

Federal Aviation Administration
Eastern Region

**Pre-Scoping Summary
Report**



*New York/New Jersey
Metropolitan Area Airspace
Redesign Program*

FAA

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Pre-Scoping Workshop Summary

1.0 Introduction

This report summarizes the results of the New York/New Jersey (NY/NJ) Metropolitan Area Airspace Redesign Pre-Scoping Public Workshops, referred to as the Airspace Redesign Workshops. The report describes the planning and scheduling that went into this series of workshops as well as the workshop format. The final section summarizes public comments from each workshop. The pre-scoping process was used to support all airspace redesign efforts and provide insight into the public's issues surrounding redesign changes. This report is intended to be used by both Environmental and Redesign staff during future changes in the airspace surrounding the metropolitan area.

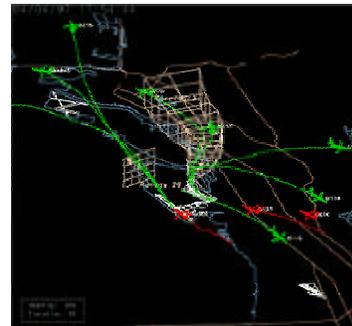
1.1 Purpose and Need for Airspace Redesign Program

The purpose of the New York/New Jersey Airspace Redesign Project is to increase the efficiency of air traffic flows into and out of the metropolitan area including Philadelphia while maintaining or improving the level of safety and air traffic services that are currently in place.

The New York/New Jersey metropolitan area is one of the busiest regions for air travel in the country. Major airports in the area include John F. Kennedy, La Guardia, Newark, and Philadelphia and combined account for over \$40 billion in economic input to the study area. These airports accommodated approximately 99 million passengers last year.

The enormous flow of air traffic into the study area has created a system that is highly susceptible to delays. The Air Transportation Association has estimated that more than 308,000 flights were delayed last year at a cost of \$4.1 billion. Two major contributors to flight delays include weather and the dated 1960's terminal air traffic flow. In the last 30 years aircraft types, air traffic control systems, and airport usage have all changed dramatically. Additionally, the basic design of the airports was not intended to handle such large volumes of traffic.

In response to the airspace issue, the Federal Aviation Administration (FAA) is undertaking a complete redesign of the airspace in the metropolitan area. Some of the benefits of a major redesign include:



- *Reduced delays at major airports*
- *Reduced pilot/controller workload*
- *Enhanced safety*
- *Reduced adverse environmental impacts such as noise and air emissions*
- *Enhanced productivity*

The process of airspace redesign is a complex one that requires input from the public during each phase.

The National Environmental Policy Act (NEPA) of 1969, requires that all federal agencies determine the impacts to the environment of any major federal action prior to the beginning of the project. In compliance with NEPA, all Federal Agencies and organizations nationwide must complete an Environmental Impact Statement (EIS) or Environmental Assessment (EA) to determine the environmental impact of certain projects as specified by NEPA. The environmental analysis is required to describe baseline environmental conditions and impacts to this baseline associated with each developed alternative. It is then up to the organization, such as the FAA, to select an alternative and describe any mitigation efforts that would reduce the impacts associated with the selected alternative.

The process of airspace redesign is complicated particularly in the New York/New Jersey/Philadelphia region. The original airspace design is a complicated one with respect to ingress and egress routes. This region is also an exceptionally busy one, especially on bad weather days. Competition among airline carriers for limited airspace is further complicated by new jet service at smaller airports. Therefore, any airspace redesign will be an arduous process that will take several years to study, make recommendations, and then implement, if changes are recommended. The pre-scoping process undertaken by the FAA is the very first step in the design process and provides an initial introduction to the public of the project and considered alternatives.

1.2 Background

Following the implementation of the Expanded East Coast Plan (EECP), which revised air routes and air traffic control procedures over a large portion of the eastern United States, a decision was made by the FAA to prepare an EIS to document the impacts to the state of New Jersey. The public involvement during this scoping process was extensive due to the large populace effected by such airspace design changes.

“The National Environmental Policy Act (NEPA) of 1969 mandates public involvement in assessing the environmental consequences of major and/or controversial federal actions. This public involvement normally begins during formal scoping meetings with the public.”

As a result of lessons learned during the EECP, the New York/New Jersey Metropolitan Area Airspace redesign program initiated a large-scale pre-scoping process prior to any formal development of redesign alternatives.

1.3 Pre-Scoping Process

The pre-scoping process involved conducting a series of airspace redesign workshops. The workshops provided a forum for informal discussions between the public and experienced FAA personnel. The goal of the workshops was to gather critical public comment prior to the formal scoping process, which is required by NEPA during the development of an EIS. The pre-scoping process was intended to provide the following benefits:

- Increased partnership with the public early in the redesign phase
- Expanded design options in the beginning
- Increased understanding of critical public issues that will need to be addressed as the project proceeds
- Improved public understanding of the project and its goals in order to facilitate meaningful discussions concerning project alternatives
- Development of a more comprehensive project

2.0 Planning Activities

The Pre-Scoping process was kicked off at the FAA Eastern Region Headquarters on July 29th, 1999. The objectives of this meeting included the following: workshop format development, advertisement approaches, team staffing requirements, formal training, and creation of a workshop schedule. Additional formal coordination meetings were held to discuss technical data display requirements.

2.1 Workshop Locations

The locations of all airspace redesign workshops were selected using a combination of elected official notification and experience gained from prior airspace redesign projects. Every effort was made to accommodate late requests for changes to workshop plans including the location. In particular, elected officials specific location requests were addressed during the selection process. Figure 2.1 is a list of all airspace redesign workshops held during the Pre-Scoping process.

September 22 nd , 1999 Sheraton Hotel Waterbury, CT 203-573-1000	October 14 th , 1999 Monte Bianco Staten Island, NY 718-987-3883	December 7 th , 1999 Ramada Inn Bordentown, NJ 609-298-3200
September 23 rd , 1999 Holiday Inn Danbury, CT 203-792-4000	November 3 rd , 1999 Montclair Public Library Montclair, NJ 973-744-0500	December 8 th , 1999 Holiday Inn (Stadium) Philadelphia, PA 215-755-9500
September 28 th , 1999 Ramada Inn Kingston, NY 914-339-3900	November 4 th , 1999 Holiday Inn Hasbrouck Heights, NJ 201-288-9600	December 9 th , 1999 Brandywine Suites Hotel Wilmington, DE 302-656-9300
September 29 th , 1999 Westin Hotel Stamford, CT 203-967-2222	November 9 th , 1999 Hilton Newark Gateway Newark, NJ 973-622-5000	December 14 th , 1999 Hazlet Hotel Hazlet, NJ 732-264-2400
September 30 th , 1999 Holiday Inn on W 57 th St. New York, NY 212-581-8100	November 10 th , 1999 Wyndham Garden Hotel (Newark Airport) Elizabeth, NJ 908-527-1600	December 15 th , 1999 Ramada Inn Toms River, NJ 732-905-2626
October 5 th , 1999 Royal Regency Hotel Yonkers, NY 914-476-6200	November 16 th , 1999 Holiday Inn Carteret, NJ 732-541-9500	December 16 th , 1999 Holiday Inn Tinton Falls, NJ 732-544-9300
October 6 th , 1999 SUNY Maritime College at Fort Schuyler Bronx, NY 718-409-7200	November 17 th , 1999 Clarion Hotel & Conference Center Edison, NJ 732-287-3500	January 11 th , 2000 Marriott Marquis New York, NY 212-398-1900
October 7 th , 1999 Ramada Plaza Hotel New Rochelle, NY 914-576-3700	November 18 th , 1999 Holiday Inn Springfield, NJ 973-376-9400	January 12 th , 2000 Crowne Plaza White Plains, NY 914-682-0050
October 12 th , 1999 Crown Plaza La Guardia East Elmhurst, NY 718-457-6300	December 1 st , 1999 Days Inn Bridgewater, NJ 908-526-9500	January 13 th , 2000 Sheraton Suites Weehawken, NJ 201-617-5600
October 13 th , 1999 Marriott Hotel Uniondale, NY 516-794-3800	December 2 nd , 1999 Holiday Inn Parsippany, NJ 973-263-2000	January 19 th , 2000 Public School #182 Bronx, NY 718-822-7777
		February 3 rd , 2000 Ramada Plaza- JFK Airport Jamaica, NY 718-995-9000

Figure 2.1 Airspace Redesign Workshops

2.2 Workshop Staff

The workshop team that planned and facilitated all workshops was composed of core FAA and contractor personnel. The core FAA staff consisted of experienced environmental, air traffic, public affairs and

airspace redesign personnel based out of the Eastern Region office. In addition, high-level management personnel attended several meetings and were closely involved throughout the planning and meeting phases. The contractor core team consisted of environmental and transportation experienced staff. The core contractor team had direct experience in both past and present airspace redesign projects in the New Jersey and Washington D.C. areas. All core members participated in the full series of workshops independent of geographic locations. This approach provided consistency throughout the workshops and helped maintain a common center of expertise that will be used for future public involvement activities. The core team developed the workshop format, displays, and introductory briefing used at each workshop.

The core team was supplemented by groups of geographic specific air traffic controllers. Depending on the location of each workshop, FAA management would select specific personnel that had direct experience with air traffic in the local area.

The workshop staff's experience covered a wide range of areas that proved essential for successfully interacting with various levels of both the public and special interest groups that are concerned with air traffic and air transportation issues in the metropolitan area.

2.3 Workshop Materials and Displays

A variety of documentation and other materials were prepared for the workshop series. Documentation covering aircraft noise and airport operations were handed out during the start of each workshop. This documentation included:

- A point of contact brochure containing address, phone, fax, and e-mail of the lead contractor
- Airport flight operations at the major airports for the years of 1990, 1995, and 1998
- Aircraft noise brochures published by FAA Eastern Region
- FAA Air Traffic Environmental Guide (NEPA)
- Airspace Redesign Project Newsletter
- Press kits for local media

In the open forum area of the workshop, displays depicting actual aircraft radar tracks were overlaid on top of geographic base maps. The base maps provided a means for the public to locate their households, while the radar tracks would provide a visual reference to daily air traffic in the area. Also included were displays depicting the NEPA process and its relationship to the airspace design process. Finally, comment sheets were provided at the comment area for collection of formal written comments.

