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CONGRESSMAN ELIOT ENGEL'S

TOWN HALL MEETING

To Discuss The Federal Aviation  
Administration's Proposed Airspace  
Changes Which Could Divert An  
Additional 200-400 Airplanes Over  
Rockland Each Day.

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July 30, 2007

Joseph T. St. Lawrence

Community, Health and

Sports Center

115 North Torne Valley Road

Hillburn, New York

B E F O R E:

CONGRESSMAN ELIOT ENGEL

CHRISTOPHER ST. LAWRENCE, SUPERVISOR,  
TOWN OF RAMAPO

THOM KLEINER, SUPERVISOR, TOWN OF  
ORANGETOWN

MANNY WEISS, F.A.A. Regional Director

STEVE KELLEY, F.A.A. Manager of the  
Airspace Redesign Project

NANCY KALINOWSKI, Director of the

F.A.A. Airspace

JOSEPH HOFFMAN, MITRE Representative

LEE KYKER, Environmental Specialist

TYLER WHITE

ROCKLAND & ORANGE REPORTING

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## 1 Proceedings

2 SUPERVISOR ST. LAWRENECE: I'd  
3 like to welcome everybody on behalf of  
4 myself and Ramapo and, also, our Town  
5 Supervisor at Orangetown, the two  
6 Towns that are really most effected by  
7 this Plan, we want to welcome you all  
8 here. We hope you have a chance to  
9 get your questions on the record and I  
10 believe that, after we have the  
11 Congressman come up and the F.A.A. to  
12 give their presentation and then  
13 Supervisor Kleiner and I will go  
14 through the audience and ask people to  
15 raise their hand and then we'll have  
16 questions answered, right away.

17 One of the things I do want to  
18 say and then I'll let Thom say a few  
19 words is I want to thank Thom Kleiner  
20 and Ellen Jaffee and Pat Withers and  
21 Pat Moroney and Bruce Levine who went  
22 down to Congressman Engel's Office. I  
23 want to thank Connie Coker, as well,  
24 petitioning to have a meeting on the  
25 public hearing.

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2 I want to thank the F.A.A. for  
3 coming to Ramapo to have an  
4 informational meeting. I think it was  
5 so civilized that they figured they'd  
6 take another chance at it, and that  
7 brings us here, tonight, but I do want  
8 people to realize that Congressman  
9 Engel just had some legislation to  
10 defund this project in the - in the  
11 Congress.

12 (Clapping.)

13 SUPERVISOR ST. LAWRENCE:

14 Although that bill wasn't successful,  
15 his efforts have been successful in  
16 bringing about this meeting where the  
17 stenographer will be taking down  
18 everything that takes place here. It  
19 will be part of the record. If  
20 anybody wants to submit anything in  
21 writing, it will become part of the  
22 record and we hope we'll be able to  
23 mitigate this plan so that we don't  
24 have such an impact with people here  
25 in Rockland County, but I do want to

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2 say that, on behalf of all the people,  
3 125,000 people in the Town of Ramapo,  
4 I want to thank Congressman Engel for  
5 bringing in \$188,000.00 last year for  
6 flood mitigation and another  
7 \$500,000.00 just last week and another  
8 \$500,000.00 for the technology  
9 building at Rockland Community  
10 College. He's out there working very  
11 hard.

12 We were always very lucky in this  
13 County to have Congressman Ben Gilman  
14 for 30 years, but we didn't miss a  
15 beat when we got the leadership of  
16 Eliot Engel as our Congressperson who  
17 represents 70 percent of Rockland  
18 County and represents my Town and  
19 Thom's Town.

20 So, I want to, personally, thank  
21 Congressman Engel. I want to thank  
22 all the elected officials that are  
23 here who have been adding their voice.  
24 If we don't get our concerns met, then  
25 we know what to do and we know how to

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2 fight. We're standing, we're in an  
3 area right here that would have been a  
4 power plant if the people in Ramapo  
5 didn't get up and make their voices  
6 heard. People said that was a done  
7 deal.

8 (Clapping.)

9 SUPERVISOR ST. LAWRENCE: People  
10 said that that was a done deal and it  
11 wasn't, and I don't believe in done  
12 deals. I believe that people need to  
13 be able to get out there and let their  
14 voices be heard and to fight and  
15 that's why we're here, tonight, and  
16 I'd like to introduce to you now Thom  
17 Kleiner, Supervisor of the Town of  
18 Orangetown.

19 (Clapping.)

20 SUPERVISOR KLEINER: Just very  
21 briefly because I want to get to the  
22 F.A.A. here and Congressman Engel, I  
23 want to thank Chris, again, for  
24 hosting this meeting so everyone has  
25 an opportunity to express their views.

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2 We need to press the F.A.A., tonight,  
3 on what that means in terms of,  
4 actually, getting re-elect on our  
5 mutual concerns.

6 So, I just want to thank Chris, I  
7 want to thank Congressman Engel for  
8 making all this possible,  
9 particularly, the Orangetown residents  
10 who were able to come up and those who  
11 took the bus that, with us,  
12 Congressman Engel arranged to make it  
13 easier to get up here, tonight.

14 So, after the F.A.A. makes its  
15 presentation, Chris and I will attempt  
16 to get everybody's voice heard and  
17 we'll set some of the ground rules as  
18 soon as that part of the meeting  
19 begins and we appreciate your  
20 patience.

21 Again, thanks, everybody,  
22 particularly, both Towns for coming.  
23 Thank you.

24 SUPERVISOR ST. LAWRENCE: Thank  
25 you very much and, with no further

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2 adieu, let me introduce to you our  
3 Congressman Eliot Engel.

4 (Clapping.)

5 CONGRESSMAN ENGEL: Thank you.

6 Thank you. Thank you very much.

7 Thank you, Chris and Thom, but, most  
8 of all, I really want to thank all of  
9 you in the audience, the people of

10 Rockland who are making their voices  
11 heard, loudly and clearly. We want to  
12 be part of the decision-making process  
13 that effects our communities. We will  
14 not stand by while things are shoved  
15 down our throats without our input.

16 (Clapping.)

17 CONGRESSMAN ENGEL: We all know  
18 that there is a problem with flights.  
19 We understand that things have to be  
20 changed from time to time, but I think  
21 it is just unconscionable that during  
22 the course of the many years that this  
23 has been proposed there had not been a  
24 meeting in Rockland until tonight.

25 (Clapping.)

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2 CONGRESSMAN ENGEL: Now, several  
3 weeks ago, we had a meeting in my  
4 office in Rockland -- in my office in  
5 Washington, I'm sorry, and we had the  
6 F.A.A. officials come, and, at that  
7 time, we made the request for this  
8 meeting, and I do want to thank them  
9 for responding because there were many  
10 many communities that asked to have  
11 these meetings and they only granted  
12 these meetings to two communities, one  
13 of which is Rockland.

14 So, I think that they will hear  
15 our concerns, they will answer our  
16 questions and they will, certainly,  
17 know how we feel about proposals that  
18 effect our community.

19 People who have their houses,  
20 very often, their entire life savings  
21 is in their house and, when decisions  
22 are made that effects --

23 (Clapping.)

24 CONGRESSMAN ENGEL: -- the  
25 property values of their house, this



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2 is not something I think that should  
3 be made cavalierly. If people are to  
4 have confidence in Government, people  
5 need to know that Government needs to  
6 respond to them, not the other way  
7 around.

8 (Clapping.)

9 CONGRESSMAN ENGEL: Now, I want  
10 to just thank a few people and then  
11 we're going to have the F.A.A. make  
12 their presentation because we want to  
13 hear from them and we want you to ask  
14 questions, and, while there will be  
15 elected officials asking questions,  
16 there will be more people from the  
17 community asking questions because we  
18 want questions to come from the  
19 community.

20 I want to, first of all, thank  
21 Chris St. Lawrence for the use of the  
22 hall.

23 (Clapping.)

24 CONGRESSMAN ENGEL: I want to  
25 thank Dr. Cliff Wood, the President of

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2 Rockland Community College, and Rich  
3 Brega of Brega Transport for the  
4 buses. We have people from Orangetown  
5 being transported here by the buses.

6 So, thank you very very much,  
7 and --

8 (Clapping.)

9 CONGRESSMAN ENGEL: -- I, also,  
10 want to thank the people who attended  
11 the D.C. meeting in my office with the  
12 F.A.A., and that is, of course, Thom  
13 Kleiner, Supervisor, Assembly Member  
14 Ellen Jaffee and Legislators Pat  
15 Withers, Pat Moroney, Connie Coker and  
16 Bruce Levine were all at the meeting,  
17 and Rockland spoke with a united voice  
18 and Rockland speaks with a united  
19 voice, tonight.

