are fully aware that this airport is an important hub which generates much revenue and provides many jobs, but we do ask for wisdom in choosing an environmentally friendlier alternative to your proposed project.

Your kind understanding and cooperation would be greatly appreciated.

Yours sincerely,

St. Clare Church Choir



cc. Rev. Andrew. Struzzieri
Rev. Alonzo Cox

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

Dear Mr. Knoesel,

I am surprised and appalled to learn that the Port Authority is planning new arrangements for air traffic at John F. Kennedy Airport which will result in planes flying more frequently and at lower altitudes over our community. We can already stand on our church steps and read the writing on planes flying overhead. We can clearly see their landing gear in action.

At a recent civic association meeting, Port Authority officials said that the plan includes cutting many of our nearby trees. If our trees are blocking the flight path of planes, the solution is not to cut the trees but rather to raise the altitude of the planes and change their path to the JFK runways.

It is simply an accepted fact in our community that whether you are indoors or outside, any conversation is going to be punctuated every ten or fifteen minutes by silence as planes roar overhead. In our church, speakers must constantly pause for the same reason, even though they use a microphone.

In short, bringing planes overhead more often and at lower altitudes is totally unacceptable in our area where most residents are striving to build a quiet, decent, peaceful, harmonious community. The plan as it was presented at the civic meeting seems to show callousness, mean-spiritedness, and ill-will on the part of the Port Authority and the airport. I urge you to put the present plans aside and consider other alternatives.

Sincerely,

Deborah Smith

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
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Port Authority of NewYork/New Jersey
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Sincerely,

Veneda C. White

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely,

Cynthia Griffith

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely, Edward Knoesel

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Sincerely, Daphney Jones

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Springfield Gardens, New York 11413
718-481-7240

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Sincerely, George D. Bruff

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely, Dawn Lane

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely,

Rev King McGregor

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
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Sincerely,

Irene Pitter, Jelani Pitter

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
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Sincerely, Ruth Williams

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

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Sincerely,

224-04 147th Avenue, Springfield Gardens, N.Y. 11413
Linda Davis

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
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Elsie J. Henry

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Sincerely,
Mrs Barbara Flowers

224-04 147th Avenue, Springfield Gardens, N.Y. 11413 Barbara Flowers

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Sincerely,

Theresa R Williams

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Sincerely,
Christine Washington

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D Kidd

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Sincerely,
Nadine V. Coates

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely,

Emilie F. Kelly

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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224-04 147th Avenue
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Sincerely, Jacqueline Francis

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Sincerely,

Norma Hayes

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Sincerely,

Jane Devore

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224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

Mr. Edward Knoesel
Port Authority of NewYork/New Jersey
225 Park Avenue South 9th Floor
New York, New York 10003

November 1, 2012

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Sincerely,

RICHARD ANGLIN

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
718-481-7240

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Sincerely,
Elizabeth Samuel

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Springfield Gardens, New York 11413
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Sincerely, Janicka Grant

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Sincerely,

Chantal Daley

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

St. Peter's Lutheran Church
224-04 147th Avenue
Springfield Gardens, New York 11413
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Sincerely,

Carmen Martin

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Sincerely,

Caroline Keibel

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Sincerely,

Gloria Lamb

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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Springfield Gardens, New York 11413
718-481-7240

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Mattie Risbrook McTaggart

224-04 147th Avenue, Springfield Gardens, N.Y. 11413

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224-04 147th Avenue, Springfield Gardens, N.Y. 11413

PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

WE, the undersigned, call on the Federal Aviation Administration (FAA) and Port Authority of NY & NJ (PANYNJ) to take all action necessary to immediately change and redistribute all airplane routes over Long Island so that all communities share equitably and fairly the overhead air traffic which is required for aircraft landings. At present, the noise and air pollution caused by commercial aircraft flying over the Village of East Hills is unacceptable and seriously challenges the well-being and lifestyle of the residents.

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	PROMILA DUBE		8/16/2013
	SHIV DUBE		8/16/2013
	Robert Tehel		8/16/2013
	Charis Tehel		8/16/2013
	Ellen [illegible]		8/16/2013
	MARC Freeman		8/17/2013
	JEFFREY SAPPER		8/18/2013
	PAUL GALANTE		8/19/2013
	C.S. Kotler		8/19/2013
	J Perilla		8/19/2013
	R. PERILLA		8/19/2013
	T. GOLDSTEIN		8/20/2013
	ARLENE SCHWARTZMAN		8/20/2013
	EDITH SEIDMAN		8/2013
	Jill Little		8/21/2013
	Roni Goldstein		8/21/2013
	Jana Fishkind		8/22/2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Parvaneh S. Zareh	PARVANEH ZAREH	Roslyn HTS. N.Y. ROSLYN	2013
Mona Gold	Mona Gold		8/16 2013
Hope Spiegel	Hope Spiegel	Ex. 1	8/19 2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Paul Horowitz	PAUL HOROWITZ		2013
[illegible]	Jeff Buslik		2013
[illegible]	Nicol Buslik		2013
[illegible]	Jeff Rovell	Ex. 1	2013
[illegible]	Gail Zuckerman		2013
[illegible]	Walter Zuckerman		2013
Fred Fisher	Fred Fisher		2013
Patricia C. Fisher	Patricia C. Fisher		2013
Marsha Klein	MARSHA KLEIN		2013
David Klein	DAVID KLEIN		2013
Warren M Chosat	Warren M Chosat		2013
Arlyne Chosat	Arlyne Chosat		2013
[illegible]	NICOLAOS DELLIS		2013
[illegible]	Joelle Dellis		2013
[illegible]	Micheel Rethner		2013
[illegible]	Candice Rethner		2013
[illegible]	Amit Nidam		2013
[illegible]	Yuval Sucov		2013
[illegible]	Kevin Stein		2013
[illegible]	Alisa Stein		2013
Lee Stein	Lee Stein		2013
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R. Wolf	Rhonda Wolf		8/20 2013
Joel P. Wolf	Joel P. Wolf		8/20 2013
Fern Billinkoff	Fern Billinkoff		8/20 2013
Sue Friedman	Sue Friedman	Ex. 1	8/20 2013
Stuart Friedman	Stuart Friedman		8/20 2013
Jared Friedman	Jared Friedman		8/20 2013
[illegible]	Sherli Patovi		8/20 2013
Yifat Ahren	Yifat Ahren		8/20 2013
Michael Ahren	Michael Ahren		8/20 2013
LINDA WELS	Linda Wels		8/20 2013
[illegible]	Janine Yip		8/20 2013
[illegible]	YAEL SAMOUHI		8/20 2013
[illegible]	Risa Eshaghian		8/20 2013
Steven Allen	Steve Allen		8/20 2013
[illegible]	JOEL GREENSPAN		8/20 2013
Marion Greenspan	Marion Greenspan		8/20 2013
[illegible]	Sarah Park		8/20 2013
[illegible]	MONICA VINCENT		8/20 2013
[illegible]	Stephen Mighdoll		8/20 2013
[illegible]	Rick Goldenberg		8/20 2013
[illegible]	Rob Ackerman		8/31 2013
[illegible]	MICHAEL KOSINSKI		8/31 2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Sandy Burko	Sandy Burko		8/10/2013
[illegible]	Sv. Vian Becha		8/10/2013
[illegible]	Wendy Bishop		8/10/2013
[illegible]	Nathan Bishop		8/10/2013
Pam Kiperman	Pam Kiperman	Ex. 1	8/10/2013
[illegible]	Andrew Kiperman		8/10 2013
[illegible]	JEDY Sapienza		8/10 2013
Andrea Margolis	Andrea Margolis		8/10 2013
[illegible]	Ira Margolis		2013
Michael Amar	Michael Amar		10 2013
Hanna Amar	HANA AMAR		10 2013
Shlomi Amar	Shlomi Amar		10 2013
Preta Weinberg	Preta Weinberg		8/10 2013
[illegible]	Judy Liang		8/10 2013
[illegible]	Peter Liang		8/10 2013
[illegible]	Shila Neman		8/10 2013
[illegible]	Hooman Neman		8/10 2013
Sharon J. Krauss	SHARON J. KRAUSS		8/10 2013
Loretta Lerner	LORETTA LERNER		8/10 2013
Phyllis Friedlin	Phyllis Friedlin		8/10 2013
Howard Friedlin	HOWARD FRIEDLIN		8/10 2013
[illegible]	Mehran Tavakoli		8/10 2013
[illegible]	Owen Mester		8/10 2013
Brian Burton	BRIAN BURTON		8/10 2013
Dorie Meyerson	DORIE MEYERSON		8/10 2013
Staci Weiner	Staci Weiner		8/10 2013
[illegible]	Adam Gass		8/10/2013
Perri Gass	Perri Gass		8/10/2013
[illegible]	Brooke Meyers		8/10 2013
[illegible]	Elizabeth Koblenz		8/10 2013
Jacqueline Frank	Jacqueline Frank		8/10 2013
[illegible]	Mike Takvor		8/10 2013
Laura Ilowite	Laura Ilowite		8/10 2013
Calvin Tan	Calvin Tan		8/10 2013