2.4 Publicity

The workshop team used several advertising methods to announce upcoming community workshops to the public and interested parties. First, workshop announcements similar to a newsletter were mass mailed to the public using a pre-defined mail list. The mail list was generated from past lists that were used during airspace design workshops and included special interest groups, individuals, and elected officials. As the meetings progressed each attendee was added to the list and valuable public inputs helped to further modify

the list. A total of three separate mailings were used to announce the meetings. This was a result of a combination of mail list and meeting modifications.

The second method involved the use of newspaper advertisements. A standard advertisement was developed and published in both major and local newspapers in the entire project area. Once again, as the meetings progressed specific local papers were brought to the attention of the team and these were incorporated in additional advertisement listings. Each ad contained the same basic header information with actual meeting locations included that would correspond with the geographic area of the meeting.

Finally, the FAA held press briefings prior to the first set of workshops and communicated via phone calls or actual interviews with numerous members of the press throughout the meeting process. This usually resulted in increased publicity.

Airspace Redesign Community Workshops

The Federal Aviation Administration (FAA) is in the early phases of an airspace redesign project, which encompasses New York/New Jersey and Philadelphia metropolitan areas. It will also include air traffic affecting Connecticut, Delaware, and Pennsylvania. This area services over 8,000 flights a day and includes 3 of the top 10 most delayed airports in the country. Some of the airspace initiatives might include: modifying or developing new air routes, modification or development of new departure procedures at various airports in the study, modification of noise abatement procedures, modification to arrival fixes, and development of new arrival area concepts.

The FAA will host several community workshops beginning in late September and ending in February 2000. The workshops will provide a forum for early public involvement prior to any airspace redesign project initiatives. The purpose of these workshops is to invite public comments with respect to airspace redesign initiatives. These workshops are not limited to environmental concerns, but will be open to a full range of community ideas.

All comments will be compiled and reviewed by the FAA during the redesign process. It is anticipated that a formal National Environmental Policy Act (NEPA) process will be implemented once design alternatives have been formulated. The FAA will revisit community locations to solicit environmental concerns at that time.

Community workshops will be held from 7 to 9 p.m. at the following locations in the local area:

November 3rd, Montclair Public Library, Montclair, NJ, (973-744-0500)
November 4th, Holiday Inn, Hasbrouck Heights, NJ, (201-288-9600)

Figure 2.4 Meeting Announcement Newspaper Article

3.0 Meeting Format

The basic format of the workshops provided extremely valuable one on one contact between the FAA and the interested public. The meeting format provided a means to transfer large quantities of high quality information directly between the FAA and public. The following sections will describe the functional areas of the workshop.

3.1 Registration

The first stop for attendees was the registration table. This table and the personnel that stationed it turned out to be one of the most critical to the workshop. This is where the public first made contact with workshop personnel and would typically set the mood for the rest of the meeting. Registration personnel would perform the following functions:

meeting attendee registration (this list would be used to track meeting participation and to update the mailing list), brochure distribution, meeting process orientation, media personnel guidance, and elected official introduction. The photo to the right was taken during the workshop held in Toms River, NJ and depicts a typical registration setup.



3.2 Introductory Presentation

Core contractor and FAA personnel developed an introductory presentation that was presented on a continuous basis. The length of the presentation was kept to a maximum of 10 minutes with full animation and audio incorporated. It provided the first opportunity for meeting attendees to understand the airspace project and goals of the FAA. Some of the presentation topics included:

- *Purpose of the Airspace Redesign Workshops*
- *What is Airspace Redesign and why we need it*
- *Redesign concepts and overall benefits to the public*
- *Goals for the workshops*
- *Meeting structure and flow*

A typical introductory presentation used during the pre-scoping process is presented below:



3.3 Open Forum Workshop

The open forum area hosted all of the workshop static and computer displays. Each set of displays was manned by either FAA or contractor personnel who had an appropriate level of expertise in that particular area. The displays were arranged to promote a constant flow of personnel around the perimeter of the room. The workshop displays contained either air traffic or environmental data. Workshop personnel to supplement and/or clarify public questions or issues during this portion of the workshop would use this information.



Each attendee, no matter what level of knowledge associated with airspace redesign, was given a chance to interact one on one with appropriate FAA team members. Meeting attendees were not restricted to any time limits and were not required to submit formal questions to the record in order to obtain personnel airspace information relating to their homes or communities. The public's frustrations became further reduced following these conversations when attendees would find out that a majority of the workshop team members lived in or near their communities and thus fully appreciated and understood specific air traffic issues.



The primary goal of the open forum area was the information sharing between the public and FAA with both learning the others issues, concerns, and constraints related to the project. FAA personnel are shown above interacting with a concerned citizen during the open forum workshop. An overall project flight track display is being used as an information aid during the discussion.

3.4 Comments Collection Area



The final station which attendees visited was the comment area. This area was usually situated at one end of the workshop with as much separation as possible from the main discussion areas. The station contained two six-foot tables with chairs and a separate pair of chairs for the court recorder and attendees who wished to leave oral comments for the record. The tables contained comment sheets and project contact information, which instructed attendees on the procedures to fax, e-mail, or mail comments in if they were not prepared to comment at the

meeting. Written comments were collected each night following the meeting and the recorder comments would be e-mailed into the contractor's office to be included in the administrative record. The above photo depicts a typical comment area used during the pre-scoping meetings.

4.0 Comment Summary

This section summarizes the comments documented by the workshop team during each workshop. In addition, comments not associated with particular meetings are included in Section 4.32. Each comment was collected using one of the following methods:

- Meeting Written Comments
- Meeting Oral (court recorded) Comments
- E-Mail Correspondence
- Written Correspondence

Each section contains an overall comments summary graph that will provide an overview of the results of the meeting and an overall textual summary of the workshop. Keywords were used to describe in general terms the attendees comments and issues. Detailed original comments are included with the Administration Record (AR) for the airspace redesign project and should be used when developing detailed design concepts. Table 4.1 is a summary of the total attendees and comments received from the entire pre-scoping project.

Table 4-1 Comment Summary

ID	MEETING LOCATION	ATTENDEES	RECORDER	WRITTEN COMMENTS	U.S. MAIL COMMENTS	E-MAILED COMMENTS	TOTAL COMMENTS
1	Waterbury, CT	10	1		1		2
2	Danbury, CT	19	1	4			5
3	New Paltz (Kingston) NY	76	23	27	5		55
4	Stamford, CT	36		26		1	27
5	Manhattan, NY	34	9	8			17
6	Yonkers, NY	1					0
7	Bronx, NY	3	1				1
8	New Rochelle, NY	6	1				1
9	Flushing, NY	68	29	18			47
10	Uniondale, NY	98	8	28	1		37
11	Staten Island, NY	29	6	6			12
12	Montclair, NJ	38	11	18	5		34
13	Little Ferry, NJ (Hasbrouck Heights)	118	37	33			70
14	Newark, NJ	13	2	3			5
15	Elizabeth, NJ	27	4	12			16
16	Carteret/Woodbridge, NJ	35	6	3			9
17	Metuchen (Edison), NJ	21	8	4			12
18	Scotch Plain (Springfield), NJ	37	11	6			17
19	Bridgewater, NJ	17	5	1			6
20	Parsippany, NJ	113	21	46	2	1	70
21	Trenton (Bordentown), NJ	4		1			1
22	Philadelphia, PA	10		3	1		4
23	Wilmington, DE	30	2	11			13
24	Holmdale (Hazlet), NJ	32	13	8			21
25	Toms River, NJ	22	3	8			11
26	Tinton Falls, NJ	23	5	3	1		9
27	Manhattan, NY # 2	33	2	5			7
28	White Plains, NY	98	22	10			32
29	Weehawken, NJ	15	5	1			6
30	Bronx, NY # 2	36	3	7			10
31	Jamaica, NY	72	7	19			26
32	Misc	n/a			98	31	129
	Grand Total	1174	246	319	114	33	712

4.4 Summary of Workshop held at Stamford, CT on September 29th, 1999.

Due to the location of the Stamford workshop, comments received covered both terminal (Westchester/Heliport) and enroute traffic concerns. Both airplane and helicopter noise as well as altitude concerns made up the majority of comments from this workshop. Suggestions included maintaining higher altitudes as well as routing over less populated areas. Suggestions were also made to increase regulations covering low flying aircraft.

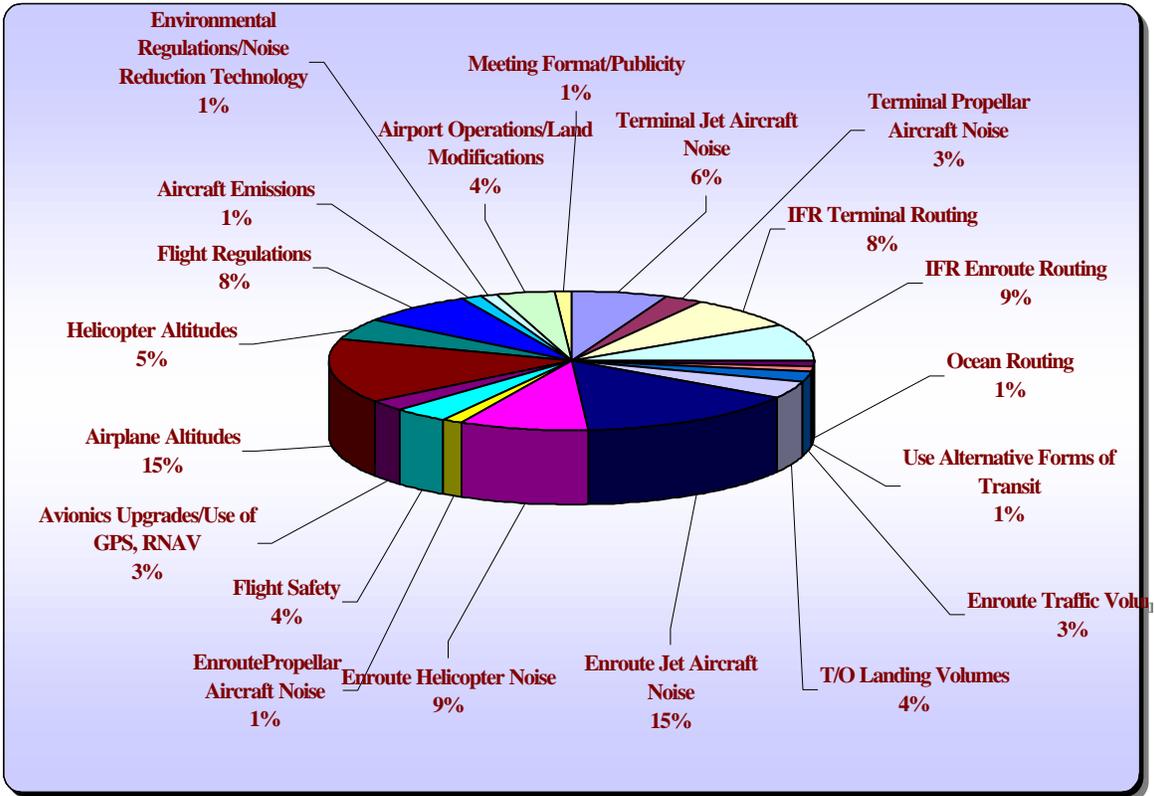


Figure 4.4-1 Summary of Comments for Stamford, CT Workshop

4.5 Summary of Workshop held at Manhattan, NY on September 30th, 1999.

Thirteen percent of the comments from this workshop discussed terminal aircraft noise as a major issue that should be addressed during this project. In addition, there was a large concern for aircraft emissions and its effect on public health. Bringing in alternative forms of transportation were also recommended.