20 So, I would like to invite the  
21 F.A.A. to please come up and give  
22 their presentation and then we will  
23 have questions and then I'm sure you  
24 will hear, loudly and clearly, from  
25 us.

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2 Okay. I'm gonna turn the  
3 microphone over to Manny Weiss, who is  
4 the Regional Administrator from the  
5 F.A.A., and he will introduce the  
6 people and then we'll have our  
7 presentation, and start thinking about  
8 your questions because, again, we  
9 really want to hear from you guys, the  
10 whole purpose of this Town Hall  
11 Meeting.

12 Again, I'm very happy to have  
13 this Congressional Town Hall Meeting,  
14 very happy to call it, very happy that  
15 you're here, and now the Regional  
16 Administrator.

17 MR. WEISS: Thank you.

18 Thank you, Congressman, and thank  
19 you, all, for coming out, this  
20 evening.

21 On my left is Nancy Kalinowski.  
22 She is the Director of F.A.A.'s  
23 Airspace.

24 Next to her is Steve Kelley.  
25 Steve is the Manager of the Airspace

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2 Redesign Project.

3 Joe Hoffman, to his left, is from  
4 MITRE and did the analysis.

5 Next to him is Lee Kyker, an  
6 environmental specialist who looked at  
7 the environmental issues, and Tyler  
8 White, who will be involved with the  
9 presentation, tonight.

10 So, let me invite Steve up at  
11 this point. Steve will give you some  
12 of the information that's been  
13 collected over the last nine years as  
14 we've looked at this project and tell  
15 you where we are, and then, following  
16 his presentation, we'll open it up for  
17 questions.

18 Thank you, again, for coming.

19 MR. KELLEY: Good evening.

20 Again, my name is Steve Kelley.

21 I'm the Manager of the Airspace  
22 Redesign. Many of you got to see me  
23 on the cable TV broadcast we did here,  
24 I believe, two to three weeks ago.

25 I'm gonna go through the

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2 presentation, very quickly, tonight,  
3 but I think it's important for people  
4 to understand we are here for a  
5 purpose and a reason, and I understand  
6 your concerns with that, and anything  
7 any of us say, tonight, in no way,  
8 minimizes the concerns that we know  
9 you have about airspace redesign and  
10 the impact that has or the potential  
11 it has on your lives. We understand  
12 that.

13 Understand we're here because we  
14 have a job to do. Our job is to make  
15 this airspace as efficient as possible  
16 and reduce delays.

17 I know most of you fly and you've  
18 experienced the delay figures.

19 So, what we set out to do, and  
20 our first slide, about eight years  
21 ago, actually, a little bit longer,  
22 we've looked at the airspace  
23 surrounding the New York and New  
24 Jersey Metropolitan Area, which you're  
25 looking at there in those narrow dark

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2 areas represent flight paths of  
3 airplanes. The dark blue is arrivals  
4 and the light blue represents  
5 departures from the different airports  
6 in the Metropolitan Area.

7 The next slide shows that here we  
8 are 10 years later. The delays are  
9 the same. Five of the major airports  
10 in this study area continue to be  
11 among the most delayed airports in the  
12 country.

13 So, the problem still exists and  
14 it isn't getting any better.

15 I'm sure those of you sitting  
16 there tonight think that we've already  
17 implemented some of this, that you  
18 have different noise exposure than you  
19 may have had in the past. I will tell  
20 you if that is true, that's what  
21 you're experiencing, it's because  
22 there's an increase in traffic.  
23 Traffic is up I think 40 percent at  
24 J.F.K. right now. Increases at  
25 Newark, Teterboro, they're all

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2 increasing.

3 So, this is what we set out to do  
4 is find a way to reduce the delays and  
5 improve the efficiency of the  
6 airspace.

7 Again, we started out with New  
8 York and New Jersey. It became,  
9 clearly, evident that Philly was a  
10 part of this and that's how we  
11 integrated all the airspaces.

12 Next slide, please.

13 Our Preferred Alternative, which  
14 is what we've identified, and it's  
15 important to understand there is no  
16 decision made yet. The F.A.A. is  
17 deliberating and will come up with its  
18 Record of Decision, but, as of right  
19 now, we're considering the  
20 alternatives.

21 Part of the reason we're here,  
22 tonight, and one of the things that we  
23 agreed to do, tonight, is to take the  
24 comments that are received, tonight,  
25 and address them in our Record of

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2 Decision, which we're anticipating  
3 will be released in September.

4 One of the things that we  
5 continue to look at is reducing the  
6 delays. We believe our Preferred  
7 Alternative could provide us a  
8 3-minute delay savings per flight in  
9 the year 2011, and that's why we're  
10 here.

11 We're, also, looking at a  
12 4-minute arrival delay savings in the  
13 year 2011 and, again, the year 2011 is  
14 the out year of that study.

15 Now, on the slide, you'll note  
16 that what we're saying is that's the  
17 value of that delay savings is.

18 In addition, our airspace is very  
19 inefficient when it comes to reacting  
20 to known conditions, significantly,  
21 weather. The weather moves through at  
22 this time of the year as many of you  
23 know as you've sat hours on the tarmac  
24 waiting for the weather to pass  
25 through.



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2 So, what we've attempted to do is  
3 find ways to address those weather  
4 delays more efficiently, and the way  
5 that we say that we can do that is by  
6 the integrated airspace, and, again,  
7 that alternative, which has been  
8 identified as our Preferred  
9 Alternative, is the one that impacts  
10 you most and that's why you're all  
11 here, tonight.

12 You all know, I think  
13 predominantly, that you're here,  
14 primarily, because of Newark arrivals  
15 on the southbound operation, and I'm  
16 gonna show you some slides to that.

17 The next slide represents what we  
18 published. The Draft Environmental  
19 Impact Statement was published in  
20 December of 2005, and I know it's a  
21 little difficult to read the chart.  
22 The next slide will show it to you a  
23 little better. What that showed was  
24 the reportable federal impacts that  
25 existed throughout the entire study

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2 area, and, again, this is Rockland  
3 County, we understand that, but it's  
4 important to note we are a federal  
5 agency and the impacts that were  
6 created here are at the levels that  
7 are shown on this slide.

8 What we deal with and we're gonna  
9 have, actually, several questions  
10 about DNL and what that means, and  
11 what we do, when we report these  
12 values, is we report the average noise  
13 levels that will be experienced by all  
14 of you.

15 The next slide represents the  
16 particular -- Again, this was  
17 published in December of 2005 and you  
18 notice that area labeled E there is  
19 the portion of Rockland County that we  
20 showed under federal standards created  
21 reportable noise values or noise  
22 changes on our Preferred Alternative.

23 So, again, that area, Area E that  
24 you're looking at on that slide, that  
25 reports that.

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2 Next slide, please.

3 Okay. What creates that? What  
4 creates that area? The blue tracks  
5 that you're looking at on this slide  
6 represent the Newark arrivals. They  
7 represent the Newark Arrivals on the  
8 22 Flow.

9 There are three major feeds into  
10 Newark International Airport.

11 Now, I just want to caution  
12 people. I know some of you have  
13 concerns about other traffic, about  
14 Westchester and about Teterboro and  
15 other noise experiences that you have.  
16 I'm focusing this, predominantly, on  
17 the Newark arrivals because those are  
18 the most significant changes to be  
19 experienced.

20 The blue tracks are modeling  
21 bundles of where we anticipate in this  
22 Preferred Alternative those tracks  
23 will exist if we proceed with this  
24 project the way we have described.  
25 The triangle area there, as I'm sure

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2 all of you know, represents Rockland  
3 County.

4 So, the next slide, I'll show you  
5 what happens, as you note, when Newark  
6 is on the North Flow. That means the  
7 arrivals are landing to the north, the  
8 airplanes do not overfly Rockland  
9 County, all right, they would transit  
10 west of here and travel down the west  
11 side of Newark and then turn around at  
12 the north to land at the north.

13 So, the predominant impact that  
14 you have here is Newark arrivals when  
15 Newark is landing to the south. Okay.

16 Just to clarify, right now, that  
17 is, approximately, 60 percent of the  
18 time that Newark is landing on the  
19 22 operation.

20 The next slide takes a look at  
21 what do we need to, and, by those  
22 impacts that we're creating, we, as a  
23 federal agency, said we need to do  
24 something to mitigate the noise that's  
25 created by our Preferred Alternative.

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2 In March of this year, we  
3 published and came out with the fact  
4 that the Integrated Airspace  
5 Alternative under the National  
6 Environmental Policy Act is our  
7 Preferred Alternative.

8 We - we, in addition to that, we  
9 started looking at how we could  
10 mitigate the noise impacts that were  
11 created, and, again, that's why we're  
12 all here, tonight, the best way to  
13 mitigate the noise over this arrival  
14 track was by raising or elevating the  
15 altitudes of those arrivals.