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Ex. 1

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	SHEILA SIMON		8/ 2013
	JOEL M. SIMON		8/ 2013
	YETURU		2013
	Vicki Mate		2013
	Karen Ferenzo		2013
	JEFFREY KRAGMAN		2013
	ALICE PERRY		2013
	Robin Brendel		2013
	Arthur Brendel		2013
	Brenda Lefcort		2013
	Bert Lefcort		2013
	M. Herman Donnenfeld		8/5 2013
	MARIETA TANAEL		2013
	HOWARD ZARB		6 2013
	IRVING LEDERMAN		2013
	ALISON GADFARB		8/7/ 2013
	Josette Vuk		2013
	Joseph Vuk		2013
	Caryn Selick		2013
	STANFORD E. KLEIN		2013
	SANDRA LEVINE		2013
	GAIL S. LIEBERMAN		2013
	Barbara Gleicher		2013
	NEIL GLEICHER		2013
	Susan Katz		2013
	Jessy L Daniel		8 9 2013
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PETITION FOR EQUITABLE DISTRIBUTION OF COMMERCIAL AIRLINE TRAFFIC OVER LONG ISLAND

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Ex. 1

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	SHEILA SIMON		8/1/2013
	JOEL M. SIMON		8/1/2013
	YETUKU		8/5/2013
	Vicki Mate		8/5/2013
	Karen Ferenzo		8/5/2013
	JEFFREY KRAUSMAN		8/5/2013
	ALICE PERRY		8/5/2013
	Robin Brendell		8/5/2013
	Arthur Brendell		8/5/2013
	Brenda Lefcort		8/5/2013
	Bert Lefcort		8/5/2013
	M. NORMAN DONNENFELD		8/5/2013
	MARIETA TANAKA		8/6/2013
	HOWARD ZARSE		8/6/2013
	IRVING LEDERMAN		8/6/2013
	AVRON GOLDFARB		8/7/2013
	Josette Vuk		8/7/2013
	Joseph Vuk		8/7/2013
	Caryn Selick		8/7/2013
	SANFORD E. KLEIN		8/7/2013
	SANDRA LEVINE		8/7/2013
	GAIL SILBERMAN		8/7/2013
	Barbara Gleicher		8/7/2013
	NEIL GLEICHER		8/7/2013
	Susan Katz		8/7/2013
	Jessy L Daniel		8/9/2013
	Jon Kurtzman		8/31/2013
	Helaine Kurtzman		8/31/2013
	Lynn Fishman		8/31/2013
	Allen Fishman		8/31/2013
	Geffrey Waxman		8/31/2013
	William Bader		8/31/2013
	Shari Jacknis		8/31/2013
	Raya Jadid		8/31/2013

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Susan Hoffman	Susan Hoffman	Ex. 1	2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Sandro D'Amelio	[illegible]		2013
[illegible]	Carmen I. Krauss		2013
Harlan Katz	HARLAN KATZ		7/6/ 2013
Joel Klein	Joel Klein	Ex. 1	2013
Alon Shahar	Alon Shahar		9/10 2013
Elizabeth Spicer	Elizabeth Spicer		9/10 2013
Michael Spicer	Michael Spicer		9/10 2013
[illegible]	Mitchell Winn		9/10 2013
[illegible]	M. KORH		9.10 2013
[illegible]	Cheri Dubner		9.11 2013
Amy Katz	Amy Katz		9/12/ 2013
[illegible]	Lara Gotz		6/12/ 2013
[illegible]	Countney Kaftol		9/13/ 2013
[illegible]	73 Old Farm		13/12 2013
	AUGURIO Rd. Collants		2013
Marcia Feltheim	MARCIA FELT		2013
[illegible]	YOSI BENLEVI		9/17/ 2013
[illegible]	Jodi Golder		2013
[illegible]	Leonard Golder		2013
[illegible]	[illegible]		2013
Leslie Lewit	[illegible]		2013
[illegible]	Danny Commerton		2013
Diane Acker	Diane Acker		2013
[illegible]	CYRUS Youssefzadeh		2013
[illegible]	[illegible]		2013
Karen Albucker	[illegible]		9/23/ 2013
Ira Goldberg	Ira Goldberg		9/23/ 2013
[illegible]	Sandra Litman		9/24/ 2013
[illegible]	LEONARD PUGATOLL		2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Violetta Danydov	Violetta Danydov		2013
[illegible]	Marc Kassman		2013
[illegible]	Ilana Kassman		2013
G. Dumaras	G. Dumaras	Ex. 1	2013
Taylor	Taylor		2013
Sara Kalif	KALLIF		2013
[illegible]	GEORGIA		2013
Angie Romano	Romano		2013
John K Hickey	JOHN K. HICKEY		2013
Barbara Hickey	BARBARA HICKEY		2013
Jeffrey Gross	Jeffrey Gross		2013
Carol Eisner	Carol Eisner		2013
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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	Valerie Herskowitz		8/10 2013
	Rayna Herskowitz	Ex. 1	8/10 2013
	Molly Goldberg		8/11 2013
	Brett Goldberg		8/11 2013
	FLORENCE B[illegible]		8/12 2013
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Ex. 1

SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
	BARRY ARNOLD		8/11 2013
	Ellen Mae Kaye		8/11 2013
	ISIDOROS STAMATINO		8/11 2013
	AL FRUTO		8/11 2013
	Jill Wasson		8/3 2013
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INCORPORATED VILLAGE OF EAST HILLS

MAYOR
MICHAEL R. KOBLENZ

DEPUTY MAYOR
EMANUEL ZUCKERMAN

TRUSTEES
GARY LEVENTHAL
PETER J. ZUCKERMAN
CLARA POMERANTZ

VILLAGE ATTORNEY
WILLIAM C. BURTON, ESQ.

VILLAGE CLERK-TREASURER
DONNA GOOCH

October 22, 2013

Honorable Jack Martins
Senate Chambers,
The State Capitol
Albany, NY 12248

Re: East Hills Residents' Express Strongest Opposition to Excessive Airplane Noise, Traffic, and Pollution Over the Community

Dear Senator Martins:

Enclosed please find petitions and letters from residents of East Hills and surrounding communities expressing their resolute opposition to airplane noise, traffic, and pollution. The situation is intolerable. Our community, as well as so many others, strongly opposes the excessive airplane noise which now exists due to an increase in flights and the usage of runway 22L at JFK Airport. As expressed previously, incoming flights are being routed in from the Atlantic across Long Island, making a turn over the East Hills area before making an approach into JFK. Airplanes are now flying over East Hills as often as every 90 seconds and are flying lower than ever before. The FAA has stated that they will use this approach only as a last resort between 11:00 p.m. and 7:00 a.m. However, they frequently disregard their own policy. Complaints have been received of airplanes flying after midnight on numerous occasions.

The number and frequency of complaints regarding aircraft traffic noise over East Hills has increased. Our residents are now reporting new and constant incidents by contacting the 311 call center, using the online complaint form located on our website, or mailing letters of complaint to you and other elected officials.

We urge you to make every effort to ensure equitable distribution of airline flights coming in and out of JFK and LaGuardia Airports so that all communities share this burden equally.

Thank you for your attention to this important matter which adversely affects the lifestyle, health, welfare and quiet enjoyment of the residents of East Hills and other communities on Long Island.

With all my best wishes,

Michael Koblenz
Mayor

Telephone 516-621-5600 | 209 HARBOR HILL ROAD, EAST HILLS, NEW YORK 11576 | Facsimile 516-625-8736
www.villageofeasthills.org | E-mail:mayor@villageofeasthills.org

To Whom It May Concern:

I am a resident of East Hills and express a great concern that the quality of life for my family and I is being severely disrupted by the continuous flying of low planes over our neighborhood and other villages. The planes fly at all hours of the day and night making enough noise to regularly wake us up. In addition, the planes have made it impossible to enjoy a day outside with my family, have a conversation or even watch television because the jet engines are so loud. To make matters worse, the planes are flying over in 90 second intervals. The long term impact of the noise and air pollution on residents, most notably children and senior citizens, can't be ignored any longer. I have noticed the following quotes from our elected officials on airplane noise and flight patterns and feel it is time for action and change:

> "It's an awful disruption when you invested your savings in your home and you can't enjoy your house or sit in the backyard from Memorial Day to Labor Day"
>
> Senator Charles E. Schumer, NY Times article 2/19/2012
>
> "I was recently speaking with one of my staff via cell phone as he walked his dog late in the evening. Unfortunately, we had to stop our conversation about a half dozen times as he waited for the noise from overhead aircraft to pass"
>
> Senator Jack M. Martins, in recent letter to residents and several local papers

The unfortunate part of the above is it worse for East Hills and residents as planes are throughout the year and are a nonstop disruption to our quality of life.

I strongly request this matter be looked into and alternatives such as equitable distribution and tighter turns be considered. I also feel in light of Senator Schumer's comments, the Part 150 Noise Study and noise monitors should be done.

