

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)/
RECORD OF DECISION (ROD)**

Location

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

Introduction

This Finding of No Significant Impact/Record of Decision (FONSI/ROD) sets out the Federal Aviation Administration's (FAA) consideration of environmental and other factors for Airport Layout Plan (ALP) approval, and other determinations for Terminal 8 Improvements at John F. Kennedy International Airport (JFK). This FONSI/ROD is based on the Final Short Environmental Assessment Form (SEA) for the *Terminal 8 Improvements at John F. Kennedy International Airport* prepared by the Port Authority of New York and New Jersey (PANYNJ), dated October, 2019, and hereby incorporated by reference.

Project Description

The Proposed Action includes an expansion of Terminal 8 (T8) as described below:

- The Proposed Action would not introduce additional airport activity (operators or passengers) but is needed to accommodate the business relationship between American Airlines, British Airways and Iberia Airlines as they serve existing demand. The improvements to T8 would involve building two new jumbo gates on the east side of the terminal and three new hardstands also on the east side of the terminal. American Airlines (AA) would also reconfigure six existing gates on Concourse C and eliminate two narrow body gates and all six regional gates to create three additional jumbo gates. With the Proposed Action, the total gate count would be 30 in the 15 jumbo gate configuration or 31 in the 13 jumbo gate configuration. The only additional pavement work would occur in the area of the aircraft parking hardstands.
- All new gates would be constructed to have preconditioned air and 400-hz power, underground fueling, an electric ground support equipment (GSE) charging corral, and glycol catch basins (an area designed to detain stormwater containing aircraft deicing glycol). The glycol catch basins constructed for this project shall be designed to collect 60% of Aircraft Deicing Fluid (ADF)¹ for disposal or recycling.
- A new single taxilane between the hard stands and contact gates to facilitate aircraft movement. The total square footage of airside pavement work to support the two new gates, three new hard stands and the new taxilane is about 567,000 square feet.
- The Proposed Action would include 51,000 square feet of new building space to the east side of Concourse B and about 73,300 square feet of existing space would be refurbished.

¹ [ADF is defined as 75% of the normalized Type I aircraft deicing fluid and 10% of the normalized Type IV aircraft deicing fluid. Normalized Type I or type IV aircraft deicing fluid means ADF less any water added by the manufacturing or customer before ADF application](#)

The Proposed Action would also include an expansion to the baggage system capacity, which would require a 30-foot expansion on the east side of the building at ramp level. The Proposed Action would also include a 3,700 square foot building expansion to accommodate an escalator to the east side of the building.

- The proposed AA T8 improvements do not include changes to the roadway, curb front, or parking facilities.

The figures in Attachment 1 of the Final SEA show the Proposed Action.

Proposed Agency Actions

The FAA actions involved in the implementation of the Proposed Action include the following:

- a. Unconditional Approval of a change to the JFK ALP to reflect the Terminal 8 Improvements at JFK as described above, pursuant to 49 U.S.C. § 40103(b) and §47107(a)(16); and determination and approval of the effects of this project upon the safe and efficient utilization of navigable airspace pursuant to 14 C.F.R. Parts 77 and 157, and 49 U.S.C. §44718;
- b. Determination under 49 U.S.C. §§40101(d)(1) and 47105(b)(3) as to whether the Proposed Action maintains and enhances safety and security, and meets applicable design and engineering standards set forth in FAA Advisory Circulars;
- c. Determination under 49 U.S.C. §44502(b) that the subject airport development is reasonably necessary for use in air commerce or in the interests of national defense;
- d. Continued close coordination with the PANYNJ, the City of New York, and appropriate FAA program offices, as required, for safety during construction (14 C.F.R. Part 77); and
- e. Approval of appropriate amendments to the JFK Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. §44706.

Purpose and Need

As discussed in Section 3 of the Final EA, the purpose and need for the Proposed Action is to enable American Airlines (AA), British Airways (BA), and Iberia Airlines (IB) to co-locate and better serve their passengers traveling between the United States of America and London (including Heathrow (LHR)) and other European destinations.

Background

In 1999 the Port Authority submitted an SEA to the FAA for improvements to T8 which included replacement of two aging terminals with a single terminal. That SEA did not identify any significant project-related impacts. In August 1999, the FAA issued a FONSI/ROD for the T8 Redevelopment. Construction occurred between 1999 and 2006.² T8 was the largest facility at JFK hosting a single airline (AA) and was originally designed for 57 total gates in two passenger terminal structures containing elevators, escalators, and an automated moving walkway, connected by an underground tunnel. Due to less than expected passenger demand and

² Part of T8 opened for use in August 2005, while portions of the terminal were not completed until 2006.

challenging financial conditions following the terrorist events of September 11, 2001, only 36 of the 57 gates were built. However, the frontage, access roads and garage were built to accommodate the original full scope. The terminal and concourse collectively consist of 1.6 million square feet of total space. Approximately 75% of the passenger processing building evaluated in the 1999 FONSI/ROD was ultimately constructed.

Alternatives

As discussed in Section 5 of the Final SEA, only one alternative to the Proposed Action was considered, the No Action alternative. Under the No Action Alternative, the T8 improvements would not occur and would not achieve the purpose and need (enabling AA, BA, and IB to collocate). Neither alternative would affect the operations or fleet mix of those carriers. BA and IB, as under the No Action alternative, would continue to operate at Terminal 7, or relocate to another terminal. The future No Action conditions would be the existing conditions at JFK plus those projects approved by the FAA through May 2019, as described in Section 6(0) of the attached Final SEA

Discussion

The attached Final SEA and its attachments addresses the effects of the Proposed Action on the human and natural environment and is made part of this Finding. The following impact analyses provide highlights of the more thorough analyses presented in the Final SEA.

Air Quality

Section 176(c) of the Clean Air Act (CAA), as amended in 1990, (42 U.S.C. §7521-7554) requires that Federal actions conform to the appropriate Federal or State air quality implementation plans in order to attain the CAA's air quality goals. Section 176(c) states: "No department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve, any activity which does not conform to an implementation plan."

JFK is in Queens County, which is currently designated by the US Environmental Protection Agency (EPA) as being in serious nonattainment for ozone (O₃) and as a maintenance area for particulate matter (PM_{2.5}). At the time the Draft SEA was submitted to the FAA, the EPA had proposed, but not yet adopted, a reclassification of the New York-North New Jersey-Long Island area from "Moderate" to "Serious" for the 2008 ozone national ambient air quality standards (NAAQS). On August 23, 2019, the EPA adopted the ozone reclassification, which became effective on September 23, 2019. Potential NO_x impacts were evaluated at both the "Moderate" and "Serious" 2008 ozone NAAQS levels and found to be below *de minimis* in both cases. Therefore, an air emissions analysis was performed for the construction of the Proposed Action; an operational inventory was not necessary since the Proposed Action would not result in changes to aircraft operations or fleet mix at JFK.

The air quality analyses [See Section 6(A) of the Final SEA] demonstrate that construction and implementation of the Proposed Action would not cause an increase in air emissions above the applicable *de minimis* thresholds established by the General Conformity Rule in 40 C.F.R. Part 93, §93.153. Therefore, a General Conformity Determination is not required.

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, no further analysis with respect to General Conformity is needed. Accordingly, the Proposed Action conforms to the New York State Implementation Plan (SIP) and the CAA. Additionally, the operation of the Proposed Action would not create any new violations of the National Ambient Air Quality Standards (NAAQS), delay the attainment of any NAAQS, nor increase the frequency or severity of any existing violations of the NAAQS because the Proposed Action accommodates existing commercial service activity at JFK. Based on the above, since the Proposed Action is unlikely to result in a pollutant concentration that would exceed NAAQS, implementation of the Proposed Action is not likely to result in significant adverse impacts to air quality.

Coastal Zone Management

JFK is located within the designated New York State Department of State (NYS DOS) Coastal Zone Management Area (CZMA). Accordingly, any work undertaken within the CZMA is subject to consistency with the New York State CZMA. On July 1, 2019, the NYSDOS determined that the Proposed Action meets its consistency concurrence criteria for determining whether the Proposed Action is consistent with the approved Coastal Zone Management Plan. (See Attachment 4 of the Final SEA).

Floodplains

Based on the current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), the Proposed Project is not located within the 100-yr floodplain. Accordingly, implementation of the Proposed Action is not likely to result in significant adverse effects to the NYSDOS CZMA or Floodplains. [See Section 6(D) and Attachment 3, as well as Section 6(N)(2) of the Final SEA.]

Wetlands

Based upon the National Wetland Inventory Maps and prior studies conducted for JFK, the project site where construction would occur does not contain wetlands. Attachment 2 of the Final SEA shows the National Wetland Inventory Map for the project area.

Surface Waters

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

the stormwater conveyance system and would be in accordance with requirements set forth in the Port Authority's existing permit (JFK SPDES permit #NY-008109).

Noise

The Proposed Action is designed to accommodate existing and future air service by AA, BA, and IB at JFK. As such, its implementation is not anticipated to result in increases to airport operations and is not expected to result in any changes to runway use or flight patterns, and thus would not affect aircraft noise levels. Temporary construction-related noise impacts are anticipated, but are not expected to be significant.

Cumulative Impacts

Past, present, and reasonably foreseeable future actions were evaluated [see Section 6(O) of the Final EA] for the potential for cumulative impacts on affected resources. Emissions from on-site construction equipment and on-road construction-related vehicles, as well as dust generating construction activities have the potential to affect air quality. However, use of such equipment would be temporary and short-term and would not be needed once the construction is complete.

An analysis of the cumulative effects of the Proposed Action in combination with past, present, or reasonably foreseeable future projects JFK is presented in the Final EA [See Section 6(O)] and supports the conclusion that adverse cumulative impacts are not likely to result from implementation of the Proposed Action.

Summary of All Impact Categories

The Final SEA addresses all environmental impact categories, as required by FAA Orders 1050.1F, 5050.4B, and their associated Desk References. Impact categories such as air quality; biological resources; climate; coastal resources; DOT Section 4(f) resources; farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archaeological and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomic, environmental justice, and children's environmental health and safety risks; visual effects; water resources; and cumulative impacts were considered during preparation of and analyses for the Final SEA. It is the FAA's finding that the proposed action will not have any significant impacts on any of the above noted categories.

Coordination with the General Public

A Notice of Public Availability of the Draft SEA and Notice of Public Comment Period was made in the following publications on or during the week of August 20, 2019: Daily News (Queens Edition), Newsday, Greek National Herald, Queens Chronicle, Queens Gazette, Queens Times Ledger, Queens Courier, Queens Ledger, El Especialito, and the Sing Tao Daily Queens Courier.

The draft SEA was made available for review at JFK Administration Building 14 and at the PANYNJ's headquarters office in Manhattan. The document was also available for review on the Port Authority's website at <https://www.panynj.gov/about/studies-reports.html>. The published review and comment period was from August 20, 2019 through September 18, 2019. Following a request from Congressman Meeks, the comment period was extended through October 1, 2019.

An additional Notice of Public Availability of the Draft EA and Notice of Public Comment Period for this comment period extension was made in the publications listed above on or during the week of September 24, 2019.

Comments on the draft SEA were received from two interested parties and focused on the topics of Hazardous Materials (soil contamination), Water Resources (groundwater), and Surface Waters (Jamaica Bay). All comments have been considered and addressed in the Final SEA. None of these comments, when considered individually or aggregately, resulted in significant changes to the Proposed Action (See Section 9 and Attachment 5 of the Final SEA).

Conditions/Mitigation Measures

1. Construction contract specifications developed for the projects shall contain the provisions of FAA Advisory Circular (AC) 150/5370-10H, *Standards for Specifying Construction of Airports*, Item C-102, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control; AC 150/5320-15A Management of Airport Industrial Waste, and AC 150/5320-5D, *Subsurface Drainage Design*.
2. All required regulatory permits shall be obtained prior to construction of the Proposed Action, including a construction stormwater State Pollutant Discharge Elimination System permit when applicable.

Consistent with applicable orders, policies and guidance, including Council on Environmental Quality (CEQ) Guidance, dated January 14, 2011, "Appropriate Use of Mitigation and Monitoring and Clarifying the Appropriate Use of Mitigated Findings of No Significant Impact" under NEPA, the FAA understands that the PANYNJ will undertake the necessary actions to ensure that the above conditions and/or mitigation measures are undertaken and that it will monitor the implementation and effectiveness of such measures. In some instances, the above conditions are required as a result of coordination and agreement. They do not necessarily reflect impacts that require mitigation to meet FAA standards pursuant to FAA Order or guidance. As with all projects subject to NEPA, should any conditions change, or impacts be discovered that require further NEPA analysis, the FAA will require that a separate analysis, review, and decision be conducted.

Federal Agency Findings

In accordance with all applicable laws, the FAA makes the following findings for the Proposed Action based on all appropriate information and analyses contained in the Final SEA:

- A. **The Proposed Action is reasonably consistent with existing plans of public agencies for development of areas surrounding the airport. (49 U.S.C. §47106(a)(1)).** The FAA is satisfied that the Proposed Action is consistent with plans (existing at the time the Proposed Action is approved) of public agencies for development of areas surrounding the airport based on coordination efforts with public agencies as indicated in Attachment 4 of the Final EA.
- B. **The interest of the communities in or near where the Proposed Action may be**

located were given fair consideration. (49U.S.C. §47106(b)(2)). The FAA is satisfied that the interests of the communities in or near where the Proposed Action will be located were given fair consideration as demonstrated by the Final SEA, including Attachment 5.

- C. **The FAA has given this Proposed Action the independent and objective evaluation required by the Council on Environmental Quality (40 C.F.R. Section 1506.5).** The FAA's review and ultimate decision process included the FAA's rigorous exploration and objective evaluation of reasonable alternatives and probable environmental consequences, regulatory agency and Native American consultations, as required, and public involvement. FAA furnished guidance and participated in the preparation of the Final SEA by providing input, advice, and expertise throughout the planning and technical analyses, along with administrative direction and legal review. FAA has independently evaluated the Final SEA and takes responsibility for its scope and content.
- D. **The Proposed Action does not include a physical or constructive use of any resources protected under 49 U.S.C. § 303(c) [Section 4(f) of the DOT Act], including any resources subject to the requirements of Section 106 of the National Historic Preservation Act.** As indicated in the Final SEA, there are no historic sites or other resources that would be subject to DOT Section 4(f) that would be affected by the Proposed Action. The FAA herein finds that there will not be a physical or constructive use of any other Section 4(f) resource in, or in the vicinity of JFK.
- E. **The Proposed Action will conform to the State Implementation Plan (SIP) in accordance with Section 176 of the Clean Air Act (CAA) and its amendments (42 U.S.C. §7506(c)).** JFK is in Queens County, which is currently designated by the USEPA as being in serious non-attainment for ozone (O₃) and as a maintenance area for particulate matter (PM_{2.5}). The Proposed Action conforms to the New York State Implementation Plan and complies with the Clean Air Act Section 176(c)(1). The Proposed Action would not: cause or contribute to any new violation or any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area. Specifically, the Proposed Action's total construction emissions, based on specific emissions calculations, are below the *de minimis* thresholds established by the General Conformity Rule (40 C.F.R. Parts 51 and 93) and therefore, would conform to the SIP. According to FAA Order 1050.1F and the Desk Reference for Airports Actions, no mitigation is necessary and further analysis is not required to comply with the CAA or NEPA. In summary, although the Proposed Action is taking place in a nonattainment area, the FAA determined that project emissions would be below *de minimis* thresholds under General Conformity requirements. Therefore, a Conformity Determination is unnecessary and significant impacts to air quality would be unlikely. The requirements of the General Conformity Rule have been met as discussed in Section 6(A) of the Final SEA.

- F. **There are no disproportionately high and adverse environmental effects on minority and/or low-income populations that would result from the Proposed Action. (Executive Order 12898) (U.S. DOT Order 5610.2(a)).** Environmental Justice concerns are addressed in Section 6(L) of the Final SEA. An Environmental Justice assessment was conducted to determine if a disproportionate share of the Proposed Action's potential impacts would be borne by low-income and/or minority populations. No direct impacts will occur to residential areas where minority or low-income populations may reside. Residential areas will not experience significant induced or indirect impacts, such as noise, traffic, or visual effects. There are no disproportionately high and adverse environmental effects on minority and/or low-income populations that would result from implementation of the Proposed Action.
- G. **Executive Order (EO) 11988 has been followed and complied with as required. The EO directs federal agencies to reduce the risk of flood loss, minimize the impacts of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values served by floodplains.** The Final SEA contains analyses that address whether the Proposed Action would be a significant floodplain encroachment, as defined in FAA Order 1050.1F and EO 11988. The Proposed Action will not occur within or adjacent to the 100-year floodplain. The appropriate and currently valid Preliminary Flood Insurance Rate Maps (PFIRMs) were consulted and they are included in the Final SEA. The implementation of the Proposed Action would comply with all the requirements of EO 11988.
- H. **The Proposed Action is consistent with the New York State Coastal Zone Management Program in accordance with the CZMA, as amended (16 U.S.C. §1451-1464).** JFK is located within a designated New York State CZMA. As indicated in Attachment 4 of the Final SEA, the NYSDOS, on July 1, 2019, determined that the Proposed Action meets its consistency concurrence criteria required to make a determination that a proposed project is consistent with the approved Coastal Zone Management Plan. There would be no significant adverse impacts to the NYSDOS CZMA as result of the Proposed Action and the NYSDOS concurs with the consistency determination for the Proposed Action.

Decision and Order

The FAA recognizes its responsibilities under the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's (CEQ) implementing regulations, and the FAA's own directives. Recognizing these responsibilities, I have carefully considered the FAA's goals and objectives in relation to the various aeronautical aspects of the JFK Terminal 8 Improvements project as discussed in the Final SEA and I have used the environmental process to make a more informed decision. This review included the purpose and need to be served by this Proposed Action and alternative means to achieve them. This review has also included consideration of the environmental impacts of these alternatives, and the mitigation and conditions necessary to preserve and enhance the human environment. This decision is based on a comparative examination of environmental impacts, operational factors, and economic factors for each of the alternatives. The Final SEA provides a fair and full discussion of the impacts of

the Proposed Action. The NEPA process included appropriate planning and design for avoidance and minimization of impacts, as required by NEPA, the CEQ regulations, other special purpose environmental laws, and appropriate FAA environmental directives and guidance.

The FAA has determined that environmental and other relevant concerns presented by interested agencies and the general public have been addressed in the Final SEA. The FAA believes that with respect to the Proposed Action, there are no outstanding environmental issues within FAA jurisdiction to be studied or NEPA requirements that have not been met. In making this determination, the FAA must decide whether to approve the federal actions necessary for Project implementation. FAA approval signifies that applicable federal requirements relating to airport development planning have been met and permits the PANYNJ to proceed with development and possibly receive funds for eligible items. Not approving these actions would prevent the PANYNJ from proceeding with this airport development.

After careful and thorough consideration of the facts contained herein and subsequent to my review of the Final SEA and all of its related materials, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

This decision does not constitute a commitment of funds under the Airport Improvement Program (AIP); however, it does fulfill the environmental prerequisites for future AIP funding determinations associated with AIP-eligible project components (49 U.S.C. §47107).

Similarly, this decision neither grants approval to use Passenger Facility Charges (PFC) nor constitutes a commitment of PFC approval. This decision fulfills the environmental analysis prerequisites for future PFC determinations. The FAA will review any future PFC application upon receipt from the PANYNJ and the FAA will make funding decisions in accordance with the established procedures and applicable statutory requirements (49 U.S.C. §40117).

Accordingly, pursuant to the authority delegated to me by the Administrator of the FAA, I find that the actions summarized in this FONSI/ROD are reasonably supported and approved. I hereby direct that action be taken together with the necessary related and collateral actions, to carry out the agency actions noted above. Specifically:

1. Unconditional Approval of the JFK ALP to reflect the T8 Improvement project, pursuant to 49 U.S.C. §40103(b) and §47107(a)(16), and determination of the effects of each of the components comprising the Proposed Action as described above in the Final SEA and all associated materials upon the safe and efficient utilization of navigable airspace pursuant to 14 C.F.R. Parts 77 and 157, and 49 U.S.C. §44718;
2. Determination under 49 U.S.C. §§40101(d)(1) and 47105(b)(3) that the proposed project meets applicable design and engineering standards set forth in FAA Advisory Circulars;

3. Determinations concerning funding through the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (recodified at 49 U.S.C. §47107) and/or approval of an application to use Passenger Facility Charges (PFCs) under 49 U.S.C. §40117 (this does not determine eligibility or availability of potential funds); and
4. Determination under 49 U.S.C. §44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
5. Continued close coordination with the PANYNJ, the City of New York and appropriate FAA program offices, as required, to ensure safety during construction (14 C.F.R. Part 77); and
6. Approval of appropriate amendments to the JFK Airport Certification Manual (ACM), as required, pursuant to 49 U.S.C. §44706.

Approved: Mahendra Raghubeer
Mahendra Raghubeer
Acting Airports Division Director
Federal Aviation Administration
Eastern Region

10/28/2019
Date

Right of Appeal

This FONSI/ROD presents the Federal Aviation Administration's findings and final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B.