16 So, in this particular area, and,  
17 again, for that area in the south  
18 portion of the County, we raised the  
19 arrival altitude, and we're able to do  
20 that using some new technologies.

21 That increase provided the next  
22 slide. And what I want to show you  
23 there is, in Area A, which is the  
24 north portion of Area A there  
25 represents the ground tracks that fly

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2 over Rockland County, and, as you all  
3 well know, they're flying into Bergen  
4 County and across the state boundary  
5 there.

6 So, what did that give us?

7 The next slide is a side view or  
8 a profile view of what happened.

9 Those white tracks represent prior  
10 mitigation, and it's a little hard to  
11 read, I understand that. On the left  
12 side there, what you're looking at is  
13 the altitudes of the airplanes. It  
14 starts at 2, 4 and 6,000 feet. The  
15 back end of that Area A is the south  
16 portion of Rockland County that we  
17 showed on that previous slide.

18 So, what the mitigation allowed  
19 us to do was to increase the altitude  
20 of the arrivals landing Newark on the  
21 south configuration, thereby, raising  
22 and reducing the noise impacts.

23 Next slide, please.

24 What you're looking at here is  
25 what was published in our noise

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2 mitigation document. Those and the  
3 areas in Area E, I believe it is, show  
4 what's happened and the tail of that  
5 noise area is the southern portion of  
6 Rockland County. And, again, I'll  
7 make this available and I know we'll  
8 have more questions and Tyler White is  
9 here, tonight. We can show you the  
10 specific tracks and we'll spend more  
11 time discussing this. I just want to  
12 give you an overview of what you're  
13 looking at.

14 The next slide is what the noise  
15 results were after mitigation. As you  
16 note, there are no dots any longer in  
17 Rockland County. In essence, under  
18 mitigation of our Preferred  
19 Alternative, and, again, I'm gonna go  
20 back to the fact that these are  
21 federally-reported standards, that's  
22 5 dB change, which put the area in the  
23 45 to 60 range was eliminated based on  
24 mitigation.

25 That's where we are and that's

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2 what we did with the mitigation.

3 The next slide is published out  
4 of the noise mitigation, and, again, I  
5 go through these, quickly. It  
6 represents the number of people that  
7 were impacted in the reportable  
8 categories, and this is only as it  
9 relates to Newark arrivals, and,  
10 again, this is only in the year 2011,  
11 and, as you note, we reduced the  
12 number of people that were in the 5 dB  
13 change from 114 -- 144,000 to about  
14 24,000.

15 Under federally-reported  
16 standards, we eliminated all of the  
17 folks in Rockland County that were in  
18 that 5 dB change. You're still here  
19 because you're unhappy about that and  
20 I understand that.

21 The next slide shows you we  
22 picked some addresses. Any one of you  
23 here can go to our website. If you go  
24 to faa.gov, there's a link there,  
25 directly, to the New York/New



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2 Jersey/Philly Airspace Redesign. You  
3 can click on that link, you can go to  
4 what is called "Noise Exposure  
5 Tables." You can go to the U.S.  
6 Census Block or if you know your  
7 census block, you can type in your  
8 address. What you can look at there  
9 is what happens between the different  
10 alternatives under this Airspace  
11 Redesign Project. And, again, anyone  
12 can do that if they have access to the  
13 website.

14 What we selected here was several  
15 different schools. Let me go through  
16 a couple of them for you.

17 The first one was Suffern High  
18 School on Viola Road. Again, it's a  
19 population of 380 people.

20 In the No Action Alternative, in  
21 other words, if we choose to do  
22 nothing, and our modeling years were  
23 two years, 2006 and 2011, in the  
24 year 2006, that DNL average, that  
25 average noise level would be 33.7,

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2 and, as you note, in the 2011 year,  
3 it's, statistically, no change. It's  
4 a 34.0.

5 When we published the document,  
6 excuse me, when we published the  
7 document, we reported that that noise  
8 value would increase to 41.6, and,  
9 again, we're gonna have a little more  
10 discussion of what DNL is in trying to  
11 help understand that, but, as you  
12 note, that is an increase in the noise  
13 at that particular location.

14 In addition, as you note, that,  
15 with mitigation, we were able to  
16 reduce that noise value by 3 points  
17 through mitigation.

18 I'm not gonna go through all of  
19 these. We have two pages of them up  
20 here. This will be available on the  
21 website for all of you to view, but,  
22 again, I encourage any of you that  
23 would like to to go to the website.  
24 You can do this for your own address.

25 I want to go to another place,

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2 Suffern Middle School on Hemion Road.  
3 Again, 33.3 in the 2006 year in the  
4 DNL values, 34.2 in the 2011 year,  
5 statistically, no difference in the  
6 noise levels in the No Action  
7 scenario.

8 If we would have implemented the  
9 Preferred Alternative Without  
10 Mitigation, that noise value would  
11 have gone to 44.0, which is a  
12 substantial increase; however, that  
13 did not trigger the federal  
14 significance. The requirement there  
15 is to hit the 45 DNL value.

16 I just -- Again, I want to point  
17 out that is an increase and then,  
18 after mitigation, we were able to  
19 reduce that, but that is still an  
20 increase in noise.

21 So, it's going from a 34.2 in the  
22 year 2011 to a 40.2 in the year 2011,  
23 a 6 DNL increase or a 6-value increase  
24 in that number, and I'm sure there  
25 will be several questions about that.

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2 Again, the next slide, what we  
3 attempted to do was find a sampling of  
4 schools. The only one -- other one  
5 I'll go through here is the Chestnut  
6 Ridge Fleetwood Elementary School.

7 At that particular location, and  
8 the reason I use these addresses is  
9 they were available on the web.

10 Again, there was no statistical change  
11 in the 2006, 2011.

12 In the 2011, under the integrated  
13 variation without mitigation, as you  
14 see, that was one of those yellow dot  
15 areas that was triggered under federal  
16 standards, and it was increased to a  
17 46.6 value. Again, through  
18 mitigation, we were able to reduce  
19 that to 41.1.

20 Next slide.

21 This is one none of you are gonna  
22 like.

23 We're a federal agency. As a  
24 federal agency, we look at the overall  
25 picture of what we're creating and

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2 what we're doing. There are  
3 31 million people in this study that  
4 are encompassed in this airspace  
5 study. It covers five states.

6 Through mitigation, we were able  
7 to reduce the number of impacts of  
8 people under the federally-reported  
9 standards to below what it would have  
10 been in the No Action scenario, i.e.,  
11 less people are impacted by  
12 federally-reported noise values in our  
13 mitigated Preferred Alternative than  
14 are in the Do Nothing Alternative.

15 Again, I understand your energy  
16 and concerns, but, from our overall  
17 picture, we, actually, have done a  
18 positive thing here.

19 (Booing.)

20 MR. KELLEY: I knew I'd get that.

21 A VOICE: Can you go over that,  
22 again?

23 MR. KELLEY: Yes, I would.

24 Again, if you go to the last  
25 slide on this summary, it states what

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2 it is.

3 Through our mitigation strategies  
4 in our modeling data, in the year  
5 2011, of the three reportable values  
6 for noise that the federal agency does  
7 report and were reported in the  
8 document, in the year 2011, the  
9 Preferred Alternative with mitigation  
10 reduces the impact on people to less  
11 than it would have been in the  
12 No Action scenario by somewhere near a  
13 half a million people.

14 Again, the mitigation strategies  
15 that are applied and the charts that  
16 you're looking at is not just Rockland  
17 County. Those are the charts for the  
18 mitigation strategies that were  
19 applied to the Newark arrivals. So,  
20 that represents parts -- people in New  
21 Jersey, as well. And impacts on those  
22 population charts was showed for all  
23 residents, again, New Jersey and other  
24 areas. It's not just Rockland County,  
25 but I understand why you're here. We

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2 are here to listen to your concerns.

3 We are here -- It's important to

4 understand that no, we didn't have a

5 meeting in Rockland County. I could,

6 probably, list 40 counties that are

7 somewhat in the same noise profile

8 that we didn't have meetings, and

9 there were a lot of counties we didn't

10 have meetings in. That wasn't in a

11 sense of ignoring people. We did what

12 we thought was appropriate and - and -

13 and, obviously, we missed something

14 here. We understand that. We've

15 heard that, loud and clear. Um, we

16 have a challenge ahead of us because

17 no decision has been made. If we

18 decide to do nothing, that may make

19 all of you very very happy, but that

20 will do nothing to address the problem

21 that we set out to address and that is

22 find ways to reduce delays and improve

23 efficiencies in this airspace.