Sincerely,

cc: Honorable Andrew M. Cuomo
Honorable Charles E. Schumer
Honorable Kirsten Gillibrand
Honorable Steve Israel
Honorable Jon Kaiman
Honorable Jack Matins
Honorable Carolyn McCarthy
Honorable Michelle Schimel
Honorable Charles D. Lavine
Mr. Carmine Gallo

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SIGNATURE	NAME (PRINT)	ADDRESS (PRINT)	DATE
Carrie Schlanger	Carrie Schlanger		2013
[illegible]	Dan [illegible]		2013
Itzhak Septon	Itzhak Septon		2013
Kerri Septon	Kerri Septon		2013
[illegible]	Mina Babazadeh		2013
Stephanie Mintz	Stephanie Mintz		2013
[illegible]	Charles Chiodo	Ex. 1	2013
[illegible]	JOSH STEIN		2013
Adam Goldsmith	Adam Goldsmith		2013
Elise Goldsmith	ELISE Goldsmith		2013
Beth McAvey	Beth McAvey		2013
ADAM Graziani	Adam Graziani		2013
Brendan Davey	Brendan Davey		2013
Lisa Berger	LISA Berger		2013
Marcy Hirschfeld	Marcy Hirschfeld		2013
Robert Goldber	Robert Goldber		2013
Marcia Lovell	Marcia Lovell		2013
Stacey Rothschild	Stacey Rothsch		2013
Wendy Love	Wendy Love		2013
[illegible]	Izmet J. Love		2013
[illegible]	Matthew Osit		2013
Evan Ziegler	Evan Ziegler		2013
Randi Gordon	Randi Gordon		2013
Mark Gordon	Mark Gordon		2013
[illegible]	Richard Krause		2013
[illegible]	Lenore Entin		2013
[illegible]	[illegible]		2013
[illegible]	[illegible]		2013
[illegible]	David Richman		2013
Carrie Richman	Carrie Richman		2013
Bill Sutro	Bill SUTRO		2013
[illegible]	Steven Sutro		2013
[illegible]	Debbie Singer		2013
			2013

Eastern Queens Alliance, Inc.
Public Comment Addressing Environmental Assessment
Runway 4L/22R Improvements John F. Kennedy International Airport
November 17, 2013

Introduction

The Eastern Queens Alliance (EQA) is a federation of civic associations in Southeast Queens that grew out of the idea to unify, organize mobilize and utilize the talents and potentials of all the residents, civics, neighborhood associations, businesses, clergy and service providers in the area in order to bring about self-determination by acting in concert on mutual concerns and issues. And to use the instruments of power to maintain, preserve, and develop the economic, political, social, moral and cultural stability of the communities within the area; to maintain, stabilize, develop and improve the area's physical environment; to monitor, urge and support the improved delivery of services by the Community Board, elected officials and all city, state and Federal agencies that make decisions which impact upon the lives of those residing in the area.

We submit this comment to the Port Authority of NY & NJ (PANYNJ) and the Federal Aviation Administration (FAA) with the request that an Environmental Impact Statement (EIS) is prepared to further investigate the impacts of the Runway 4L/22R Improvements Project proposed for John F. Kennedy (JFK) Airport. We are concerned that the current conditions experienced in this neighborhood due to airport activities will be exacerbated by this runway project that proposes to move Runway 4L/22R 728 feet closer to the community in Southeast Queens. Our concerns are particularly focused on Noise Pollution; Environmental Justice; Children's Health; Air Quality, and; Land Use. This comment will address the concerns of the Eastern Queens Alliance and community members based on the review of the revised Environmental Assessment (EA) for this proposed project.

Key Conclusions of the Revised Environmental Assessment

The revised EA concludes that the Proposed Action will not result in any significant adverse environmental impacts, and that, even in the absence of these proposed actions, "JFK will continue to have effects on the region similar to those that already exist with or without the Proposed Action." We find this to be a capricious and socially irresponsible admission of the deleterious effects that the airport is having on the surrounding community. By suggesting that things are already bad and that the proposed actions are not going to make them appreciably worse, the Port Authority discounts the ways in which the proposed actions will exacerbate an already unacceptable situation, and the damaging and cumulative impacts that these actions may have upon the health, safety and quality of life of the residents in neighboring communities. An EIS would help to identify and quantify the extent of this damage, not through the use of theoretical and hypothetical models, but specifically as it relates to the affected community.

Among other things, the revised EA goes on to make the claim that this and other proposed projects will allow JFK to "provide positive environmental and social benefits to its neighbors." Yet, throughout our review of the revised document, there is no specific mention of plans for mitigation and no outline of the environmental and social benefits that will be derived by the surrounding community. In fact, to date, the Port Authority has refused to do the one thing that it

knows might actually provide a source of mitigation to the community, and that is to conduct a Part 150 study.

We need an Environmental Impact Statement

Thankfully, the revised draft no longer proposes the relocation of the Runway 22R arrival threshold 3,316 feet to the north or the relocation of the 4L departure starting point. However, there remain aspects of the revised EA that continue to raise concerns about the significant impact that the proposed action will have on the quality of life within the surrounding community. An EIS is required to identify and analyze those impacts in a comprehensive and scientific manner.

Summary of Continued Concerns Outlined Below:

1. Aircraft Departing from 4L May Potentially Fly Lower Over Communities to the North.

While the Revised EA states that the 4L departure starting point is not being moved, and Exhibit 1-8 indicates that the available takeoff distance is still the same 11,351 feet, careful review shows that an additional approximately 375 feet will be available for takeoff, thus resulting in a potential lengthening of the 4L take-off distance to 11,716 feet. This lengthening will bring departing planes lower over the communities to the north, resulting in higher levels of noise that have not been accounted for in the EA noise contour exhibits.

2. The construction of 728 feet of runway on the north side of Runway 22R to provide an additional provide 1,000 feet of overrun RSA for 22R Brings Aircraft Closer to Communities North of JFK

The extended runway will be closer to our community, making the departure starting point 950 feet from Rockaway Blvd, as opposed to the approximately 1,675 foot distance that currently exists. The noise associated with taxiing, idling and lift off will be greater for those who live closest to the take off area. In fact, even the Port Authority admits there will be a significant 1.5 dB increase above 65 DNL in certain areas closest to take off. They have indicated that these areas are not noise-sensitive because they are not near schools, recreational areas and homes. However, a look at the associated map (Exhibit 5-4) shows that this area is in fact within close proximity of such noise-sensitive areas as schools and churches and Springfield Park. And there is no way to reliably tell that there will not be a significant impact upon the people in these surrounding areas without analyzing the data from noise monitoring that is actually conducted in those specific nearby areas.

In Appendix B, it is also admitted that there would be "changes in noise contours associated with the Proposed Action. ...the 65 DNL contour shifts slightly as compared to the No-Build/No/-Action 65 DNL Contour" with the contour shifting "to the north approximately 150 –feet to a point just near 141st Avenue and widens slightly due to the proposed new location for the start of takeoff roll for aircraft departing on Runway 22R" As it is, people as far as Laurelton and Cambria Heights as well as Brookville, Rosedale and Springfield Gardens are complaining about lower more frequently flying aircraft. Even slights shifts in noise contours to the north are unacceptable. We reject the conclusion that the Proposed Action is not expected to result in any significant impacts in noise-sensitive land uses around the Airport.

Jet blasts from departing aircraft are of particular concern to the surrounding community. The Port Authority is seemingly aware of the damaging impacts of jet blasts as demonstrated by its intention to relocate the localizer along the extended runway center line north 600 feet from the future end of the RSA pavement to protect it from jet blast impacts. While the EA takes measure to assess and mitigate potential damage to its localizers, it fails to exercise the same care with respect to the people in the surrounding community. The EA fails to outline the noise, turbulence, erosion and emissions associated with jet blasts from departing planes on 22R which will now be closer to Rockaway Blvd, the wetlands and our community. However, it is clear that these are known risks associated with jet blasts. Please note excerpts below, taken from Chapter 8 of the FAA's Airport Design Advisory Circular dated May 1, 2012, which highlight the damaging effects of jet blasts.

A3-2. Jet blast effects

Jet blast affects all operational areas of the airport. In terminal, maintenance, and cargo areas, personnel safety is the primary consideration. Velocities greater than 30 mph (48 km/hr) can cause loose objects on the pavement to become airborne with the capability of causing injury to personnel, structures and equipment at considerable distances behind the aircraft. Sudden gusts averaging more than 20 mph (31 km/hr) may be hazardous and, when striking moving vehicles or aircraft, more dangerous than continuous velocities of the same magnitude. Velocities of this magnitude can occur over 2,000 feet (610 m) to the rear of some aircraft when their engines are operating at takeoff thrust.

a. **Jet Blast Pressures.** Jet exhaust velocities are irregular and turbulent. The vibrations they induce over small areas should be considered in designing a building or structure which will be subjected to jet blast...

b. **Blast Velocity Distances.** The drag and uplift forces produced by jet engines are capable of moving large boulders. A jet engine operating at maximum thrust is capable of lifting a 2-foot (0.6m) boulder located 35 feet (10.7m) behind the aircraft. Forces that are capable of causing severe erosion decrease rapidly with distance so that beyond 1200 feet (366 m) behind some aircraft, only sand and cohesionless soils are affected.

As stated, the EA does not analyze the impact of jet blasts on the surrounding community. Nor does the EA discuss measures that the Port Authority will take to mitigate such impacts as described in the FAA report.

As larger, heavier aircraft depart from this area, the noise will be even louder. As stated above, the EA acknowledges that as a result of the Proposed Project, the 65DNL contour will shift to the north approximately 150 feet to a point just near 141st Avenue and widen slightly due to the proposed new location for the start of takeoff roll for aircraft departing on runway 22R. The EA further claims that "the Proposed Action is not expected to result in any *significant* impacts in noise-sensitive land uses around the Airport." We emphatically disagree with this finding of no significant impact. A community that is already burdened with high DNL levels can face harmful, cumulative effects from even seeming negligible increases in noise levels. These threats need to be more fully analyzed in an EIS and mitigation must be put in place.

