



The City of New York

Queens Community Board 11

Serving the Communities of Auburndale, Bayside, Douglaston, Hollis Hills
Little Neck and Oakland Gardens

Jerry Iannece Chairperson / **Susan Seinfeld** District Manager

Resolution on Airplane Noise in Northeast Queens

By the Aviation Committee, and Environmental Committee – 2/4/2013

WHEREAS, both commercial Airports in New York City, LaGuardia Airport (LGA), and Kennedy Airport (JFK) are located in the County of Queens, and are operated by the Port Authority of NY and NJ (PANYNJ), and

WHEREAS, both commercial Airports in New York City have airspace above, and around them, controlled by the Federal Aviation Administration (FAA), which is implementing both an area Airspace Redesign, and an Air Traffic Control System upgrade named NextGen, and

WHEREAS, the NextGen System allows the closer spacing, both vertical and horizontal, of Aircraft during landing, and taking off, and brings planes low, and directly over the residential areas of Northeast Queens, and

WHEREAS, the FAA started testing of NextGen Air Traffic Routing without notifying, in a public forum, the Borough President of Queens, nor any Elected representative, nor Community Board 11, Queens regarding their immediate plans for implementation, and

WHEREAS, the airlines are benefiting by allowing more aircraft to take off, and land, at both New York City Airports, and the PANYNJ is benefiting by charging the airlines for every flight that utilizes NYC Airports, and now has plans to build a new larger terminal at LGA, and

WHEREAS, the FAA, has not done an Environmental Impact Study (EIS) on the effects of NextGen Routing in the residential communities surrounding the NYC Airports, such as in Community Board 11, Queens, and

WHEREAS, the citizens of NYC were denied Due Process, by not having any Public Hearing, nor were they provided the results of an Environmental Impact Study (EIS), prior to implementation of NextGen Routing, and

WHEREAS, the New York State Environmental Quality Review Act (SEQRA) requires all state and local government agencies, and authorities, to consider the environmental impact of their actions. The PANYNJ, which operates the airports, has not done a current SEQRA on the potential environmental effects of implementing the FAA's NextGen program in NYC, and

WHEREAS, in the current Congressional FAA funding Bill, the U.S. Congress requested an Airport Noise Study be done in the NYC area by the PANYNJ. *"...it is the sense of the Congress that Port Authority of New York and New Jersey... should undertake a noise compatibility study of the airport and airport-related noise emanating from the airports under their jurisdiction on the surrounding communities", and*

WHEREAS, a Bill has been proposed in the NYS Senate by Sen. Tony Avella which would require the PANYNJ to conduct a Noise and Land Use Compatibility Study in accordance with Federal Aviation Regulations Part 150, and also conduct Public Hearings regarding Aircraft Noise Issues, and

WHEREAS, the current NYC Sound Control Code (a Local Law), passed in 2007, and administered by the Department of Environmental Protection (DEP) states: *"It is hereby declared to be the public policy of the city to reduce the ambient noise level in the city, so as to preserve, protect and promote the public health, safety and welfare, and the peace and quiet of the inhabitants of the city..."*, and

WHEREAS, the Sound Code of NYC, indicates that Aircraft, and turbojet engines, are a source of noise, whose sound levels must be limited. The Local Law also codified under section 24-205 that the DEP *"...Commissioner shall study and propose strategies to control, and/or reduce sound levels associated with Airports..."*. The Official DEP Report generated in March 2010 recommends a Part 150 Study be completed and encourages the use of quieter aircraft technology, and

WHEREAS, the FAA, unilaterally, and again without public review, seriously shortened the Safety Zone at the end of LGA Runway 31 to make way for a Waste Disposal Transfer Station, despite the fact that the ingestion of birds was blamed for stalling the engines of US Airways Flight 1549 forcing Capt. Chesley Sullenberger to land his jet in the Hudson River in January 2009, and

WHEREAS, the constant low flying aircraft, especially those taking off from LGA Runway 31, which is adjacent to the proposed Waste Transfer Station, poses a serious danger to, and also adversely impacts the Quality of Life of the residents of Northeast Queens.

THEREFORE BE IT RESOLVED, that Community Board 11, Queens is steadfastly opposed to any NY/NJ Airspace Redesign, or implementation of NextGen by the FAA, or changes in any airport operation by PANYNJ, which will bring aircraft flying low, and often, over the residential areas of Northeast Queens, when taking off from, or landing at, any airport in the NYC Metropolitan Area, and that,

Community Board 11, Queens strongly objects to the lack of transparency and lack of public outreach by which the FAA has made their decisions regarding the implementation of NextGen in Northeast Queens, and that the 2.5 million residents of Queens County should be considered Stakeholders in the process and that,

Community Board 11, Queens demands that a proper Environmental Impact Study and Part 150 Contour Study be completed, and that Public Hearings be held by the FAA and PANYNJ, with sufficient time allocated for public comment and review, before any further Airspace Redesign or NextGen Routing Changes in Queens County are implemented, and that the long term impact of any such changes, both on the residents and the environment, be mitigated to protect the public health and safety.