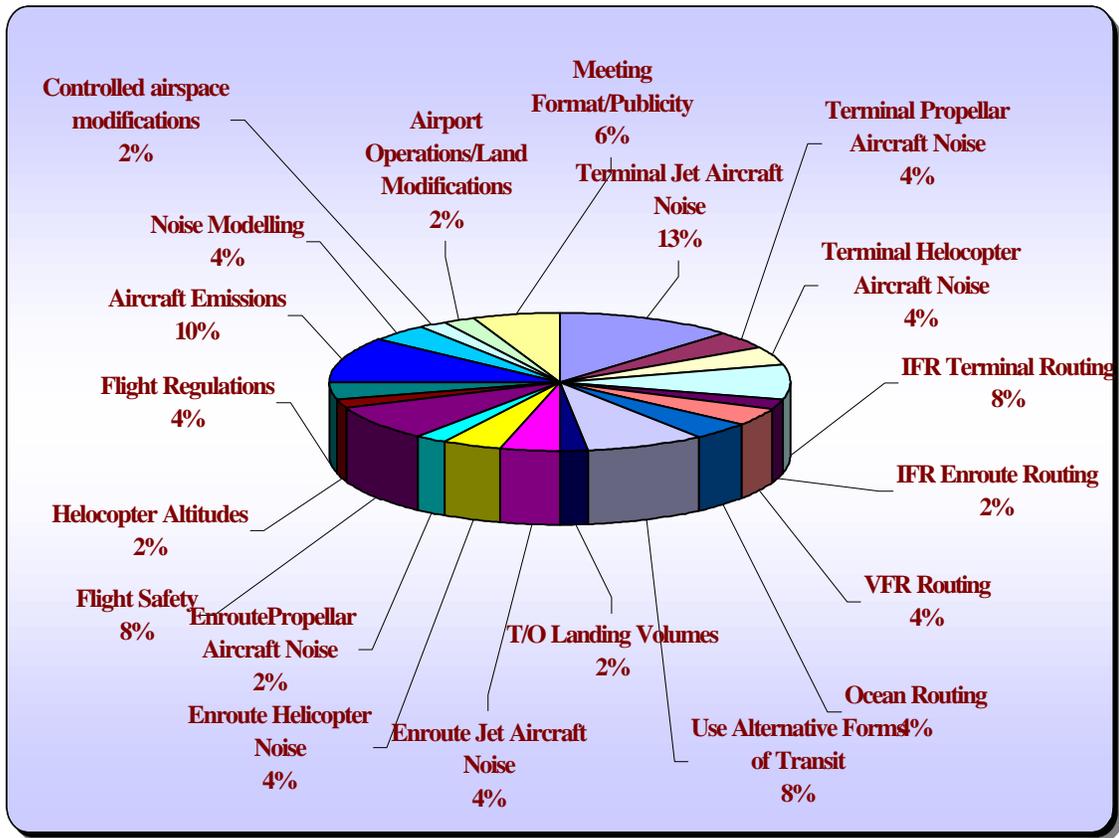


Figure 4.5-1 Summary of Comments for New York, NY Workshop

4.6 Summary of Workshop held at Yonkers, NY on October 5th, 1999.

There were no comments submitted during this workshop. Low attendance prompted the FAA to hold an additional workshop in Westchester County later in the schedule.

4.7 Summary of Workshop held at Bronx, NY on October 6th, 1999.

Only one comment was submitted at this workshop which was held at SUNY Maritime Academy in the Bronx, NY. The comment was from a local resident who lived within the landing/take-off pattern of La Guardia airport. The resident requested that the FAA continue its effort to reduce aircraft noise at the source. In addition, he recommended altering take-off and landing patterns within reason to spread out the noise.

4.8 Summary of Workshop held at New Rochelle, NY on October 7th, 1999.

The only comment received during this workshop requested incorporation of noise abatement techniques be included within the scope of the program.

4.9 Summary of Workshop held at East Elmhurst, NY on October 12th, 1999.

The vast majorities of comments received from the public during this workshop were concerned with terminal air traffic and associated noise from both La Guardia and JFK airports. Thirty-one percent of the comments dealt with terminal jet aircraft noise. In addition, 17% of the comments discussed the effects of air pollution and how the project should concentrate on reducing the negative impacts associated with aircraft emissions. There was also a strong opposition to increasing the volumes of take-off and landings at both airports and placing limits on hours of operation at the two airports in the Queens Burrough.

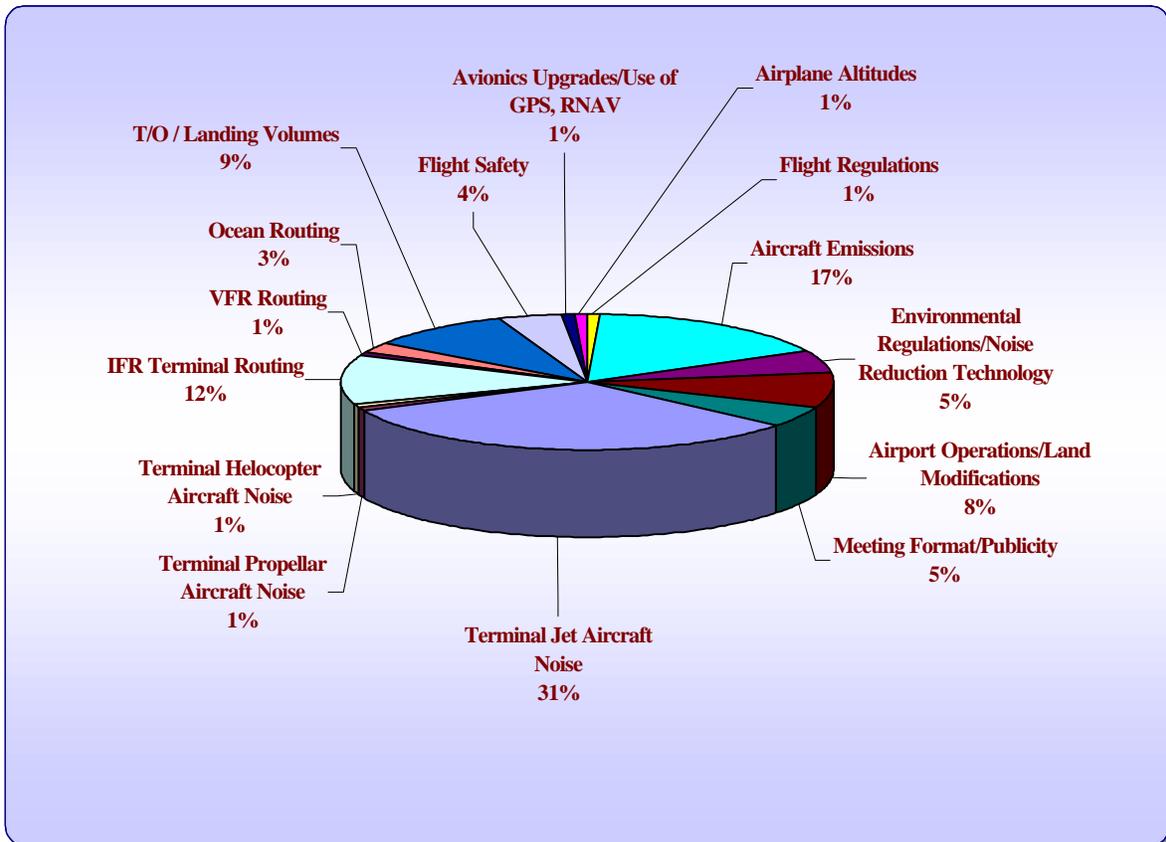


Figure 4.9-1 Summary of Comments for East Elmhurst, NY Workshop

4.10 Summary of Workshop held at Uniondale, NY on October 13th, 1999.

The majority of attendees at this workshop resided in areas surrounding JFK airport. Sixty percent of the comments dealt with terminal noise, routing, and emissions impacts. Limiting night operations at JFK was also addressed in 13% of the comments. There were several recommendations to keep aircraft over the

ocean either immediately following take-off or when being sequenced into the terminal area during approaches. As would be expected from a community in close proximity to a large metropolitan airport, safety was commented on 6% of the time.