Any party having a substantial interest may appeal this order to the United States Court of Appeals for the District of Columbia Circuit or in the court of appeals of the United States for the circuit in which the person resides or has its principal place of business, upon petition filed within 60 days after entry of this order in accordance with 49 U.S.C. §46110.

Any party seeking to stay the implementation of this ROD must file an application with the FAA prior to seeking judicial relief, as provided in rule 18(a) of the Federal Rules of Appellate Procedure.



FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

**Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS**



Airport Name: John F Kennedy International Airport

Identifier: JFK

Project Title: JFK Terminal 8 Improvements

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

Edward O'Connell
Responsible FAA Official

10/28/19
Date

INSTRUCTIONS

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

ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

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

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

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

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

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

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

of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.

APPLICABILITY

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

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

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

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

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

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

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

Complete the following information:

Project Location

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

Airport Sponsor Information

Point of Contact: Jane Herndon
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Evaluation Form Preparer Information

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1. Introduction/Background:

John F. Kennedy International Airport (JFK or Airport) is located in the southeastern section of Queens County, New York City, on Jamaica Bay. It is 15 miles by highway from midtown Manhattan and consists of 4,930 acres, including 880 acres in the Central Terminal Area (CTA). The Port Authority of New York and New Jersey (Port Authority) has operated JFK under the terms of a lease with the City of New York since June 1, 1947. Today, JFK serves as the premier international gateway in the United States, with non-stop service to more foreign cities than any other airport in the U.S. According to the U.S. Department of Transportation (USDOT), in 2018 this level of activity ranked JFK as No. 1 in the U.S. for international passenger enplanements, making it the nation's leading international gateway. JFK was also ranked No. 6 in the U.S. for total domestic and international passenger enplanements combined. The Airport handles more than 61 million domestic and international passengers annually and accommodates more than 455,000 flights per year.² There are six airline passenger terminals at JFK and each terminal serves one or more airlines.

American Airlines (AA) has been operating from JFK for six decades and is currently the third largest carrier at JFK. Beginning November 21, 2019, AA will operate 108 departures a day, including 13 international departures and 95 domestic departures, to 37 different city destinations. All AA flights depart and arrive at Terminal 8 (T8), a \$1.35 billion facility AA built and manages under a lease from the Port Authority that runs through December 31, 2036. The location of Terminal 8 is shown on a figure in Attachment 1.

² https://www.panynj.gov/airports/pdf-traffic/JFK_DEC_2018.pdf

In order to co-locate with British Airways (BA) and Iberia (IB), two alliance and joint business partners that current operate from Terminal 7 (T7), AA plans to undertake a modest expansion to T8. The project (Proposed Action) includes the addition of two international jumbo gates³ (wingspan up to 214 feet, aircraft group V), the reconfiguration of certain existing gates,⁴ airside improvements (including three new hardstand positions and one existing hardstand reconfigured), expansion and renovation of the premium facilities, and expansion and renovation of certain components of the inline baggage handling system.

In 1999 the Port Authority submitted a Short Form Environmental Assessment (EA) to the Federal Aviation Administration (FAA) for improvements to T8 which included replacement of two aging terminals with a single terminal (T8) delivering state-of-the-art passenger handling facilities and maximum passenger safety and comfort, and “significantly improv[ing] the company’s overall operating efficiency”. That EA did not identify any significant project-related impacts.

In August 1999, the FAA issued a FONSI/ROD for the T8 Redevelopment. Construction occurred between 1999 and 2006.⁵ T8 was the largest facility at JFK hosting a single airline, American Airlines, and was designed for 57 total gates in two structures connected by an underground tunnel that contains elevators, escalators, and automated moving walkways. Due to less than expected passenger demand and challenging financial conditions following the terrorist events of September 11, 2001, only 36 of the 57 gates were built. However, the frontage, access roads and garage were built to accommodate the original full scope. The terminal and concourse collectively consist of 1.6 million square feet of total space.

As of 2010, when an EA for the Terminal 3 (T3) and Terminal 4 (T4) Redevelopment was undertaken (2010 EA), T8 consisted of 36 gates, 21 fewer than the number of gates contemplated by the 1999 FONSI/ROD. Approximately 75% of the passenger processing building evaluated in the 1999 FONSI/ROD was ultimately constructed.

The 2010 EA, while focused on T3 and T4, also included proposed limited improvements to T8:

- “As a result of re-designating four existing gates at Terminal 4 to Delta Air Lines’ gates, Terminal 8 would be expanded by three additional gates and the passenger processing building at Terminal 8 would be expanded to accommodate the carriers displaced by the redevelopment and reconfiguration of Terminal 4.”
- “The specific airlines to be relocated would be determined based on the codeshare and alliance agreements at the time Terminal 8 is expanded.” (Pg. 1-10)
- Expansion of the T8 passenger processing facility by about 200,000 sq. ft

The FAA issued a FONSI/ROD for the T3 and T4 Re-development in July 2010 as no significant impacts were identified. None of the Terminal 8 improvements, including the three proposed gates, were undertaken because the co-location discussions between AA and BA broke off before AA’s Chapter 11 bankruptcy filing in 2011.

³ AA uses the term Jumbo to refer to group V aircraft (B777, A330, B747-400) with a wingspan between 171 feet and 214 feet, whereas widebody gates are for their twin isle B767 (group IV) aircraft. Narrow body aircraft are all other group III and IV single isle aircraft (such as the B757, B737, and A320). Regional aircraft gates are sized for the smaller group II regional jets.

⁴ Tables 1 and 2 shows how the existing gates will be reconfigured from various aircraft sizes to reflect the current wingspan and aircraft used by AA at JFK.

⁵ Part of T8 opened for use in August 2005, while portions of the terminal were not completed until 2006.

Today, T8 consists of 35 gates on two concourses: B and C, because AA reconfigured three regional gates into two narrow body gates a few years ago. T8 can also be operated under a 34-gate count configuration to allow for two more jumbo gates. Table 1 shows the existing gate allocation under the two parking schemes.

Table 1	Total Number of Gates				
	Jumbo	Wide body	Narrow body	Regional	Total
Existing - 1	8	10	11	6	35
Existing - 2	10	8	10	6	34

Existing 1 and 2 refer to different parking schemes used by the airline today. AA uses the term Jumbo to refer to group V aircraft (B777, A330, B747-400) with a wingspan between 171 feet and 214 feet, whereas widebody gates are for their twin isle B767 (group IV) aircraft. Narrow body aircraft are all other group III and IV single isle aircraft (such as the B757, B737, and A320). Regional aircraft gates are sized for the smaller group II regional jets.

Source: American Airlines

The existing layout of Terminal 8 is shown on a figure in Attachment 1.

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

AA proposes to improve T8, as shown in **Attachment 1**, also called the T8 Improvement Program (the Proposed Action). The improvements to T8 would involve building two new jumbo gates on the east side of the terminal and three new hardstands also on the east side of the terminal. There would be a new single taxi lane between the hard stands and contact gates to facilitate aircraft movement. AA would also reconfigure six existing gates on Concourse C and eliminate two narrow body gates and all six regional gates to create three additional jumbo gates. With the Proposed Action, the total gate count would be 30 in the 15 jumbo gate configuration or 31 in the 13 jumbo gate configuration, well below the original 1999 planned 57 gates, and below the 2010 planned 39 gates. The only additional pavement work would occur in the area of the aircraft parking hardstands. Table 2 below shows the gate allocation under the two parking schemes with the Proposed Action.

Table 2	Total Number of Gates				
	Jumbo	Wide body	Narrow body	Regional	Total
Proposed - 1	13	5	13	0	31
Proposed - 2	15	3	12	0	30

Proposed 1 and 2 refer to different parking schemes used by the airline today as applied to the Proposed Action. AA uses the term Jumbo to refer to group V aircraft (B777, A330, B747-400) with a wingspan between 171 feet and 214 feet, whereas widebody gates are for their twin isle B767 (group IV) aircraft. Narrow body aircraft are all other group III and IV single isle aircraft (such as the B757, B737, and A320). Regional aircraft gates are sized for the smaller group II regional jets.

Source: American Airlines

All new gates would be constructed to have preconditioned air and 400-hz power, underground fueling, an electric ground support equipment (GSE) charging corral, and glycol catch basins (an area designed to detain stormwater containing aircraft deicing glycol). The glycol catch basins constructed

for this project shall be designed to collect 60% of Aircraft Deicing Fluid (ADF)⁶ for disposal or recycling.

The Proposed Action would include a modest expansion of the terminal/concourse. A 60-foot bump out of the east side of Concourse B would be needed to accommodate expanded holdroom space. The Proposed Action would also include an expansion to the baggage system capacity, which would require a 30-foot expansion on the east side of the building at ramp level.

The Proposed Action would refurbish existing space to create a new joint AA-BA lounge within the existing interior spaces, by relocating and condensing AA's internal operational office and converting the space to the lounge. The Proposed Action would also expand the premium check-in space and include a 3,700 square foot building expansion to accommodate an escalator to the east side of the building to create an exclusive access for premium passengers. Other elements of the Proposed Action would include bathroom and signage upgrades. Thus, 51,000 square feet of new space would be constructed, and about 73,300 square feet of existing space would be refurbished. The total square footage of airside pavement work to support the two new gates, three new hard stands and the new taxi lane is about 567,000 square feet. The proposed AA T8 improvements do not include changes to the roadway, curb front or parking facilities.

The federal action associated with the Proposed Action is the FAA approval of the Airport Layout Plan (ALP) which requires compliance with the National Environmental Policy Act (NEPA).

Construction is scheduled to begin in September 2019 and extend through October of 2022.

Construction of the Proposed Action would not commence until all regulatory approvals, permits, and concurrences are obtained. All applicable local, state and federal permits would be obtained prior to this project commencing. The proposed development would comply with the Port Authority's *Sustainable Infrastructure Guidelines* and *Sustainable Building Guidelines*.

3. Project Purpose and Need:

AA proposes improvements to T8 at JFK to enable AA, BA, and IB to co-locate and better serve their passengers traveling between the US and London (including Heathrow (LHR)) and other European destinations. The planned co-location at T8 would fulfill a longstanding strategic goal on the New York end of AA and BA's joint business service on the JFK-LHR route, the single most important route to the alliance. BA is currently the operator of T7, and it subleases space to IB. Both BA and IB are under the shared ownership of International Airlines Group. The Proposed Action would not induce additional airport activity (operations or passengers) but is needed to accommodate the business relationship among AA, BA and IB and to serve existing demand. The Proposed Action would not increase airport capacity, as there is existing capacity at other terminals to accommodate the demand, and the need for this project is driven by desire to improve customer experience. However, additional space would be required at Terminal 8 to enable the carriers to better serve the joint business needs.

⁶ ADF is defined as 75% of the normalized Type 1 aircraft deicing fluid and 10% of the normalized Type IV aircraft deicing fluid. Normalized Type 1 or type IV aircraft deicing fluid means ADF less any water added by the manufacturing or customer before ADF application

AA, BA, and IB are members of the **oneworld** Alliance, a group founded in 1999 with 13 current airline members to provide their passengers seamless service to over 1,000 destinations worldwide. AA, BA and IB enhanced their business relationship in 2010 by forming the Atlantic Joint Business, an initiative focusing on customer choice, convenience and flexibility when flying between Europe and the United States. Between AA and BA, 14 daily flight frequencies occur between New York and London, providing tremendous flexibility and convenience to air travelers. AA and BA began discussing co-location at JFK about 10 years ago, shortly after the construction of existing T8 was completed; however, no agreement was reached mostly because of BA's lease of T7.

The Atlantic Joint Business offers passengers smoother connections for onward flights, the convenience of using any of the airlines' websites for booking and check-in, the convenience of an integrated customer support network, and competitive fares from each airline. However, AA, BA and IB passengers are not realizing all these conveniences and other benefits at JFK because these airlines do not operate out of a single terminal. For example, a passenger arriving on either BA or IB and who has a connecting flight on American has to change terminals. The same is true of passengers arriving on American but needing to connect to a BA or IB flight. By co-locating the airlines in a single terminal, such passengers would no longer have to change terminals, thereby realizing a significant time savings. Furthermore, the passengers would have the flexibility of the 14 daily flights between New York and London operated by AA and BA from the same terminal. Additionally, they could enjoy the upgraded customer services to be provided in Terminal 8 (modern baggage handling, upgraded lounges, improved concessions, and the like).

With BA's T7 lease expiring in 2022, the timing is right for these carriers to co-locate and achieve their shared strategic goal. This co-location has compelling business purposes and would occur regardless of any other future development at JFK.

Six **oneworld** Alliance carriers are subtenants of AA in T8 including Cathay Pacific, Finnair, LATAM, Qantas, Qatar (split between T8 and T7) and Royal Jordanian. The only other **oneworld** carrier at JFK that would not operate in the improved T8 would be JAL, a founding member of the Terminal 1 consortium who has chosen to remain in Terminal 1.

Construction of the Proposed Action would enable AA and BA to achieve their desired co-location business needs. The planned gate expansion and reconfiguration allows the existing facility to better accommodate the combined demand of AA, BA and IB, because BA's and IB's flight schedules peak around the same time as AA's international schedule, while the existing domestic narrow-body gates are under-utilized. The Proposed Action would also expand the premium check-in space to accommodate BA and potentially other **oneworld** carriers and include a small amount of building space to accommodate an escalator to the side of east building to create an exclusive access for premium passengers. The expanded premium lounges would allow AA and BA to operate the first joint lounges in the US, further enhancing customer service and the AA/BA product offerings. The upgrade of equipment and expansion to the terminal building to accommodate additional equipment are necessary to increase baggage handling service (BHS) capability during peak time within T8.

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

JFK is one of five airports operated by the Port Authority of New York and New Jersey (Port Authority), which serve the metropolitan New York and New Jersey areas and the Hudson Valley. Both JFK and LaGuardia Airport (LGA) are located in the Borough of Queens and Newark Liberty International Airport (EWR) is located in New Jersey. Teterboro Airport (TEB) is located in Bergen County, New Jersey. New York Stewart International Airport (SWF) is located in Newburgh/New Windsor, New York, 60 miles north of New York City.

JFK is the largest facility in the Port Authority airport system with 4,930 acres, including 880 acres in the Central Terminal Area (CTA), four runways, and six operating terminals. In 2018, JFK carried over 1.4 million tons of cargo and handled over 61.6 million passengers. JFK remains the premiere international gateway in the U.S. with about 80 carriers serving 155 nonstop destinations and over 455,500 annual aircraft operations.

JFK's airfield consists of four runways: two widely spaced parallel runways oriented in a northwest/southeast direction (Runways 13L/31R and 13R/31L) and two closely spaced parallel runways oriented in a northeast/southwest direction (Runways 4L/22R and 4R/22L). The CTA is located between Runways 13L/31R and 13R/31L.

JFK is bordered on three sides by surface water, including Jamaica Bay, Bergen Basin, Head of Bay, and the Thurston Basin. Bergen Basin and Thurston Basin, which border JFK on the west and east, respectively are features of Jamaica Bay. The waters of Jamaica Bay and Head of Bay are considered suitable for primary and secondary contact recreation (classified SB by the New York State Department of Environmental Conservation (NYSDEC)). Waters within the adjacent tributaries are considered suitable for secondary contact recreation (classified I by NYSDEC). Shell fishing for market purposes is not permitted in these areas. A large part of Jamaica Bay and its adjoining waterways and shoreline are components of the Gateway National Recreation Area, which includes a National Wildlife Refuge. Tidal wetlands, shallow, and deep-water habitats adjacent to the Airport are habitat for a diverse plant and avian population.

Land use in the JFK area consists of commercial and industrial developments, and residential areas ranging from detached single-family houses on 40- to 60-foot square lots to medium-density row houses and garden apartments. There are no large apartment buildings (14 stories or larger) in the immediate vicinity of JFK. To the north lies the Belt Parkway, the Queens neighborhoods of Ozone Park, Springfield Gardens, Rosedale, whereas to the east is Inwood. The Gateway National Recreation Area, which contains the Jamaica Bay Wildlife Refuge, borders the southern side of the Airport and is part of the National Park System.

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

Alternatives: Only one alternative to the Proposed Action was considered (the No Action alternative) because the Proposed Action would not involve unresolved conflicts concerning alternative uses of

available resources. See FAA Order 5050.4B Paragraph 706d ("If there are no unresolved conflicts concerning alternative uses of available resources, the range of alternatives may be limited to the no action and the proposed action alternatives..."). The Order [section 706d(5(a))] further notes that "... Typically, an unresolved conflict exists when an airport development project concerns involves one or more special purpose law(s) ...". Therefore, no other alternative was considered since the Proposed Action involves no unresolved conflict.

No Action Alternative:

Under the No Action Alternative, the Terminal 8 improvements would not occur. The No Action Alternative is not a desirable or reasonable alternative as it would not achieve the purpose and need (enabling AA, BA, and IB to co-locate), but it would not affect the operations or fleet mix of those carriers. BA and IB would continue to operate at Terminal 7 or relocate to another terminal. Future redevelopment at the Airport proposed by the Port Authority may also require the accommodation of BA and IB at a terminal other than Terminal 7. The Port's current redevelopment proposal is discussed in the Cumulative Impacts section and impacts from a potential redevelopment would be evaluated in a separate environmental document.

In accordance with NEPA, the No Action Alternative is an alternative carried forward for evaluation and comparison to the Proposed Action.

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

(A) AIR QUALITY

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

Air quality is the measure of the condition of the air expressed in terms of ambient pollutant concentrations and their temporal and spatial distribution. FAA guidance calls for the consideration of criteria pollutants [carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃, including its precursors volatile organic compounds -VOC and nitrogen oxides), particulate matter (PM), sulfur dioxide (SO₂), and lead (Pb)] for which there are criteria to establish health and welfare-based standards. The USEPA has established standards for these criteria pollutants, and classified regions relative to these standards that are designed to protect public health and welfare.

The Proposed Action would result in construction emissions to build the Proposed Action. As discussed below, these emissions are not expected to be significant. A construction emissions inventory was prepared for the construction period 2019 through 2022. **Table 1** lists the construction emissions for all criteria pollutants. This inventory was prepared using USEPA MOVES emissions factors and the construction equipment mix identified using the Airport Cooperative Research

Program Report 102 *Guidance for Estimating Airport Construction Emissions* tool ACEIT (Airport Construction Emissions Inventory Tool).⁷

TABLE 1 Total Construction Emissions by Year (tons/year)							
Year	CO	NOX	VOC	SO2	PM10	PM2.5	Lead
Construction							
2019	1.9	1.2	0.3	<0.1	0.2	0.1	NA
2020	10.6	4.9	1.7	<0.1	1.0	0.3	NA
2021	10.0	4.8	1.7	<0.1	1.0	0.3	NA
2022	0.6	0.3	<0.1	<0.1	<0.1	<0.1	NA
De Minimis Threshold							
Current Classification	100	100	50	100	100	100	NA
Potential Future Classification	100	50	50	100	100	100	NA

NA= not applicable

Source: HMMH. June 19, 2019. Using ACEIT and project description information to identify construction equipment mix and emission factors from MOVES. Note that lead is not emitted from construction equipment.

In evaluating the construction emissions, the project dimensions noted in the Project Description (see Section 2) were used. Conservatively high assumptions were used to identify the mix of equipment that would be deployed to construct the improvements in the Proposed Action. The ACEIT tool contains categories of projects applicable to airports, at a defined size. These projects were used and then scaled to the dimensions applicable to the Proposed Action. Default assumptions were used in the ACEIT tool, rather than refining the construction evaluation to reflect local, low emission equipment and best management techniques.

These emissions are not considered significant in the context of comparison to the Clean Air Act General Conformity de minimis thresholds. Projects whose emissions are less than the de minimis threshold are not required to conduct additional analysis (per 40 CFR Part 93.153). To determine the applicable de minimis threshold, a review of the USEPAs designations relative to the air quality standards is conducted. JFK is in Queens County, an area considered moderate nonattainment for ozone (2015 and 2008 standards),⁸ maintenance for 2006 PM2.5 (attainment for the 2015 standard), maintenance for the 1971 carbon monoxide (CO) standard, and attainment for all other pollutants. Locations occurring in a moderate non-attainment area such as JFK are subject to a 100-ton per year threshold for NOx and 50 tons per year for VOCs (NOx and VOCs are ozone precursors) and 100-ton per year for all other pollutants (either as a maintenance area or using the more stringent maintenance threshold for those pollutants that the region is attainment).

In November 2018, the USEPA announced its intent to re-classify the New York-North New Jersey-Long Island, Connecticut-New York New Jersey area as “serious” nonattainment for the 2008 ozone standard; this rule is not yet in effect.⁹ If that were to happen, the de minimis threshold NOx would be lowered from 100 tons to 50 tons per year. As the table above shows, even using the more conservative serious nonattainment threshold for ozone precursors, construction emissions from the Proposed Action in all years would be less than the applicable de minimis threshold and thus would not be expected to be significant.