- Furthermore Table 5-1 on P 5-13 which looks at noise exposure areas, etc. projects that fewer houses will be in the Proposed Action area than in the "No-Build/No-Action" Category, concluding that fewer residents will be in the 65 DNL Contour. Question: How was this determined? It appears that these projections are based on impacting fewer houses to the south since aircraft over that area will be flying slightly higher due to moving the 4L Arrival Threshold 460 feet to the north. We maintain that since the contours for the north of the airport are "slightly" expanded, there is no way that it can be concluded that fewer housing units in the communities to the north will be affected by aircraft noise. The same comment is relevant to Table 5-2. The communities to the north will be burdened with more, not less noise.

- The EQA acknowledges the need to comply with FAA RSA standards, however, in its presentation of alternative actions, arguments for alternatives which would not lengthen the runway by 728 feet have been rejected with no real justification as to why a certain length is required. What is an "adequate length for current and projected aircraft? What is ideal? What is mandatory? What is unacceptable? What does research show? This is not explained.

3. Widening of Runway 4L/22R and the Construction of new Taxiways

The realignment of Taxiway E and the addition of Taxiway EE to the new departure starting point of the extended 22R Runway, will bring increased aircraft and related operations closer to the north, thus bringing the attendant noise and emissions closer to the surrounding communities. The EA contends that the Proposed Action will not result in increased emissions above the applicable de minimus thresholds and therefore that no further analysis is needed. The EQA disputes this, especially in light of the fact that the addition of a taxiway and the widening of the runways suggest that an increase in airport operations is within the Port Authority's master plan; and perhaps sooner rather than later. In particular, the Proposed Action acknowledges that the runways are being widened to accommodate the larger Stage 6 and, we believe perhaps, potential Stage 7 aircraft. These larger, heavier aircraft which fly lower on departures and landings increase emissions and noise exposures, and their utilization may not be accurately accounted for in the revised proposed action. The establishment of an enhanced infrastructure also lends itself to the accommodation of more planes and increased operations, which are only very conservatively accounted for in the EA.

With the advent of Next Gen and the recent attempts of the FAA to introduce order 1050.1F, the EQA strongly suspects that the Port Authority intends to make maximum use of these advanced features, and that they wish to do so without the knowledge or input of the general public and most importantly the surrounding communities.

4. Update flight procedures

The relocation of the departure starting point on Runway 22R will require the FAA to update its flight procedures. The plan proposes that as the planes lift off, they will turn "in the air at slightly different points and at a slightly higher altitude than existing conditions." As indicated in an earlier section of this comment, the EQA is concerned about the impacts of the resulting noise

and air pollution. What communities will planes be flying over when they make these turns? Will the planes be at the higher or lower altitudes as they make these turns? As stands now, those living in locations where aircraft are turning complain about increased noise and pollution from acceleration thrust.

Exhibits B-1 and B-2 provide illustrations of the flight tracks in No Build/No Action vs Proposed Action scenarios. These illustrations reflect the ***generalized*** flight tracks that aircraft will utilize during approach and departure, using the Airport Noise Management and Operation System (ANMOS). On any given day and time, these flight tracks may vary significantly based upon air traffic, weather and type of aircraft and it is not clear that this activity is being reflected on the exhibit. As many of the residents in the community can tell you, actual flight patterns are very different from these generalized models. The reality is that flights departing on 22R and/or 13L/31R often loop around and fly over homes in Brookville, Rosedale and Springfield Gardens at low altitudes and high noise levels. This activity is not reflected in the exhibit. We ask: How are all the flight tracks we experience regularly integrated into the generalized model? In fact, when we showed these Generalized Flight Tracks obtained from the original draft EA at a meeting with the FAA in December of 2012, the FAA indeed questioned the exhibit, indicating that it was not an authentic FAA model.

Because the EA references the ANMOS model instead of actual daily activity records to reflect air traffic activity in the No Build/No Action scenario, the EQA has no confidence in the activity projected in the Proposed Activity exhibit. This confidence is further compromised by our uncertainty about how larger aircraft (such as the A380) are being accounted for in the numbers used to create the models.

5. Health Impacts

The Revised Draft EA claims that Proposed Action would not create environmental health risks or safety risks for any persons, regardless of age. No data is presented to prove this assertion. They claim this despite the fact that there are many studies which cite the negative impacts including noise and air pollution posed to those living near an airport. In fact, in a 2007 study entitled *Residential proximity to large airports and potential health impacts in New York State* by S. Lin · J. P. Munsie · M. Herdt-Losavio · S. A. Hwang ·K. Civerolo · K. McGarry · T. GentileI, they conclude that, "there is the suggestion that residential proximity to some airports may increase hospital admissions for respiratory disorders." The EQA asserts that a finding of no significant impact is not valid and further, in-depth analysis must be conducted.

6. Circumvention of Standard Operation Procedures

We are concerned that there seems to be a circumvention of standard operating procedures for some of the proposed actions. The EA calls for the conveyance of property to the City, and the city leasing the property to the Port Authority via "a single supplemental agreement to the Port Authority's Amended and Restated Agreement of Lease of the Municipal air Terminals with the City." However, the EA maintains that this transfer is not subject to the Uniform Land Use Review Procedure (ULURP). The Proposed Action also calls for the relocation of Airport Patrol Road and North Boundary Road, and construction of a new access road off of Rockaway Boulevard, yet the EA maintains that "no disruptions of local traffic patterns that substantially

reduce the levels of service of the roads serving the airport and its surrounding communities would occur." Normally such actions would be discussed at the local Community Board level. There is no indication in the EA that this will be done. The local community is therefore being left out of the process although they definitely will be impacted by any changes in ground traffic patterns.

7. Cumulative Impacts

Finally, Under Section 5.20 Cumulative Impacts, the EA states, "The CEQ NEPA regulations (40 CFR 1508.7) define a cumulative impact as '...the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency, Federal or non-Federal, or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time'" The EA assesses cumulative impacts resulting from implementation of the Proposed Action for projects on-Airport only. "The cumulative impacts analysis presented in this EA included a review of available environmental documents for other projects at JFK." It, however, fails to review or analyze possible cumulative impacts for off-airport projects, i.e., the construction of a Logan Bus Company facility on Rockaway Boulevard also to include an inlet and outlet on Rockaway Boulevard. It also doesn't include the NYCDEP Springfield Gardens Bluebelt Project or any on-going and planned projects for Idlewild Park Preserve. This is a violation of the CEQ NEPA Regulations. The EQA maintains that a full EIS needs to be completed analyzing the cumulative impacts on all projects on and off airport property.

EQA's Detailed Comments to Revised EA'a Analysis of Environmental Consequences

1. Noise

If the FAA approves the EA's position that the Proposed Action will result in no significant increase in noise, it will have considered only the incremental and not the cumulative impact of an expanded runway and widened and increased taxiways on the surrounding community. The National Environmental Policy Act (NEPA) requires federal agencies to prepare an EIS for "every ... major Federal action significantly affecting the quality of the human environment[1]." An EA is made for the purpose of determining whether an EIS is required[2]. "If *any* 'significant' environmental impacts might result from the proposed agency action then an EIS must be prepared *before* agency action is taken.[3]"

Aircraft noise is a common occurrence for most communities within the U.S. however, for communities neighboring airports the noise is far more detrimental to health and quality of life. A recent GAO study revealed that the FAA expects that by 2024 air traffic for the U.S. will increase 20%[4]. Without any mitigation, the noise impacts at JFK may cause serious harm to the populations in the surrounding communities.

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[1] 42 U.S.C. § 4332(2)(C) (2006)
[2] 40 C.F.R. § 1508.9 (2011)
[3] Sierra Club v. Peterson, 230 U.S. App. D.C. 352, 717 F.2d 1409, 1415 (D.C. Cir. 1983)
[4] United States Government Accountability Office. (2012). AIRPORT NOISE GRANTS: FAA Needs to Better Ensure Project Eligibility and Improve Strategic Goal and Performance Measures. Washington, DC.

Research into the health impacts of airport noise has grown as airports continue to accommodate larger planes and more passengers. Studies have highlighted the potential physical and mental health links associated with aircraft noise. Stress-related ailments such as hypertension, cardiovascular impacts, and neuroendocrine elevation have been related to chronic noise exposure[5] [6]. Mental health impacts include, lack of sleep, awakening from sleep, lessening of communication in social situations and aggression due to annoyance from chronic aircraft noise[7] [8].

According to the EA prepared for this proposed action, the noise analysis used the FAA's Integrated Noise Model (INM) to produce a 65,70,75 DNL Contour Map to evaluate noise impacts and found no significant impact by the proposed action. This map however is inconsistent with the 2008-2012 Monthly Remote Noise Monitor Readings provided by the PANYNJ. Specifically, the Springfield Gardens (4L/4R) monitor, the noise monitor in the community directly north of the proposed action is located in the 65 DNL zone according to the INM contour map. However, the actual data from the noise monitor reveals that all of the monthly DNL readings for 2012 and 2008, and all but one month in 2011, 2010, 2009 were higher than 65 with many months exceeding 70 DNL. Noise monitor activity recorded for 2013 are consistent with these results. Consequently, the EQA has no confidence that contours reflected in the exhibits. If the noise analysis used in this EA cannot accurately produce a contour map that is representative of actual noise exposure, the projected no significant impact findings cannot be trusted to be accurate. Furthermore, the EQA is concerned that the DNL levels in the schools, churches and residents adjacent to these contour areas need to be identified through the more extensive placement and use of noise monitors, and plans for mitigation need to be implemented for all affected areas and parties.