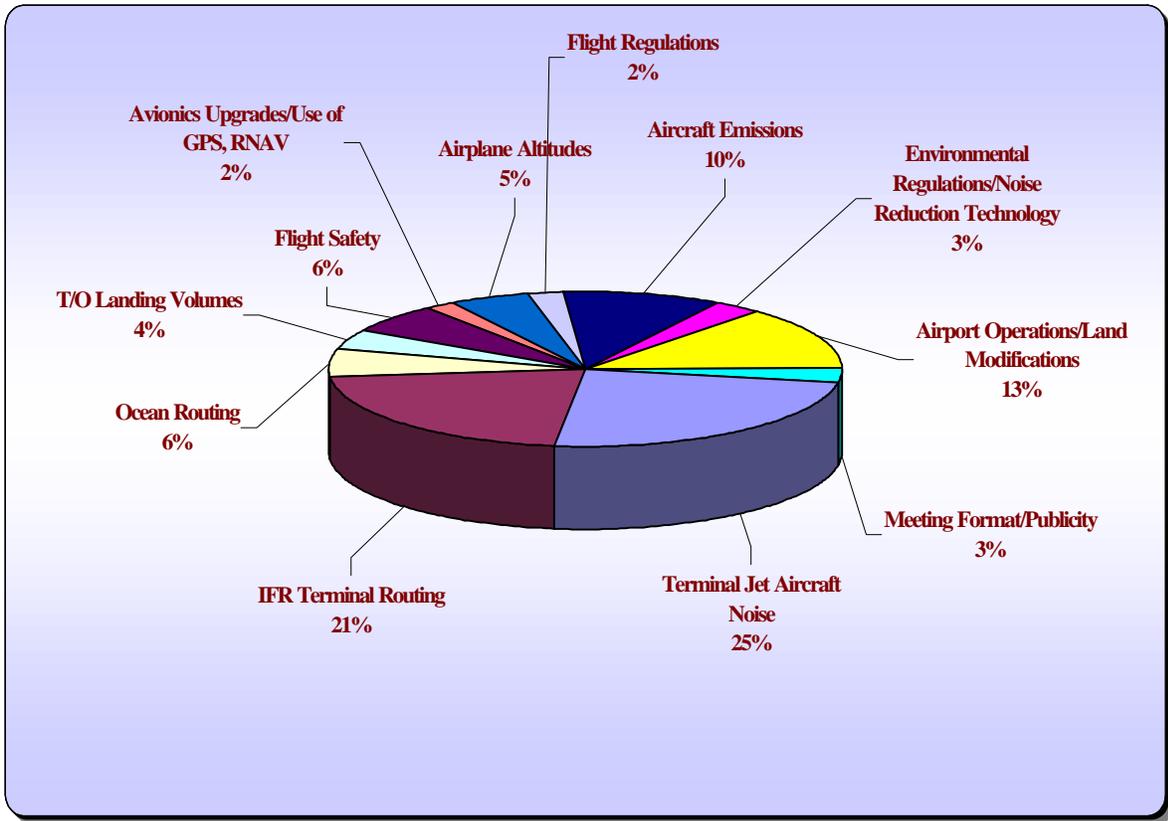


Figure 4.10-1 Summary of Comments for Uniondale, NY Workshop

4.11 Summary of Workshop held at Staten Island, NY on October 14th, 1999.

The attendees at the Staten Island workshop were mostly from the North Shore area of the Island. They receive a high quantity of aircraft overflight from RWY 22 departures out of Newark. Thirty-two percent of the comments recommended either a straight out departure or some modification of the current departures, which could maintain the aircraft's track over industrial areas of New Jersey. Fifteen percent of the attendees did not approve of the workshop location. They believed that having the workshop on the North Shore of Staten Island would have been more productive.

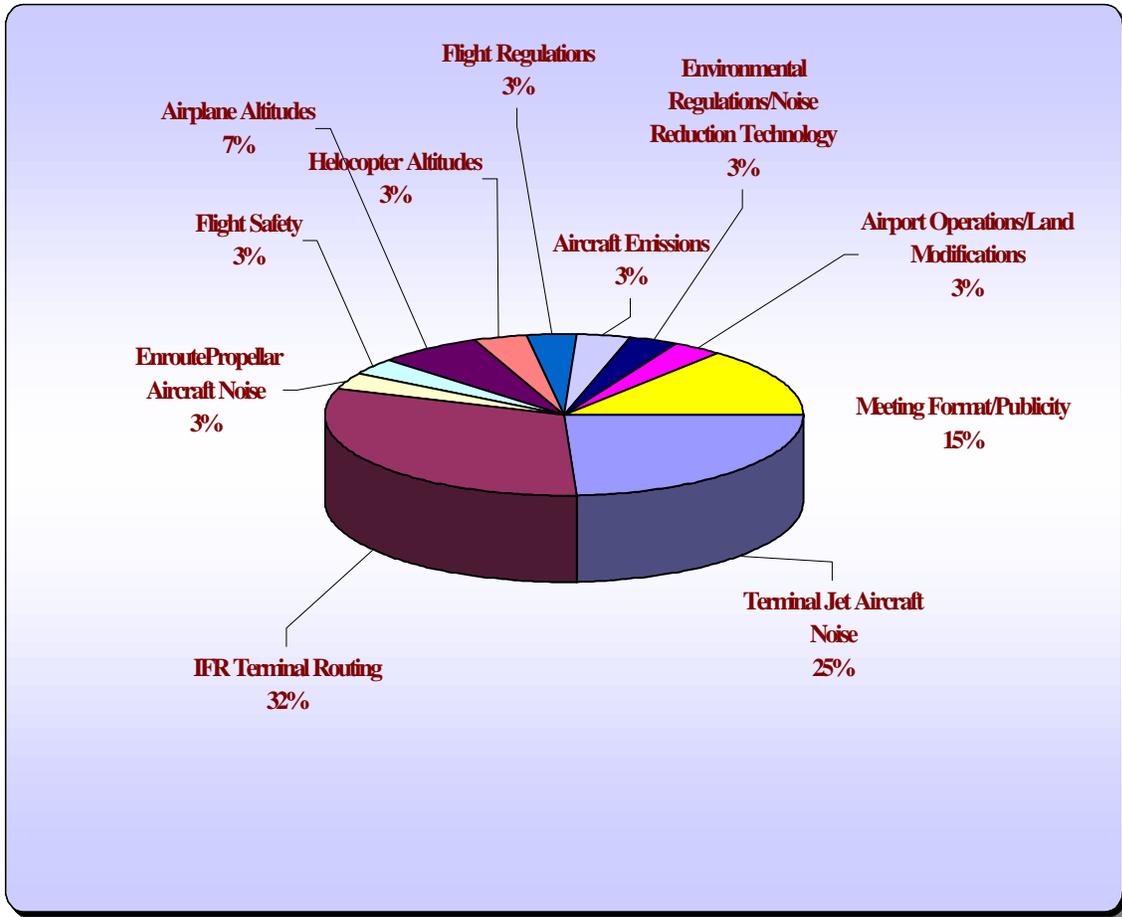


Figure 4.11-1 Summary of Comments for Staten Island, NY Workshop

4.12 Summary of Workshop held at Montclair, NJ on November 3rd, 1999.

The majority of attendees at the Montclair workshop expressed concerns over the low flying “corporate jet” traffic originating out of Teterboro airport. Recommendations included ocean routing, controlling the volume of traffic, and keeping the aircraft at higher altitudes. One recommendation suggested modification of the “stage 2” phase out plan which would include corporate jet aircraft as a means to reduce noise.

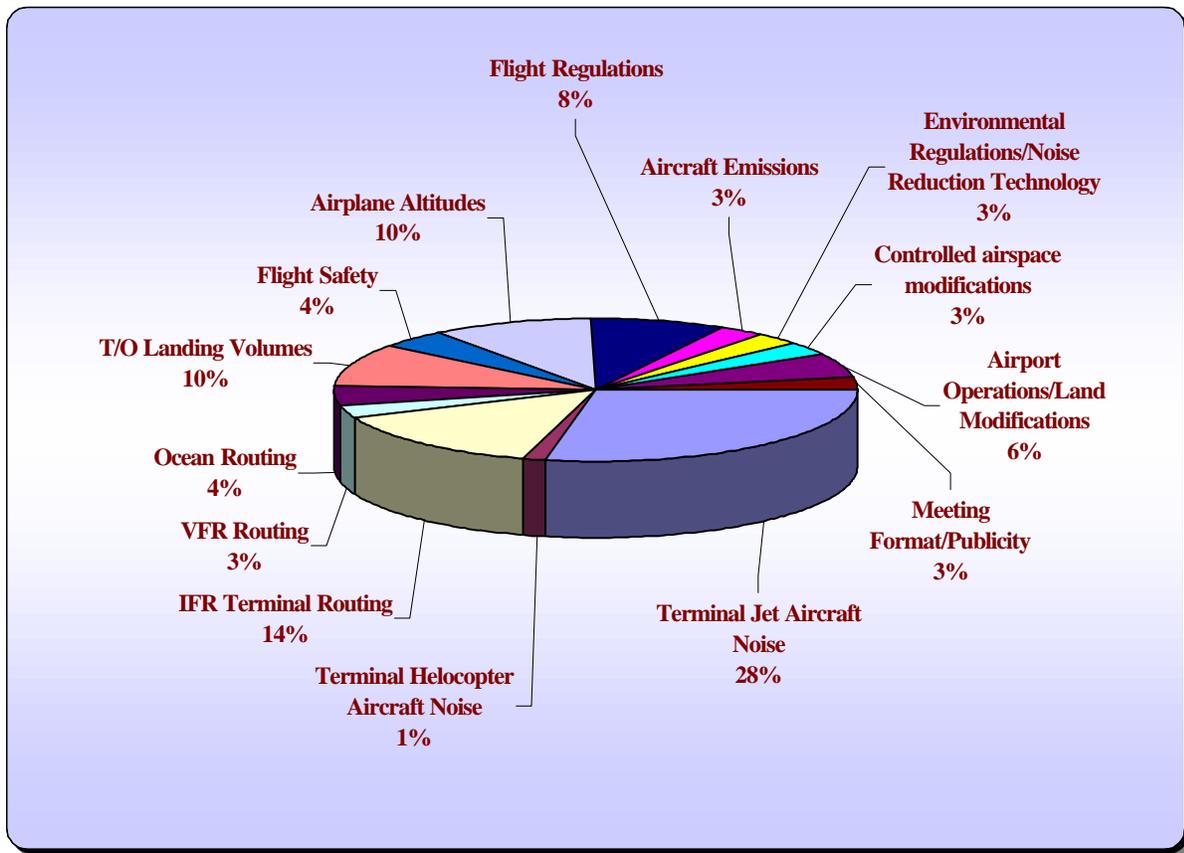


Figure 4.12-1 Summary of Comments for Monclair, NJ Workshop

4.13 Summary of Workshop held at Hasbrouck Heights, NJ on November 4th, 1999.

Public comment during the Hasbrouck Heights, NJ workshop was focused primarily on operations in and around Teterboro airport. Thirty-nine percent of the comments dealt with terminal noise pollution and restrictions to Teterboro airport. Types of restrictions suggested included:

- Limitations to hours of operation
- Limitations to the types of aircraft that can land or takeoff
- Limitations to the volume of aircraft operations
- Increased utilization of Stewart airport to relieve Teterboro operations

Aircraft altitudes along with flight safety concerns were commented on 21% of the time. There was repeated concern that aircraft using Teterboro were too big and were allowed to fly too low in the vicinity of the airport.

Nine percent of the comments addressed terminal routing around Teterboro and in particular the ILS 19 approach procedures. There were concerns that the approach does not allow an adequate altitude safety margin from surrounding buildings.

Nine percent of the comments were critical to the workshop format used by the FAA. The public would have preferred a formal public hearing vice the workshop format used during this workshop.