⁷ <https://crp.trb.org/acrp0267/acrp-report-102-guidance-for-estimating-airport-construction-emissions/>

⁸ <https://www.epa.gov/green-book>

⁹ <https://www.federalregister.gov/documents/2018/11/14/2018-24816/determinations-of-attainment-by-the-attainment-date-extensions-of-the-attainment-date-and>

Following completion, the Proposed Action is not expected to result in a change in emissions. The Proposed Action would not induce aircraft operations or passengers or change the aircraft fleet using JFK, but rather result in a slight change in where aircraft are operating within the passenger terminal complex; BA and IB operations currently occurring at Terminal 7 would operate at Terminal 8. The Proposed Action would not result in air quality impacts following construction.

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

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

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

Yes. JFK Airport is located in Queens County, New York. Based upon information in the USEPA's online Green Book – the attainment/nonattainment status is:¹⁰

- Ozone: 8-hour 2008 status – moderate nonattainment, 8-hour 2015 status – moderate nonattainment (pending reclassification to serious under the 2008 8-hour standard)
- Carbon monoxide: maintenance since 2002
- PM2.5: maintenance since 2014 with the 2006 standard
- Attainment for: PM10, nitrogen dioxide, sulfur oxides, and lead.

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

Not applicable. Applicability of the FAA's Presumed to Conform Limits was not determined for this project. Instead, the Airport Sponsor elected to evaluate General Conformity with a quantitative assessment of emissions because it was the more conservative approach.

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

No. See **Table 1**.

¹⁰ https://www3.epa.gov/airquality/greenbook/anayo_ny.html

(B) BIOLOGICAL RESOURCES

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

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

No. The Endangered Species Act of 1973 (ESA), as amended, provides for the protection of certain plants and animals as well as the habitats in which they are found. In compliance with the ESA, agencies overseeing Federally funded projects are required to obtain from the U.S. Fish and Wildlife Service (USFWS) information concerning any species listed, or proposed to be listed, which may be present in the area of the Proposed Action.

Several studies note the occurrence of the Federal and state-endangered peregrine falcon (*falco peregrinus*) within the general vicinity of the Airport. However, there are no potential nesting sites for this species at the Airport. Within its range, this falcon prefers open country from tundra, savannah and sea coasts, to high mountains, as well as open forests and tall buildings. Nests are built on high ledges, usually 50 to 200 feet off the ground. Nesting season occurs from March through July. Habitats near the Airport, which may be used by peregrine falcons for hunting, include waterfowl concentration areas such as Jamaica Bay. These habitats are not located within the project area.

Three birds have been noted in prior studies as within the airport environs including: piping plover (*Charadrius melodus*) (federal threatened), red knot (*Calidris canutus rufa*) (federal threatened), and roseate tern (*Sterna dougallii*) (federal endangered) and one flowering plant, seabeach amaranth (*Amaranthus pumilus*) (federal threatened), were identified for consideration. No critical habitat is listed within the project area.

There are three state-listed animals that have been documented on or within the vicinity of the Airport: upland sandpiper (*Bartramia longicauda*) (state threatened), northern harrier (*Circus cyaneus*) (state threatened), and short-eared owl (*Asio flammeus*) (state endangered). The project area is comprised of highly disturbed/developed land areas situated near operational runway areas at JFK. It is unlikely that the project areas provide functional habitat for these species; however, other common transient wildlife may use the area occasionally. All temporary disturbance to occur as a result of construction will be restored by returning the area to its developed/paved nature.

No threatened or endangered marine species are known to occur at the Airport. Jamaica Bay and its environs support diamondback terrapin turtles that are neither Federal nor state special-status species. However, New York is considering adding them as a special concern species. Terrapins can be found in brackish waters of coastal salt marshes, tidal creeks, estuaries, bays, and coves. Females are typically found on beaches and in sand dunes when nesting. These types of environments are not present within the vicinity of the Proposed Action.

Therefore, the Proposed Action would not impact any Federal-listed or state-listed endangered, threatened, or special concern species.

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

No. The location of the Proposed Action does not contain habitat for threatened or special concern species, nor is there any potential for their presence due to the project site's vicinity to runways. The project site is heavily developed. Therefore, no significant impacts to endangered and threatened wildlife species are anticipated.

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

See response #2 above

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

No. The location of the Proposed Action is generally in the center of the Airport and is currently entirely paved. There is limited potential animal habitat at or near the proposed development site.

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

No.

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

No.

(7) Would the proposed project affect species have protected under the Migratory Bird Act? (If Yes, contact the local ADO).

No. The Proposed Action would not affect the species protected under the Migratory Bird Act due to the limited affected area of the project site, which is restricted to an already developed area consisting primarily of pavement and terminal building/apron which is not suitable habitat.

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

(C) CLIMATE

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

Greenhouse gases are those that trap heat in the earth's atmosphere. Greenhouse gases are produced both naturally and through anthropogenic sources, and they include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Research has shown that there is a direct correlation between fuel combustion and greenhouse gas emissions. Therefore, sources that require fuel or power at an airport are the primary sources that would generate greenhouse gases.

Using the same model as deployed for criteria air pollutants, an estimate of greenhouse gas emissions during construction was prepared. That analysis indicates that about 8,219 metric tons of CO₂ could be emitted during construction (the total of all construction years). Therefore, a brief and temporary increase in greenhouse gas emissions would result from construction of the Proposed Action. No expected increase in operational greenhouse gas emissions is expected, for the same reasons as noted for criteria pollutants in Section A (Air Quality).

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

No.

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

A brief and temporary increase in greenhouse gas emissions would result from construction on the site. However, the FAA does not have a threshold of significance for greenhouse gas emissions. In the context of overall US greenhouse gas emissions, JFK Airport greenhouse gas emissions are less than 0.01 percent.

(D) COASTAL RESOURCES

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

The Airport is within the coastal zone for the State of New York as defined under the New York Coastal Area Facility Review Act. Therefore, the Port Authority has sent letters of request for concurrence to the New York State Department of State (Division of Coastal Resources) and to the New York City Department of City Planning (Waterfront Division).

The area affected by the Proposed Action is within the coastal zone but would not adversely impact coastal zone resources and would be consistent with the Waterfront Revitalization and Coastal Resources Act (WRCRA). Additionally, preventive measures, such as spill prevention plans and other BMPs, would be implemented or updated to minimize the potential for pollutant releases to the coastal zone.

Generally, federal consistency requires that federal actions, within and outside the coastal zone, which have reasonably foreseeable effects on any coastal use (land or water) or natural resource of the coastal zone be consistent with the enforceable policies of a state's federally approved coastal management program.

The area affected by development associated with the Proposed Action is within the coastal zone. On July 1, 2019, the Department responded in a letter indicating that the "Department of State has no objection" to the FAA's approval of the Federal Action." The letter is included in Attachment 4.

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

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

The completed Federal, State, and City Coastal Assessment Forms (CAFs) and consistency determination are available in **Attachment 4**. The CAFs and attachments in **Attachment 4** review these policies and assess the consistency of the Proposed Action with them.

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

No. The Proposed Action would not impact coastal barriers because there are no coastal barriers or any areas subject to the Coastal Barriers Resources Act of 1982 or the Coastal Barriers Improvement Act of 1990 in the vicinity of JFK.

(E) SECTION 4(f) RESOURCES

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

Section 303 of 49 USC, Subtitle I, (commonly known as DOT Section 4(f)) provides that the Secretary of Transportation "shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife refuge, of national, state, or local significance or land of an historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program or project includes all possible planning to minimize harm resulting from the use."

The Proposed Action is located completely within the confines of the CTA and no use of public lands would be required; the Proposed Action would not affect lands protected under DOT Section 4(f)/Section 303. The Airport is located adjacent to the Jamaica Bay unit of the Gateway National Recreation Area. There would be no impacts to the National Recreation Area as a result of the Proposed Action.

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

Section 5.3.3 of 1050.1F Desk Reference). If “No,” stop development of this form and prepare a standard Environmental Assessment.

Not applicable.

(F) FARMLANDS

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

The Farmland Protection Policy Act (FPPA) of 1981 was enacted to minimize the extent to which Federal actions and programs contribute to unnecessary and irreversible conversion of farmland to non-agricultural uses. The area affected by the Proposed Action is in an urbanized area on property previously developed and paved. No farmland is found within JFK Airport.

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

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

Hazardous substances and other contaminants, including asbestos, lead, polychlorinated biphenyls (PCBs), chlorofluorocarbons (CFCs), mercury, and petroleum hydrocarbon contamination have been identified in soil and groundwater in and around Terminal 8 at JFK.¹¹ The slight expansion of Terminal 8 would not increase the quantity of hazardous materials present in the terminals or in the environment, or exacerbate existing contamination. If during construction, any soils excavated are suspected of being contaminated based on a field assessment, soil samples would be obtained. The samples would be taken to a NYSDEC certified laboratory and analyzed for the list of priority pollutants.

If soils with elevated levels of pollutants were found, they would be handled in accordance with Federal and State regulations. Typically, non-hazardous soil can be beneficially reused off-site as landfill cover or final cover for landfill closures. If any soils or other materials removed during the construction are determined to be hazardous wastes, the material would be managed as hazardous waste and disposed of at an USEPA approved hazardous waste disposal facility under the Port Authority’s RCRA hazardous waste ID number. All waste disposal activities associated with the Proposed Project would comply with all federal, state and local regulations regarding the identification, removal, transportation, and disposal of hazardous and non-hazardous material.

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

¹¹ 2010 *Environmental Assessment Terminals 3, and 4 Redevelopment Project at John F. Kennedy International Airport*. Page 5-23

There would be no impacts related to solid waste management from the proposed development once the Proposed Action is complete. There would be a temporary increase in solid waste due to the short-term construction activities (removing pavement, concrete and part of the terminal wall structures – commonly called construction and demolition waste). However, these quantities would not be significant. This waste would be reused on site to the greatest extent possible. There are solid waste disposal facilities on Long Island that are capable of handling solid waste associated with construction activities.

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

No, the Proposed Action would not be expected to alter the quantities or types of hazardous waste produced at JFK Airport.

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

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

The National Historic Preservation Act (NHPA) is the primary Federal law governing the preservation of historic and prehistoric resources, encompassing art, architecture, archaeological, and other cultural resources. Section 106 of the NHPA requires that, prior to approval of a Federal or Federally assisted project, or before the issuance of a license, permit, or other similar approval, Federal agencies take into account the effect of the project on properties that are on or eligible for listing on the National Register.

The Proposed Action would not have the potential to impact on any properties listed or eligible for listing on the National Register of Historic Places.

One building in the airport's Central Terminal Area-Terminal 5 (TWA Flight Center) was designated a New York City Landmark in 1994 and was placed on the National Register of Historic Places in October 2005. The improvements to Terminal 8 would not affect views to or from the TWA Flight Center, nor any other aspect of the TWA Terminal's context.

The Proposed Action would not cause a significant change to the existing setting as it would redevelop the existing site that already exists at, adjacent to, and within view of the Project Site. Therefore, no direct or indirect impacts would occur to any historic properties.

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

No impacts to archaeological resources are expected. Prior to 1942, the entire Airport, including the area affected by the Proposed Action, consisted of tidal marshlands next to the Idlewild Golf course. In April 1942, the City of New York arranged for the placement of hydraulic fill over the site to construct the Airport. Since the 1950s, the area affected by the Proposed Action has been subjected

to numerous building and infrastructure campaigns that disturbed the subsurface and prior structures. The entire project area is now covered in buildings or concrete. These activities, in combination with the underlying soil conditions, make it highly unlikely that significant archaeological resources have survived, if they ever existed. No study associated with any part of the area has identified any level of archaeological sensitivity.

(I) LAND USE

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

No. The Proposed Action would result in improvements to an existing passenger terminal is compatible with the existing land use. No off-airport businesses or residences would be affected by this Proposed Action. American Airlines, the primary occupant of T8, and British Airways, the business that would be relocated from T7 to T8, are project proponents, supporting the Proposed Action.

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

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

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

The Proposed Action would be a compatible use, as it would expand the existing terminal building to serve air carrier needs and would not be near wildlife or create a wildlife hazard.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

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

The Proposed Action would have a negligible impact on public utilities, energy supply, and natural resources. Construction of the development associated with the Proposed Action would consume water, aggregate, energy, steel, concrete, etc. However, none of these resources are in limited supply. The Proposed Action would not change the operation of the Airport or the levels of activity occurring at the Airport. Construction would follow the Port Authority's *Sustainable Infrastructure Guidelines*, which establish sustainable design requirements for infrastructure projects.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for

the same timeframe? (Use AEM as a screening tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

The Proposed Action does not require a noise analysis as the action would not involve runway extension or runway strengthening and is not expected to increase airport operations, change aircraft fleet mix, or alter runway use and flight tracks.

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

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

No.

Consideration was given to surface traffic conditions during construction and once construction is complete. Construction employees, equipment, and materials would be delivered to and removed from the Airport during non-peak air travel periods to minimize congestion on the curbside. Once on-site, construction activity would remain on the project site (apron and terminal) which is off the public roadway system and all construction movement on the airfield will yield to operations. Therefore, no significant changes in surface traffic would be expected during construction.

Once construction is completed, the Proposed Action, located on Airport property would not affect surface traffic patterns, increase surface travel, or cause any increase in surface traffic congestion. The same level of activity would be accessing the Airport under the Proposed Action as would occur with the No Action. BA and IB passengers currently use T7, and under the Proposed Action would use T8. However, no significant traffic impacts would occur at T8 as the roadways and garage were built to accommodate activities for 57 gates, substantially more than what would occur at the level of the Proposed Action. Therefore, there would not be a reduction in Level of Service as a result of this Proposed Action.

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

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

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

No. There would be no residential or off-airport business displacement. In addition, the Proposed Action would not change aircraft noise, off-airport air emissions or water quality. Therefore, no disproportionate impacts to low-income or minority populations would result.

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

No. The Proposed Action would occur wholly on airport property (within the CTA) with all construction taking place on airport property. No off-airport effects are expected and thus, no effects to children's health or safety would be expected.

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

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

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

No. The Proposed Action would not result in any airport-related lighting impacts on nearby residents. The location of the Proposed Action is near the center of the Airport and off airport lighting effects would not be expected as the closest residential uses are nearly 1 mile to the north/northeast of the Airport, off Rockaway Blvd.

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

No.

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

No. The Proposed Action would result in a slight expansion of the Terminal which would not alter view sheds on the Airport or from off-Airport locations of the Airport.

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

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

(1) WETLANDS

(a) Does the proposed project involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987

Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation Document coordination with the resource agencies).

Based upon the National Wetland Inventory Maps and prior studies conducted for JFK, the project site where construction would occur, does not contain wetlands. **Attachment 2** shows the National Wetland Inventory Map for the project area.

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

Not applicable.

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

Not applicable.

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

Not applicable.

(2) FLOODPLAINS

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

No. **Attachment 3** attached shows the locations of floodplains based on the current Preliminary Flood Insurance Rate Map (PFIRM). This map indicates that much of T8 and its associated apron is located outside the 100-year floodplain, but in the 500-year floodplain today and would remain so in the future with the Proposed Action. The terminal/Concourse B and the area where the hardstand aircraft parking positions are in Zone X, which reflect areas determined to be “outside the 0.2% annual chance floodplain”. The effect of the Proposed Action on the drainage basin and on the overall floodplain is expected to be negligible.

Executive Order 11988 requires federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. As the proposed development would not be in a floodplain, no avoidance alternatives were considered.

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

Not applicable.

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

The proposed development would not be located in a floodplain and thus the public notices associated with this project would not need to note a floodplain encroachment.

(3) SURFACE WATERS

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

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

Jamaica Bay, bordering JFK to the south, currently covers an area of approximately 13,000 acres, including open waters, tidal flats, bordering marshes, and a number of islands. Jamaica Bay has been extensively modified through dredging and filling operations over the years due to development at JFK and surrounding areas. Jamaica Bay is situated at the southwestern end of Long Island, as the westernmost of the island's large south shore bays. It is located primarily within the New York City boroughs of Brooklyn and Queens, with a small eastern portion extending into the Town of Hempstead in Nassau County, New York. The bay is protected by a barrier beach and it connects with the sea through Rockaway Inlet at its western end. The Jamaica Bay watershed, including the National Park Service and all other holdings is approximately 36,900 hectares (91,000 acres) in size; open water and wetlands extend for about 5,300 hectares (13,000 acres).

Jamaica Bay is embedded within a heavily urbanized region with extremely high population densities. According to U.S. Census Bureau's estimate of population as of July 1, 2018,¹² there were 2,582,830 people residing in Brooklyn and 2,278,906 in Queens alone,¹³ part of the more than eight million population of New York City and the nearly 19 million of the New York City metropolitan region. Jamaica Bay has been characterized as a temperate, eutrophic estuary, with open water salinities ranging from about 20 to 26 parts per thousand (ppt), temperatures from one-degree Celsius to 26-degrees Celsius, and (Potential Hydrogen) pH from 6.8 to 9 (U.S. Fish and Wildlife Service (USFWS 1997).

Airlines use aircraft deicing fluid (water mixed with propylene glycol) during certain weather conditions to prevent icing of the aircraft. Today, stormwater is collected to a vault on the North side (Concourse C side), capturing all stormwater containing aircraft deicing fluid (ADF)¹⁴ from that portion of the Terminal 8 apron. On the South side (Concourse B side), stormwater containing ADF goes directly into the Airport storm sewer system, which is discharged to Jamaica Bay. When the North side vault is full, discharge occurs to the Airport-wide storm water system that then flows to Jamaica Bay. All airport-wide discharges to Jamaica Bay, including Terminal 8, are subject to the State Pollution Discharge Elimination System (SPDES) permit issued by the NYS Dept. of Environmental Conservation. All stormwater from the existing and expanded Terminal 8 will be discharged in the same fashion as it is today in accordance with the existing SPDES permit. New catch basins constructed in association with this expansion project shall be designed to have the ability to collect 60% of ADF for disposal or recycling.

¹² <https://www.census.gov/quickfacts/fact/table/kingscountybrooklynboroughnewyork>

¹³ <https://www.census.gov/quickfacts/queenscountyqueensboroughnewyork?>

¹⁴ ADF is defined as 75% of the normalized Type 1 aircraft deicing fluid and 10% of the normalized Type IV aircraft deicing fluid. Normalized Type 1 or type IV aircraft deicing fluid means ADF less any water added by the manufacturing or customer before ADF application

In New York State, stormwater discharges are regulated by NYSDEC under the SPDES program. The Port Authority has been issued a discharge permit for the entire JFK Airport that includes monitoring requirements for specified water quality constituents. The constituents and their discharge limitations have been chosen, in consultation with NYSDEC, to specifically address issues relating to airport operations. During construction of the Proposed Action, stormwater runoff would be managed through the implementation of a Storm Water Pollution Prevention Plan (SWPPP) by American Airlines, which includes Best Management Practices (BMPs) to prevent storm water contamination. The BMPs would follow the applicable local, State, and federal regulations, which are routinely implemented for all airport construction projects. The BMPs include provisions for the control and/or prevention of erosion from soil and debris storage piles and containment of construction materials. Construction management practices would be incorporated into the project's construction documents and become the obligation to which each contractor working on the site must adhere. The Port Authority monitors compliance, on a routine basis, with the BMPs and the existing SPDES New York State Pollution Discharge Elimination System (SPDES) permit for JFK Airport. Discharges associated with the facilities completed with the Proposed Action would occur via the stormwater conveyance system and would be in accordance with requirements set forth in the Port Authority's existing permit (JFK SPDES permit #NY-008109).

Construction contract specifications for the proposed development would contain the provisions of FAA Advisory Circular (AC) 150/5370-10H *Standard Specifications for Specifying Construction of Airports*,¹⁵ [Item C-102 Temporary Air and Water Pollution, Soil Erosion, and Siltation Control], and FAA AC 150/5320-5D *Airport Drainage*.¹⁶

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

No permits would be required, and no mitigation would be required.

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

(4) GROUNDWATER

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

No.

¹⁵ https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentnumber/150_5370-10

¹⁶ https://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5320-5

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

The soils around the Airport are known to contain petroleum hydrocarbons as a result of Airport activities over the past 60 years. Additionally, glycols associated with deicing activities have been detected in the soils underlying the Airport. Implementation of the Proposed Action is not expected to alter the quality of groundwater resources on an Airport-wide basis over the No- Action Alternative. During construction of the proposed improvements, if contaminated soil and groundwater would be identified through soil testing contaminated soil and groundwater would be handled in accordance with Federal and state requirements.

If necessary, contaminated groundwater encountered during excavation/construction would be collected and disposed off-site or treated to levels required by the Port Authority's SPDES permit and discharged. Dewatering and treatment of affected groundwater would remove petroleum hydrocarbons that would have otherwise continued to affect groundwater quality. These management techniques have been applied to other redevelopment sites within the Airport and would be applicable to the Proposed Action as well. As a result, no adverse impact on groundwater resources is expected by implementation of the Proposed Action.