The Noise Analysis disregards cumulative impacts by only comparing the proposal with current and not the baseline of natural quiet and to consider the total impact of aircraft noise on homes and parks nearby. In addition, we contend that the calculations used to determine the 1.5dB increase zone are erroneous and require real data and mathematical proofs, as even simple calculations can show the increase in proximity of the runway to the community will have, on average, a 1.5dB increase over a far larger scale than shown by the EA.

If the FAA, were to conclude that the runway expansion would have no significant impact on the environment of the homes and parks nearby, it would essentially conclude that there is little discernible increased noise intrusion to the homes and parks in the area from the proposed expansion to the No Build/No Action alternative and that the increase in noise levels that would result from the expansion of the runway is negligible because airplanes still take-off and land in the area, even if the runway expansion is not constructed.

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[5] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

[6] Jarup, L., Dudley, M., Babisch, W. H., Swart, W., Pershagen, G., Bluhm, G., et al. (2005). Hypertension and Exposure to Noise near Airports (HYENA): Study Design and Noise Exposure Assessment. Environmental Health Perspectives, 1473-1478.

[7] United States Environmental Protection Agency. (1978). Noise: A Health Problem. Washington, D.C.: Office of Noise Abatement and Control.

[8] Stasfield, S., & Matheson, M. (2003). Noise Pollution: non-auditory effects on health. British Medical Bulletin, 243-257.

The EA does identify an area where the proposed action will result in a "significant noise impact" of an increased 1.5 dB. They identify this area in Exhibit 5.4, and state that it is a "compatible land use" area, and therefore not noise-sensitive. It misidentifies Idlewild Park Preserve as being less than 160 Acres, when in fact the preserve is 324 acres laced with high quality intertidal salt marsh. Contrary to the statement that the portions of Idlewild affected "include wooded and vacant areas which are not used for active recreation activities," the preserve contains trails that are actively used for environmental education and field trips. Trail building, maintenance and plantings are constantly conducted in the park. In fact, the EQA is in the process of contracting with a landscape architect to design trails and boardwalks to support its master plan for the preserve and the Idlewild Environmental Science Learning Center which will be built within the next year. The park, then, is not an unused barren area and has not been for the better of ten plus years. Aircraft flying any lower with all the attendant noise and fumes will render the park virtually useless.

In addition, a careful look at the Exhibit 5.4 shows that this area is in close proximity to several schools and churches. Unfortunately, legends representing schools, and churches and street markers are used inconsistently across Exhibits 5.1 through 5.4, making it difficult to make comparisons and draw solid conclusions. Once again, however, the EQA is concerned that areas close to the DNL areas identified as incurring a significant increase need to be clearly identified and that the impacts of such exposure need to be considered before a proposed plan can be approved. An EIS can provide this level of information.

The Eastern Queens Alliance contends that by concluding that the Proposed Action will have no significant impact on the surrounding community, the Port Authority cannot be said to have taken a "hard look"[9] at the problem as it considers only the incremental impacts of the runway expansion and not the total noise impact that will result from the expansion. The EA does not address the cumulative impact in light of other take-offs, landings, and air flights over the homes and parks and the reasonably foreseeable future aircraft activity that will contribute to the cumulative noise impact on homes and parks. Indeed, the EA's statement on cumulative impact is, in part:

> "The cumulative impact of the Proposed Action, when added to the other past, present, and reasonable foreseeable future actions described above, is collectively insignificant given the history of intense urbanization that has occurred in the New York City metropolitan area."[10]

The cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time[11]. The courts, in reviewing whether a federal agency has acted arbitrarily and capriciously in finding no significant environmental impact, have given effect to the plain language of the regulations. While the factual settings differ in some respects from the instant issue, the consistent position in the case law is that, depending on the environmental concern at issue, the agency's EA must give a realistic evaluation of the total impacts and cannot

[9] Nat'l Parks & Conserv. Ass'n v. U.S. DOT, 222 F.3d 677 (9th Cir. 2000) (9th Cir. Haw. 2000)
[10] Landrum & Brown. (2012). *Draft Environmental Assessment: Runway 4L/22R Improvements, John F. Kennedy International Airport.* Unpublished manuscript.
[11] 40 C.F.R. § 1508.7

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SUSAN E. WALSH

SUPERINTENDENT PUBLIC WORKS
STEPHEN L. SIWINSKI

SUPERINTENDENT BUILDINGS
STEPHEN L. SIWINSKI

November 18, 2013

Mr. Edward Knoesel
Manager, Environmental Programs
Aviation Department
The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

The Village of Floral Park is in receipt of the Revised Draft Environmental Assessment for the Runway 4L/22R Improvements Project for John F. Kennedy International Airport. As a Trustee in the Village of Floral Park and her mayoral-appointed Noise Abatement Officer, thank you for the opportunity to comment on the proposed initiative. We welcome your response to our concerns and questions.

The Village of Floral Park is geographically located 7 miles from Kennedy International Airport and situated directly under the flight paths of the ILS approach to Runways 22L and 22R. Estimates reveal that approximately 75% of the 4,407 residential properties that constitute Floral Park are adversely affected by air traffic noise. In this vein, Floral Park has concerns and in turn, questions related to the short-term, as well as the long-term impact of the project put forth initially by the 2012 Draft Environmental Assessment and by the Revised Draft Environmental Assessment (DEA) on our community's quality of life. These concerns and questions are outlined below for your consideration and response:

1. Given the current nature of the glide slope that dictates the ILS flight path, Floral Park is consistently affected by arriving airplanes located at 1,600 feet. According to Page I-21 of the Original DEA released in 2012, when the threshold is extended and the localizer is moved for Runway 22R, "the relocation would allow for reduced visibility minimums on the Runway 22R approach." According to Page B-25 of Appendix B, "as the landing threshold is shifted to the north, the arriving aircraft would be at a lower altitude over a given point on the ground to the north of the Airport and thus would be slightly louder." Nevertheless, according to Page 1-2 in Chapter 1 of the Revised DEA, "because the Runway 22R threshold ... would not be relocated, the altitude of arrivals on Runway 22R would remain the same as existing conditions." A) In this context, are there any circumstances that would result in aircraft landing north of the landing threshold on Runway 22R? B) Under what circumstances, would aircraft be expected to land north of the arrival threshold of Runway 22R? C) If aircraft were expected to land north of the arrival threshold on Runway 22R, what would their approximate altitude be over the Village of

Floral Park? D) If aircraft were expected to land north of the arrival threshold on Runway 22R, what accommodations would be made to helicopters utilizing the Track Route over Long Island?

2. The Revised DES does not address the possibility of any increased volume of arrivals on 22R as a result of the Proposed Action. It only addresses the use of 4L for arrivals and 22R for departures (Chapter 5.1 of DES and Appendix B, page B-1). A) How does the Proposed Action affect the use of 22R for arrivals? B) If 22R is going to incur increased arrivals as a result of the Proposed Action, what noise analysis and other analysis of the environmental consequences of increased arrivals on 22R has the Port Authority conducted? C) If is is the position of the Port Authority that the Proposed Action will not result in increased volume of arrivals on 22R, what specific regulations and/or Standard Operating Procedures (or similar authority) can the Port Authority point to which can guarantee that the Proposed Action will not result in an increased volume of arrivals on 22R?

3. According to Appendix C of the Original DEA, Page C-18, "Construction of the Proposed Action is planned to occur between July 2013 and November 2014. The construction is planned to occur in five stages which would allow at least three runways to remain operational at all times during construction." The Village of Floral Park bore a significant increase in air traffic noise when Runway 31L was closed for four months to accommodate Phase 2 of its rehabilitation in 2010. The Village of Floral Park continues to experience the adverse effects of heightened levels of air traffic as the concrete punch-list for Runway 31L is completed, which was not part of any phase, but still requires Runway 31L to be closed for substantial periods of time during the overnight hours. A) What is the new timeline for each phase of the proposed construction? B) During what phase and for how long will Runway 4L/22R be closed? C) Will Runway 4L/22R be closed for a set period of time, 24 hours a day, 7 days a week? D) Will the concrete punch-list that has caused the continual closures of Runway 31L during the months of September 2011 to the present time continue to be addressed during the time frame proposed for the rehabilitation of Runway 4L/22R? E) Will the recent closures on Runway 31L due to the ILS being out of service continue while the Port begins the reconstruction project put forth in the Revised DEA? F) How does the Port Authority's plan to address air traffic when Runway 4L/22R is not in service? G) Does the Port Authority plan on asking the Federal Aviation Administration or any other relative agency to speak to the airlines and/or the airline industry about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service? H) Will the Port Authority engage the airlines and/or the airline industry in a discussion about voluntarily reducing their number of operations to minimize the potential for delays when Runway 4L/22R is out of service?

4. Arrivals into Runway 22R that utilize the ILS approach are typically part of two unique runway configuration management models. The first configuration is as follows: 22L (ILS approach) is used for arrivals - 22R captures the overflow from 22L for arrivals – 22R is used for departures. The second configuration is as follows: 22L (ILS approach) is used for arrivals – 22R captures the overflow from 22L for arrivals – 31R is used for departures. A) If 22R is not available for arrivals during any phase of the proposed rehabilitation, what runway will be used to capture the overflow from Runway 22L? B) Are there plans to work with TRACON to encourage the use of the VOR/DME approach to Runway 22L when Runway 22R is out-of-service to allow for a more equitable distribution of air traffic during any phase of the proposed rehabilitation?