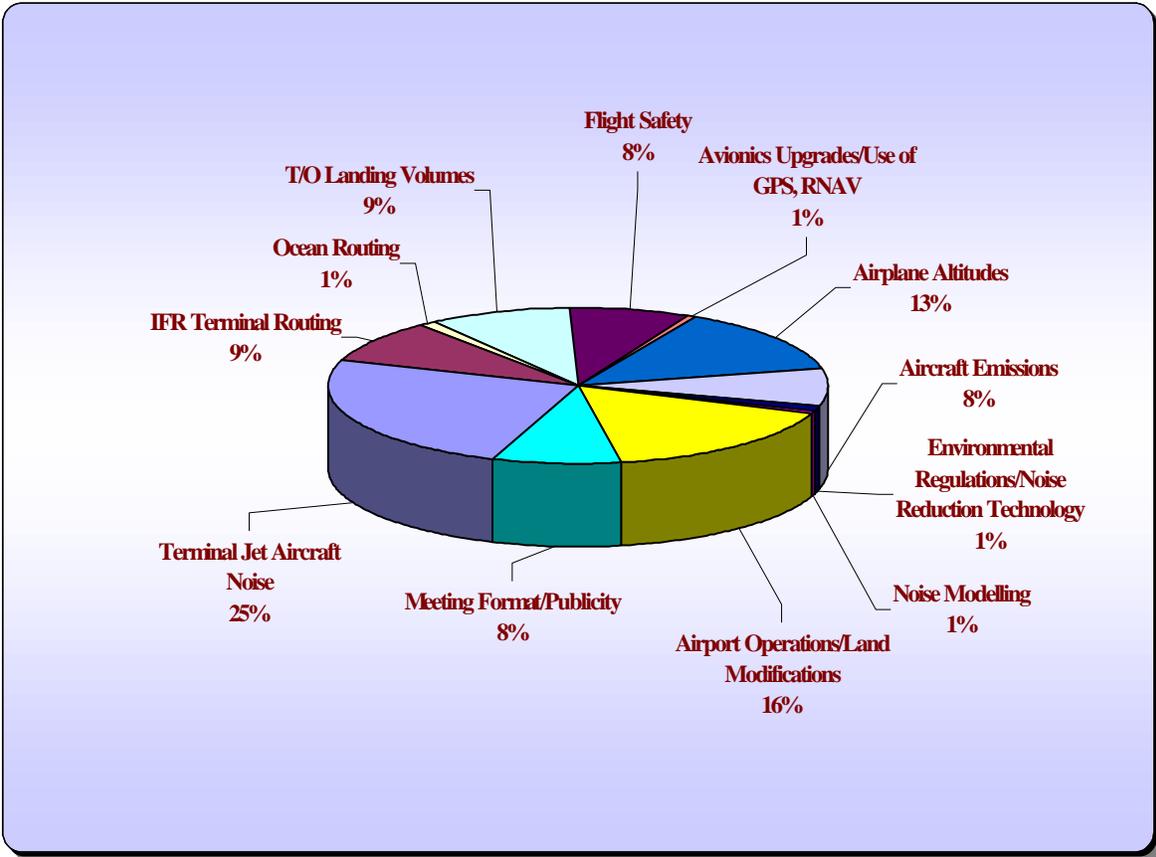


Figure 4.13-1 Summary of Comments for Hasbrouck Heights, NJ Workshop

4.14 Summary of Workshop held at Newark, NJ on November 9th, 1999.

Due to the limited quantity of comments at the Newark workshop a brief bulleted summary of comments/recommendations will follow:

- Newark Rwy 4 departures maintain heading until eight miles then turn westbound
- NJCAAN- utilize waterways/ocean routing and maintain higher altitudes

-Do not alter Newark Rwy 22 departure procedures

- **Newark International Airport Coalition**-Do not implement Ocean Routing and get Newark aircraft up to higher altitudes following departure
- Regulate the airline industry to ensure that aircraft maintain >75% passenger capacity in order to take-off

4.15 Summary of Workshop held at Elizabeth, NJ on November 10th, 1999.

Due to the extremely close proximity of Elizabeth, NJ to Newark airport, the majority of attendees committed on departure procedures and noise abatement issues. These comments were supplemented by congressional testimonies to the “Subcommittee on Aviation”. The congressional testimonies expressed concern and opposition to straight out departures off of RWY 22 at Newark. Nine percent of the comments recommended changes to airport operations usually requesting limitations on hours of operation or quantities of air traffic. Also entered into the record was an extensive comment submitted by the Union County Air Traffic Noise Advisory Board (UCATNAB-document reference # 000351) which recommended several detailed comments to the airspace redesign project. Environmental issues were concerned with environmental justice, engine quieting regulations, residential building compensation, and IMN noise modeling deficiencies.

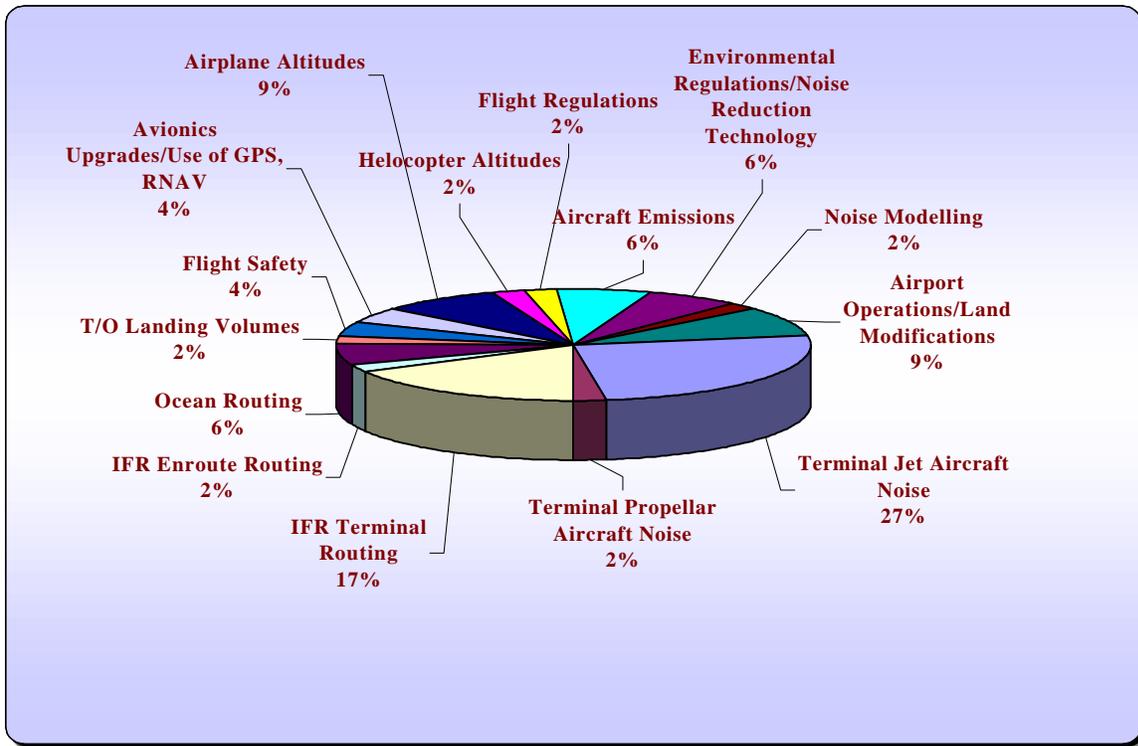


Figure 4.15-1 Summary of Comments for Elizabeth, NJ Workshop

4.16 Summary of Workshop held at Carteret, NJ on November 16th, 1999.

The majority of comments received during the Carteret workshop dealt with concern over the ocean routing concept. The attendees do not support ocean routing if it will mean an increase in air traffic over their town. There were also concerns over the noise and low altitude resulting from arrivals to Newark airport and their once one person who was concerned with safety associated with the low altitude operations in their area.

4.17 Summary of Workshop held at Edison, NJ on November 17th, 1999.

Due to the extremely close proximity of Edison, NJ to Newark airport, the majority of comments were concerned with departure and approach operations. Some of the recommendation included, Ocean routing, higher altitudes following departures, and setting restrictions on flight operations during specific nighttime hours. 11% of the comments were concerned with flight safety in the Edison area. Attendees stated that an increase of flight traffic would present added risk to the residents of this area. The use of single noise event measurements vice day/night levels was recommended, as was the requirement to implement an 80% reduction of aircraft noise by the Year 2000 per President Clinton's letter addressed to U.S. Transportation Secretary Pena dated May 9th, 1999.

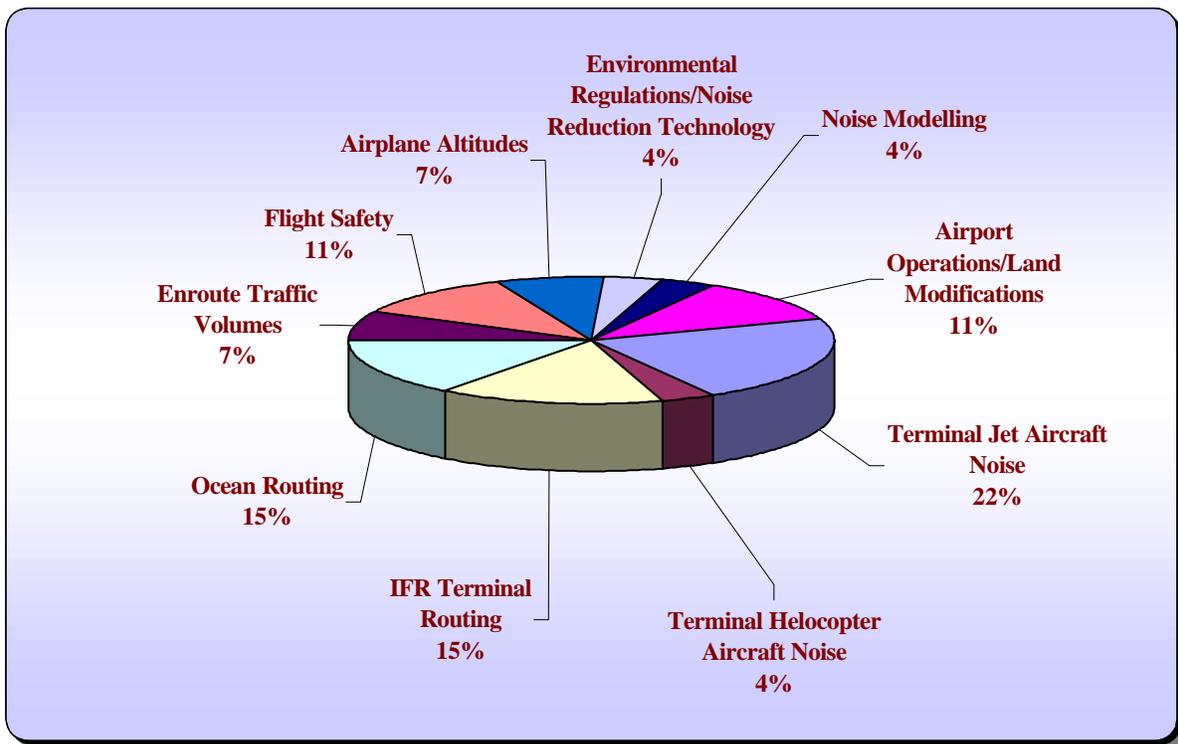


Figure 4.17-1 Summary of Comments for Edison, NJ Workshop

4.18 Summary of Workshop held at Springfield, NJ on November 18th, 1999.

Attendees at the Springfield workshop were primarily concerned with Newark RWY 22 departures. Sixty-seven percent of the comments from this workshop suggested using some version of ocean routing to alleviate both aircraft noise and volume. One specific comment reintroduced the “Harde Maneuver” which is designed to keep departing aircraft over industrial areas in order to limit aircraft noise to residential areas. Thirty-seven percent of the comments addressed flight safety with respect to loss of aircraft in a high-density residential area.