24 I am an air traffic controller.

25 Just a quick background, I mean my job

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2 as an air traffic controller, I was  
3 vectoring airplanes over your houses  
4 in Newark, controller, probably, back  
5 in 1983, '82 and '83. I am familiar  
6 with the traffic in the area. I  
7 understand the complexity of this  
8 system and I had the opportunity, in  
9 1987, we implemented, and some of you  
10 may be aware of it, something called  
11 "The East Coast Plan," which shifted  
12 -- and, actually, was the beginning of  
13 integration. We, actually, moved  
14 en-route sections into each humble  
15 environment.

16 It's a very complex airspace  
17 piece. One of our measures and  
18 characteristics that we measure here,  
19 and I know safety is all of your  
20 concerns, cause, certainly, is our  
21 Number 1 concern. We don't believe  
22 anything we're proposing in any of  
23 these alternatives does anything to  
24 mitigate the safety of the system. If  
25 we did, we wouldn't be doing it.



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2 So, the complexity of air traffic  
3 control, and I know there's been a lot  
4 of energy around air traffic control,  
5 as a person that was and worked as an  
6 air traffic control on this system, we  
7 needed to look at ways to improve this  
8 system. This airspace over your  
9 heads, today, has been in place for  
10 20 years. It needs fixed. We have a  
11 lot of new technology that could be  
12 implemented, but our airspace doesn't  
13 permit this.

14 Again, I don't want to minimize  
15 any of the impacts that any of you  
16 feel and the reason you're here  
17 tonight, cause you're upset what the -  
18 what the federal agency is proposing  
19 to do. We're here to hear that and  
20 hear it, loud and clear. I think  
21 we've heard the voices, but, again,  
22 we're here to discuss, answer your  
23 concerns and be able to move forward  
24 and find an effective way to deal with  
25 the delays and the efficiencies of the

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2 air traffic system.

3 So, thank you.

4 (Clapping.)

5 MR. WEISS: Questions?

6 I see a gentleman in the center.

7 Who --

8 MR. KELLEY: I think Chris -

9 Chris St. Lawrence --

10 MR. WEISS: Is Chris gonna do  
11 this? Fine.12 SUPERVISOR ST. LAWRENCE: Okay.  
13 Thom, you're gonna take that aisle  
14 over there and I'll take this aisle  
15 and we'll start with this gentleman  
16 right here.17 CONGRESSMAN ENGEL: I'm gonna  
18 have Chris St. Lawrence and Thom  
19 Kleiner do it, but I'm told that our  
20 County Executive Scott Vanderhoef has  
21 come and wants to make a statement.22 So, Scott, would you - would you  
23 come up?24 SUPERVISOR ST. LAWRENCE: Do you  
25 want to have one question, first, as

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2 Scott's coming up?

3 CONGRESSMAN ENGEL: Okay. We can  
4 take a question if you'd like.

5 SUPERVISOR ST. LAWRENCE: Okay.  
6 We have a Brian.

7 Brian?

8 BRIAN: I have a question here.

9 I distrust averages a little bit  
10 and I'm someone from a technical  
11 person.

12 So, what I'm curious is: What  
13 percentage of flights are above your  
14 45 DNL rating? Because you could have  
15 an average of 41, but there could be  
16 lots of other -- Your error, actually,  
17 could be quite greater than and,  
18 actually, go past the 45 DNL rating.

19 So, I'm curious to know what  
20 percentage of flights are above  
21 45 DNL? How many flights are  
22 anticipated on that track? And what  
23 percentage of those are gonna be the  
24 45 -- above 45 DNL?

25 Thank you.

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2 MR. KELLEY: Allow me to address  
3 that, and, Tyler, you may want to pick  
4 up on pieces of that.

5 The number of flights that we're  
6 referring to that will transit this  
7 area in Rockland County, again, the  
8 blue tracks that I showed you, could  
9 be as high as 3 to 400 flights a day.

10 (Booing.)

11 MR. KELLEY: Okay. Again, that  
12 is the worst, and, again, I caution  
13 you that could be on an average day in  
14 what we do.

15 And, sir, I understand you're  
16 concerned about the averages and the  
17 DNL averages. Newark doesn't land  
18 22s, all the time. Again, it's about  
19 60 percent of the time.

20 What DNL does is it averages --  
21 it takes an average annual day, and I  
22 believe the numbers on the average  
23 annual day are somewhere in the 200  
24 range. Okay. I think it's 150 to  
25 200.

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2 Again, what I just mentioned was  
3 a worst case scenario.

4 We know we don't measure in the  
5 models single events. My voice right  
6 now for all of you is, probably,  
7 operating, I'm guessing, 70 dB.  
8 That's a pretty good guess.

9 So, what the DNL averages, it  
10 averages what occurs throughout the  
11 average annual day and gives you that  
12 number.

13 I understand the sensitivity of  
14 understanding that number, but what  
15 becomes important is how you compare  
16 those numbers, one to the other.

17 So, the single-event levels, how  
18 many occur above 45 is based on the  
19 type aircraft, the altitude it  
20 transits the area, and the other issue  
21 is time of day, because there's a  
22 penalty given for aircraft that  
23 operate after 10 p.m., I believe.

24 So, based on all of those, the  
25 single-event level that you're asking,

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2 and I don't think I have a number for  
3 the number of aircraft that would  
4 operate at above the 45 levels here.

5 CONGRESSMAN ENGEL: Before we go  
6 to the next question, I'd like to give  
7 Scott Vanderhoef, our County  
8 Executive, a chance to either make a  
9 brief statement or ask a question.

10 COUNTY EXECUTIVE VANDERHOEF:

11 First of all, I'll be very brief.

12 Congressman Engel, thank you so  
13 much for arranging for this hearing.  
14 We had asked the F.A.A. in October of  
15 2006 for this hearing and we were told  
16 no. It is proof I think that the  
17 Rockland County residents have a  
18 specific interest in this particular  
19 design plan.

20 I will be brief.

21 The fact of the matter is, in my  
22 view, this entire Environmental Review  
23 Study could be considered quite the  
24 sham.

25 The fact of the matter is that --

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2 (Clapping.)

3 COUNTY EXECUTIVE VANDERHOEF: --

4 that the disrespect shown Rockland  
5 County residents is one thing, but the  
6 facts on the issue of how you do an  
7 environmental study to determine noise  
8 pollution is quite another.

9 In 1987, the Expanded East Coast  
10 Plan that you referred to earlier was  
11 so flawed and so -- became so noisy  
12 that Congress enacted, in 1990, the  
13 Aviation Safety & Capacity Expansion  
14 Act which requires over the National  
15 Environmental Protection Act that  
16 noise pollution be considered as part  
17 of the environmental reviews, not a  
18 separate issue.

19 (Clapping.)

20 COUNTY EXECUTIVE VANDERHOEF: To  
21 make matters - to make matters worse,  
22 in the 2000 scoping document that the  
23 F.A.A. did in determining, to get to  
24 the point where we are, in 2000, they  
25 took out the issue of noise pollution,

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2 an impact in mitigation, out of a  
3 scoping document. They took it out  
4 and they, also, removed it from  
5 purpose and need, which is one of the  
6 key criteria that many decisions are  
7 made at Federal Government.

8 Consequently, I believe the  
9 environmental process, the hearing  
10 process, the D.E.I.S., the F.E.I.S.  
11 and, therefore, any conclusions or  
12 actions taken as a result of those are  
13 flawed. Can be served with, I think,  
14 legal notice that legal and  
15 administrative policies could be  
16 used --

17 (Clapping.)

18 COUNTY EXECUTIVE VANDERHOEF:

19 -- to require and to demand of not  
20 just this community but all  
21 communities that an entire new  
22 Environmental Impact Statement be done  
23 with new roots and new courses in  
24 determining what delays and capacity  
25 issues are out there and that we start



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2 over and look at this thing with the  
3 issue of noise mitigation being  
4 foremost as required under the  
5 Aviation Safety and Capacity Expansion  
6 Act, and this County Executive will  
7 take all actions necessary to pursue  
8 legal and administrative remedies to  
9 do so.

10 Thank you very much.

11 (Clapping.)

12 CONGRESSMAN ENGEL: Thank you,  
13 Scott.

14 We'd like to now get another  
15 question from the audience.

16 I'll let --

17 SUPERVISOR ST. LAWRENCE: We have  
18 a man ready right here.

19 MR. CAMPBELL: Hello. I'm Tom  
20 Campbell.

21 I was at the last meeting in  
22 Ramapo and one of the topics that came  
23 up towards the end was whether or not  
24 other paths that the flight could  
25 take.