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

JFK is underlain by the Brooklyn/Queens groundwater aquifer system, which is part of the larger Long Island aquifer complex. In Queens County, the major aquifers consist of layers of unconsolidated sediment, including sand and gravel. Layers of low permeability clay and silt in the groundwater aquifer system do not transmit water readily; they confine the water under artesian pressure in the aquifers lying between them. Four distinct aquifer levels occur in Queens County. They are, in descending order, the Upper Glacial aquifer, the Jameco aquifer, the Magothy aquifer, and the Lloyd aquifer.¹⁷ Precipitation that percolates to the water table and then downward to the lower aquifers has been the main source of recharge to the groundwater aquifer system in Queens County.

The Brooklyn/Queens aquifer system is designated as a sole source aquifer by the USEPA.¹⁸ Between 1887 and 1996, the privately-owned Jamaica Water Supply Company (JWS) operated a group of groundwater wells that pumped water from the Brooklyn/Queens aquifer system and delivered it to communities in southeastern Queens and portions of Nassau County. In 1996, New York City purchased the Queens portion of the JWS and took responsibility for the delivery of drinking water to those communities served by the groundwater wells. As of 2007, drinking water for these communities is no longer provided by groundwater and instead is provided by surface water sources in upstate New York through the City's viaduct system. While there is an aquifer underlying JFK Airport, it is important to note that the City's drinking water is from three watersheds: the Delaware and Catskill Systems west of the Hudson River and the Croton system, just north of the City. In 2017, the State noted that the City received about 97 percent of its water from the Catskill/Delaware systems and about 3 percent from the Croton system.

¹⁷ U.S. Geological Survey, Prepared in cooperation with the New York State Department of Environmental Conservation, Division of Water Resources; Ground-Water and Geohydrologic Conditions in Queens County, Long Island, New York; 2001.

¹⁸ U.S. Environmental Protection Agency; Sole Source Aquifers for Drinking Water; Online at: <https://www.epa.gov/dwssa>, accessed January 14, 2019.

Although groundwater is no longer the source of drinking water in Queens, the aquifer system is still considered as a sole-source aquifer because the wells could be made active again and because much of Nassau County and Suffolk County still rely on groundwater as their primary water source. Groundwater within the Proposed Action site ranges from approximately 5 to 20 feet below ground surface¹⁹ and generally flows to the south toward Jamaica Bay and away from water supply wells in central Queens.²⁰

Groundwater quality has been affected by past development in the region and surrounding communities. Recharge of groundwater, at JFK, is primarily accomplished through migration from Brooklyn and Nassau Counties and from precipitation. The increase in impervious surfaces from past development and the installation of a separate storm sewer system has resulted in significant reductions in groundwater recharge.

Because of these conditions, no coordination was warranted with USEPA.

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

(5) WILD AND SCENIC RIVERS

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

No. The Wild and Scenic Rivers Act provides protection for certain free flowing rivers which have “outstanding or remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values.” The state of New York has approximately 51,790 miles of river, of which 73.4 miles are designated as wild & scenic. However, no wild and scenic rivers, as designated by the U.S. Department of the Interior, National Park Service, are located in the vicinity of JFK.²¹ Therefore, the Proposed Action would not adversely impact any wild and scenic rivers.

(O) CUMULATIVE IMPACTS

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

Past Projects On-Airport:

Demolition of Hangars 3, 4, & 5 - This project included the demolition of Hangars 3, 4, and 5 within the North Cargo Area at JFK. These hangars were deemed obsolete and located north of

¹⁹ U.S. Geological Surface Long Island Depth to Water View 2013, accessed online at <https://ny.water.usgs.gov/maps/lidtw13/>, May 6, 2019

²⁰ U.S. Geological Survey, Prepared in cooperation with the New York State Department of Environmental Conservation, Division of Water Resources; Ground-Water and Geohydrologic Conditions in Queens County, Long Island, New York; 2001.

²¹ <https://www.rivers.gov/new-york.php>

Runway 13L/13R and Taxiway C. Each of these hangars was an outdated three-bay structure that occupied approximately 300,000 square feet of floor space. The FAA determined that the demolition of Hangars 3, 4, and 5 qualified for a Categorical Exclusion to comply with NEPA. The Categorical Exclusion determined that during construction, project-related emissions would be below applicable *de minimis* levels and that the project would have no impact on air quality or climate once constructed. The project also was determined to be consistent with the State Coastal Zone Management Plan. Upon completion, the project would have no impact on environmental resources. The FAA approved the project in July 2014, allowing demolition of Hangars 3, 4, and 5.

Runway 4L/22R Rehabilitation Project - This past project included mill and overlay of the full length of Runway 4L/22R to maintain the runway in a state-of-good-repair. Also included as part of the project was the rehabilitation of Taxiways E and J, and the improvement of Taxiways F and H. The Port Authority completed an EA for this project in early 2017. The EA evaluated the potential for the project to impact environmental resources including (without limitation) air quality, noise impacts, and impacts to 4(f) resources. No significant impacts were identified, and the FAA issued a Finding of No Significant Impact (FONSI/ROD Record of Decision) in March 2014. Construction was completed in November 2017.

Reconfiguration of Taxiways F and H - This project involved the construction of portions of Taxiways F and H which were realigned to improve airfield efficiency. Portions of existing pavement of Taxiways F and H were removed and replaced with new realigned pavement to meet the Airplane Design Group (ADG) VI standard width of 82 feet. This realignment created new exit locations from Runway 4R/22L to reduce runway occupancy times and increase efficiency. The project also included new infiltration trenches to meet stormwater management requirements and replaced taxiway lighting with LED fixtures. The Port Authority prepared an EA which identified no significant impacts. The EA identified that the project would result in short-term (during construction) impacts that are common during construction of a pavement project: air emissions associated with construction equipment, solid waste generated during construction, and stormwater runoff during construction. Emissions of criteria pollutants from construction were determined to be below applicable *de minimis* levels. Solid waste recycling requirements of the Port Authority were identified to limit the volume of construction waste to be disposed. Best management practices were identified to limit stormwater runoff. The project was determined to be consistent with the State Coastal Zone Management Plan. The FAA issued a FONSI in February 2017. Construction of this project was completed in 2018.

Rehabilitation of Taxiways Q, QG, and Restricted Vehicle Service Road - This project involved a mill and asphalt concrete overlay with improvements to airfield lighting, signage, markings and drainage of the following JFK taxiways and service road:

- Taxiway Q, parallel to Runway 13R/31L, from Runway 13R to the west, to Taxiway N to the east;
- Taxiway QG from end to end; and
- Restricted Vehicle Service Road section parallel to and adjacent to Taxiway Q.

Taxiway Q is a vital connection for aircraft departing on Runway 13R or arriving on Runway 31L. Taxiway QG provides access to and from hangars and cargo facilities at the southwest section of JFK. This rehabilitation project also included fillet widening at five adjacent intersections and was

approved as a Categorical Exclusion. Construction began in September 2017 and was completed in the Fourth Quarter 2018.

JFK TWA Flight Center Hotel – This project involved the redevelopment and conversion of the former TWA Flight Center at T5 into a new Airport Hotel Project. This project included the rehabilitation, restoration, and repurposing of the historic TWA Flight Center and the construction of two new guest room buildings adjacent to the sides of the TWA Flight Center. This project entailed demolition of non-historic elements on the project site, and preservation of the TWA Flight Center that was designed by Eero Saarinen and opened in 1962. An EA was prepared for this project. The EA found that no long-term adverse impacts would occur from construction of the hotel. The FAA issued a FONSI/ROD on August 29, 2016. No permanent significant impacts were identified. The 512-room hotel opened in May 2019.

Past Projects Off-Airport

Resorts World Casino Hotel - This project included the construction of a new 400-room hotel at the site of the existing Resorts World casino at Aqueduct Racetrack.²² This is a private development but underwent environmental review under the New York State Environmental Quality Review Act (SEQRA); because it was a private development, NEPA was not applicable. As a result of this evaluation, in January 2018 the New York State Gaming Commission, the lead agency, found that the project would not have a significant adverse environmental impact. Short-term (during construction) impacts likely included air quality, noise, and traffic, with increased consumption of natural resources and energy and increased generation of hazardous materials and solid waste. In both the short and long-term, it is expected that the project would impact socioeconomic resources through job creation and would also add to the tax base through expanded operation of the casino and the new hotel. Construction is underway and is expected to be completed in 2019.

The construction of the proposed project would overlap with the construction of other projects at JFK including:

On-airport:

Fuel Tank Installation - This project includes the installation of two 3.4 million gallon above-ground tanks for the storage of jet fuel at the tank farm on the western side of JFK. An EA was prepared for the project that found no long-term significant impacts as a result of installation of the fuel tanks. Short-term impacts were identified to hazardous materials and solid waste, and air quality from construction emissions. The FAA determined the project would have no significant impact and issued a FONSI in April 2018. Construction started during the summer of 2018 and is anticipated to be completed by the summer of 2020.

Rehabilitation of Runway 13L/31R - This project involves the reconstruction of Runway 13L/31R and the reconfiguration of connected taxiways to achieve Airplane Design Group VI design standards. Runway 13L/31R needs rehabilitation to maintain operability of the runway. The runway will be reconstructed in concrete and the width will be increased to 200 feet. A new high-

²² Resorts World Casino New York City, Press Release: Resorts World Casino New York City Breaks Ground on New 400-Room Hotel as Part of \$400 Million Expansion, July 13, 2017. Online at: https://www.rwnyork.com/images/Expansion_Press_Release_.pdf. Accessed April 30, 2019.

speed taxiway will also be constructed. Taxiways U and V will be realigned to allow the A380 to land on Runway 31R. An EA was prepared for this project that evaluated the potential for the project to impact environmental resources both during construction and upon completion. No significant impacts were identified as a result of this assessment. The FAA issued a FONSI in November 2018. Construction started in April 2019 and is expected to end in the Fourth quarter of 2019.

North Cargo Redevelopment - This project involves the construction of cargo facilities within the North Cargo Area of Cargo Zone D at JFK Airport. The Phase 1 of the project includes demolition of existing Buildings 259, 260, and 261, and the construction of a new cargo building and apron on the site. The project also includes reconstruction of Taxiways CA / CB to meet ADG VI standards. Reconstruction of Taxiways CA / CB is ongoing and construction of Phase 1 of the cargo development is expected to begin in mid-2019. Construction of Phase 1 and the reconstruction of Taxiways CA/ CB will be substantially completed by the first quarter of 2020. Construction of Phase 2 is expected to occur within the same timeframe as this Proposed Action. The Port Authority prepared an EA for this project. The EA found that this project would result in minor short-term impacts to air quality, natural resources and energy, and noise during construction. Operation of the new development would result in minor impacts to energy demand. No significant impacts were identified, and the FAA issued a FONSI in January 2019 and construction has begun.

Removal of Infrared Deicing Facility - The existing Infrared Deicing Facility will be removed as it is obsolete and is no longer used for aircraft deicing. The Infrared Deicing Facility is an aluminum modular structure that was assembled on the present site. The removal of the structure will allow for additional aircraft parking and increased fleet flexibility at the site. The disassembly of the Infrared Deicing Facility is scheduled for 2019, consists of minor construction that would generate emissions, but would not result in significant impacts on environmental resources. The FAA approved a Categorical Exclusion for this project in May 2019 and construction has begun.

West Hardstand Development - The proposed project will demolish existing Buildings 15 and 16. These buildings are over 50 years old and were originally designed to support air cargo (Building 15) and aircraft maintenance functions (Building 16) that have not occurred at JFK in this area of the Airport for the past decade. These obsolete structures are vacant and unusable due to age and condition. As these buildings cannot be leased due to their deteriorated condition, the Port Authority is forced to expend resources in terms of staff labor and expenses to maintain these facilities for safety purposes. These buildings are proposed to be demolished, and the former building area will then be reconstructed and converted to an aircraft hardstand area. This project is not expected to result in significant adverse impacts on environmental resources once completed. In the short-term (during construction), this project could result in impacts including temporary increases in emissions related to construction equipment, hazardous materials and solid waste generation, and stormwater runoff. It is not anticipated that these impacts would be significant. Construction of this project is expected to begin in 2019.

Off-Airport:

ConEd Brooklyn Queens Demand Management Response Program - This project includes development of implementation strategies designed to reduce demand on the electrical system within Brooklyn and Queens. The program was designed to address a forecast overload condition of the electric sub-transmission feeders serving the Brownsville No. 1 and 2 substations with 17

MW of demand reduction from traditional utility-side solutions and 52 MW from nontraditional customer-side and utility-side solutions.²³ No significant environmental impacts were identified by ConEd, as the program calls for “commercial, industrial, and residential customers enrolled in our Demand Response programs to cut back on their energy use for a few hours “ and to receive compensation for their load relief. This project is anticipated to benefit the local energy supply by supplying electrical capacity and operational reliability.

Van Wyck Expressway Capacity and Access Improvements - The Van Wyck Expressway Capacity and Access Improvements project includes activities to increase capacity on the Van Wyck Expressway between the Kew Gardens Interchange and JFK Airport. The purpose of this project is to provide an additional vehicular travel lane on the Van Wick Expressway in each direction between JFK and the Kew Gardens Interchange, address geometric and operational deficiencies of the Van Wyck Expressway exit/entrance ramps within the identified project limits, and to address structural deficiencies on the bridges on or crossing over the VWE within the project limits. The NYSDOT has prepared a Draft Environmental Impact Statement (DEIS) for this project. The DEIS identified impacts from construction to the following categories: land use, road closures, community disruption, noise, historic bridges, visual effects, air quality, and temporary effects to traffic during construction, including lane narrowing, lane shifts, and nighttime and off-peak lane closures.²⁴ Potential long-term impacts to stormwater, biological resources, historic resources, visual resources, and air quality have been identified, however, none have been determined to be significant. Additionally, long-term beneficial impacts to surface transportation and socioeconomics have been identified. Construction is expected to begin in 2020, pending environmental and design approvals and right-of-way acquisition, and is anticipated to be completed in 2025.

Future Foreseeable Projects: The following projects would overlap with the Proposed Action but have not yet commenced.

Rehabilitation of Taxiways A and B North - This project would rehabilitate the existing Taxiways A and B at JFK from Taxiway TB to Taxiway EA, approximately 1 mile in length. The project will mill the existing asphalt pavement and place new asphalt in kind. Construction would occur from the Second Quarter 2024 to the Third Quarter 2026. It is anticipated that the project would result in short-term construction impacts, including temporary air quality emissions and the generation of hazardous materials and solid waste, and use of natural resources and energy supply. However, given the nature of the project, it is anticipated that there would be no long-term impacts.

Taxiway K4 Extension - This project, originally identified as a delay reduction initiative, includes an approximately 2,000 feet extension of Taxiway K4 south of Runway 31L at JFK to meet ADG VI standards and improve airfield efficiency by removing operations from congested Taxiways ‘A’ and ‘B’ and reducing runway occupancy times. Construction would occur from the Third Quarter 2021 to the Third Quarter 2024. It is anticipated that the project would result in short-term construction impacts, including temporary increases in air quality emissions and the generation of hazardous materials and solid waste, and use of natural resources and energy supply.

²³ Consolidated Edison Company of New York, Inc. Brooklyn Queens Demand Management Program, Implementation and Outreach Plan, 1-29-2019 and <https://www.coned.com/en/business-partners/business-opportunities/brooklyn-queens-demand-management-demand-response-program>

²⁴ New York State Department of Transportation, Van Wyck Expressway Capacity and Access Improvements to JFK Airport Project DDR/DEIS, January 2019.

Potential impacts to wetlands and coastal resources may result due to the project's proximity to the shoreline. However, it is anticipated that the project may also result in long-term air quality and climate benefits as a result of the aircraft delay reduction.

Rehabilitation of Taxiways W and CE - This project would rehabilitate approximately 600 feet in length of existing Taxiways W and CE at JFK by milling the existing asphalt pavement and placing in-kind asphalt. The rehabilitation should alleviate any pavement degradation caused by continuous current and future operations. Construction would occur from the Second Quarter 2020 to the Third Quarter 2021. It is anticipated that the project would result in short-term construction impacts, including temporary air quality emissions and the generation of hazardous materials and solid waste, and use of natural resources and energy supply. However, given the nature of the project, it is anticipated that there would be no long-term impacts.

High/Low Pressure Water Distribution - This project includes upgrades to the water distribution system which would be outside the limits of the terminal developers' work scope and are identified as state-of-good-repair initiatives. The project would replace existing control and monitoring devices such as valves and flow meters with modern components. Construction would occur from the Fourth Quarter of 2023 to the Second Quarter of 2027. It is anticipated that the project would result in short-term construction impacts, including temporary air quality emissions and the generation of hazardous materials and solid waste, and use of natural resources and energy supply. However, it is anticipated that there would be no long-term impacts because this project would upgrade existing utilities along already established utility corridors.

JFK Electrical System Upgrade Project - This project, which captures several projects to be completed through 2025, includes the upgrade of the electrical distribution system at JFK to enhance and replace equipment that has exceeded its service life. This project would upgrade the four electrical substations that are part of the Airport's electrical power distribution system to enhance resiliency and provide modern monitoring and control capability. This project would also address existing electrical system capacity deficiencies to allow the system to safely accommodate peak period demand and provide more redundancy by allowing the Airport to receive electrical power from multiple substations. This type of equipment is directly linked to the safety and reliability of the electricity supply for the Airport. Due to the small size of these facilities, it is anticipated that no long-term impacts would occur as a result of their implementation. Short-term air quality impacts may be expected due to construction activities but are anticipated to be minimal due to the small size of the proposed facilities.

Kennedy International Airport Cogeneration Facility 1.5 Upgrade - This project includes upgrades to the CoGeneration facility at JFK. The project is expected to be facilitated by the operator of the facility, Calpine Corporation. The initial phase of the project provides for equipment replacement such as a cooling tower, electric chiller, condenser pumps, and chilled water pumps. Since this project includes work within the existing facility, it is anticipated that no long-term impacts would occur as a result of their implementation. Short-term air quality impacts may be expected due to construction activities, such as increased emissions and the generation of hazardous materials and solid waste, and use of natural resources and energy supply, but any impacts are anticipated to be minimal due to the small size of the proposed facilities. This project would occur from the Third Quarter of 2020 to the Second Quarter of 2022.

Rehabilitation of Taxiways A and B East and South - This project would rehabilitate the existing Taxiways A and B at JFK from Taxiway N to Taxiway EA for approximately 2 miles in length. The project will perform milling of the existing asphalt pavement and placing in kind asphalt. Construction would occur from the First Quarter of 2020 to the First Quarter of 2023. It is anticipated that the project would result in short-term construction impacts, including temporary air quality emissions and the generation of hazardous materials and solid waste, and use of natural resources and energy supply. However, given the nature of the project it is anticipated that there would be no long-term impacts.

AirTrain Capacity Enhancement & Infrastructure Expansion - To accommodate existing and forecast demand, the Port Authority plans to add capacity to the existing AirTrain system at JFK. The proposed AirTrain enhancement project would consist of the design, procurement, manufacturing, testing, commissioning and delivery of 15 new AirTrain vehicles between 2020 and 2022. To accommodate the additional AirTrain vehicles, the project would also include modifications to the AirTrain maintenance yard by constructing a 10,000 square foot extension to the existing maintenance building and modifications and upgrades to the automatic train control system. Construction would occur from the Second Quarter of 2020 through the Fourth Quarter of 2022. Due to the limited size of the building and the components, it is anticipated that no long-term impacts would occur as a result of their implementation. Short-term air quality impacts may be expected due to construction activities such as increased air emissions and the generation of hazardous materials and solid waste, and use of natural resources and energy supply, but are anticipated to be minimal due to the small size of the proposed facilities.

Ground Based Augmentation System - The ground-based augmentation system (GBAS) is a proposed equipment installation project at JFK, which is expected to be installed in 2021. This proposed project is expected to increase the accuracy of approaches to all JFK runways, and has several advantages over the current instrument landing system (ILS). In addition to improving the operational flexibility, GBAS allows for adding additional improved approach procedures to all runways at JFK. Future enhancements may include aircraft noise dispersal by providing multiple approaches to a runway rather than concentrating approaches over one area. The GBAS consists of an antenna approximately 20 feet in height, mounted to a concrete base measuring approximately 8 feet by 8 feet square. The GBAS is proposed to be in the airfield, between Runway 4L-22R and Runway 4R-22L. Due to the small size of the concrete base for the GBAS, it is anticipated that no long-term impacts would occur as a result of their implementation. Short term air quality impacts may be expected due to construction activities, such as increased air emissions and the generation of hazardous materials and solid waste and use of natural resources and energy supply but are anticipated to be minimal due to the small size of the proposed GBAS.