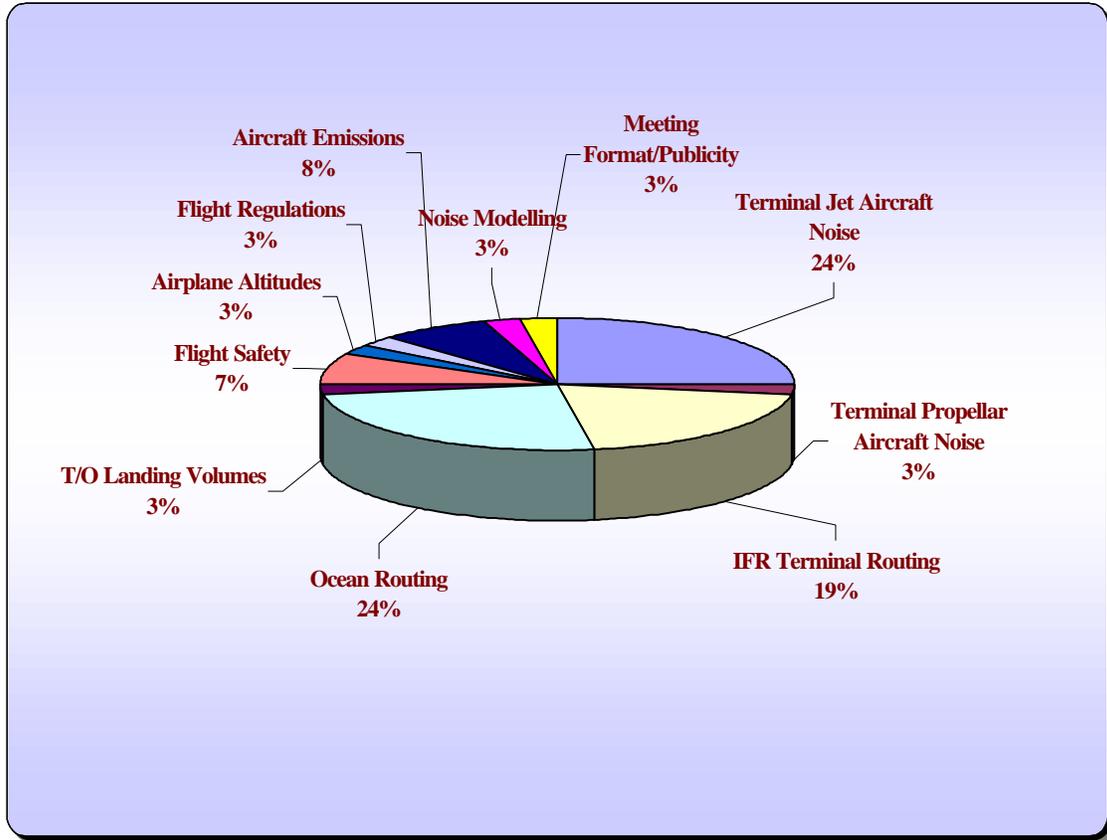


Figure 4.18-1 Summary of Comments for Springfield, NJ Workshop

4.19 Summary of Workshop held at Bridgewater, NJ on December 1st, 1999.

Due to the limited number of comments received during the Bridgewater workshop the following comments are summarized below:

- Fanning out departures/arrivals, ocean routing, and limiting take-off/landing volumes

- Routing modifications for local airport IFR traffic with respect to the Class B airspace
- Departure/approach frequency changes for Somerset Airport

4.20 Summary of Workshop held at Parsippany, NJ on December 2nd, 1999.

Attendees at the Parsippany workshop inputted comments concerning Newark terminal traffic over Morris County. Comments submitted were both for and against the NJ Ocean Routing concept with the majority having issue with aircraft noise.

The environmental comments covered the concept of noise reduction at the source and increasing noise abatement procedures at various airports in the local area. Comments were also directed at restricting the hours of operation of both Morris County and other local airports. There were also concerns that the amount of publicity used to announce the workshops was insufficient.

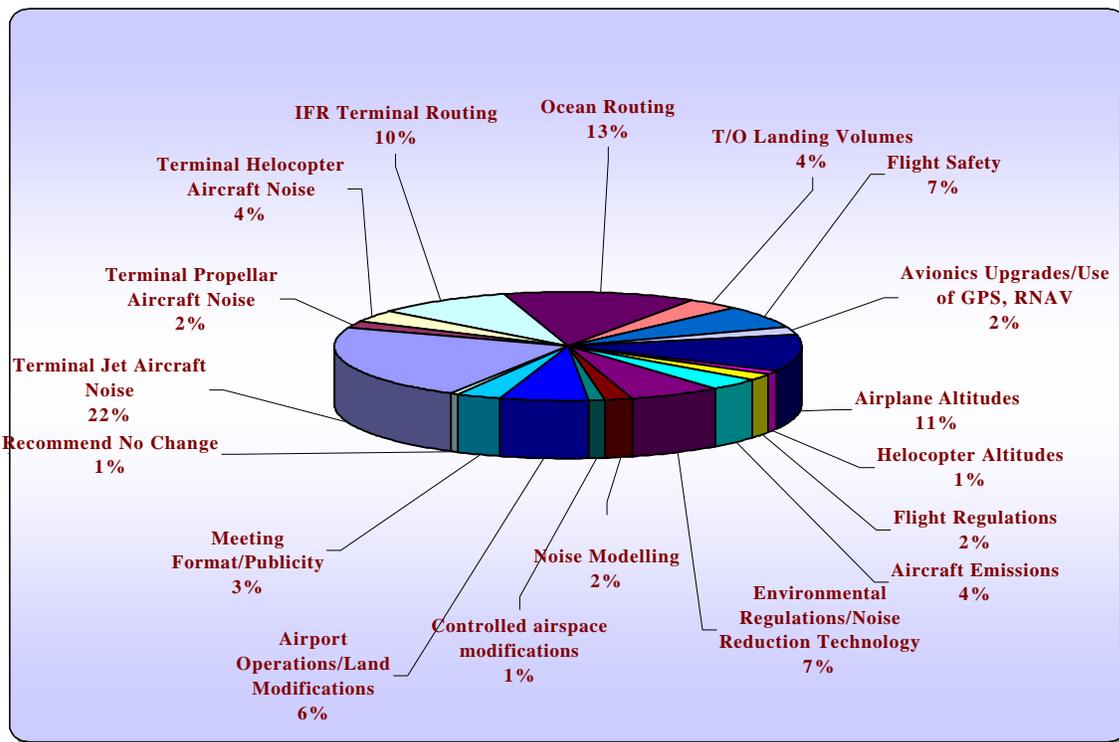


Figure 4.20-1 Summary of Comments for Parsippany, NJ Workshop

4.21 Summary of Workshop held at Bordentown, NJ on December 7th, 1999.

The only comment received during the workshop at Bordentown was provided by the NJCAAN organization. This comment has been submitted at numerous workshops and recommends the following procedures:

- Ocean routing
- Use of waterways and industrial areas
- Use of higher altitudes

4.22 Summary of Workshop held at Philadelphia, PA on December 8th, 1999.

The comments received at the Philadelphia workshop dealt with modifications to the Philadelphia controlled (class B) airspace. All comments recommended more arrival/departure fixes for the airport as well as expanding class B airspace to keep New York and Washington traffic clear of Philadelphia. One comment recommended the use of advanced navigational equipment as part of the solution to the redesign project.

4.23 Summary of Workshop held at Wilmington, DE on December 9th, 1999.

Sixty-one percent of the comments at the Wilmington workshop dealt with terminal aircraft noise out of Philadelphia and moving the terminal landing and departure routes out over the Delaware River. The second largest topic covered was a request by 12% of the attendees to move the next workshop over to the Brandywine Hundred Area and out of downtown Wilmington.