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2 In fact, actually, if you take a  
3 look at the path for your 90612, when  
4 it comes to the north, it goes through  
5 Orange County. I believe we were  
6 asked if you could look into the  
7 possibility and how realistic it was  
8 to have all flights come through  
9 Orange County and then make a turn  
10 somewhere in around, maybe, Ringwood  
11 and then join up with the rest of the  
12 flights that come in from the south,  
13 I'm talking about Warwick, New Jersey  
14 or somewhere to that effect. Not only  
15 would that save all overpasses of  
16 Rockland County regardless of which  
17 the arrival -- which runway was being  
18 used, but, also, save all the headache  
19 from the Montvale and in areas like  
20 that where I understand you had a  
21 meeting, as well, which was not,  
22 exactly, a fun meeting, as I  
23 understand it.

24 Before we know it, it's gonna  
25 save yourself that headache if it,

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2 passively, came through.

3 Obviously, a straight line path  
4 is the ideal path, but we're talking  
5 about just simply joining flights that  
6 are coming from the south at a  
7 slightly different point. The flights  
8 are going to be running still a  
9 relatively straight path.

10 I don't know whether that you've  
11 done that research or you're beginning  
12 that research, but I believe that is  
13 very much so an appropriate next step.

14 MR. KELLEY: The question has  
15 been done and looked at and the answer  
16 is no.

17 We looked, initially, and - and I  
18 had some of my operational modelers  
19 take a peak at what the operational  
20 impacts.

21 We, and I'm gonna be very clear  
22 here, we can't take this alternative  
23 and implement pieces of it or just  
24 move things over another area. It  
25 would require additional analysis.

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2 It would have to be studied.

3 (Booing.)

4 MR. KELLEY: Okay.

5 But understand Rockland County is  
6 not the only community that is in this  
7 same situation. There are 7 that I  
8 counted, easily, that have,  
9 approximately, the same DNL  
10 controversy that this County does.

11 So, as a federal agency, we're  
12 not going to operate and model just  
13 one of those aspects.

14 Now, again, you asked and I'm  
15 being - I'm trying to be very honest  
16 with you. Did we look at it? We  
17 looked.

18 The other thing that you're  
19 missing from an air traffic  
20 controller's standpoint is it wasn't  
21 just shifting flights. If you look at  
22 that area to the north where the  
23 arrivals from the west join the  
24 arrivals from the north, those are  
25 being merged at much higher altitudes

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2 than they are today.

3 There's a reason for doing that.

4 That gives us an efficiency gain.

5 Just shifting the route doesn't

6 necessarily solve that problem for us.

7 These - these tracks were

8 designed by people that work the air

9 traffic control system, and that void

10 area that you see west of here is not

11 necessarily void of other aircraft.

12 It's only void of Newark arrivals

13 transiting when they land 22s.

14 CONGRESSMAN ENGEL: Before we go

15 to another question, I want to

16 acknowledge there are many elected

17 officials in the room who came here to

18 show support for the people of

19 Rockland, to show outrage at the

20 proposal, and I want to, very quickly,

21 mention some of them. Some of them

22 will speak later, but I want to just

23 mention so everyone knows who cared

24 enough to come.

25 We have our Assembly Members

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2 Ellen Jaffee, Ken Zebrowski and Annie  
3 Rabbitt.

4 (Clapping.)

5 CONGRESSMAN ENGEL: We have  
6 Senator Tom Morahan.

7 (Clapping.)

8 CONGRESSMAN ENGEL: We have  
9 County Legislators Harriet Cornell,  
10 the Chairwoman; Pat Withers, Ed Day,  
11 Connie Coker, Bill Darden, Bruce  
12 Levine and Pat Moroney.

13 We have a number of Mayors here:  
14 Chestnut Ridge, Jerry Kobre;  
15 Montebello --

16 (Clapping.)

17 CONGRESSMAN ENGEL: -- Jeffrey  
18 Oppenheim --

19 (Clapping.)

20 CONGRESSMAN ENGEL: -- Suffern,  
21 John Keegan; from the Town Council of  
22 Orangetown, Marie Manning; from the  
23 Town Council of Clarkstown, Shirley  
24 Lasker; Town Council of Stony Point,  
25 Tim O'Neill; Deputy Supervisor of

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2 Warwick, Jim Gerstner; the Sheriff,  
3 Jim Kralik.

4 (Clapping.)

5 CONGRESSMAN ENGEL: Our Trustees:  
6 From Chestnut Ridge, Howard Cohen and  
7 Jules Price; from Airmont, Deputy  
8 Mayor Joe Meyers; from Montebello,  
9 Deputy Mayor Lance Millman, Trustee  
10 Steven Sorrillo, Trustee Marc Citrin;  
11 from Sloatsburg, Brian Nugent.

12 Representing the Orange County  
13 Executive, Richard Mayfield.

14 Representing Senator Clinton,  
15 Enid Weishaus.

16 Representing Senator Schumer,  
17 Andrew Rapinsein.

18 Representing my colleague, John  
19 Hall, who's with me every step of the  
20 way on this, Susan Sphere, and I might  
21 also mention our other Rockland  
22 colleague Nita Lowey, as well,  
23 Mr. Gordian; Council President of  
24 Montvale, Jamie - Jim Kimball, and  
25 Mayor of Sloatsburg, Carl Wright.

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2 Trustee of New Hempstead, Itamar  
3 Yeger; Trustee of Sloatsburg, J. Mark  
4 Greenburg; Councilman of Ramapo, Ed  
5 Friedman and David Stein.

6 County Legislator Pat Moroney;  
7 Councilwoman of Ramapo, Fran Hunter.

8 Mayor of Nyack, John Shields;  
9 Mayor of Wesley Hills, Robert Frankl.

10 I thank all these outstanding  
11 elected officials for coming here to  
12 show support.

13 (Clapping.)

14 CONGRESSMAN ENGEL: And now we'll  
15 take another question from the  
16 audience, Supervisor.

17 SUPERVISOR KLEINER: It's not  
18 working.

19 CONGRESSMAN ENGEL: Not working?

20 A VOICE: Just my luck.

21 CONGRESSMAN ENGEL: We'll get it  
22 to work. We'll go onto the next.  
23 Don't worry. We'll make sure they go  
24 back.

25 SUPERVISOR ST. LAWRENCE: Jack.



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2 Okay. We have a question here.

3 Ma'am?

4 A VOICE: I put this together for  
5 my neighbors and I wish they would  
6 listen to this because it's a summary  
7 of everything that's happening in this  
8 community.

9 I read your estimate that, by  
10 2025, you expect the metropolitan  
11 airports to move 150 million  
12 passengers, annually. That's  
13 26 percent more than the current  
14 109 million.

15 Knowing the present congestion of  
16 these airports, I assume, regardless  
17 of what press releases say, that  
18 Stewart Airport is to be used as a  
19 reliever airport. You are trying to  
20 excite our interests by promising  
21 154 flights a week from Stewart to  
22 lure Northern New Jersey and New York  
23 State passengers to Stewart, but your  
24 real intent is to send all incoming  
25 international flights to Newburgh, New

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2 York. That means air traffic will go  
3 from the current 330,000 passengers to  
4 10 million in the blink of an eye, one  
5 flight every 2 minutes, droning down  
6 over bucolic Hudson Valley.

7 Just because the airlines are  
8 unable to run efficiently, they are  
9 creating an artificial demand for a  
10 new airport --

11 (Clapping.)

12 SAME VOICE: -- which is not  
13 necessary.

14 Sending all international flights  
15 to Stewart Airport will, greatly,  
16 increase the risk of a terrorist  
17 attack in the Hudson Valley, the bread  
18 basket of New York.

19 We are local residents. We, the  
20 local residents, are not prepared to  
21 take that risk. There will never --  
22 There will be more planes,  
23 unnecessarily, flying closer to Indian  
24 Point. It is too inviting a target  
25 for people who want to harm us.

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2 Stewart Airport, a rural airport,  
3 abruptly, becoming an  
4 internationally-based stop with  
5 inexperienced security would create a  
6 cataclysmic disaster.

7 The number of planes flying over  
8 the area per year will be,  
9 approximately, 400,000 or 1,000  
10 flights a day, 42 flights an hour or  
11 one plane every 1.2 minutes, spewing  
12 tons of carcinogenic diesel fuel will  
13 fall on our water source, land and  
14 permeate the land.

15 (Clapping.)

16 SAME VOICE: The F.A.A. does not  
17 use cancer statistics to sell their  
18 study.

19 I'm almost finished.

20 Increased highway congestion on a  
21 stretch of the Thruway that is already  
22 overtrafficked with diesel trucks with  
23 the reputation of the highest death  
24 rate in the northern corridor, if not,  
25 the country.

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2 (Clapping.)