5. Appendix B, Page B-2 of the Original DEA reads "a significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB." A) Where are the "noise sensitive areas" located and which communities are deemed "noise sensitive"? B) How and by whom are the "noise sensitive areas" determined?

6. Figures supplied by the Aeronautical and Technical Services Division of the Aviation Department of the Port Authority of New York and New Jersey for the noise monitor positioned directly under the flight path for Runway 22L, in Floral Park confirms that in the last two years, noise levels have actually increased. More disturbing is that the numbers reported hover within the range of the 65 DNL, often exceeding numbers reported by monitors located in closer proximity to Kennedy, i.e. Inwood – Runway 13R and Howard Beach – Runway 31L. A) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase during the revised, proposed construction period? B) Does the Port Authority anticipate the noise monitor readings for the Floral Park noise monitor to increase after the completion of the proposed rehabilitation of Runway 4L/22R, due to the rehabilitation of Runway 4L/22R?

7. A) Will any of the proposed upgrades to the taxiway system described in Chapter 3 of the Revised DEA require additional slots as part of Kennedy's slot system? B) Will the realignment of Taxiway E and the addition of Taxiway EE allow for an increase in departures on Runway 22R? C) Will new slots be added at Kennedy as a result of the addition of Taxiway E and/or Taxiway EE? D) Does the "increased efficiency provided by the new parallel Taxiway E" referenced on Page 3-14 of Chapter 3 of the Revised DEA translate into increased departure activity on Runway 22R in the next 5 years? In the next 10 years? E) If the Port Authority anticipates an increase in the number of departures on Runway 22R in the next 5 and/or 10 years, would the number of arrivals on Runway 22R decrease? F) If Runway 22R is used more for departures than in the recent past due to any aspect of the proposed project put forth in the Revised DEA, would the number of arriving aircraft on Runway 22L also increase as a result?

8. Appendix B, Page B-4, Table B-2 of the Revised DEA references an increase of 41,253 operations projected between 2015 and 2020. A) What will be done to prevent significant increases to DNL levels? B) To accommodate this increase, will the Kennedy need to have the number of slots available to airlines increased? C) Are any of the proposed high-speed taxiways put forth in the Revised DEA designed to accommodate this anticipated increase in air traffic?

9. Appendix B, Page B-3, Table B-1 of the Revised DEA denotes that the proposed construction will result in a decrease of 182 feet of takeoff and landing distance available on Runway 4L and a decrease of 132 feet of takeoff distance available on Runway 22R. A) Does this change in the infrastructure of Runway 4L/22R mean that either runway will not be able to accommodate certain aircraft for landing and will require Runway 22L to be used more frequently as an arrival runway?

10. In connection with the last paragraph of the Original DEA, Appendix B, Pages B-17 & 19, Table B-8, arrivals on 22L for both day and night in 2015 and 2020 are projected to remain at 31 and 30% respectively in terms of overall operations at Kennedy. However, the number of operations is expected to increase by 50,782 in 2015 and 92,036 in 2020. Will this increase in volume not create a significant noise impact" as outlined in the FAA's own INM criteria?

11. A) Will the proposed project in the Revised DEA result in any new runway configurations? B) Will the proposed project in the Revised DEA change any existing runway configurations and if so, which ones and how?

12. Is any aspect of the proposed rehabilitation designed to facilitate the use of RNAV technology in airport operations at Kennedy Airport?

13. According to Chapter 5, Page 5-36 of the Original DEA, with respect to the ***"Delay Reduction Program – New Taxiways, Improvements to Existing Taxiways and Runway 13R Threshold Relocation,"*** "major elements of the project were completed in November 2010; however, a few punch list items remain outstanding and the project is not scheduled to be completely finished until the second quarter of 2012." A) Have any of the punch list items required the closure of Runway 31L on the overnight hours? B) What is the month and year that the Port Authority anticipates the punch list to be completed? C) Will the punch list be completed by the time the proposed project is scheduled to begin, i.e. July 2013?

Sincerely,

Mary-Grace Tomecki

Trustee

Village of Floral Park

Mr. David Samson, Chairman
Port Authority of NY & NJ
225 Park Avenue South
9th Floor
New York, New York 10003

November 9, 2013

Dear Mr. Samson:

NO! NO! NO! Enough is Enough! I am opposed to the widening and lengthening of any existing runway at JFK Airport! JFK is a bad and abusive neighbor. When Idlewild was proposed, promises were made that traffic would be directed over Jamaica Bay - obviously a broken promise. Air traffic from JFK has consistently increased over densely populated Long Island and it is a threat to the safety and well being of Long Islanders, I being one of those Long Islanders. Case in point: On the night of 10/29 2013 after 11:00PM and early morning of 10/30 2013, aircraft taking off from JFK every 2 minutes flew over my home until after 1:00AM. Then the spacing of those take-offs went to every 5-10 minutes until after 3AM. That is uncivilized and abusive! I enclose a copy of a newspaper clipping of just such a case in which the British court ruled that people have a right to a good night's sleep. in areas where airports respect their neighbors, people arriving on late flights are put up in local hotels and fly out in the morning with the carriers paying the hotel bill.

The proposal to widen and lengthen runways 22R and 4D to increase the capacity for more air traffic is disrespectful of the people living in the area. You used the old trick of proposing an outrageous change first and then proposed another change which was to appear sensitive of the surrounding area. It doesn't! It's still a violation of the neighborhood. It is in reality a short term band-Aid on the long term problem of increasing use of an already over-burdened airport and that long term problem will only continue to grow thus making your band-A
id an ineffective solution and while adding a greater burden on your neighbors. Why don't you have the guts to propose building out into the Jamaica Bay? The wildlife can more easily relocate to new and restored wetlands that have been created by Super Storm Sandy than humans can move their homes and their lives.

In the meantime, be a good neighbor and direct excess traffic elsewhere. We Long Islanders are tired of the miserable noise and pollution.

I am sending copies of my complaint to the Honorables Anthony Foxx, Secretary of Transportation, the FAA Administrator, Andrew Cuomo, Governor of NY and Kate Murray, Supervisor, Town of Hempstead .

Sincerely,

Judith Sanders

Judith Sanders

Under Noisy Skies, Britons Assert a Right to Sleep

By SARAH LYALL

BRENTFORD, England, Oct. 4 — It happens before dawn, while Monica Robb is sleeping peacefully, whenever the wind blows a certain way. There is a low growl, then a heavy rumbling, then the unmistakable noise of an airplane flying overhead — a sound so clear and so loud that she might as well be on the runway herself.

Then, because Mrs. Robb works for a group lobbying against airplane noise, her telephone begins to ring, even though it is perhaps just 4:30 in the morning. "I have mothers crying on the phone who say their kids have woken up and can't get back to sleep," Mrs. Robb said. "People call and say to me, 'Can you hear this?' and I don't know what they're saying, the planes are so loud."

Mrs. Robb, 71, lives five miles from Heathrow Airport, and the complaints she has compiled are all too familiar to people who live near busy airports around the world. But for Mrs. Robb at least, as well as the hundreds of thousands of others who live directly under Heathrow's notoriously noisy flight paths, sympathy came from an extraordinary source earlier this month.

In a case that could have implications across Europe, the European Court of Human Rights ruled, in effect, that people have a fundamental right to a good night's sleep.

"Anyone who has suffered for a long period from noise disturbance such as to disrupt their sleep (or prevent them from getting back to sleep once awake) is well aware that the effects of this on the nerves and on one's physical and mental well-being are extremely unpleasant and even harmful," the court said.

Ruling on a case brought four years ago by eight Britons who said that being woken night after night by airplane noise had left them cranky, listless and at the end of their collective tether, the court said the British government had violated Article 8 of the European Convention on Human Rights by failing "to strike a fair balance" between the United Kingdom's well-being and the applicants' effective enjoyment of their right to respect for their homes and their private and family lives."

The ruling left the government angry and unsure how to respond. It has three months to decide whether to appeal, a course it rarely takes, or whether to change its policies to comply with the decision.

At the very least, Britain will have to rethink the process by which it decides how often night flights land at Heathrow. Almost, it will have to ground the flights altogether — something, it argues, that would be highly disruptive to the economy.

The case has been closely watched by other busy airports in Europe, over which the court has jurisdiction and which have night flights and complaining neighbors of their own. It may also affect a host of other environmental and quality-of-life issues around Britain.

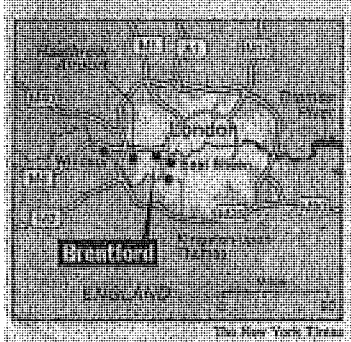
"This case has wide implications for environmental law generally," said Richard Buxton, a lawyer for the plaintiffs. "The court was telling the government it did not do a proper job in coming to its decision."