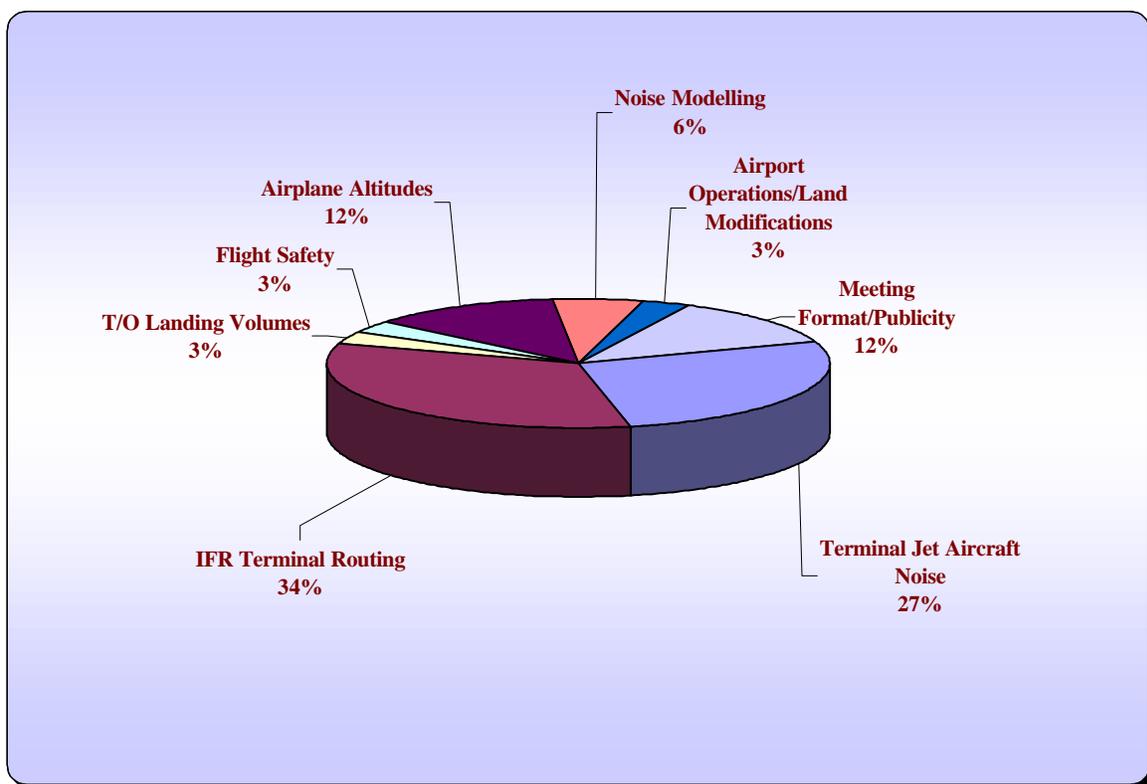


Figure 4.23-1 Summary of Comments for Wilmington, DE Workshop

4.24 Summary of Workshop held at Hazlet, NJ on December 14th, 1999.

Twenty-four percent of the attendees made direct comments concerning some form of ocean routing. Attendees both supported and opposed ocean routing and each comment has details explaining the reasoning. A lot of the mixed comments are based on the lack of a fully defined and mature conceptual ocean routing plan. Most of the attendees had individual ideas of what ocean routing means as reflected by their comments. Thirty-four percent of the comments addressed aircraft altitudes and jet aircraft noise. Nine percent of the comments addressed some level of restricted airport operations or the use of alternative airports.

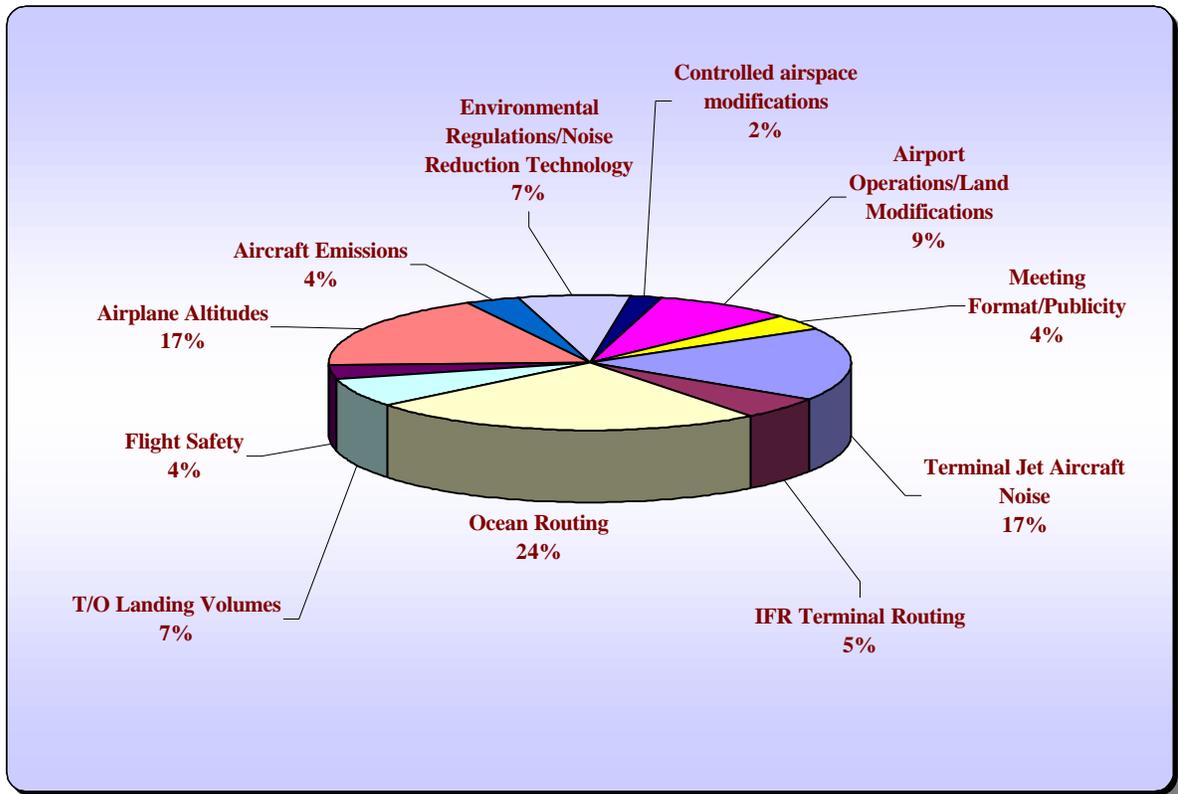


Figure 4.24-1 Summary of Comments for Hazlet, NJ Workshop

4.25 Summary of workshop held at Toms River, NJ on December 15th, 1999.

Due to the limited number of comments received during the Toms River workshop the following comments are summarized below:

- Local aircraft jet noise and altitudes are issues that should be addressed in the redesign

- Move traffic over the water, these comments did not fit the definition of ocean rerouting as defined by NJCAAN
- Do not test or implement the NJCAAN ocean routing concept.
- Attendee in favor of the workshop format
- Attendee did not approve of the advertising approach

4.26 Summary of Workshop held at Tinton Falls, NJ on December 16th, 1999.

Due to the limited number of comments received during the Tinton Falls workshop the following comments are summarized below:

- Reduce terminal jet aircraft noise
- Keep approaches to Newark over industrial areas
- In favor of Ocean Routing for JFK traffic while opposing Newark
- Flight safety should be number one priority to redesign
- Concern over Bald Eagle nesting site in the vicinity
- Develop Website to publish information about the redesign
- Don't change anything during the redesign

4.27 Summary of Workshop held at Manhattan, NY on January 11th, 2000.

Due to the limited number of comments received during the Manhattan workshop, a summarized list has been compiled as follows:

- Reduce terminal aircraft/helicopter noise
- Fan out aircraft traffic over Manhattan
- Keep the aircraft over the water as much as possible
- Concerns over flight safety and air pollution associated with the current traffic patterns
- Push for more aircraft quieting technologies for the future
- Improve publicity and keep community boards involved

4.28 Summary of Workshop held at White Plains, NY on January 12th, 2000.

A large portion of the comments received 18% were concerned with changing terminal traffic patterns associated with the Westchester County airport. Many of these comments were directed toward opposing a proposed Greenwich, CT plan to move terminal traffic over to Westchester County airspace.

There was also concern over the effects of air pollution to the Kensico Reservoir in the vicinity of the Westchester County airport.

Sixteen percent of the attendees input comments concerning the voluntary curfew at Westchester County airport and limiting both airport expansion and surrounding housing developments. Two attendees were interested in obtaining any records that would show which carrier is not following the voluntary curfew established by the airport.

Changes to various environmental regulations were suggested including:

- Tax compensation to aircraft manufacturers for development and implementation of noise quieting technologies
- Placing airport noise abatement under direct control of the FAA
- Requiring realtors to inform the public on airport noise issues
- Increasing noise standards

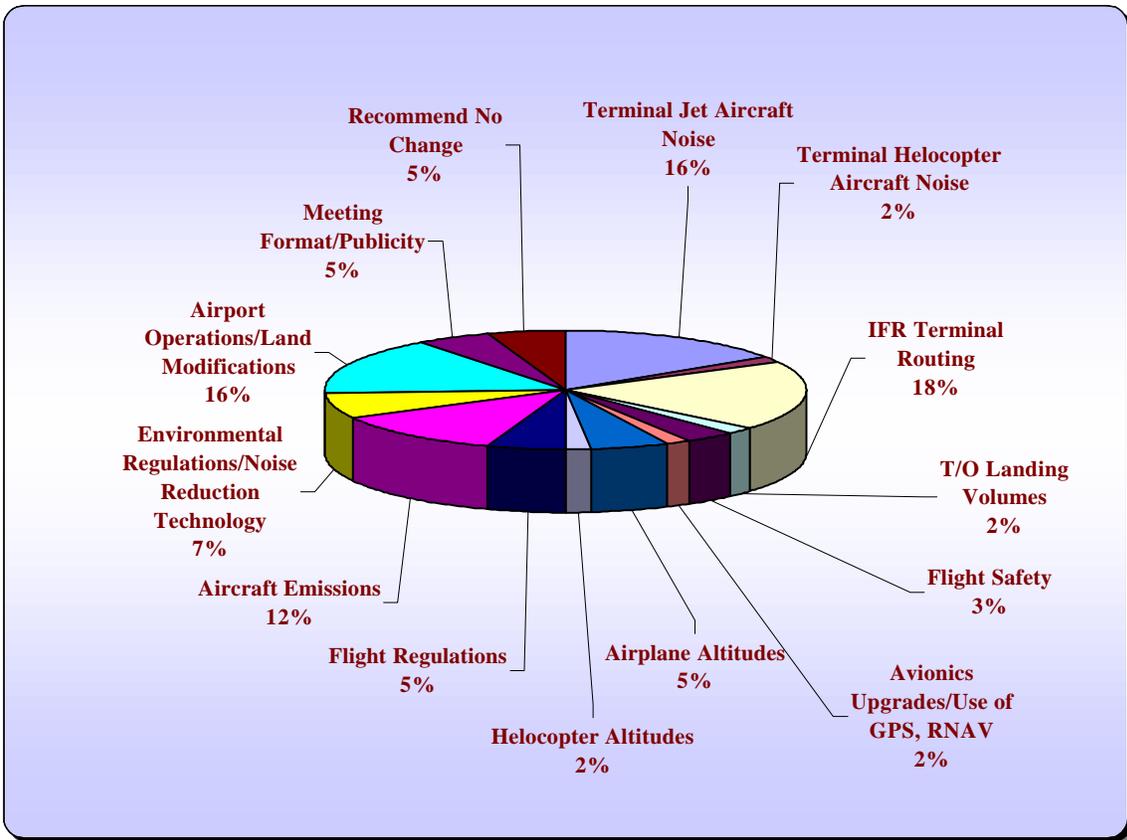


Figure 4.28-1 Summary of Comments for White Plains, NJ Workshop

4.29 Summary of Workshop held at Weehawken, NJ on January 13th, 2000.

Due to the limited number of comments received during the Weehawken workshop, a summarized list has been compiled as follows:

- Concerns/issues with terminal jet, propeller, and helicopter noise and what impacts the redesign will have on the quality of life
- Redesign take-off procedures for Newark
- Issues/recommendations to noise modeling for the project
- Send public notices out to Warren County residents

4.30 Summary of Workshop held at Bronx, NY on January 19th, 2000.

Due to the close proximity to La Guardia airport, the majority of comments were concerned with both terminal aircraft noise and low altitudes during take-off and departure. Attendees also made comments requesting changes in the departure and approach routing into the airport.