3 SAME VOICE: The extra traffic to  
4 and from the airport will create a  
5 commuting nightmare.

6 Most local residents use the  
7 Thruway for local driving due to the  
8 large open space in between towns. We  
9 will now have to compete with the  
10 airport passengers. We won't tolerate  
11 this inconvenience.

12 The bottom line is you need a  
13 dumping ground to land planes because  
14 J.F.K., LaGuardia and Newark can't  
15 handle them. Your proposal, as is, is  
16 unacceptable. We are not opposed to  
17 development. This proposal for  
18 Stewart Airport will have a serious  
19 and everlasting negative impact on the  
20 environment and lifestyle of the  
21 Hudson Valley. We do not want this  
22 change and we'll, vigorously, fight  
23 your proposal.

24 All of Hudson Valley is  
25 environmentally-conscious and this

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2 plan does not fit the model we want.

3 We reject your proposal.

4 Thank you.

5 (Clapping.)

6 SUPERVISOR KLEINER: Okay.

7 MR. KELLEY: While we're ahead,  
8 wait, with no fault, I get to answer  
9 it.

10 SUPERVISOR KLEINER: Yes, sir.

11 MR. KELLEY: This proposal, this  
12 Airspace Redesign Project has nothing  
13 to do with the growth of what we're  
14 talking about at Stewart.

15 That proposal, which has been  
16 made by the Port Authority of New York  
17 and New Jersey, is not part of this  
18 Airspace Redesign Plan and, if you  
19 will look, our numbers reflect nominal  
20 growth at Stewart through the year  
21 2011.

22 One of the questions we get  
23 asked, frequently, is: Did you  
24 incorporate the fantastic growth that  
25 the Port Authority says they plan for

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2 Stewart Airport? And the answer is  
3 no, we did not because that is nothing  
4 more than a plan. That lease  
5 agreement isn't even a finalized deal  
6 yet.

7 This airspace redesign does not  
8 do anything to increase traffic at  
9 Stewart other than what is forecast in  
10 normal growth. And many of you are  
11 aware that the final remaining carrier  
12 at Stewart just quit service or plans  
13 to quit service here in the next  
14 couple of weeks.

15 So, this study does nothing to -  
16 to forecast those kind of growths that  
17 we're talking about, and we accept the  
18 rest as a comment. Thank you.

19 SUPERVISOR KLEINER: All right.  
20 Let me just, with Chris, encourage  
21 everybody to be as brief as possible  
22 because we have so many people who  
23 wish to speak.

24 The next is Rosemarie.

25 ROSEANN: Roseann.

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2 Yeah. Hi.

3 That's a hard act to follow.

4 The question I have and I'm very  
5 concerned with is air traffic holding  
6 patterns.

7 I'm sure there are many people in  
8 this room have been in situations  
9 where they have not been able to land  
10 because of air traffic backup and that  
11 would just exacerbate and add to the  
12 already existing very dangerous  
13 situation because these flights can  
14 circle until they get a clearance for  
15 a landing and that could last for a  
16 while.

17 So, what happens then? What is  
18 the - what is the plan for that?

19 MR. KELLEY: Well, one of the  
20 major features of the Integrated  
21 Airspace Alternative would be moving  
22 towards eliminating holding patterns  
23 because we have a system that is  
24 predictable enough to not require to  
25 hold aircraft and, certainly, not at

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2 low altitudes.

3 So, I agree with you, and if we  
4 continue in the course that we are, in  
5 the No Action Alternative, holding is  
6 gonna become much more prevalent.

7 Many of you that fly are aware,  
8 in the last year, holding has  
9 increased, substantially, in the New  
10 York and New Jersey Metropolitan  
11 Areas.

12 So, our - our hope is to  
13 implement technology that allows us,  
14 once aircraft enter the region, to  
15 know that we can commit. That's one  
16 of the reasons for the higher altitude  
17 merge is to ensure that we can commit  
18 those aircraft to the landing runway  
19 and not have to stop them on their  
20 approach.

21 ROSEANN: Well, don't these  
22 altitudes change a flight here or a  
23 flight here or a flight there?

24 MR. KELLEY: The altitudes in  
25 almost all cases are higher than they



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2 are today.

3 SUPERVISOR ST. LAWRENCE: Okay.

4 We have a quick one here, a quick  
5 statement and then one - and then one  
6 question.7 MR. HEYMANN: I'm, probably, your  
8 newest member of your community.9 There's a reason why I moved out here  
10 in Pearl River. Formerly, I lived in  
11 Belle Harbor, New York. I don't know  
12 if any of you know what that is. I'm  
13 a police officer in New York and I  
14 wanted to find a place to bring my  
15 family after I witnessed a plane crash  
16 that went over my building and woke me  
17 up at 9:00 o'clock in the morning.18 I was, also, the first responding  
19 volunteer at the location and I got to  
20 see what a plane crash does to your  
21 neighborhood.22 I don't think I want to see any  
23 more burned, fleshing and smelling  
24 bodies on my street and have to clean  
25 up my friends' and neighbors' houses

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2 and see an empty lot and seeing a  
3 morgue in my neighborhood.

4 So, I'll ask you: With 229  
5 accidents in New Jersey since 2000,  
6 what guarantees do you have that these  
7 400 flights a day aren't gonna land on  
8 my house that I've waited six years to  
9 own?

10 (Clapping.)

11 MR. KELLEY: There is nobody up  
12 here, certainly, representing the  
13 F.A.A., tonight, that wants to witness  
14 what you had to witness, and we do not  
15 believe that anything we are doing is  
16 doing anything to diminish the safety  
17 of this system.

18 As a matter of fact, we believe  
19 we're making it safer.

20 The events that occurred that  
21 day, and, actually, one member of our  
22 staff happens to live, probably,  
23 exactly, where you lived, so we have  
24 some experiences that we share, but  
25 there is nothing that we believe is

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2 done in this airspace redesign would  
3 do anything to diminish the safety of  
4 this system.

5 As a matter of fact, we believe  
6 in all of our efforts by reducing the  
7 complexity, we're working towards  
8 making the system much safer.

9 SUPERVISOR ST. LAWRENCE: We have  
10 one other quick question and then I'll  
11 go to Thom.

12 CONGRESSMAN ENGEL: We'll do one  
13 question and then I want to mention  
14 some other names of people who are  
15 here.

16 A VOICE: Yes. Good evening.

17 The altitude that you showed up  
18 on your chart earlier, is that - is  
19 that above sea level or is that,  
20 exactly, how high they'll be flying  
21 over us?

22 And my comment is the data that  
23 you have that shows your DNL levels,  
24 it's skewed because the people of  
25 Rockland deserve to know how loud this

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2 is going to be per event and I think  
3 that's very important.

4 (Clapping.)

5 MR. KELLEY: And I don't want to  
6 belabor it. I understand the  
7 sensitivity for DNL.

8 We have an average range, and,  
9 Tyler, if you want to talk to it,  
10 there's an average range that occurs  
11 with the DNL values that we're talking  
12 about. I believe it's somewhere in  
13 the 55 single event. I'll ask Tyler  
14 White to address that.

15 MR. WHITE: Okay. Here, for  
16 Rockland County, with the integrated  
17 with mitigation, the - the average DNL  
18 is 36.9.

19 ANOTHER VOICE: What's DNL?

20 MR. WHITE: Is a day night  
21 average of a decimal level.

22 ANOTHER VOICE: What's the range  
23 then?

24 MR. KELLEY: Again, it's what I  
25 showed you in the presentation,

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2 earlier, the chart I showed you with  
3 each of the addresses.

4 DNL is the reported value of the  
5 average noise or sound level that  
6 would be experienced at each one of  
7 those locations.

8 So, again, I understand people's  
9 concern over DNL. It's what we've got  
10 to use to report noise values to you.

11 A lot of this study, and contrary  
12 to what you may have heard, a lot of  
13 this study is centered around  
14 focussing on what the noise impacts  
15 are. We didn't design it for noise  
16 reduction, but we did work very hard  
17 on, Number 1, addressing and reporting  
18 what those noise impacts were and  
19 mitigating them as best we can.

20 The issue with single event,  
21 single-event issues, if I told you all  
22 things are much better than they were  
23 five years ago with airplane noise,  
24 would you agree?

25 VOICES: No.

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2 MR. KELLEY: They are. Aircrafts  
3 are much quieter today than they were  
4 five years ago. That's,  
5 predominantly, based on the change in  
6 aircraft engine types which reduces  
7 the noise.

8 So, what we forecast in the  
9 future is the forecast type of  
10 aircraft that will be used in this  
11 system with the - the engines that we  
12 anticipate those carriers to be using.

13 So, all of that taken into  
14 account gives you the value that we're  
15 reporting to you.

16 It is very difficult, and I  
17 understand the sensitivity because  
18 there's a whole issue of airplanes  
19 overflying, the noise it makes when it  
20 flies, and then there's the whole how  
21 often it occurs, and the whole dwell  
22 and persistence issue around noise.