Currently, 16 flights land at Heathrow from 4:30 to 6 a.m. Half are run by British Airways, the airline is facing huge losses after the attacks on the United States and says it can ill afford more bad news. It says the night flights are essential, not just for itself and Heathrow, but for the businesses that depend on it to bring travelers from Asia and the United States who are eager to get to early morning meetings in London.

Neighbors have complained for decades about noise at Heathrow. But the current trouble began in 1993, when the government put in place a night-flight program after extensive hearings, myriad noise-level reports and endless consultation with residents. For some reason, the plan led to more flights, not fewer, from 4:30 to 6 a.m. — a crucial sleeping period for nearby residents who say the first flight is about as restful as a predawn reveille.

Monica Robb and other Britons who live near Heathrow Airport have complained about the noise from planes flying over homes, like the one in west London at left.

Photographs by Jonathan Player for The New York Times



The New York Times

Brentford is directly under Heathrow Airport's noisy flight paths.

"Interestingly, I'm not a light sleeper, or a neurotic housewife — I slept through the great storm of 1987," said Ruth Hatton, one of the eight plaintiffs in the Heathrow case, who was eventually driven from her home in East Sheen because of the airplane noise.

"But I had a young family, and it was driving me demented," she said. "At dinner parties, I turned in to a bore about airport noise. You'd get me off on the subject and it was all I could talk about. I raved and raved, until it became a no-go area between my husband and me."

Before ending up in the European court, the matter was raised in domestic courts a number of times, with the courts generally ruling against the government. In one case — in which the government claimed, inaccurately, that it had successfully reduced the noise — a British court said the government was behaving "in a devious and deeply unattractive way" and that its arguments were "a farrago of equivocation."

In 1998, though, the Court of Appeal held that the case raised human-rights issues, but that the government had adequately justified its decision to encroach on the public's right to sleep soundly. It was then that the eight plaintiffs in the current case took their arguments to the European court.

The eight, of course, represent more than just themselves, but tens of thousands of others affected by the noise, including Mrs. Robb and her neighbors in Brentford. With this success under their belts, they say they will tackle the next problem: daytime noise, from flights that can pass over some parts of London every 90 seconds and that in all affect about 350,000 people.

At his house near Windsor, Tom Anderson believes he has the right not to be woken at 4:30 in the morning by sounds so clear he can tell what kind of airplane is overhead. Like many others, he offers vivid details to describe the horror of it all.

"Think of the ambient noise of the countryside, with the birds waking up and things of that sort," he said. "And then a double-decker bus comes along. But no — it gets worse: a very heavy lorry. But worse than that — a jumbo jet roaring in. Not just roaring, but also whistling and wailing."

Few people in his area are genuinely left unscathed, Mr. Anderson said. When I discuss it with some neighbors, there are those who say, 'It doesn't really affect me,'" he said. "But then I discover that they are, in fact, deaf."

Torres Rojas, Genara

From:
Sent: Monday, November 18, 2013 11:01 PM
To: JFK RWY EA
Subject: JFK RWY 4l-22R EA COMMENT

Ladies and Gentlemen,

I'm concerned that the lowering of the approach paths will increase the concentration of pollutants such as NOx compounds over the approach flight paths. The very heavy existing commercial helicopter traffic flies below the approaching jet traffic making it already too close to the ground; this would just make a bad situation worse. If the land approaches are to be lowered and the runway space shortened, I don't see where this would increase landing safety.

Sincerely,

Patrick Lonergan

Torres Rojas, Genara

From:
Sent: Friday, November 08, 2013 1:35 PM
To: JFK RWY EA
Cc: Mgft (mgft@aol.com)
Subject: JFK RWY 4L-22R EA COMMENT

To Whom It May Concern,

The current air traffic above Floral Park is intolerable. The consistent pattern of the air traffic directly over my home is egregious and inequitably distributed over the vast available airspace. There must be a fair and equitable solution on how to distribute air traffic so it does not negatively impact one particular geographic location's (town or group of towns) quality of life as it is currently. Accordingly it will only intensify under the new proposal. To be clear, as a resident of Floral Park, I understand there has to be certain amount of air traffic that is tolerable however I believe it is preposterous to assume the standards being proposed are acceptable. Furthermore it is important and understandable for the FAA to adhere to new safety features such as lengthening the runway however I firmly believe there are creative ways to mitigate low flying air craft that is narrowly focused in limited air space which impacts certain town and residents.

I would like to see a formal response to our requests and updated proposal that would fairly distribute air craft over a larger portion of air space. Rather than leave my comments as an objection I believe I alluded to a suggestion previously. Perhaps having the air traffic distributed over different areas on a per day basis. Meaning each day the air traffic flies over a different route. This would provide a reduction in consistent air traffic in a the same flight pattern and could be absorbed by broader distribution and thus not as harmful to specific residents. The quality of life impact and the environmental impact are just not sustainable and is a grievous error on part of the FAA to not address and bring forth a more accommodating approach.

With thanks,

Peggy Sullivan

Peggy Sullivan
NYSE Euronext
Vice President
PHONE:
E-MAIL

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Torres Rojas, Genara

From:
Sent: Wednesday, November 13, 2013 7:49 AM
To: JFK RWY EA
Subject: Comments for JFK Runway 4L/22R Improvements EA

Dear Sirs,

1. Appendix B at page B-7 under FLIGHT PROFILES states
"Aircraft noise characteristics vary depending on the takeoff profiles and climb rates of individual aircraft, which are directly affected by the takeoff weight. Because obtaining data on aircraft takeoff weight is difficult, stage length is often used as a surrogate. Stage length refers to the average distance an aircraft travels nonstop. Departure operations in the INM are divided into nine stage lengths that correspond to approximate nonstop flight distances. Each stage length associates the aircraft operations with a takeoff weight that represents a typical passenger load factor and fuel requirement. The climb profile of the aircraft will become less steep as the stage length is increased to reflect the heavy fuel load carried for long-haul travel."
This quote appears to indicate that INM Stage length was used as a surrogate for determination of take off weight in project noise study. However INM and NIRS use a factor of 65% payload in determining default take off weight. The recent large increases in passenger load factors render the 65% payload factor seriously inaccurate. A sample of recent actual departure shows that many aircraft have take off weights which correspond to 1-2 stage lengths greater than the INM default factor of 65%. INM calculations show that this under estimate of take off weight yields an underestimate of aircraft noise levels of 1-2 dB. Given that the level of significance is 1.5 dB, an underestimate of 1-2 dB substantially removes the ability to comply with NEPA regulations if there is a potential finding of no impacts!
At the very least a sampling of actual take off weights needs to be compiled and compared to the INM surrogate weights and appropriate adjustments made as is suggested in the INM manuals

2. NEPA regulations require a statement of the level of uncertainty in any environmental impact analysis. In a recent noise analysis in the Boston area the FAA response to a comment asking for the level of uncertainty in INM was that INM and similar noise analysis software had a level of uncertainty in the DNL projections of about 3-5 dB. If the present noise analysis has a different level, of uncertainty, this should be stated in the EA.
It should be noted that PBN (RNAV and RNP)air procedures have significantly different noise contour patterns. The FAA has referred to this PBN effect as "noise focusing". An argument has been made that when the project impact is compared to the baseline to determine noise increases, the model bias and random error are canceled out in the subtraction operation. However this argument relies upon essentially the same input factors. As pointed out above new PBN air procedures have different noise profiles therefore the comparison to the baseline will likely lead to differences due to the random error and model bias. The size of these errors must be quantified in order meet the NEPA requirements for scientific integrity and uncertainty delineation (40 CFR 1502.22 and 24).

3. The level of refinement of the noise contour maps has to be increased in the areas where trees are going to be removed in another project so that an estimated of the change in the noise contour can be made due to the cumulative impact of removal of the trees which act as a sound attenuation barrier and this project.

Respectfully submitted,
Michael Kroposki

November 12, 2013

Attn: Edward Knoesel
The Port Authority of NY & NJ 233 Park Avenue South, 9th Floor
New York, NY 10003

(Sent certified mail)

CC: Honorable Gov. Andrew M. Cuomo,
Gina McCarthy, EPA Administrator,
Barbara E. Brown, Eastern Queens Alliance

RE: Revised Draft Environmental Assessment, Runway 4L/22R Improvements John F. Kennedy International Airport

I believe that our government is good, but government isn't good all the time. From 1932-1972, the US Public Health Service purposely withheld medical treatment for hundreds of African Americans suffering Syphilis in order to study it's effects. This has widely become know as the Tuskegee syphilis experiment[1]. Furthermore, from 1947-1982, the New York State Department of Mental Hygiene allowed thousands of mentally disabled people to be exposed to Hepatitis in order to study this disease. In addition, the mentally disabled were permitted to live in deployable conditions. So much so, that in 1965, Robert Kennedy visited the Willowbrook State School located in Staten Island. To paraphrase him, Mr. Kennedy stated that zoo animals lived in better conditions[2].