JFK Redevelopment Program –Governor Cuomo’s Airport Advisory Panel developed a “Vision Plan” to transform JFK into a leading global airport.²⁵ Elements of this plan are expected to be implemented beginning in late 2020 with completion generally by 2025. The Port Authority is presently evaluating the environmental effects of the following activities:

Construction of a new South Terminal Development, which includes the construction of a new Terminal 1 (New T1) and the following connected actions:

- Demolition of Terminal 1 and Terminal 2

²⁵ <https://www.anewjfk.com/> and <https://www.anewjfk.com/wp-content/uploads/pdf/JFK-Vision-Plan.pdf>

-
- Expansion of the existing Terminal 4 headhouse and extension of Terminal 4 Concourse A to replace gates and terminal space lost from the demolition of Terminal 2
 - Construction of a South Hardstand Area
 - Realignment of taxiway exits to align with the proposed new terminal piers and associated taxilanes
 - Construction of a new Ground Transportation Center (GTC) and parking facility within the CTA
 - Demolition of the existing Green and Blue Garages and relocation of parking to the newly constructed GTC
 - Demolition of Building 95
 - Demolition of Buildings 121 and 122 and the construction of an auto parking lot on the site to facilitate the relocation of employee parking from the proposed South Hardstand Area site to the site of Buildings 121 and 122
 - Demolition of Buildings 214 and 215 for use as a construction staging area

Construction of a new North Terminal Development, which includes construction of an expansion to Terminal 5 to replace Terminal 7 gates. In addition, the North Terminal Development would consist of the following connected actions:

- Demolition of Terminal 7
- Realignment of taxiway exits to align with the proposed new terminal piers and associated taxilanes
- Reconfiguration of the first level of the Yellow Garage to accommodate buses, taxis, and other commercial vehicles
- Demolition of Buildings 68, 83, 85, and 189, and the subsequent expansion of the North Hardstand Area.

The JFK Redevelopment is not expected to result in a change in aircraft operations or fleet mix. The JFK Redevelopment is independent of the Proposed Action and an Environmental Assessment is currently in preparation for that development. It is expected that the JFK Redevelopment would result in temporary construction effects, like the other future projects noted above. It is expected that those project effects, as well as permanent effects would not be significant.

SUMMARY OF CUMULATIVE IMPACTS

Except for temporary construction related impacts, the cumulative impacts of the Proposed Action are expected to be minimal and not significant. The Proposed Action is consistent with the overall planning mission of the Port Authority and would not result in unmitigated cumulative impacts. The cumulative impacts resulting from implementation of the Proposed Action have been assessed for projects on Airport as well as projects in the immediate airport vicinity described in the preceding section.

As no potentially significant impacts would result from the Proposed Action, it is unlikely that the incremental impact of the Proposed Action would cause or contribute to a significant impact on the environment when added to past, on-going, or reasonably foreseeable future projects or actions involving JFK. The Proposed Action is not expected to cause or contribute to a significant impact on the environment when considered with other past, present or future actions regardless of what agency or person undertakes such other actions.

Air Quality

The Proposed Action would cause a temporary change in the net emissions due to the operation of construction equipment, similar in nature to the effects of the past, present and future projects.

However, the emissions for projects such as this have been shown to be *de minimis* under the Clean Air Act (as amended in 1990) General Conformity Rule. Further, by definition, the *de minimis* project-related emissions are assumed to comply with the New York SIP and are not expected to cause an exceedance of any of the NAAQS, delay the attainment of any NAAQS, or worsen an existing violation of any NAAQS. Other projects recently completed, under construction, or planned in the foreseeable future at JFK, are all expected to have *de minimis* emissions.

No significant air quality impacts are anticipated from the Proposed Action. No potentially significant impacts would result from the Proposed Action, and it is unlikely that the incremental impact of the Proposed Action would cause or contribute to a significant impact on the environment when added to any past, on-going, or reasonably foreseeable future projects or actions involving JFK.

Biological Resources

The Proposed Action is not expected to generate biological impacts. Therefore, project-related impacts could not combine with other past, present, and future projects to create significant cumulative impacts.

Climate

The Proposed Action is expected to generate temporary construction related greenhouse gas emissions. There is no threshold of significance for greenhouse gas emissions. However, in the context of total US greenhouse gas emissions as well as global emissions, the emissions associated with the construction of the proposed development are not expected to be significant and not to be cumulatively significant when considering other past, present, and future projects.

Coastal Resource: Coastal Zone Management Program and Coastal barriers

The area affected by the Proposed Action is within the coastal zone but would not adversely impact coastal zone resources and is fully expected to be consistent with the Waterfront Revitalization and Coastal Resources Act (WRCRA). Because the Proposed Action would not affect the coastal zone for the State of New York, there are not expected to be cumulative significant impacts to the coastal zone. There would be no coastal barrier impacts associated with the Proposed Action because there are no coastal barriers or any areas subject to the Coastal Barriers Resources Act of 1982 or the Coastal Barriers Improvement Act of 1990 in the vicinity of JFK.

DOT Section 4(f) and Historic, Architectural, Archaeological and Cultural Resources

The Proposed Action is not expected to generate impacts to these resources. Therefore, project-related impacts could not combine with other past, present, and future projects to create significant cumulative impacts.

Hazardous Waste, Solid Waste, and Pollution Prevention

The Proposed Action would generate temporary solid waste associated with construction while no impacts to hazardous waste are expected. The solid waste generated during construction is not expected to be significant and much would be recycled where possible to minimize effects. These effects are not expected to combine with other past, present and future projects to generate significant cumulative impacts.

Land Use

The Proposed Action is not expected to generate land use impacts. Therefore, project-related impacts could not combine with other past, present, and future projects to create significant cumulative impacts.

Natural Resources and Energy

The net impact of the Proposed Action and other projects planned for the airport on energy supplies is minimal. The majority of the projects on airport relate to modernization of older airport structures, which because of efficiency improvements over the last 20 years would result in reductions in energy needs. Cumulative impacts related to energy or natural resource demand not meeting available supply are not expected.

Noise and Compatible Land Use

During construction, there would be a slight increase in noise associated with construction equipment that would be temporary to the construction process. These effects are not expected to combine with other past, present and future projects to generate significant cumulative impacts.

Light Emissions and Visual

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

Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks

No environmental justice or children's health or safety risk impacts are expected from the Proposed Action and thus, no cumulative impact would occur. During construction, additional jobs and regional expenditures would be expected. These effects could combine with similar beneficial effects of other projects occurring in the area. However, these effects are not expected to be significant.

Water Quality

All construction activities would be conducted in accordance with BMPs and applicable local, state, and federal regulations. A soil erosion and sediment control program would be established. No cumulative water quality impacts are expected to occur. No impacts to water quality are expected; therefore, no cumulative water quality impacts would occur. No wild and scenic rivers, as designated by the U.S. Department of the Interior, National Park Service, are located in the vicinity of JFK. Therefore, there would be no wild and scenic river impacts associated with the Proposed Action.

Conclusion

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

7. PERMITS

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

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

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

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

NOTE: Start of construction shall not commence until all required permits are obtained, and FAA has issued its environmental determination.

8. MITIGATION

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

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

9. PUBLIC INVOLVEMENT

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

A Notice of Public Availability of the Draft EA was made in the following publications on or during the week of August 18, 2019: Daily News (Queens Edition), Greek National Herald, Newsday, Queens Chronicle, Queens Gazette, Queens Times Ledger, Queens Ledger, El Especialito, and the Sing Tao Daily. The Draft EA was made available for review at JFK Administration Building 14 and at the PANYNJ's headquarters office in Manhattan. The document was also available for review on the Port Authority's website at <https://www.panynj.gov/about/studies-reports.html>. The review and comment period was originally from August 18, 2019 through September 18, 2019.

Comments were received from two interested parties and in general focused upon the topic(s) of water resources and a request to extend the public comment period. The FAA approved a one-week extension of the comment period. Notices were again published in newspapers the week of September 24th to notify the public that the comment period had been extended through Oct 1, 2019. One additional party provided comments related to the duration of the comment period and the quality of soil and groundwater.

All comments have been considered and addressed in the Final EA. None of these comments, when considered individually or aggregately, resulted in changes to the Proposed Action. Copies of the comments and the responses to the comments are included in Attachment 5. Copies of the proofs of publication are also included in Attachment 5.

10. LIST OF ATTACHMENTS

Attachment 1 – The Proposed Improvements to Terminal 8

Attachment 2 – National Wetland Inventory Map

Attachment 3 – Floodplain PFIRM Map

Attachment 4 – Federal, State, and City Coastal Assessment Forms (CAFs)

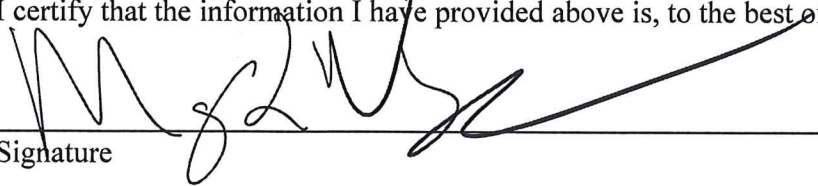
Attachment 5 – Public Involvement

Project Title: JFK Terminal 8 Improvements

Identifier: JFK

11. PREPARER CERTIFICATION

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


Signature

3 October 2019
Date

Mary L. Vigilante
Name

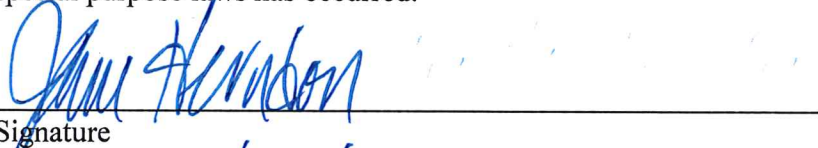
President
Title

Synergy Consultants, Inc.
Affiliation

206-933-9752
Phone #

12. AIRPORT SPONSOR CERTIFICATION

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


Signature

10/03/19
Date

Jane Herndon
Name

Manager, Aviation Environmental
Title

Port Authority of New York and
New Jersey
Affiliation

212-435-3747
Phone #

ATTACHMENT 1

Figures Showing the Existing Conditions and Proposed T8 Improvements

General Project Area

Ozone Park

South
Ozone
Park

Springfield
Gardens

Rosedale

Project Area

Woodmere

Jamaica Bay

Inwood






Google Earth



2 mi





Gates	
	2 New Gates
	3 New Hardstands
Building	
	Building Extension
	Existing Building
	Demolished Building

ATTACHMENT 2

National Wetland Inventory Map

National Wetland Inventory Map

<https://www.fws.gov/wetlands/data/mapper.html>

The screenshot displays the National Wetland Inventory Mapper interface. The main map shows an aerial view of Jamaica Bay with various wetland types overlaid. A purple box highlights a specific area, with a purple arrow pointing to it labeled "Project Area".

National Wetlands Inventory
surface waters and wetlands

ABOUT GET DATA PRINT FIND LOCATION

BASEMAPS > MAP LAYERS >

Wetlands

- Wetlands
- Riparian
- Riparian Mapping Areas
- Data Source
 - Source Type
 - Image Scale
 - Image Year
- Areas of Interest
- FWS Managed Lands
- Historic Wetland Data

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Riparian

- Forested/Shrub
- Herbaceous

Riparian Mapping Areas

- Riparian Mapping Areas

FWS Managed Lands

- FWS Managed Lands

Historic Wetland Data

- Historic Wetlands
- Historic Wetland Mapping Areas

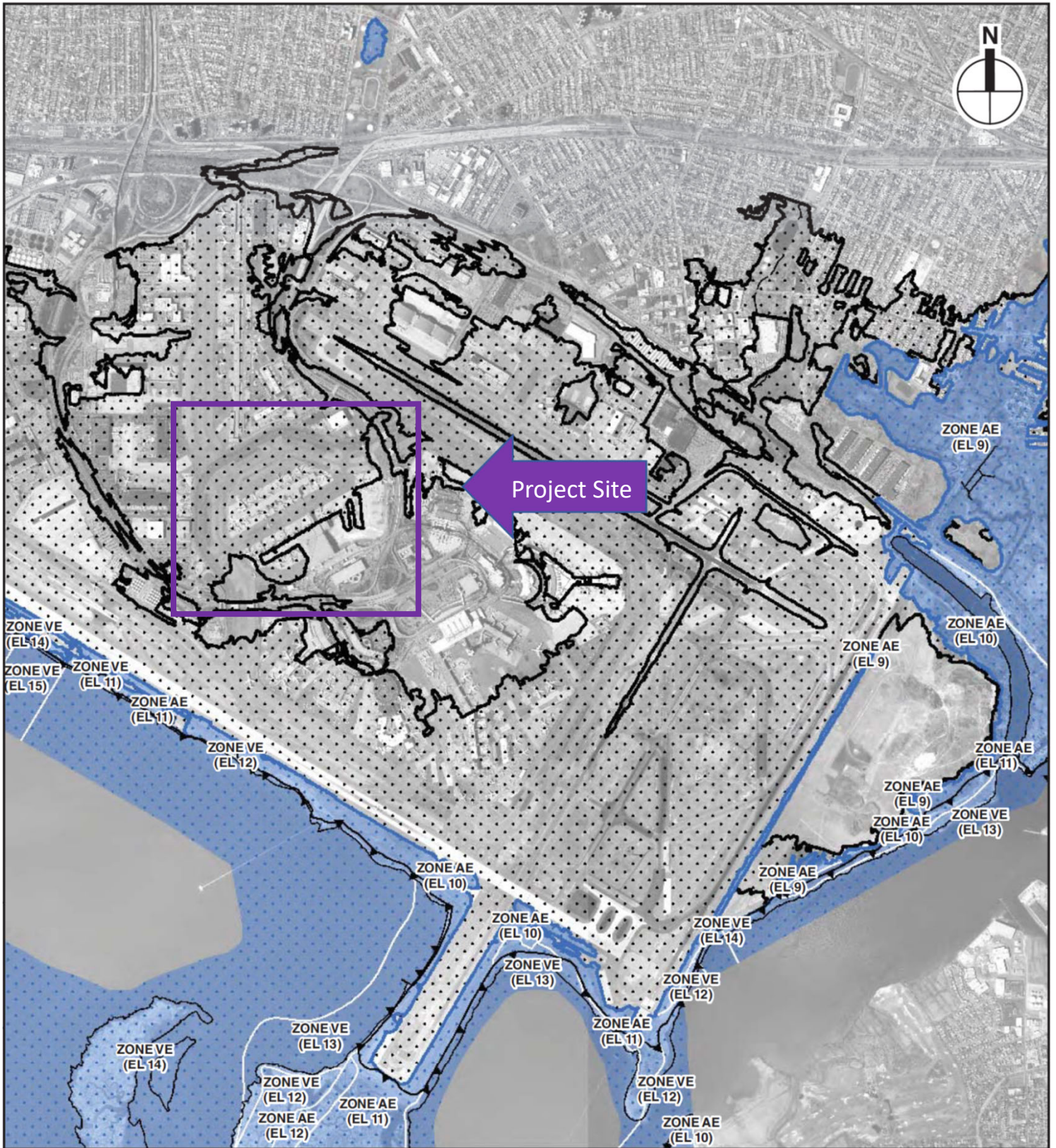
1:36,112
40.667 | -73.812

Jamaica Bay







City of New York, Esri, HERE, Garmin | New York State, USDA FSA | U.S. Fi... **esri** POWERED BY

ATTACHMENT 3

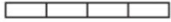
Federal Emergency Management Agency – Preliminary Flood Insurance Rate Maps (PFIRM)



Project Site

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

0 2,000 FEET



FEMA Preliminary
Flood Hazard Areas

ATTACHMENT 4

Federal, State, and City Coastal Assessment Forms (CAFs)

STATE OF NEW YORK
DEPARTMENT OF STATE

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

ANDREW M. CUOMO
GOVERNOR

ROSSANA ROSADO
ACTING SECRETARY OF STATE

July 01, 2019

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

Re: **F-2019-0641**
John F. Kennedy International Airport (JFK)
Queens, NY; *Jamaica Bay*

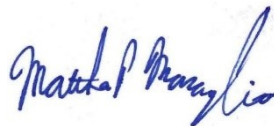
Terminal 8 Improvements – Reconfiguration/ Expansion;
FAA approval of change to Airport Layout Plan (ALP)
General Concurrence - No Objection

Dear Mr. Helman:

The Department of State received the information you submitted regarding the above matter on June 03, 2019 and has completed its review. The Department of State has no objection to the Federal Aviation Administration (FAA) approval of the necessary modification to the JFK Airport Layout Plan.

If a federal permit or other form of federal agency authorization is required for the above activities, the Department of State will conduct a separate review for those permit activities. In such a case, applicants must forward a copy of the federal/ state joint application for authorization, a completed Federal Consistency Assessment Form (FCAF), project drawings and details and all other supporting information to the Department at the same time application is submitted to the federal agency from which the necessary authorization is requested.

Sincerely,



Matthew P. Maraglio
Supervisor, Consistency Review Unit
Office of Planning, Development, and Community
Infrastructure

MM/TS

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Federal Consistency Assessment Form

An applicant, seeking a permit, license, waiver, certification or similar type of approval from a federal agency which is subject to the New York State Coastal Management Program (CMP), shall complete this assessment form for any proposed activity that will occur within and/or directly affect the State's Coastal Area. This form is intended to assist an applicant in certifying that the proposed activity is consistent with New York State's CMP as required by U.S. Department of Commerce regulations (15 CFR 930.57). It should be completed at the time when the federal application is prepared. The Department of State will use the completed form and accompanying information in its review of the applicant's certification of consistency.

A. **APPLICANT** (please print)

1. Name: The Port Authority of New York & New Jersey ATTN: Marc Helman
2. Address: 4 World Trade Center, 150 Greenwich Street, 20th Fl, New York, NY 10007
3. Telephone: Area Code () (212) 435 - 6112

B. **PROPOSED ACTIVITY:**

1. Brief description of activity:

Improvements (expansion/reconfiguration) of Terminal 8 for use by American Airlines (AA), British Airways (BA) and Iberia (IB) at John F. Kennedy (JFK) International Airport after the expiration of AA's lease at Terminal 7 in 2022.

2. Purpose of activity:

Facility improvements (expansion/reconfiguration) are proposed to continue to provide service that meets existing and anticipated future demand after 2022.

3. Location of activity:

<u>Queens</u>	<u>Jamaica</u>	<u>JFK Int'l. Airport</u>
County	City, Town, or Village	Street or Site Description

4. Type of federal permit/license required: FAA approval of change in Airport Layout Plan.

5. Federal application number, if known: N/A

6. If a state permit/license was issued or is required for the proposed activity, identify the state agency and provide the application or permit number, if known:

N/A

C. **COASTAL ASSESSMENT** Check either "YES" or "NO" for each of these questions. The numbers following each question refer to the policies described in the CMP document (see footnote on page 2) which may be affected by the proposed activity.

1. Will the proposed activity result in any of the following: YES/NO
- a. Large physical change to a site within the coastal area which will require the preparation of an environmental impact statement? (11, 22, 25, 32, 37, 38, 41, 43)
 - b. Physical alteration of more than two acres of land along the shoreline, land under water or coastal waters? (2, 11, 12, 20, 28, 35, 44)
 - c. Revitalization/redevelopment of a deteriorated or underutilized waterfront site? (1)
 - d. Reduction of existing or potential public access to or along coastal waters? (19, 20)
 - e. Adverse effect upon the commercial or recreational use of coastal fish resources? (9,10)
 - f. Siting of a facility essential to the exploration, development and production of energy resources in coastal waters or on the Outer Continental Shelf? (29)
 - g. Siting of a facility essential to the generation or transmission of energy? (27)
 - h. Mining, excavation, or dredging activities, or the placement of dredged or fill material in coastal waters? (15, 35)
 - i. Discharge of toxics, hazardous substances or other pollutants into coastal waters? (8, 15, 35)
 - j. Draining of stormwater runoff or sewer overflows into coastal waters? (33)
 - k. Transport, storage, treatment, or disposal of solid wastes or hazardous materials? (36, 39)
 - l. Adverse effect upon land or water uses within the State's small harbors? (4)
2. Will the proposed activity affect or be located in, on, or adjacent to any of the following: YES/NO
- a. State designated freshwater or tidal wetland? (44)
 - b. Federally designated flood and/or state designated erosion hazard area? (11, 12, 17)
 - c. State designated significant fish and/or wildlife habitat? (7)
 - d. State designated significant scenic resource or area? (24)
 - e. State designated important agricultural lands? (26)
 - f. Beach, dune or Barrier Island? (12)
 - g. Major ports of Albany, Buffalo, Ogdensburg, Oswego or New York? (3)
 - h. State, county, or local park? (19, 20)
 - i. Historic resource listed on the National or State Register of Historic Places? (23)
3. Will the proposed activity require any of the following: YES/NO
- a. Waterfront site? (2, 21, 22)
 - b. Provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (5)
 - c. Construction or reconstruction of a flood or erosion control structure? (13, 14, 16)
 - d. State water quality permit or certification? (30, 38, 40)
 - e. State air quality permit or certification? (41, 43)
4. Will the proposed activity occur within and/or affect an area covered by a State-approved local waterfront revitalization program, or State-approved regional coastal management program? (see policies in program document*)

D. ADDITIONAL STEPS

1. If all of the questions in Section C are answered "NO", then the applicant or agency shall complete Section E and submit the documentation required by Section F.
2. If any of the questions in Section C are answered "YES", then the applicant or agent is advised to consult the CMP, or where appropriate, the local waterfront revitalization program document*. The proposed activity must be analyzed in more detail with respect to the applicable state or local coastal policies. On a separate page(s), the applicant or agent shall: (a) identify, by their policy numbers, which coastal policies are affected by the activity, (b) briefly assess the effects of the activity upon the policy; and, (c) state how the activity is consistent with each policy. Following the completion of this written assessment, the applicant or agency shall complete Section E and submit the documentation required by Section F.

E. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with the State's CMP or the approved local waterfront revitalization program, as appropriate. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program, or with the applicable approved local waterfront revitalization program, and will be conducted in a manner consistent with such program."

CONTACT
Applicant/Agent's Name: The Port Authority of New York & New Jersey ATTN: Marc Helman
Address: 4 World Trade Center, 150 Greenwich Street, 20th Floor, New York, NY 10007
Telephone: Area Code () (212) 435 - 6112
CONTACT
Applicant/Agent's Signature: Marc Helman Date: 13 June 2019

F. SUBMISSION REQUIREMENTS

1. The applicant or agent shall submit the following documents to the **New York State Department of State, Office of Planning and Development, Attn: Consistency Review Unit, One Commerce Plaza-Suite 1010, 99 Washington Avenue, Albany, New York 12231.**
 - a. Copy of original signed form.
 - b. Copy of the completed federal agency application.
 - c. Other available information which would support the certification of consistency.
2. The applicant or agent shall also submit a copy of this completed form along with his/her application to the federal agency.
3. If there are any questions regarding the submission of this form, contact the Department of State at (518) 474-6000.

*These state and local documents are available for inspection at the offices of many federal agencies, Department of environmental Conservation and Department of State regional offices, and the appropriate regional and county planning agencies. Local program documents are also available for inspection at the offices of the appropriate local government.

**JOHN F. KENNEDY (JFK) INTERNATIONAL AIRPORT
TERMINAL 8 IMPROVEMENTS (EXPANSION/RECONFIGURATION)
NEW YORK STATE DEPARTMENT OF STATE
COASTAL ZONE MANAGEMENT PROGRAM (CZMP)
POLICY EVALUATION**

Coastal Assessment Responses

2. Will the proposed activity affect or be located in, on, or adjacent to any of the following:

a: State designated freshwater or tidal wetland? (44)

The project site (John F. Kennedy International Airport) is adjacent to the Jamaica Bay and tributary waters (Bergen Basin, Thurston Basin), all of which contain tidal wetlands. There are also small isolated freshwater wetlands on the eastern side of the airport. However, the proposed work site is located a minimum of 2,500 feet from any wetlands or wetland adjacent areas and is separated from the wetlands by roadways, runways, and taxiways. The proposed work, improvements consisting of the reconfiguration and minor expansion of an existing terminal structure, would not affect any wetlands or adjacent areas. Therefore, the proposed project is consistent with Policy 44.

2. Will the proposed activity affect or be located in, on, or adjacent to any of the following:

c. State designated significant fish and/or wildlife habitat? (7)

The project site (John F. Kennedy International Airport) is adjacent to the Jamaica Bay Significant Coastal Fish and Wildlife Habitat. However, the proposed work site is located a minimum of 2,500 feet from the boundary of the habitat. The proposed work site is separated from the habitat by the airport boundary patrol road, Runway 13L-31R, and taxiways. The proposed work will not affect the habitat. Therefore, the proposed project is consistent with Policy 7.

2. Will the proposed activity affect or be located in, on, or adjacent to any of the following:

c. State, county, or local park? (19,20)

The project site (John F. Kennedy International Airport) is adjacent to the Gateway National Recreation Area to the south and Idelwild Park to the north. However, the proposed worksite is located a minimum of 2,500 feet from the boundary of the recreational area and a minimum of 4,500 feet from Idelwild Park. The proposed work site is separated from the recreation area and the park by the airport boundary patrol road, runways, taxiways, roadways, and buildings. The proposed work will not affect the recreation area or the park. Therefore, the proposed project is consistent with Policies 19 and 20.

4. Will the proposed activity occur within and/or affect an area covered by a State approved local waterfront revitalization program? (see policies in local program document)

The proposed project will occur in New York City, which has an approved waterfront revitalization program. A copy of the New York City Waterfront Revitalization Program Consistency Assessment Form and responses to Policy Questions has been provided with this request for concurrence.

The proposed project is consistent with New York City's program. Therefore, the project would also be consistent with New York State's program, as there are no conflicts with any of the state policies.

UPS OVERNIGHT DELIVERY

June 13, 2019

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

**SUBJECT: JOHN F. KENNEDY INTERNATIONAL AIRPORT
TERMINAL 8 IMPROVEMENTS (RECONFIGURATION/EXPANSION)
CHANGE IN AIRPORT LAYOUT PLAN**

Dear Mr. Maraglio:

The Port Authority of NY & NJ (Port Authority) and American Airlines (AA) are proposing to make improvements (reconfiguration/expansion) of Terminal 8 at John F. Kennedy International Airport (JFK), which is located near Jamaica Bay, at Jamaica, Borough of Queens, Queens County, New York.

The project purpose is to allow AA and partner airlines (British Airways [BA] and Iberia [IB]) to continue to meet the needs of current and anticipated future levels of service of the traveling public. The proposed work involves building two new jumbo gates and three new hard stands on the east side of the terminal, a new taxi lane between the hard stands, contact gates to facilitate aircraft movement, and reconfiguration of existing Concourse C gates to create three additional jumbo gates. The proposed work also involves a 60 foot "bump out" of Concourse B's east side to accommodate an expanded hold room. A 30 foot ramp level expansion would accommodate additional equipment needed to handle baggage handling service during peak terminal use. The refurbishment and reconfiguration of existing interior spaces would complete the work.

Enclosed is an aerial photograph showing the airport, diagrams showing the existing configuration of Terminal 8 and diagrams showing the project (i.e. where the proposed work would occur), a completed Federal Consistency Assessment Form (FCAF) with policy evaluation, and a completed New York City Waterfront Revitalization Program (NYCWRP) Consistency Assessment Form (CAF) and policy evaluation to assist in your review of the proposed work.

As the project area lies in the coastal zone and the proposed work involves a modification of the Airport Layout Plan that must be approved by the Federal Aviation Administration (FAA), a consistency certification concurrence from your office pursuant to New York State Coastal Zone Management Plan (CZMP) policies is required.

*Engineering Department, 20th Floor
4 World Trade Center, 150 Greenwich Street
New York, NY 10007*

In addition, a consistency concurrence from the New York City Department of City Planning (NYCDCP), pursuant to the New York City Waterfront Revitalization Program (NYCWRP) policies, is also being applied for because the project area is in a municipality with a waterfront revitalization program.

The Port Authority has reviewed the subject project in light of the New York State Department of State CZMP and NYCWRP policies and determined that there would be no foreseeable adverse effects on the coastal zone or coastal zone resources from this project.

The project site is located in an area of the airport that is inland of the shoreline and separated from the shoreline by runways, roads, and taxiways. Therefore, the work does not require approval by the U.S. Army Corps of Engineers. As the project will involve more than an acre of soil disturbance, a Stormwater Pollution Prevention Plan will be prepared and notification will be sent to the New York State Department of Environmental Conservation pursuant to requirements of the Port Authority's SPDES Permit No. NY-0008109 for JFK and the JFK Best Management Practices Plan.

Thank you for your assistance in this matter. If you have any questions or require additional information, please contact the undersigned by e-mail at mhelman@panynj.gov or by telephone at (212) 435 - 6112.

Very truly yours,



Marc Helman
Supervisor, Permits and Governmental Approvals
Environmental Engineering Unit

Enclosures:

- 1) Project Location Photograph & Terminal ID Map
- 2) Project Diagrams
- 3) FCAF w/ policy evaluation
- 4) NYCWRP CAF w/ policy evaluation

cc: Michael Marrella, NYCDCP

UPS OVERNIGHT DELIVERY

June 13, 2019

Mr. Michael Marrella
Director, Waterfront and Open Space Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

**SUBJECT: JOHN F. KENNEDY INTERNATIONAL AIRPORT
TERMINAL 8 IMPROVEMENTS (RECONFIGURATION/EXPANSION)
CHANGE IN AIRPORT LAYOUT PLAN**

The Port Authority of NY & NJ (Port Authority) and American Airlines (AA) are proposing to make improvements (reconfiguration/expansion) of Terminal 8 at John F. Kennedy International Airport (JFK), which is located near Jamaica Bay, at Jamaica, Borough of Queens, Queens County, New York.

The project purpose is to allow AA and partner airlines (British Airways [BA] and Iberia [IB]) to continue to meet the needs of current and anticipated future levels of service of the traveling public. The proposed work involves building two new jumbo gates and three new hard stands on the east side of the terminal, a new taxi lane between the hard stands, contact gates to facilitate aircraft movement, and reconfiguration of existing Concourse C gates to create three additional jumbo gates. The proposed work also involves a 60 foot “bump out” of Concourse B’s east side to accommodate an expanded hold room. A 30 foot ramp level expansion would accommodate additional equipment needed to handle baggage handling service during peak terminal use. The refurbishment and reconfiguration of existing interior spaces would complete the work.

Enclosed is an aerial photograph showing the airport, diagrams showing the existing configuration of Terminal 8 and diagrams showing the project (i.e. where the proposed work would occur), a completed Federal Consistency Assessment Form (FCAF) with policy evaluation, and a completed New York City Waterfront Revitalization Program (NYCWRP) Consistency Assessment Form (CAF) and policy evaluation to assist in your review of the proposed work.

As the project area lies in the coastal zone and the proposed work involves a modification of the Airport Layout Plan that must be approved by the Federal Aviation Administration (FAA), a consistency certification concurrence from the New York State Department of State (NYS DOS) pursuant to New York State Coastal Zone Management Plan (CZMP) policies is required.

*Engineering Department, 28th Floor
4 World Trade Center, 150 Greenwich Street
New York, NY 10007*

In addition, as the project area is located in New York City, which as a waterfront revitalization program, the Port Authority is applying for a consistency concurrence from your office pursuant to the New York City Waterfront Revitalization Program (NYCWRP) policies.

The Port Authority has reviewed the subject project in light of the NYCWRP policies and the NYSDOS CZMP policies and determined that there would be no foreseeable adverse effects on the coastal zone or coastal zone resources from this project.

The project site is located in an area of the airport that is inland of the shoreline and separated from the shoreline by runways, roads, and taxiways. Therefore, the work does not require approval by the U.S. Army Corps of Engineers. As the project will involve more than an acre of soil disturbance, a Stormwater Pollution Prevention Plan will be prepared and notification will be sent to the New York State Department of Environmental Conservation pursuant to requirements of the Port Authority's SPDES Permit No. NY-0008109 for JFK and the JFK Best Management Practices Plan.

Thank you for your assistance in this matter. If you have any questions or require any additional information, please contact the undersigned by e-mail at mhelman@panynj.gov or by telephone at (212) 435 - 6112.

Very truly yours,



Marc Helman
Supervisor, Permits and Governmental Approvals
Environmental Engineering Unit

Enclosures:

- 1) Project Location Photograph & Terminal ID Map
- 2) Project Diagrams
- 3) NYCWRP CAF w/ policy evaluation
- 4) FCAF w/ policy evaluation

cc: Matthew Maraglio, NYSDOS

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the [New York City Waterfront Revitalization Program](#) (WRP) which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: Port Authority of New York and New Jersey

Name of Applicant Representative: Dr. Marc Helman

Address: 4 World Trade Center, 150 Greenwich Street, 20th Floor, New York, NY 10007

Telephone: (212) 435 - 6112 Email: mhelman@panynj.gov

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

Improvement (expansion/reconfiguration) of Terminal 8 (T8) for use by American Airlines (AA), British Airways (BA), and Iberia (IB) after the expiration of AA's lease for Terminal 7 (T7) located at the John F. Kennedy (JFK) International Airport in Jamaica, Borough of Queens, Queens County, New York.

The proposed expansion would add approximately 55,450 square feet of new space, which is approximately 3% of the currently existing 1.6 million square feet of space in T8.

2. Purpose of activity

Facility improvements (expansion/reconfiguration) are proposed to continue to provide service that meets existing and anticipated future demand after 2022.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 14260 / Lot 1

Street Address: JFK Airport, Jamaica, NY 11430

Name of water body (if located on the waterfront): Site is not on waterfront but is located near Jamaica Bay.

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission

Yes No

- City Map Amendment
- Zoning Map Amendment
- Zoning Text Amendment
- Site Selection – Public Facility
- Housing Plan & Project
- Special Permit
- (if appropriate, specify type: Modification Renewal other) Expiration Date: _____
- Zoning Certification
- Zoning Authorizations
- Acquisition – Real Property
- Disposition – Real Property
- Other, explain: _____
- Concession
- UDAAP
- Revocable Consent
- Franchise

Board of Standards and Appeals

Yes No

- Variance (use)
- Variance (bulk)
- Special Permit
- (if appropriate, specify type: Modification Renewal other) Expiration Date: _____

Other City Approvals

- Legislation
- Rulemaking
- Construction of Public Facilities
- 384 (b) (4) Approval
- Other, explain: _____
- Funding for Construction, specify: _____
- Policy or Plan, specify: _____
- Funding of Program, specify: _____
- Permits, specify: _____

State Actions/Approvals/Funding

- State permit or license, specify Agency: _____ Permit type and number: _____
- Funding for Construction, specify: _____
- Funding of a Program, specify: _____
- Other, explain: Stormwater Pollution Prevention Plan (SWPPP) submitted to New York State Department of Environmental Conservation.

Federal Actions/Approvals/Funding

- Federal permit or license, specify Agency: _____ Permit type and number: _____
- Funding for Construction, specify: _____
- Funding of a Program, specify: _____
- Other, explain: Federal Aviation Administration approval of change in Airport Layout Plan

Is this being reviewed in conjunction with a [Joint Application for Permits?](#) Yes No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? Yes No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? Yes No
3. Is the project located on publicly owned land or receiving public assistance? Yes No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) Yes No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) Yes No
6. Is the project located adjacent to or within a special area designation? See [Maps – Part III](#) of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - Significant Maritime and Industrial Area (SMIA) (2.1)
 - Special Natural Waterfront Area (SNWA) (4.1)
 - Priority Maritime Activity Zone (PMAZ) (3.5)
 - Recognized Ecological Complex (REC) (4.4)
 - West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the [NYC Waterfront Revitalization Program](#). When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

		Promote	Hinder	N/A
I	Support and facilitate commercial and residential redevelopment in areas well-suited to such development.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.4	In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Promote	Hinder	N/A
2	Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.1.	Support and encourage in-water recreational activities in suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Minimize conflicts between recreational boating and commercial ship operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Protect and restore the quality and function of ecological systems within the New York City coastal area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5	Protect and restore tidal and freshwater wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.8	Maintain and protect living aquatic resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
5	Protect and improve water quality in the New York City coastal area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1	Manage direct or indirect discharges to waterbodies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.2	Prevent and remediate discharge of petroleum products.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Provide public access to, from, and along New York City's coastal waters.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.3	Provide visual access to the waterfront where physically practical.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Protect scenic resources that contribute to the visual quality of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.2	Protect and enhance scenic values associated with natural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.2	Protect and preserve archaeological resources and artifacts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: ^{CONTACT} Dr. Marc Helman c/o Port Authority of NY & NJ

Address: 4 World Trade Center, 150 Greenwich Street, 20th Floor, New York, NY 10007

Telephone: (212) 435 - 6112 Email: mhelman@panynj.gov

Applicant/Agent's Signature: ^{CONTACT} *Marc Helman*

Date: 13 June 2019

**JOHN F. KENNEDY (JFK) INTERNATIONAL AIRPORT
TERMINAL 8 IMPROVEMENTS (RECONFIGURATION/EXPANSION)
NEW YORK CITY DEPARTMENT OF CITY PLANNING
NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM (WRP)
POLICY EVALUATION**

The following addresses questions Section E (Location Questions) that were answered Yes and Section F (WRP Policy Assessment Questions) that were answered “promotes” or “does not promote” on the New York City Waterfront Revitalization Program Consistency Assessment Form.

Location Questions

6) Is the project located adjacent to or within a special area designation?

Jamaica Bay Special Natural Waterfront Area (SNWA) (4.1)

JFK borders on the Jamaica Bay SNWA. However, the proposed project site is located a minimum of 2,500 feet from the boundary of the airport with the SNWA. Furthermore, the proposed project site is separated from the SNWA by buildings, roadways, runways, and taxiways. The location of the project site is such that there would be no adverse impacts to the SNWA. Therefore, Policy 4.1 would be promoted by the proposed project.

WRP Policy Assessment

4) Protect and restore the quality and function of ecological systems within the New York City coastal area.

4.1) Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.

See response to Location Question 6 above.

4.3) Protect designated Significant Coastal Fish and Wildlife habitats.

JFK borders on the Jamaica Bay Significant Fish and Wildlife Habitat. However, as with the Jamaica Bay SNWA, the proposed project site is located a minimum of 2,500 feet from the Significant Coastal Fish and Wildlife Habitat and is separated from the habitat by buildings, roadways, runways, and taxiways. Therefore, the proposed project would have no impact on the habitat and would promote Policy 4.1.

5) Protect and improve water quality in the New York City coastal area.

5.1) Manage direct or indirect discharges to waterbodies.

The Port Authority was issued State Pollution Discharge Elimination System (SPDES) Permit No. 0008109 by the New York State Department of Environmental Conservation (NYSDEC). The permit requires monitoring (testing) of discharges from the JFK stormwater system and the reporting of that monitoring via monthly discharge monitoring reports (DMRs). The proposed work, improvements (reconfiguration/expansion) of an existing terminal structure, will result in minimal ground disturbance that will not change the nature of the existing condition (impervious concrete). The site drains into the JFK stormwater system, which is monitored pursuant to the conditions of SPDES Permit No. 0008109. Therefore, the proposed project promotes this policy.

7) Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

7.1) Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

The improvements to Terminal 8 (reconfiguration/expansion) will generate a relatively small amount of solid waste in the form of asphalt, soil, concrete, and other building materials. These materials, if not reusable on-site, would be disposed of in accordance with state and federal requirements at a state-approved site. Storage of such material, if required, prior to disposal would be undertaken in a manner to ensure that coastal surface water and groundwater are not impacted. Hazardous materials and toxic pollutants are not anticipated to be found at the site, which is a constructed airfield in an area that was not used for industrial or other purposes that would generate hazardous and/or toxic waste. Therefore, the proposed project promotes this policy.

7.3) Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

Solid waste transported from the site, if required, would be undertaken in accordance with state and federal regulations. On-site storage facilities, if required, would be situated away from coastal areas, wetlands, and wetland adjacent zones to protect coastal resources. Therefore, the proposed project promotes this policy.

Attachment 5

PUBLIC INVOLVEMENT

This appendix includes all materials from the public review period for the Draft EA, including copies of proofs of publication of the newspaper notice, all public comments received during the comment period, and responses to those comments.

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Newspaper Notices

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DAILY NEWS NY DAILYNEWS.COM

Publication Date: 08/20/2019

This E-Sheet confirms that the ad appeared in NY Daily News on the date and page indicated. You may not create derivative works, or in any way exploit or repurpose any content displayed or contained on the electronic tearsheet.

CLASSIFIED Call (212) 210-2111 placeand.nydailynews.com

Employment

Help Wanted General

HANDYMAN WANTED Must have clean drivers license. Must be able to do light plumbing and carpentry. 4-day work week. \$700 per week. 100% Medical & Dental. 401k. Uniforms. Paid Vacations. Sick and Holidays. Apply in person. Monday-Friday between 9 am & 7 pm at: CALLAHEAD CORP., 204 Cross Bay Boulevard, Queens, NY 11492.

Office Help Wanted For Order Taking, Phones, Light Duty, Commission, Entry, Will Train \$220.00 Per Week, Medical, Dental, 401k, 2 weeks Vacation & Holiday Pay. Apply in Person at CALLAHEAD CORP., 204 Cross Bay Blvd. Qns NY 11492

Drivers

DRIVERS (TRUCK) Rte avail at CALLAHEAD CORP. No CDL req. 4 Day Work Wk (enjoy 3 days off). Run your own route. Yr round. No lay offs, fam med, dental, uniforms, 2 wks vaca. Will train! Swing driver \$1000 per week includes \$100 weekly bonus program. Route driver \$900 per week, includes \$100 wkly bonus of \$100. OT and raise every 4 months. 4a-2:30a. Apply in person, M-F, 9a-7p at 204 Cross Bay Blvd, Queens New York 11492.

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Stuff Wanted

WANTED FREON R12 We pay CASH! 512 8100 R11. Convent. Certified professionals. 512-791-9149 www.refrigerantfinders.com/ind

Pets

Pets

YORKIES V.

ADORABLE Puppies, Male & Female, Toy & Teacup sizes \$750+

CALL/TEXT TRACY 718-304-4126

BERNESE MOUNTAIN DOGS

ACA registered 8 week old pups vet checked and shots ready for family homes. Our sons family pet bred to qualify father three females and one male available. Only pet no puppy mill \$800 dollars. Call or text Charlie 717-269-4924

MINI-GOLDENDOODLE - 8 weeks old 4 females 3 males de-wormed, vet checked and vaccinated, being raised with children, love to cuddle \$1,295.00 call or text 717-348-2870

SHIH-TZU - PUPPIES

Toy & Imperial Sizes, Males & Females, All Colors \$450+

Call or Text 718-204-4134.