Air pollution and its effects on the public due to the aircraft traffic over the Bronx should be included with any airspace redesign effort or final plan.

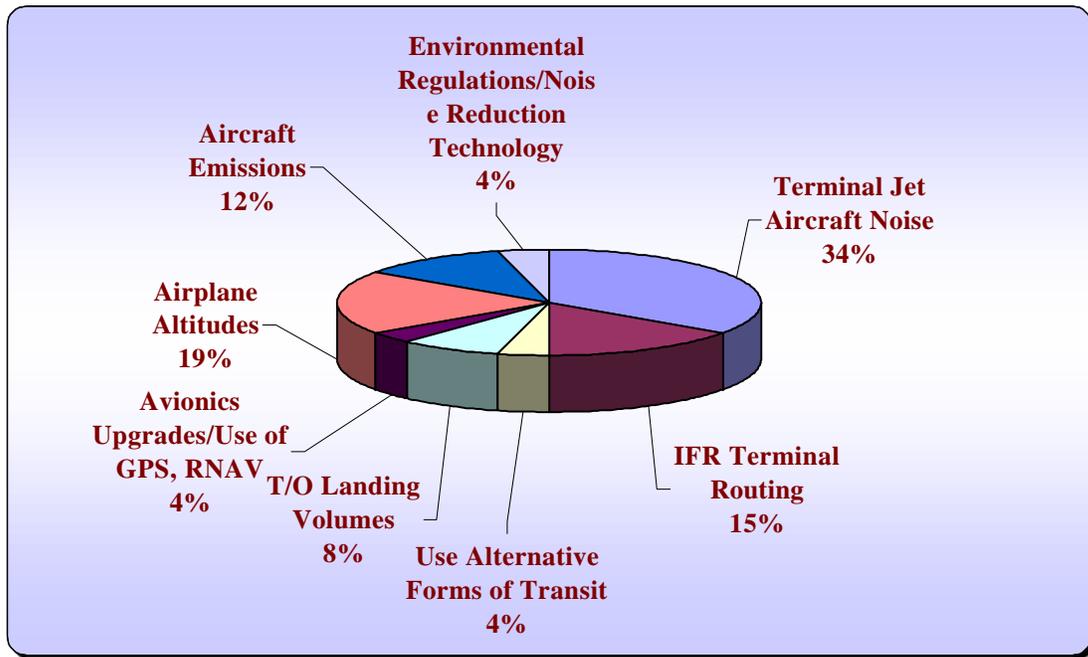


Figure 4.30-1 Summary of Comments for 2nd Bronx, NY Workshop

4.31 Summary of Workshop held at Jamaica, NY on February 3rd, 2000.

As Figure 4.31-1 graphically shows, the majority of comments and issues expressed concern with the impacts associated with terminal operations at JFK airport. The three primary concerns dealt with terminal jet aircraft noise, aircraft emissions and routing of aircraft over waterways or industrial areas.

Environmental comments included the following:

- Reestablish the EPA's Noise Abatement Office
- Reduce or regulate aircraft emissions
- Increase funding for engine noise quieting technologies
- Deploy noise monitors to evaluate noise pollution in the area
- Move toward Stage III requirements
- Approve the New York state "Bubble Bill" which would increase regulations on airport air pollution emissions

There was also a large portion of comments addressed at regulating airport operations mainly through setting of curfews.

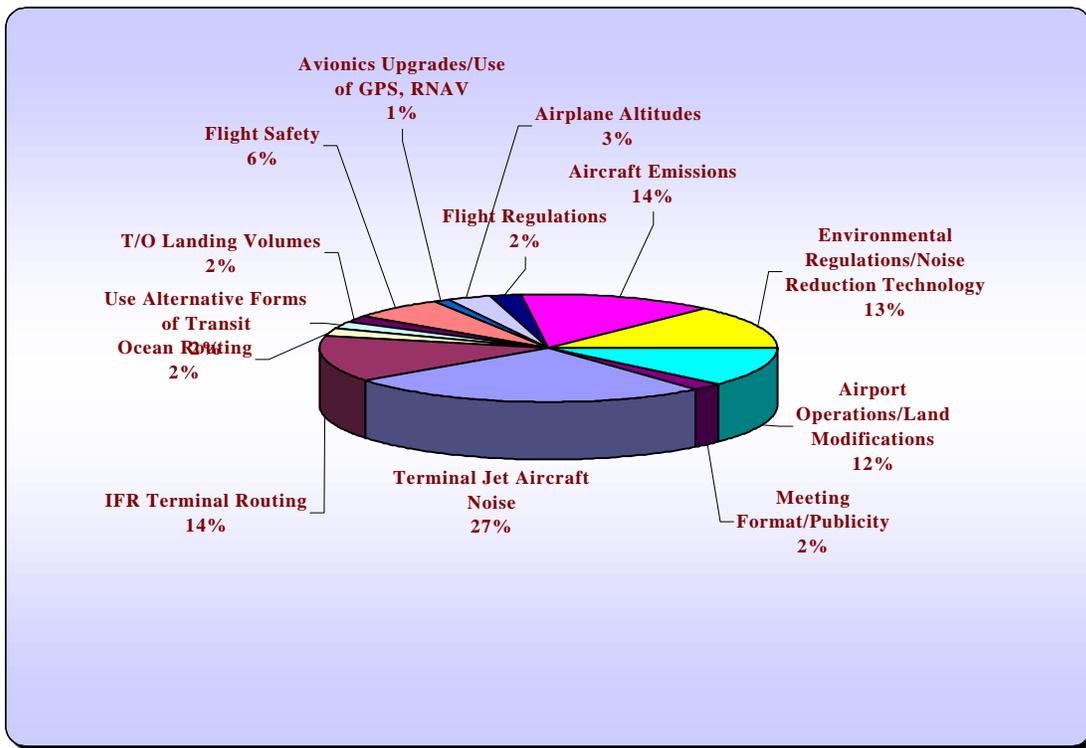


Figure 4.31-1 Summary of Comments for Jamaica, NY Workshop

4.32 Miscellaneous Workshop Comments

This section of the report details comments that were supplied for the record that were not associated with any particular public meeting. Comments were received via mail, fax, and e-mail and were entered into the administrative record in the miscellaneous comment section.

The miscellaneous comments concern the entire airspace redesign area and are not specific to any one particular airport operations area. Although a summarized graph is included, individual comments should be reviewed to fully understand the concerns/issues and recommendations.

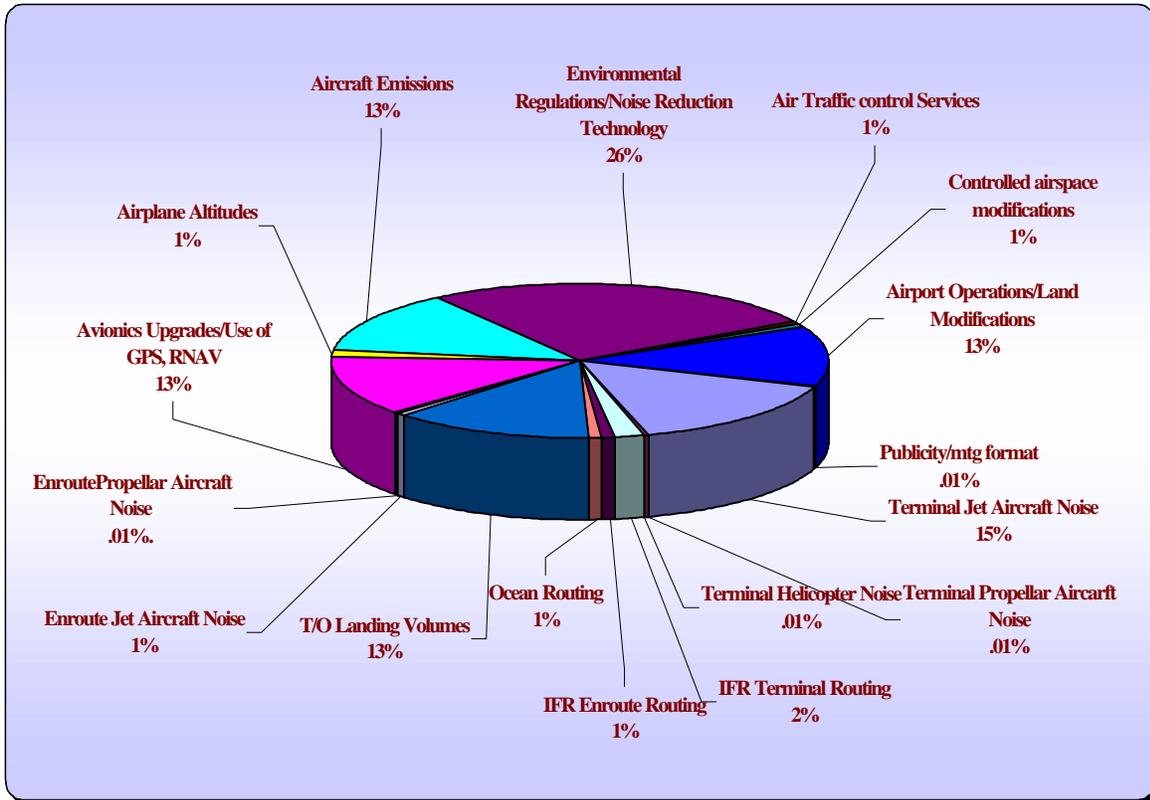


Figure 4.32-1 Summary of Miscellaneous Comments