In October 2013, a revised Draft of the Environmental Assessment for runway 4L/22R improvements at John F. Kennedy International Airport was released. The document was prepared Landrum & Brown for the U.S. Department of Transportation Federal Aviation Administration and the Port Authority of NY & NJ[3]. According to National Environmental Policy Act (NEPA), implementing Instructions for Airport Projects (April 2006 Order 5050.4B) states in Chapter 7. The Environmental Assessment (EA). "[Council on Environmental Quality] CEQ states that an EA is a "concise document" that takes a "hard look" at expected environmental effects of a proposed action."[4]

I have several concerns and questions that challenge whether or not the EA revised draft for Runway 4L/22R construction truly and honestly "takes a hard look at expected environmental effects of a proposed action.[4]"

First of all, on page 1-9 and exhibit 1-6 of the EA, the proposed action would extend runway 22R 1,000 feet to the North an allow for 22R departures to start 728 feet closer to residential areas[3]. Not only will departures for 22R be 728 feet closer to residential homes, so will the exhaust wake, which can be hundreds of feet in addition to the 728 feet especially on large aircraft (ie, A380).[5] Furthermore, the Port Authority has plans to remove 312 of trees from Idlewild Park North of 22R which protects the adjacent communities of Brookville and Rosedale from down wind air pollution which according to NOAA, trees have been shown to be natural barriers (containment) to exhaust gases.[6,7,8]

> "It should also be noted the Port Authority of New York and New Jersey (Port Authority) is currently mitigating ***existing*** tree obstructions in Idlewild Park that are unrelated to the Runway 4L/22R project. There are approximately 312 ***existing*** TERPS tree obstructions in Idlewild Park that require removal to comply with FAA Order 8260.3B." EA page 1-2

This runway would in fact be the closet runway JFK has ever had to residential homes. This is an air quality concern based the aforementioned information and due to the fact the 22R runway is a highly utilized runway. Table 2-2 (page 2-3) of the EA demonstrates that 22R is responsible for 26.1 % of JFK departures. "Therefore 407,864 annual operations in 2012/2013 would equal 203,932 LTOs, and further applying the 56.9 percent for aircraft operating in southwest and northeast flow would result in 116,037 LTOs." EA Page C-10[3]

Secondly, in order to "Presume to conform" under the General Conformity Guidance for Airports, air quality assessment must be performed. "The Emissions and Dispersion Modeling System (EDMS) version 5.1.4 computer program released in June 2013", (EA Appendix C, page C-9) was used to model emissions of the proposed action. What is the documented/peer reviewed/researched reliability and validity of the EDMS? The EDMS user manual and appendix doesn't mention any evidence of instrument reliability and validity.[9] What is the documented/peer reviewed

test-retest reliability of the EDMS instrument? What is the documented inter-rater reliability? What other forms of EDMS instrument reliability have been studied, i.e. split half, alternate form, SEM, Coefficient alpha, Kuder Richardson Coefficients. Furthermore, what validity studies have been conducted to validate the EDMS instrument? What is the researched/peer reviewed Construct, Criterion and Concurrent Validity of the EDMS? Can you please provide me with detailed references/peer reviewed journals for the reliability and validity of the EDMS? If the aforementioned EDMS, doesn't have any documented reliability and validity research, then to taking a "hard look" at expected environmental effects of a proposed action,"[4] should include actual air quality monitoring as suggested by the International Civic Aviation Organization (ICAO).

"One of ICAO's Environmental Protection Strategic Objectives is to limit or reduce the impact of aircraft engine emissions on local air quality...Aircraft and airport emissions can be calculated through either ambient air monitoring or computer modeling (or a combination of both for increased accuracy). ICAO's Airport Air Quality Guidance Manual contains advice for the assessment of airport-related air quality."[10] Air quality testing is especially important for quality assurance due to the fact that the area of the proposed action involves both Environmental Justice and Children's Environmental Health and Safety Risks:

5.3.5 ENVIRONMENTAL JUSTICE

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

Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the Civil

Rights Act of 1964 provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the 1968 Civil Rights Act guarantees each person equal opportunity in housing.

U.S. Department of Transportation (DOT) Order 5610.2, Environmental Justice in Minority Populations and Low-Income Populations, was issued to implement Executive Order 12898.[4] DOT Order 5610.2 defines minorities as people who are Black, Hispanic, Asian American, American Indian, or Alaskan Native." EA page 5-16.

5.3.6 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

"Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children." EA page 5-18

In conclusion, the revised draft of the EA Runway 4L/22R Improvements John F. Kennedy International Airport concludes that:

5.3.7 CONCLUSION

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

Can the revised draft of the EA really support this conclusion?

According to National Environmental Policy Act (NEPA), implementing Instructions for Airport Projects (April 2006 Order 5050.4B) states in Chapter 7. The Environmental Assessment (EA). "[Council on Environmental Quality] CEQ states that an EA is a "concise document" that takes a "hard look" at expected environmental effects of a proposed action."[4]

Sincerely,

Concerned citizen,

Michael Saraceno

Reference

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6. Bowker, G.E. et al (2007). The effects of roadside structures on the transport and dispersion of ultrafine particles from highways. Atmospheric Environment 41, 8128–8139
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9. http://www.faa.gov/about/office_org/headquarters_offices/apl/research/models/edms_model/ Retrieved November 12, 2013
10. http://www.icao.int/environmental-protection/Pages/local-air-quality.aspx Retrieved November 12, 2013

Torres Rojas, Genara

From:
Sent: Friday, October 18, 2013 1:15 AM
To: Knoesel, Edward
Subject: Draft Environmental Assessment - Proposed Reconstruction of Runway 4L/22R at Kennedy

Dear Mr. Knoesel,

Either this draft was purposely created to be flawed or you got ripped off.

Sincerely,

Michael Saraceno

ROSEDALE CIVIC ASSOCIATION, INC.

"PROUDLY SERVING ROSEDALE SINCE 1946"

P.O. BOX 220116, ROSEDALE, NEW YORK 11422

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JULES TAYLOR, JR.
BOARD MEMBER

November 18, 2013

Edward Knoesel
The Port Authority of NY & NJ
225 Park Avenue South
9th Floor
New York, NY 10003

Re: Environmental Assessment Runway 4L/22R Improvements Project – Public Comment

Dear Mr. Knoesel:

Upon review of the revised Environmental Assessment for the JFK Runway 4L/22R Improvement Project, the Rosedale Civic Association, Inc. (the Civic) requests that an Environmental Impact Statement (EIS) be conducted to provide scientific proof that the 728 feet of runway extension to Rockaway Boulevard will not further diminish the quality of life of the residents of Springfield Gardens and neighboring communities in Southeastern Queens, and at any time intensify to the already high DNL level.
While the Civic understands the need to comply with FAA runway standards, the vast differences alone between the original EA prepared in 2012 and the revised EA prepared this year suggests that an objective and scientific approach must be utilized to verify the parameters and scope of this runway improvement project, and to ensure that there is no additional noise pollution to our community.

Furthermore, we request that a Part 150 study be conducted by the Port Authority of New York & New Jersey to ensure that the homes, schools, recreation areas, churches and places of worship, healthcare facilities, and businesses have the appropriate access and means to better manage the effects that JFK Airport has on the health, safety, and quality of life of the residents in our community.

Respectfully Submitted,

William Perkins
President & Board Chairman

Keith and Mary Wingfield

October 17, 2012

The Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Attention: Edward Knoesel

Subject: Draft Environmental Assessment prepared for the Runway 4L/22R Improvements Project at John F. Kennedy International Airport

Dear Sir or Madam,

"Daddy look! Do you see how low that plane is?" Those are the words from my sixteen year old daughter. I took notice on how low that plane was from take off. I guess some pilots use more runway than others when taking off. My wife and I lived at for over twenty two years and became comfortable with the noise over the years. Now we are in our late forties and we have out grown the neighborhood. The noise, traffic, pollution and planes are increasingly starting to bother us. I guess that's why I've been putting in complaints about the noise and traffic coming from the commercial buildings right across form us.

I had a vision, a plan to move our family to a more peaceful and quiet neighborhood sometime in the near future. We are in a position in paying off our mortgages in a few years and would like to take that opportunity to sell our home a little under market value. Take that money and purchase our new home which would become my wife and I retirement home. But our dream are now in jeopardy. Thanks to your new state of the art; wider and longer runway. If my daughter has been noticing how low some planes are flying now. It would be very difficult to sell my home after this extended runway is built. At least I have a selling pitch for the commercial noise and traffic; *What I love about this house is its easy to get and keep tenants. The house is located on a busy street where mass transit is just a step* away. *A little busy in the day (Traffic) while you're at work and quiet in the evening and weekends when you're home with the family. Also There are new and wider sidewalk and street.* What selling pitch do I have for the incredibly low flying loud planes? Not to mention, the new Airbus which is bigger, louder and capable of landing at JFK airport once the extended runway is completed.

The big picture is; **This extended runway will significantly decrease the value of our home in the near future.** If we were to sell our home after the extension is completed. We would hope that the buyer would not notice the low, loud flying planes by sealing all windows, closing the curtains, turning up the volume on the stereo and TV as the buyer tours the house. When the buyer steps outside, all we can do is hope for a miracle that the pilots suddenly decide to go on strike. If none of this happens, then our dream of moving into our retirement home has been shattered by JFK selfishness.

After the meeting took place at the church, I felt that we had no other alternative but to stand with the community to have this project stopped in its tracks. In addition I will try to become a active member to help and save our community

from this disastrous extension that will destroy the value of our homes that JFK tried so desperately hard to keep under the radar. I just hope you can find some other alternative to accomplish this project then to degrade our community if this project was to continue.

I will also keep in close contact with *Natalia Nkozikowska from the Queens Tribune* and continue to update her and *The Eastern Queens Alliance, Inc* regarding result from this letter. If you would like to contact me! you can in several ways: you can write us or Email us at

Thank You

Keith and Mary Wingfield