Got Pets

To place an ad call 212-210-2111

Real Estate

Home

PUBLISHER'S NOTE All real estate advertised herein is subject to the Federal Fair Housing Act of 1968 and state and local fair housing laws. The Fair Housing Act makes it illegal to advertise any preference, limitation or discrimination on the basis of race, color, religion, sex, handicap, familial status, or national origin or an intention to make any such preference, limitation or discrimination. State or local laws may make unlawful advertising that discriminates on the basis of age, marital status or sexual orientation. The Daily News will not knowingly accept any advertising for real estate which violates the law. The law requires that all dwellings advertised be available on an equal opportunity basis. If you have a question regarding housing discrimination, call 1-800-368-7899.

Office Help Wanted For Order Taking, Phones, Light Duty, Commission, Entry, Will Train \$220.00 Per Week, Medical, Dental, 401k, 2 weeks Vacation & Holiday Pay. Apply in Person at CALLAHEAD CORP., 204 Cross Bay Blvd. Qns NY 11492

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SHIH-TZU - PUPPIES

Toy & Imperial Sizes, Males & Females, All Colors \$450+

Call or Text 718-204-4134.

Got Pets

To place an ad call 212-210-2111

Social Announcements

E. NESBITT For information wanted immediately about any living relative of a person who passed away on July 24, 2019. He resided at 118-29 Marsden Street - 2nd floor, Jamaica, NY 11434. He was known to D. Screenshot, 2800 Harbor Drive #115 Woodbridge, VA 22192. 571-499-3393

WHEREABOUTS: Anyone who knows the whereabouts of L.W. Rose, 11541 148th Dr #2 Jamaica NY 11434. Please contact L. Murray 929-460-4881

Notices

Legal Notices

GITALI & DAUGHTERS LLC Arts of Org. filed with the SSNY on 06/29/19. Office: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 1424 84th Avenue, Bitterwood, NY 11438. Purpose: Any lawful purpose.

WT BRIARWOOD LLC Arts of Org. filed with the SSNY on 06/29/19. Office: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 36-08 Bell Boulevard, Bayside, NY 11361. Purpose: Any lawful purpose.

VEP 2510 LLC Arts of Org. filed with the SSNY on 02/01/18. Office: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 36-08 20th Avenue, 2nd Fl., Astoria, NY 11103. Purpose: Any lawful purpose.

TEENART LLC Arts of Org. filed with the SSNY on 07/20/2019. Office: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 1204 Augustina Avenue, Far Rockaway, NY 11691. Purpose: Any lawful purpose.

ABC Variety Stores of Greenpoint LLC Arts of Org. filed with the SSNY on 06/29/19. Office: Queens County, SSNY designated as agent for process & shall mail to: 4500 Greenpoint Ave Sunnyside NY 11104. Purpose: General.

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THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY AND REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT Terminal 8 Improvements Project

John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Terminal 8 Improvements project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ John F. Kennedy International Airport General Manager's Office Building 14, 2nd Floor Jamaica, NY 11430 Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ Aviation Department 4 World Trade Center, 18th Floor New York, NY 10007 Attn: Kathryn Lamond Hours: 09:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00 PM on Wednesday September 18, 2019. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Terminal 8 Improvements project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Wednesday September 18, 2019. Comments must be received by 5:00 PM on Wednesday September 18, 2019, in order to be considered. Written comments on the Draft EA can be sent directly to Kathryn Lamond at the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JKFA@panynj.gov with the subject heading "JFK Terminal 8". If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

Notice of Formation of 87-W Catalina LLC Arts of Org. filed with the SSNY on 06/27/19. Office location: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 1424 84th Avenue, Bitterwood, New York, 11438. Any lawful purpose.

NY ASSOCIATES LLC Arts of Org. filed with the SSNY on 06/29/19. Office: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 1204 Augustina Avenue, Far Rockaway, NY 11691. Purpose: Any lawful purpose.

HEALTH 98 LLC Arts of Org. filed with the SSNY on 09/29/16. Office: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 41-17 Crescent Street, Apt. 8, Long Island City, NY 11101. Purpose: Any lawful activity or purpose.

BLUE OWL MANAGEMENT LLC Arts of Org. filed with the SSNY on 08/02/2019. Office location: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, c/o Choy Ling Lam, 1188 Roosevelt Ave, 2FL, Corona, NY 11364. Purpose: Any lawful purpose.

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Legal Notices

Legal Notices

Legal Notices

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY AND REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT Terminal 8 Improvements Project

John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Terminal 8 Improvements project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ John F. Kennedy International Airport General Manager's Office Building 14, 2nd Floor Jamaica, NY 11430 Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ Aviation Department 4 World Trade Center, 18th Floor New York, NY 10007 Attn: Kathryn Lamond Hours: 09:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00 PM on Wednesday September 18, 2019. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: http://www.panynj.gov/about/studies-reports.html

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Terminal 8 Improvements project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Wednesday September 18, 2019. Comments must be received by 5:00 PM on Wednesday September 18, 2019, in order to be considered. Written comments on the Draft EA can be sent directly to Kathryn Lamond at the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may

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NOTICE OF AVAILABILITY AND REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT...

ΑΠΟΣΤΟΛΟΠΛΩΣ ΑPOSTLE FAMILY FUNERAL DIRECTORS OF Rivedale... ΤΟΛΛ ΦΡΕΕ 1-888-6ΑΠΟΣΤΟΛΟΙ...

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普遍擔心當局政策帶來風險

最新調查顯示，經濟界普遍擔心總統特朗普的政策將為美國經濟帶來風險，多達74%的專家預測2021年前會出現衰退。

74%經濟專家不表樂觀 憂2021年底國家將陷衰退

大歐、特別對前總統特朗普的經濟政策，18日新調查顯示，74%的專家預測2021年前會出現衰退。專家們對特朗普的經濟政策表示擔憂，認為其政策將為美國經濟帶來風險。

綜合美聯社與英國《每日郵報》(NAE)19日公佈的調查結果顯示，大部分經濟學家並未對特朗普的經濟政策表示樂觀。調查顯示，74%的專家預測2021年前會出現衰退。專家們對特朗普的經濟政策表示擔憂，認為其政策將為美國經濟帶來風險。



紐約證券交易所交易繁忙，但特朗普對前總統特朗普的經濟政策，18日新調查顯示，74%的專家預測2021年前會出現衰退。

防經濟下滑阻特朗普連任 傳白宮暗中醞釀減薪資稅

一項調查顯示，白宮政府正考慮削減薪資稅，以刺激經濟增長。傳聞白宮正醞釀減薪資稅，以刺激經濟增長。這項調查顯示，白宮政府正考慮削減薪資稅，以刺激經濟增長。

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非裔小販遭鎖頸致死 涉案紐約市警被解僱

一名非裔小販在紐約市街頭被一名警員鎖頸致死，該名警員已被解僱。這起事件引起了社會的廣泛關注，並引發了對警方執法方式的討論。

一名非裔小販在紐約市街頭被一名警員鎖頸致死，該名警員已被解僱。這起事件引起了社會的廣泛關注，並引發了對警方執法方式的討論。

鑾童大亨自殺引發地震 聯邦監獄局領導層洗牌

聯邦監獄局局長因鑾童大亨自殺事件辭職，引發了監獄局領導層的大規模洗牌。這起事件引起了社會的廣泛關注，並引發了對監獄局管理方式的討論。

聯邦監獄局局長因鑾童大亨自殺事件辭職，引發了監獄局領導層的大規模洗牌。這起事件引起了社會的廣泛關注，並引發了對監獄局管理方式的討論。

死前兩天簽署遺囑 愛潑斯坦生日收女重

愛潑斯坦在死前兩天簽署了遺囑，將其遺產分給他的子女。這起事件引起了社會的廣泛關注，並引發了對遺產繼承問題的討論。

愛潑斯坦在死前兩天簽署了遺囑，將其遺產分給他的子女。這起事件引起了社會的廣泛關注，並引發了對遺產繼承問題的討論。

THE PORT AUTHORITY OF NY & NJ
NOTICE OF AVAILABILITY and REQUEST FOR COMMENT
DRAFT ENVIRONMENTAL ASSESSMENT
Terminal B Improvements Project
 John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (DEA) for the proposed Terminal B Improvements project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ
 John F. Kennedy International Airport
 General Manager's Office
 Building 14, 2nd Floor
 Jamaica, NY 11430
 Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
 Aviation Department
 4 World Trade Center, 18th Floor
 New York, NY 10037
 Attn: Kathryn Lamond
 Hours: 09:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which is 5:00 PM on Wednesday September 18, 2019. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@portnynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: <http://www.portnynj.gov/about/studies/projects.htm>

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Terminal B Improvements project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Wednesday September 18, 2019. Comments must be received by 5:00 PM on Wednesday September 18, 2019, in order to be considered. Written comments on the Draft EA can be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10037. Additionally, comments may be emailed to JFKSEA@portnynj.gov with the subject heading "JFK Terminal B". If you have any questions about this notice, please email Kathryn Lamond at klamond@portnynj.gov.

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ELECTION INSPECTOR

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- Able to read and write English

DUTIES

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- Close the poll site
- Canvass and report election results
- Assist other poll workers as needed

TRAINING

- All inspectors must attend a training class and pass the exam

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REQUIREMENTS

- A permanent U.S. resident over 18 years of age and a resident of New York City
- Fluent in English and the interpreter's language
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- For Hindi interpreters: Please note on your application if you can also speak Punjabi
- Does not have to be a registered voter

DUTIES

- Assist non-English speaking voters by translating voting information into covered languages during the voting process

TRAINING

- All interpreters must attend a training class and pass the exam

HOURS/LOCATION

FOR PRIMARY/GENERAL ELECTION

- 5:00 a.m. until the polls are closed and results reported, which will be after 9:00 p.m.
- Must be willing to travel within the borough for assignment to a poll site

9 EARLY VOTING DAYS

- Please visit website for detailed hours and dates
- Must be willing to travel within the borough for assignment to a poll site

HOW TO APPLY

Visit nyc.electiondayworker.com to apply. If you have any questions, please call: 844-VOTE-NYC (844-965-3492). TTY Number 212-487-5496

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT Terminal 8 Improvements Project

John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Terminal 8 Improvements project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

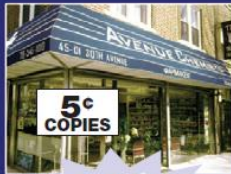
The Port Authority of NY & NJ
John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11450
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center, 18th Floor
New York, NY 10007
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Hours: 09:00 am to 05:00 pm

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Works of all kinds shine in LIC Arts Open shows

by Mark Lord
qboro contributor

Ten years ago, Caroline Bergonzi lost her father, a doctor who, she said, liked the feeling of being around a garage and working with metal, a fascination that found him spending a great deal of time repairing cars.

Bergonzi seems to have inherited this affinity, which she has put to creative use.

"Ashes to Gold: The Alchemy of Caroline Bergonzi," a solo art exhibit of some of her works, is now on view at the LIC Arts Open Gallery at The Factory in Long Island City, one of two fascinating attractions running concurrently in the former furniture warehouse. Both exhibits, curated by Richard Mazda, will remain on view through Sept. 6.

Among Bergonzi's many extraordinary pieces is "Golden One," which she created over a period of three weeks earlier this year. It was made from a single flat square sheet of metal. Bergonzi first drew on the sheet in chalk, then cut it, brazed it and shaped it into its finished form, an intricately designed phoenix, a mythical bird said to have risen from its own ashes.

"It's complicated to make, complicated to transport. I would almost say impossible," she said.

The themes of birth and transformation run through much of Bergonzi's work, as do various incarnations of birds.

A 40-pound mobile, called simply "Prey," was inspired by ospreys, large hawks that feed on fish. In Bergonzi's vision, it takes on "a little bit of aquatic flair." It's also her newest creation, completed at the end of July, one week before the exhibition opened.

Across the lobby is the other exhibition, "Burn This," which features the works of some five dozen artists and was inspired by one of them, David Sena. The title was taken from a play of the same name by Lanford Wilson.

Sena employs fireworks in his art, using



Mar Hwa, left, burns ghost money in questioning how we use social media, while Caroline Bergonzi follows a complex process to create her bird-inspired sculptures. PHOTOS BY MARK LORD

them to make marks on paper, part of a process he has been practicing for 22 years.

"In June, Richard saw my work and it inspired him to put the show together," he

said in a recent telephone interview.

Sena has three pieces on display in the show, all of which were created, in part, by

continued on page 33

'Ashes to Gold' and 'Burn This'

When: Through Fri., Sept. 6
Where: The Factory, 30-30 47 Ave., Long Island City
Entry: Free. (718) 392-0722, licartsopen.org

THE PORT AUTHORITY OF NY & NJ
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Whitestone Queens Lollipops Restaurant 153-31 Cross Island Parkway	8:00 AM SUN & THURS	\$45.00

Contact Sterling Coach for details: 917-302-2043

MGMSP-070151

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John F. Kennedy International Airport, Jamaica, New York

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THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT Terminal 8 Improvements Project

John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Terminal 8 Improvements project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ
John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center, 18th Floor
New York, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

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Gatorade attack

A man in an orange traffic vest threw his half-full drink at a Flushing gas station attendant after an argument. The incident occurred at the BP Station at 166-15 Horace Harding Expressway on August 16 at 6 p.m. when the suspect and the employee got into a verbal dispute. The bottle of Gatorade cut the victim's head, but he refused medical attention at the scene.



and hit the guard in the arm. The guard as not seriously injured.

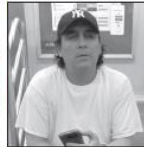
Three thugs



Police are looking for three thieves who committed two robberies in South Ozone Park on August 9. At 2:30 a.m., the suspects approached an 18-year-old boy near 133rd Street and Sutter Avenue, pulled out a gun and left with his belongings. About 30 minutes later, they broke into a commercial van parked near 115th Avenue and 122nd Street and stole an iPad.

Over-'E'-xposure

A man exposed himself to a woman on a Manhattan-bound E train. On August 9 at 2 a.m., a woman was on the train when the suspect pulled down his pants. When the train arrived at the Northern Boulevard station in Woodside, the victim yelled at the man and alerted a train conductor. The suspect fled the train.



Bedroom bandits



Two men broke into a woman's bedroom and robbed her. On August 14 at 4:30 p.m., the 58-year-old woman was in her home near 95th Avenue and 77th Street when the two suspects burst in with guns drawn and demanded money. They left with a cell phone and jewelry. The woman was not harmed.



Saucy crook

A man tried to steal jars of to-mato sauce from a Jackson Height grocery store, and then assaulted a guard when he was confronted. On July 20 at 11:30 a.m., the suspect gained access to the basement of Food Universe at 75-55 31st Avenue and tried to leave with ten jars of sauce. When a security guard tried to stop him, the suspect pulled out a pipe wrench



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NOTICE OF AVAILABILITY and REQUEST FOR COMMENT
DRAFT ENVIRONMENTAL ASSESSMENT
Terminal 8 Improvements Project
John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Terminal 8 Improvements project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

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Caballitos en miniatura

Los caballitos más pequeños del mundo miden 15 milímetros de largo, el tamaño de un grano de arroz. Esta especie no es rara y se encuentra en varios lugares del este de Japón.



Record Guinness de personas en fuego

Treinta y dos dobles de riesgo han roto el récord de la mayoría de las personas que realizan quemaduras de cuerpo entero, después de que se prendieron fuego en el Gran Desfile en Ciudad del Cabo, Sudáfrica.



Hormiga Panda

También conocida como hormiga de terciopelo (familia Mutillidae), esta especie tiene un gran parecido con las hormigas, pero no es una hormiga, está más emparentada con las avispas.



Dormir en el cerebro

Debido a las fases en que ocurren los sueños. Verás, entre las primeras fases del sueño nuestro cerebro empieza a desconectarse de la realidad mientras conservamos una ligera conciencia de que todavía estamos despiertos.



Aquaman y sus fans

El actor Jason Momoa convirtió una fotografía con fans en un momento memorable. La mujer quería un recuerdo a solas con el actor pero su esposo celoso no está muy de acuerdo. Para "vacilar" al hombre, Momoa reaccionó de manera divertida.

THE PORT AUTHORITY OF NY & NJ

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THE PORT AUTHORITY OF NY & NJ
NOTICE OF AVAILABILITY AND REQUEST FOR COMMENT
DRAFT ENVIRONMENTAL ASSESSMENT
 Terminal B Improvements Project
 John F. Kennedy International Airport, Jamaica, New York

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 Jamaica, NY 11430
 Hours: 08:00 am to 04:00 pm

The Port Authority of NY & NJ
 Aviation Department
 4 World Trade Center, 10th Floor
 New York, NY 10037
 Alin Kallitry, Liaison
 Hours: 08:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which has been extended to 5:00 PM Tuesday October 14, 2015. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kallitry Liaison at Kallitry@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: <http://www.panynj.gov/terminal-b-improvements>

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據美特爾斯報消息，拜登在烏克蘭總統澤倫斯基訪問華盛頓時，要求烏克蘭政府調查其子亨利的商業關係。拜登對此表示否認，稱其子與烏克蘭政府並無任何商業關係。

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特朗普在記者會上表示，他從未要求烏克蘭政府調查其子亨利的商業關係。他強調，他與烏克蘭總統澤倫斯基的會談是為了加強兩國之間的友好關係，而不是為了任何政治目的。

任烏國能源公司董事 拜登之子月領5萬



據美特爾斯報消息，拜登之子亨利·拜登在擔任烏克蘭能源公司董事期間，每月可獲得5萬美元的報酬。這一消息引起了美國輿論的廣泛關注。

亨利·拜登在2015年加入烏克蘭能源公司擔任董事，並在該公司工作了一年多時間。據悉，他在該公司期間獲得的報酬相當可觀。

拜登之子在擔任董事期間，曾多次與烏克蘭政府官員進行會談。這一消息引起了美國輿論的廣泛關注，認為這可能涉及利益衝突。

民主黨彈劾聲四起 共和黨被促勿做幫兇

民主黨眾議員在眾議院提出彈劾案，指控特朗普在烏克蘭總統澤倫斯基訪問華盛頓期間，要求澤倫斯基調查其子亨利的商業關係。民主黨呼籲共和黨不要成為特朗普的幫兇。

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網上分享炸彈製作指南 翼馬陸軍士兵 圖象新聞機被控

一名在伊拉克服役的翼馬陸軍士兵，被控在網上分享炸彈製作指南。翼馬陸軍發言人表示，這名士兵的行為嚴重違反了軍隊的紀律，並可能對國家安全造成威脅。

翼馬陸軍發言人表示，這名士兵的行為嚴重違反了軍隊的紀律，並可能對國家安全造成威脅。軍隊將對此進行嚴肅處理。

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即捕即放政策下周終止 庇護申請人墨國等聆訊

美國移民及海關執法局表示，即捕即放政策將於下周終止。對於在該政策期間被捕的庇護申請人，將由墨西哥、危地馬拉等國進行聆訊。

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DRAFT ENVIRONMENTAL ASSESSMENT
Terminal 8 Improvements Project
John F. Kennedy International Airport, Jamaica, New York

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 Jamaica, NY 11430
 Hours: 09:00 am to 05:00 pm

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- Repeals the vacancy bonus of 20% and repeals the longevity bonus that allowed rents to be raised by additional amounts based on the duration of the previous tenancy.
- Bans the Tenant Black List!
- Makes an Unlawful Eviction (when a landlord illegally locks a tenant out of their apartment or uses force to evict a tenant) a CRIME and elevates it to a Class A Misdemeanor punishable by a civil penalty of between \$1,000 and \$10,000 per violation.

On Thursday October 17, 2019 at 6:30pm there will be an informational meeting at Della Monica Senior Center located at 23-56 Broadway to review the new Rent Laws. Please contact Central Astoria LDC for additional information at 718-204-1056

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Astoria Real Estate 'Heating Up'



On a hot summer day Paul Halvatzis of Amorelli Realty met up with Felix Devito of Devito Fed to discuss the market and why things are "heating up" in Astoria real estate. Amorelli Realty will be introducing several new luxury condominium buildings for sale over the next few months.

THE PORT AUTHORITY OF NY & NJ NOTICE OF AVAILABILITY and REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT Terminal 8 Improvements Project John F. Kennedy International Airport, Jamaica, New York

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Cash on the spot 

Meng has second primary challenger

by Ryan Brady

Rep. Grace Meng (D-Flushing) now has a second Democratic primary challenger.

Sandra Choi, an economic development expert who hails from Queens, has moved from Detroit back to the Sixth Congressional District to challenge the six-year incumbent. She is one of two Democrats running against Meng — Kew Gardens-based Democratic Socialist of America activist Mel Gagarin declared his candidacy earlier this year.

"I'm focused on running for office because I want to make sure I am the type of policymaker that advocates for legislation and policies rooted in the reality people live as today," the Flushing resident said.