23 So, all of those things, and  
24 that's the whole purpose of the DNL,  
25 as complex and as difficult as it is,

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2 it is the method and the preferred  
3 method, worldwide, to use to report  
4 noise values to citizens that are  
5 impacted by noise.

6 SUPERVISOR ST. LAWRENCE: Go  
7 ahead, Thom.

8 SUPERVISOR KLEINER: Lizzie has a  
9 question in a moment.

10 Let me just say a lot of the  
11 issues the elected officials have,  
12 particularly, before we go -- We have  
13 a thousand - a thousand people here, a  
14 lot of them are gonna ask questions.  
15 They're gonna want to know really one  
16 question.

17 So, if I might, to Steve, if  
18 after everybody makes their comments  
19 tonight or submits comments for the  
20 public record, I think what people  
21 need to know, before we spend all of  
22 this time and invest in it, is: Is  
23 the public hearing gonna be re-opened,  
24 the environmental process gonna be  
25 re-opened so that it's not just a

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2 gripe session here tonight but that  
3 the serious comments, whether it's  
4 Mayor Oppenheim's comment from  
5 Montebello about moving the planes to  
6 the west over toward a less-populated  
7 lands, is that gonna be seriously  
8 evaluated? And the only way that I  
9 understand that could be seriously  
10 evaluated is if the environmental  
11 process is re-opened.

12 So, we really need a commitment  
13 from you guys up here tonight that  
14 that's gonna happen because it's not  
15 just enough for us to express our  
16 views. We want a commitment.

17 (Clapping.)

18 CONGRESSMAN ENGEL: And let me -  
19 and let me add to that because that  
20 really is an excellent question and it  
21 really sums everything up.

22 There are a thousand people or  
23 more here today. Everyone took time  
24 out because everyone is very  
25 concerned.



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2 We don't want this meeting to be  
3 a farce. We don't want this meeting  
4 to be a get-it-off-our-chest and then  
5 nothing happens.

6 So, we would like some assurances  
7 that we know that the comments here  
8 are part of the official record, but  
9 if there are suggestions made and  
10 concerns expressed, we really want to  
11 know that you will take those concerns  
12 into account.

13 So, if there is a way, I just  
14 told the cast, the media out there,  
15 that, as far as I'm concerned, I want  
16 to work towards any way that we can  
17 have less flights over Rockland or the  
18 flights that we have over Rockland  
19 will not have as much noise.

20 If we can figure out a way to do  
21 that, we want to know that you will  
22 take that into account so some of  
23 these reports can be mitigated.

24 So, we wanted you to know that  
25 that is the reason for this meeting so

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2 that the suggestions that you hear  
3 tonight will be part of the record,  
4 but, more importantly, if they're  
5 workable, those changes will be  
6 implemented.

7 (Clapping.)

8 MR. KELLEY: The question is: Do  
9 we want to or will we re-open the  
10 N.E.P.A. process for this project?  
11 And the answer to that is no, we don't  
12 plan to, not.

13 (Booing.)

14 MR. KELLEY: However, again --

15 CONGRESSMAN ENGEL: Can I - can I  
16 ask you what that means?

17 MR. KELLEY: Well --

18 CONGRESSMAN ENGEL: Because if we  
19 have a way of making changes without  
20 opening that process, that's okay with  
21 me.

22 MR. KELLEY: That's what I'm --

23 CONGRESSMAN ENGEL: But if the  
24 only way you can make changes is to  
25 re-open the process and you won't do

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2 it, then that's a problem. But if we  
3 can make changes without re-opening  
4 the process, I'd like to hear about  
5 that.

6 MR. KELLEY: Okay. And that's  
7 where I'm headed with the rest of the  
8 answer.

9 To re-open the process, to move  
10 flights 3 miles east -- I'm sorry --  
11 3 miles west, which we heard very loud  
12 and clear at the last meeting, could  
13 not be done without an additional  
14 environmental evaluation. I know  
15 everybody is gonna go, well, then do  
16 it, but this isn't the only area that  
17 that impact is being felt.

18 So now, what we agreed to do was  
19 to come here and then all of the  
20 comments that were received at this  
21 meeting would be incorporated in our  
22 Record of Decision, and that Record of  
23 Decision may contain additional  
24 mitigation strategies that will be  
25 reviewed prior to implementation and

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2 reported. That is what I believe we  
3 committed to.

4 To - to throw everything out and  
5 start over again, the answer from my  
6 prospective is no, but no decision has  
7 been made, and the F.A.A. may decide  
8 that doing nothing is the best  
9 alternative because the study has been  
10 going on for a very long time --

11 A VOICE: Without us. Without  
12 us. We didn't know that.

13 MR. KELLEY: Okay. Allow me to  
14 finish. And I'm being - I'm trying to  
15 be very honest with you folks. I  
16 don't want you to think that we're  
17 gonna go back and start the whole  
18 process over again.

19 We have a lot of reasons why  
20 that's occurred and we have a delay  
21 situation.

22 So, the best that we can promise  
23 here is that, in our Record of  
24 Decision and our commitment to take  
25 what is said tonight and make it be

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2 part of the record and consider it in  
3 our decision, that is why we're here  
4 tonight.

5 CONGRESSMAN ENGEL: Mr. Kelley,  
6 may I ask you: What - what does that  
7 mean in English, though? I mean what  
8 does it really mean?

9 (Clapping.)

10 CONGRESSMAN ENGEL: Because I  
11 think this is the crux of the matter.  
12 It feels goods to have this meeting  
13 and I'm happy that the F.A.A. agreed  
14 to have the meeting, but its got to  
15 really be more than a gripe session.

16 If, indeed, people come up with  
17 suggestions here, are you going to  
18 look at these suggestions? And if  
19 these suggestions are workable, are  
20 you going to make the change or are  
21 you saying to us, sorry, this is a  
22 plan and its got to be taken in  
23 totality and we can't change the plan?

24 Because we really think that if  
25 you tinker with it at the edges, it

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2 could, possibly, be of great benefit  
3 for Rockland County, and that's what  
4 we wanted to know.

5 MR. KELLEY: The answer to the  
6 question is: We can, and, again, I'm  
7 trying to make this -- We can do  
8 additional analysis based on the  
9 mitigation strategies, and I've heard  
10 one predominantly, shift to the west.  
11 Understand, whether you like this or  
12 not, there are people that will be  
13 newly-impacted by that decision and,  
14 under N.E.P.A., in order to make that  
15 change to it and if we did that in our  
16 Record of Decision, in other words, we  
17 said based on the input received from  
18 Rockland County that we're going to do  
19 additional analysis of the shift of  
20 the arrival route away from Rockland  
21 County, it would require a full  
22 analysis as an independent alternative  
23 and could be here contained in that  
24 Record of Decision. We have that  
25 proceed as proposed for a No Action

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2 Alternative unless the Administrator  
3 or if the F.A.A. determines that the  
4 Modifications Alternative is  
5 sufficient to meet the purpose and  
6 need of this project.

7 So, the best we can in our Record  
8 of Decision to address what was  
9 received here and make that part of  
10 our Record of Decision for additional  
11 analysis.

12 CONGRESSMAN ENGEL: And if there  
13 is additional analysis based on what  
14 we say tonight and it's found that we  
15 are making valid points, that - that  
16 proposal can change?

17 MR. KELLEY: It can be reviewed  
18 and evaluated. Because if we're going  
19 to shift, and I understand the numbers  
20 and I understand the specific  
21 concerns, but shifting it 3 miles  
22 east --

23 VOICES: West.

24 MR. KELLEY: -- is going to  
25 impact new people, and those -- that

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2 process needs to be evaluated for  
3 those newly-impacted people. That's  
4 required.

5 CONGRESSMAN ENGEL: Well, will we  
6 have a chance to have that evaluated?  
7 How do - how do you know if you take  
8 the attitude that if you shift it  
9 3 miles east --

10 VOICES: West.

11 CONGRESSMAN ENGEL: West, I'm  
12 sorry, sorry, west, 3 miles west, and  
13 it impacts other communities, we  
14 believe that if it does impact other  
15 communities, it will not impact as  
16 many communities as the current plan  
17 impacts.

18 So, how can we be assured that  
19 you will take our suggestions,  
20 seriously, and not just dismiss it  
21 with a wave of a hand saying, well, it  
22 effects other communities if we change  
23 and so we're not going to consider it  
24 at all.

25 (Clapping.)



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2 MR. KELLEY: That specific  
3 indication would have to be indicated  
4 in our Record of Decision.  
5 Specifically, what we plan to  
6 evaluate. It would have to be spelled  
7 out in the Record of Decision issued  
8 by the F.A.A.