Raised by immigrant parents, she grew up living at different times in Elmhurst, Jackson Heights and Rego Park.

She agrees with Meng on some issues, like supporting single-payer healthcare, but said she would take a different approach to being a member of Congress. The challeng-



Flushing resident Sandra Choi is running against Rep. Grace Meng.

or has pledged to hold four town halls every year throughout the congressional district if elected.

"Town halls are a big part of how I want to represent this district," the candidate said, adding that she wants the area's constituents to be able to make "a direct connection to their representative."

The district covers Rego, Elmhurst, Glendale, Flushing, Forest Hills, Fresh Meadows, Kew Gardens, Kew Gardens Hills, Jamaica Hills, Maspeth, Middle Village and Oakland Gardens.

In a statement, Meng pledged to "continue to fight tirelessly for the people of Queens. Whether it's opposing the policies of the Trump administration, ensuring access to affordable healthcare, working with our labor unions to ensure safe working conditions, fighting for women and equal pay, helping veterans, standing up for underrepresented communities such as working families and immigrants, and being a voice for the voiceless."



Glendale contractor honored

On his 85th birthday, Frank Tracina, center, retired owner of the contracting firm that bears his name and a longtime resident of Glendale, was honored this week for his years of community service.

State Assemblyman Mike Miller (D-Woodhaven), right, and Community

Board 5 Chairman Vincent Arcuri presented the citation at a ceremony at the assemblyman's office.

Tracina has been staging pasta charity dinners for years, as well as supplying flags at the area's annual Memorial Day parades.

— Michael Shabo

THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT

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L' Shana Tova
Wishing you a Happy, Healthy and Prosperous New Year



JOSEPH P. ADDABBO, JR.
New York State Senator - District 15

DISTRICT OFFICE:
159-51 892nd Street
Howard Beach, NY 11434
(718) 738-1111
Fax: (718) 322-5760



Shana Tova!
A sweet New Year to you and your family! May this season be a time of renewal and peace for all of us.

Assemblywoman
Stacey Pheffer Amato
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NOTICE OF AVAILABILITY and REQUEST FOR COMMENT

DRAFT ENVIRONMENTAL ASSESSMENT

Terminal 8 Improvements Project

John F. Kennedy International Airport, Jamaica, New York

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Jamaica Hills rob

A 57-year-old man had his cell phone stolen by a thief on a Jamaica Hills street. On September 11 at 5:30 p.m., the victim was near the intersection of 164th Street and 84th Road when the suspect grabbed his iPhone 7 Plus and ran west on 86th Road.



Elmhurst construction site on two separate occasions. They first broke into 70-09 45th Avenue on August 20 at 7:30 a.m. by forcing open a secured gate. They left with construction tools valued at \$7,500. Two days later at the exact same time, they again forced open the gate and left with construction supplies.

Corona attack

A man was attacked and robbed on a Corona street last month. On August 29 at 2 a.m., the 39-year-old victim was in front of 108-23 39th Avenue when the suspect approached him from behind, put him in a chokehold, and then punched him several times while he lay on the ground. He took his wallet, which contained \$300, before fleeing the scene.



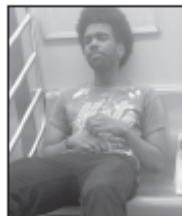
Glendale burglaries

A man has been breaking into homes in Glendale, with the first two incidents occurring on September 10. At 5:30 a.m., the suspect entered a home near 73rd Street and Central Avenue through a basement door and left with two tablets and several pieces of jewelry. At 2 p.m. that same day, he went inside the vestibule of a building near 67th Street and Myrtle Avenue, but left without taking anything. On September 17 at 11 a.m., the same man climbed into a home near 69th Street and Cooper Avenue through a second-floor window and left with an iPad and jewelry.



'F'-ull Monte

A man gave a female straphanger an eyeful. On August 24 at 3 p.m., a 32-year-old woman was on a southbound F train when it pulled into the Sutphin Boulevard station and the suspect boarded and sat across from her. He was making her uncomfortable, so she moved to a different seat, but the man followed and again sat across from her, this time unzipping his pants and exposed himself. The suspect is in his late 20s, 5'8" and 160 pounds.



Twice in Elmhurst

Two men have robbed the same



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Huevo Hervido, Broiled Egg



Café Espresso, Espresso



Huevos, Eggs



Pan, Bread



Barra de Energía, Energy Bar



Yogurt, Yougurt



Cereal con Frutas, Cereal with Fruit



Leche, Milk



Manzan, Apple



Tocineta, Bacon



Croissant, Croissant



Chocolate, Chocolate



Tostada, Tosted

Inglés viendo y aprendiendo

Esta
Semana

Desayuno
(Breakfast)



Tostada con Mermelada o Mantequilla de Maní, Tosted with Jelly or Peanut Butter



THE PORT AUTHORITY OF NY & NJ

NOTICE OF AVAILABILITY and REQUEST FOR COMMENT DRAFT ENVIRONMENTAL ASSESSMENT Terminal 8 Improvements Project

John F. Kennedy International Airport, Jamaica, New York

In accordance with the National Environmental Policy Act (NEPA), notice is hereby given that copies of a Draft Environmental Assessment (EA) for the proposed Terminal 8 Improvements project at John F. Kennedy International Airport (JFK) are available for public review and comment at the following locations:

The Port Authority of NY & NJ
John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
Jamaica, NY 11430
Hours: 09:00 am to 04:00 pm

The Port Authority of NY & NJ
Aviation Department
4 World Trade Center, 18th Floor
New York, NY 10007
Attn: Kathryn Lamond
Hours: 09:00 am to 05:00 pm

The Draft EA document for this project will be available at these locations until the close of the comment period, which has been extended to 5:00 PM on Tuesday October 1st, 2019. If you intend to view the document at the JFK Airport or World Trade Center locations, please contact Kathryn Lamond at klamond@panynj.gov to schedule an appointment at least one day before your visit. A copy of the Draft EA may also be viewed online at: <http://www.panynj.gov/about/studies-reports.html>.

The Draft EA responds to all of the requirements of the Federal Aviation Administration for preparation of an EA under NEPA. The Port Authority of New York & New Jersey (Port Authority) is inviting the public to submit, in writing, comments on the Draft EA prepared for the Terminal 8 Improvements project. The Port Authority is accepting comments on this Draft EA document until the official comment period closes on Tuesday October 1st, 2019. Comments must be received by 5:00 PM on Tuesday October 1st, 2019 in order to be considered. Written comments on the Draft EA can be sent directly to Kathryn Lamond of the Port Authority, 4 World Trade Center, 18th Floor, New York, NY 10007. Additionally, comments may be emailed to JKFEA@panynj.gov with the subject heading "JFK Terminal 8." If you have any questions about this notice, please email Kathryn Lamond at klamond@panynj.gov.

RUIZ LAW GROUP PC

¡TE LO HACEMOS MAS FACIL! FACETIME con tu Abogado



Frances Y. Ruiz, Esq.

- NO NECESITA VENIR HASTA AQUI
- EN TU DESCANSO DEL CAFE
- EN LA HORA DEL ALMUERZO
- EN EL CAMINO A CASA

- Inmigración / Deportaciones
- Divorcios / Casos de Familia
- Accidentes
- Modificación
- Bancarrota
- Defensa de Foreclosure
- Short Sale
- Bienes Raices
- Arrendatario / Inquilino
- Casos Criminales / Drogas
- Casos de Litigio de Negocios
- Casos Laborales / Mal Pago de las Horas

**INTEGRIDAD • TENACIDAD
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¡Llámenos Hoy!

718-505-3400

83-13 Northern Boulevard
Jackson Heights, NY 11372

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Comments Received

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From: Lawrence Hoppenhauer <lhoppenhauer@tohmail.org>
Sent: Tuesday, September 17, 2019 1:28 PM
To: JFKEA
Subject: JFK Terminal 8

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

To whom it may concern:

I have two concerns with the Terminal 8 construction:

1. Water Resources, particularly Surface Waters - I am concerned that deicing fluids, and I may assume other waste chemicals, are flushed into Jamaica Bay. Even though it won't add much additional fluid that get flushed into the Bay, and it is deemed "safe", it should not be happening in 2019!
2. Water Resources, including Groundwater - This project will impact a sole-source aquifer for Nassau and Suffolk counties. There has been much talk about making these wells active in the near future and doing anything to jeopardize them is wrong.

Sincerely,
Lawrence Hoppenhauer
205 Hempstead Avenue
Malverne, NY 11565

PLEASE RESPOND TO:

WASHINGTON OFFICE:
2310 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3205
(202) 225-3461
FAX: (202) 226-4169
www.house.gov/meeks

DISTRICT OFFICES:
153-01 JAMAICA AVENUE
JAMAICA, NY 11432
(718) 725-6000
FAX: (718) 725-9868
67-12 ROCKAWAY BEACH BOULEVARD
ARVERNE, NY 11692
(347) 230-4032
FAX: (347) 230-4045

Congress of the United States
House of Representatives

GREGORY W. MEEKS
5TH DISTRICT, NEW YORK

September 16, 2019

COMMITTEES:
FINANCIAL SERVICES
SUBCOMMITTEES:
CHAIRMAN, SUBCOMMITTEE ON CONSUMER
PROTECTION AND FINANCIAL INSTITUTIONS
SUBCOMMITTEE ON INVESTOR PROTECTION,
ENTREPRENEURSHIP AND CAPITAL MARKETS

FOREIGN AFFAIRS
SUBCOMMITTEES:
EUROPE, EURASIA, ENERGY AND THE
ENVIRONMENT
WESTERN HEMISPHERE, CIVILIAN SECURITY
AND TRADE

Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Acting Administrator Elwell,

I am writing to request that you extend the public comment period of the draft environmental assessment (EA) for American Airlines' (AA) planned work on Terminal 8 at John F. Kennedy International Airport for a reasonable time period.

Although the Port Authority of NY & NJ (PANYNJ) followed the rules and guidelines set forth by your agency in publishing the review period in several newspapers, key community stakeholders were not made aware until last Thursday, September 12. The last-minute notification is inconsistent with the PANYNJ's commitment to transparency and current engagement with the community through the Aviation Roundtable and JFK Community Advisory Council. The Aviation Roundtable did not receive notification, and neither my office nor the JFK Community Advisory received notification until the September 12 email transcription.

While I understand that this project is separate from the larger Redevelopment EA, it is in the interest of government agencies to allow the public additional time to review the drafted EA. Extending the public comment period will allow for greater public participation and more substantive feedback.

I look forward to your response to my letter.

Sincerely,



Gregory W. Meeks
Member of Congress

CC: Kathryn Lamond
Manager, JFK Environmental Programs
The Port Authority of New York & New Jersey

From: Barbara E Brown <bebrown@easternqueensalliance.org>

Sent: Tuesday, October 01, 2019 8:30 PM

To: JFKEA <JFKEA@panynj.gov>

Subject: JFK Terminal 8.

Importance: High

CAUTION: This email originated from outside the Port Authority. Do not open attachments or click on links from unknown senders or unexpected emails.

Environmental Assessment for Airport Development Project: JFK Terminal 8 Improvements

Length of Comment Period

While the length of the comment period was extended 10 days at the request of Congressman Gregory Meeks, the Eastern Queens Alliance, Inc. is registering its official complaint that the public was not given adequate notice of the release of the EA despite the fact that the PANYNJ maintained that they "published" the announcement of the comment period in a timely manner. Truly the extension did not give the public the 30 day required comment period for EA's. The public, in fact, did not have more than 15 days for comment. This did not provide us with adequate time for a comprehensive review. That being said, we are offering the following two minimal comment:

RE: Part 6: Environmental Consequences; Section G: Hazardous materials, solid waste, and pollution prevention; Page 18.

The soil and groundwater in and around terminal 8 at JFK have been found to be contaminated with asbestos, lead, polychlorinated biphenyls, chlorofluorocarbons, mercury and petroleum hydrocarbons. This positively answers the question of whether the proposed project involves the use of land that may contain hazardous materials or cause potential contamination from hazardous materials. Thus, the project and project budget should include routine soil sampling from all excavated soils and analysis at a NYSDEC certified laboratory for record and quality assurance. All soils should also be handled in accordance with Federal and State regulations and managed as hazardous waste and disposed at an USEPA approved hazardous waste disposal facility under the Port authority's RCRA hazardous waste ID number. This would prevent inadvertent contamination of landfills or other sites by reusing these soils offsite.

RE: Part 6: Environmental Consequences; Section N: Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers); Selection 4: Ground water; Question b; Page 26.

The soils around JFK airport have been found to be contaminated with asbestos, lead, polychlorinated biphenyls, chlorofluorocarbons, mercury and petroleum hydrocarbons as well as glycols associated with deicing activities. The report also states that groundwater quality has been affected by past development in the region and surrounding communities. Therefore, the project and project budget should include continuous testing of the groundwater for record and quality assurance. Groundwater should also be handled in accordance with Federal and State regulations. All groundwater encountered during the construction should be treated as contaminated, collected and disposed off-site or treated to levels required by the Port Authority's SPDES permit and discharged. Dewatering and treatment would prevent the contaminated groundwater from adversely affecting the groundwater quality during project implementation. This is critical as JFK is underlain by the Brooklyn/Queens aquifer system, which is part of the Long Island aquifer complex. Although, groundwater is no longer a drinking water source for the Queens area, it can be activated at any point, but most importantly it is part of the potable water supply for Nassau and Suffolk county. The groundwater also flows south to the Jamaica Bay which is considered suitable for primary and secondary contact recreation (classified SB by the NYSDEC); and is a component of the Gateway National Recreation Area, which includes a National wildlife refuge containing diverse plant and avian population.

Reference

Federal Aviation Administration; Short Environmental Assessment form for Airport Development projects; JFK terminal 8 improvements

It is imperative, that the letter as well as the spirit of the law be followed for the announcements of all future EA's so that the public has adequate time to truly review the documents and make comprehensive comments.

Submitted,
Barbara E. Brown, Chairperson

Barbara E. Brown, Chairperson

Eastern Queens Alliance, Inc.

PO Box 300818

Jamaica, NY 11430

347 824-2301

www.easternqueensalliance.org

Responses to Comments

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Comment Number	Comment	Commenter Name/Organization	Response
1	<p>To whom it may concern:</p> <p>1. Water Resources, particularly Surface Waters - I am concerned that deicing fluids, and I may assume other waste chemicals, are flushed into Jamaica Bay. Even though it won't add much additional fluid that get flushed into the Bay, and it is deemed "safe", it should not be happening in 2019!</p> <p>2. Water Resources, including Groundwater - This project will impact a sole-source aquifer for Nassau and Suffolk counties. There has been much talk about making these wells active in the near future and doing anything to jeopardize them is wrong.</p>	<p><i>Lawrence Hoppenhauer/ Resident</i></p>	<p>1. Stormwater runoff today, as well as with the Proposed Action will be in accordance with existing stormwater permits. The Proposed Action is not expected to increase or change discharges to receiving waters.</p> <p>2. As noted in Section 6(N)(4), JFK is underlain by the Brooklyn/Queens groundwater aquifer system, which is part of the larger Long Island aquifer complex. The Proposed Action is not expected to change conditions associated with this aquifer. If dewatering is required during construction, recovered groundwater will be monitored in accordance with the requirements of the SPDES permit. Any discharges of recovered groundwater will occur in accordance with the SPDES permit, which meets Federal and State standards such that no impacts would occur to the aquifer.</p>
2	<p>Dear Acting Administrator Elwell,</p> <p>I am writing to request that you extend the public comment period of the draft environmental assessment (EA) for American Airlines' (AA) planned work on Terminal 8 at John F. Kennedy International Airport for a reasonable time period.</p> <p>Although the Port Authority of NY & NJ (PANYNJ) followed the rules and guidelines set forth by your agency in publishing the review period in several newspapers, key community stakeholders were not made aware until last Thursday, September 12. The last-minute notification is inconsistent with the PANYNJ's commitment to transparency and current engagement with the community through the Aviation Roundtable and JFK Community Advisory Council. The Aviation Roundtable did not receive notification, and neither my office nor the JFK Community Advisory received notification until the September 12 email transcription.</p> <p>While I understand that this project is separate from the larger Redevelopment</p>	<p><i>Gregory W. Meeks/ Member of Congress, 5th District of New York</i></p>	<p>The FAA granted a one-week extension to comment on the draft Environmental Assessment for the Terminal 8 Improvements Project. Public notices for the extension were published in regional newspapers starting on Tuesday, September 24, 2019. The public comment period closed on October 1, 2019.</p> <p>Copies of the initial public notices and the public notices announcing the comment period extension can be found in Attachment 5 "Newspaper Notices" section of this document.</p>

Comment Number	Comment	Commenter Name/Organization	Response
	<p>EA, it is in the interest of government agencies to allow the public additional time to review the drafted EA. Extending the public comment period will allow for greater public participation and more substantive feedback.</p> <p>I look forward to your response to my letter.</p>		
3	<p>Length of Comment Period</p> <p>While the length of the comment period was extended 10 days at the request of Congressman Gregory Meeks, the Eastern Queens Alliance, Inc. is registering its official complaint that the public was not given adequate notice of the release of the EA despite the fact that the PANYNJ maintained that they "published" the announcement of the comment period in a timely manner. Truly the extension did not give the public the 30-day required comment period for EA's. The public, in fact, did not have more than 15 days for comment. This did not provide us with adequate time for a comprehensive review.</p>	<p><i>Barbara E. Brown, Chairperson Eastern Queens Alliance, Inc.</i></p>	<p>The Draft EA was available for public comment longer than the 30-day period. The Port Authority released the Draft EA on August 19, 2019 and published the availability of the document in a wide number of publications. The FAA recommended a one-week extension to comment on the draft Environmental Assessment, with the close of comments occurring on October 1, 2019.</p>
4	<p>The soil and groundwater in and around terminal 8 at JFK have been found to be contaminated with asbestos, lead, polychlorinated biphenyls, chlorofluorocarbons, mercury and petroleum hydrocarbons. This positively answers the question of whether the proposed project involves the use of land that may contain hazardous materials or cause potential contamination from hazardous materials. Thus, the project and project budget should include routine soil sampling from all excavated soils and analysis at a NYSDEC certified laboratory for record and quality assurance. All soils should also be handled in accordance with Federal and State regulations and managed as hazardous waste and disposed at an USEPA approved hazardous waste disposal facility under the Port authority's RCRA hazardous waste ID number. This would prevent inadvertent contamination of landfills or other sites by reusing these soils offsite.</p>	<p><i>Barbara E. Brown, Chairperson Eastern Queens Alliance, Inc</i></p>	<p>As is noted in the EA in Section 6(G), hazardous substances and other contaminants, have been identified in soil and groundwater in and around Terminal 8 at JFK. The Proposed Action is not expected to increase the quantity of hazardous materials. Further, if hazardous materials are encountered during the construction process, they will be addressed in accordance with Federal and State requirements.</p>
5	<p>The soils around JFK airport have been found to be contaminated with asbestos, lead, polychlorinated biphenyls, chlorofluorocarbons, mercury and petroleum hydrocarbons as well as glycols associated with deicing activities. The report also states that groundwater quality has been affected by past development in the region and surrounding communities. Therefore, the project and project budget should include continuous testing of the groundwater for record and quality assurance. Groundwater should also be handled in accordance with Federal and State regulations. All groundwater encountered during the construction should be treated as contaminated, collected and disposed off-site or treated to levels required by the Port Authority's SPDES permit and discharged. Dewatering and treatment would prevent the contaminated groundwater from adversely affecting</p>	<p><i>Barbara E. Brown, Chairperson Eastern Queens Alliance, Inc</i></p>	<p>Implementation of the Proposed Action is not expected to alter the quality of ground water resources and would not impact surface waters, no would it have the potential to contaminate a public drinking water supply. If groundwater is encountered, the construction site will be dewatered as needed. Recovered groundwater will be monitored, treated as needed, and discharged in accordance with the SPDES permit</p>

Comment Number	Comment	Commenter Name/Organization	Response
	<p>the groundwater quality during project implementation. This is critical as JFK is underlain by the Brooklyn/Queens aquifer system, which is part of the Long Island aquifer complex. Although, groundwater is no longer a drinking water source for the Queens area, it can be activated at any point, but most importantly it is part of the potable water supply for Nassau and Suffolk county. The groundwater also flows south to the Jamaica Bay which is considered suitable for primary and secondary contact recreation (classified SB by the NYSDEC); and is a component of the Gateway National Recreation Area, which includes a National wildlife refuge containing diverse plant and avian population.</p>		<p>requirements.</p> <p>Also see response #4 and #1.</p>
6	<p>It is imperative, that the letter as well as the spirit of the law be followed for the announcements of all future EA's so that the public has adequate time to truly review the documents and make comprehensive comments.</p>	<p><i>Barbara E. Brown, Chairperson Eastern Queens Alliance, Inc</i></p>	<p>American Airlines and the Port Authority of New York and New Jersey have complied with all requirements of the National Environmental Policy Act, Council of Environmental Quality regulations, and FAA Orders in preparing the EA.</p>

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