9 CONGRESSMAN ENGEL: All right.  
10 Well, I would, respectfully, suggest  
11 that you evaluate that suggestion.

12 (Clapping.)

13 SUPERVISOR ST. LAWRENCE: Okay.  
14 We have a question here.

15 A VOICE: Good evening. I  
16 believe that everyone in this room  
17 respects the fact that you have a job  
18 to do. The thing is you should not be  
19 doing it by deadline, but you should  
20 be doing it by efficiency and quality,  
21 and that is not done here.

22 (Clapping.)

23 SAME VOICE: Also - You, also,  
24 said that there's an impact to numbers  
25 -- to the fewest number of people.

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2 I would like to know,  
3 specifically, what - what the  
4 percentage would be that impact on  
5 Rockland taken out of that scenario.

6 Another point that I forgot is  
7 you kind of did things, backwards.  
8 You should have asked the people that  
9 were effected, first, and then gone  
10 over our houses.

11 (Clapping.)

12 SAME VOICE: That would have been  
13 the logical thing to do.

14 The last question I have is, and  
15 I've worked in the airline industry  
16 for over 20 years and I know how  
17 people can play with numbers. So,  
18 that's why I was asking another  
19 question.

20 The other thing is: What is the  
21 F.A.A., itself, doing to impact the  
22 impact, such as modernization of the  
23 system that's up there which would  
24 enable fewer flier out and other  
25 things? There are other

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2 considerations to take in effect. You  
3 can't just isolate, well, we're going  
4 to do this or we're going to do that  
5 without understanding the impact on  
6 each other. You can't do separate  
7 studies and expect it to work. You  
8 have to look at everything.

9 So, I would, respectfully,  
10 request that you take a look at  
11 whatever it is, whatever your report  
12 goes back to and whomever you're  
13 talking to, tell them this is what  
14 Rockland County said and we made a  
15 mistake that we have to rectify if we  
16 want the respect of our citizens.

17 (Clapping.)

18 MR. KELLEY: Well, regarding the  
19 numbers and the numbers of people  
20 impacted, our time line that we're  
21 driving against is the demands of the  
22 system that are creating delays.

23 Delays, last year, were the worst  
24 in record. We anticipate this year is  
25 gonna be worse than last year.

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2 I know, that's not what we're  
3 here to talk about, but that is our  
4 challenge as a federal agency to find  
5 ways to deal with that, effectively.

6 Regarding new technology, that's  
7 what we're trying to do. We need a  
8 foundation that would allow us to  
9 implement a lot of this new technology  
10 that would enhance the system, but we  
11 have a such constrained airspace  
12 system about, and, again, quote me if  
13 you will, but I'm sure over half of  
14 all the flights in this country  
15 operate in and out of this region.

16 So, the delays in New York, New  
17 Jersey and Philadelphia have a  
18 significant impact on the aviation  
19 system.

20 So, it's something we need to  
21 address and those delays aren't gonna  
22 get any better.

23 So, one of the time lines we're  
24 up against is finding ways to fix this  
25 and its been an extremely lengthy

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2 process.

3 CONGRESSMAN ENGEL: I want to,  
4 quickly, acknowledge a few more  
5 elected officials who are here.

6 Councilman from Orangetown, Tom  
7 Moore; Councilman from Orangetown,  
8 Denis O'Donnell; Trustee from Airmont,  
9 Anthony Valenti; Trustee from  
10 Hillburn, Bernard Jackson; Deputy  
11 Mayor of Hillburn, Craig Flanagan and  
12 Trustee of Airmont, Veronica Boesch.

13 Thank you, all, for coming.

14 SUPERVISOR KLEINER: Lizzie has  
15 been very patient.

16 Lizzie.

17 LIZZIE: Hi. Thank you.

18 You opened up talking about  
19 delays and how inconvenient these  
20 delays are for all of us. I happen to  
21 travel quite a bit.

22 I don't know how you can put the  
23 inconvenience of people ahead of my  
24 whole life savings. I brought my  
25 family here with me, in my home,

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2 because the - the amount my home will  
3 be worth after coming over Chestnut  
4 Ridge will be quite a bit less.

5 I moved to this community because  
6 it is bucolic, because I wanted peace  
7 and quiet.

8 Delays are a 4-minute arrival.

9 (Clapping.)

10 LIZZIE: A 4-minute increase of  
11 arrival time, first of all, who knows  
12 if that will be true, but why aren't  
13 the airlines -- I mean why do we --  
14 Why do we need more airlines, more  
15 planes coming in?

16 You're talking about profits?  
17 Because I don't care about airline  
18 profits.

19 (Clapping.)

20 LIZZIE: I care about statistics.

21 I don't want these planes over my  
22 house, over my kid's school, over my  
23 community.

24 These people are telling you,  
25 tonight, we will not stand for it. I,

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2 personally, will fight.

3 If this -- A woman told me this  
4 is a done deal when we came in. To  
5 me, this is not a done deal. This  
6 will not happen.

7 (Clapping.)

8 LIZZIE: So, go off and tell them  
9 this will not happen. You can throw  
10 it away. We don't need new plans.  
11 You can throw the plan away. We don't  
12 want the plans, period.

13 SUPERVISOR ST. LAWRENCE: That I  
14 don't think this is a done deal, and I  
15 would like to say, Congressman, that  
16 we fought the power plants right here  
17 in this valley, it was the Ramapough  
18 Indian Nation that helped us, and we  
19 do have the Chief of the Ramapough  
20 Indian Nation here, Duane Carey.

21 Thank you for being here.

22 I would like to introduce now our  
23 Sheriff.

24 Sheriff.

25 SHERIFF KRALIK: Yes,

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2 Congressman, this is, actually, for  
3 you but, also, for the members of the  
4 F.A.A. who are here, tonight.

5 The one thing I did not hear: -  
6 environment, noise, pollution - I  
7 would be very much disturbed if no one  
8 has asked the Department of Homeland  
9 Security of the United States of  
10 America for what impact this will have  
11 on our community and our region.

12 Let me make this point, sir: The  
13 Number 1 target for terrorism in the  
14 United States of America is New York  
15 City. The Number 1 delivery of  
16 terrorism in this nation is the  
17 airlines. It would, to me, be  
18 patently absurd if no impact study has  
19 been made by the Department of  
20 Homeland Security of the Federal  
21 Government and no - no impact study  
22 done by the Office of Homeland  
23 Security of the State of New York.

24 Without those impact studies,  
25 without their declarations, without



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2 their concern, Congressman Engel, I  
3 know that you, Congresswoman Lowey  
4 and, also, Congressman Hall have grave  
5 concern for the safety of this region.

6 And my last point, 2,700 of our  
7 fellow citizens would tell you  
8 straight out they'd rather have a  
9 little bit of discomfort in flight  
10 times than have a plane fly over their  
11 building.

12 (Clapping.)

13 CONGRESSMAN ENGEL: I'll give you  
14 a chance to answer.

15 I've called for the closing of  
16 Indian Point. I think you've made an  
17 excellent point. I think there are  
18 lots of security concerns. I think  
19 these concerns need to be taken into  
20 account. I do not support this plan  
21 and that's the reason I called this  
22 meeting, this evening.

23 (Clapping.)

24 MR. KELLEY: Art, we do have a  
25 security office that coordinates with

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2 the other security agencies and they  
3 have reviewed, as well as other  
4 agencies, reviewed this plan, and,  
5 again, it doesn't have a sign-off  
6 approval, but other agencies have  
7 looked at this plan as one of the  
8 commodating agencies and they don't  
9 see any issues as related to the  
10 security issues you're addressing  
11 here.

12 Again, part of the issue that we  
13 have is these airplanes are operating  
14 in the vicinity, today. I know we're  
15 proposing a change in the flight path,  
16 but that the number of aircraft, what  
17 the study is based on, is the forecast  
18 growth of traffic that operate in the  
19 New York and New Jersey Metropolitan  
20 Area.

21 CONGRESSMAN ENGEL: Thank you.

22 I would like to ask our  
23 Assemblywoman Ellen Jaffee, who was  
24 with me in Washington, came down to my  
25 office to attend this meeting, Ellen,

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2 would you come up and ask the question  
3 from the podium because I want people  
4 to know how involved we're being.

5 ASSEMBLYWOMAN JAFFEE: Thank you.

6 I hope that this meeting  
7 indicates the F.A.A.'s good faith  
8 effort to take into consideration the  
9 concerns of Rockland County  
10 expressedly seen here about the  
11 potential impact of the proposal on  
12 our community.

13 While the F.A.A.'s mission is to  
14 facilitate the growth of the aviation  
15 industry, your primary purpose should  
16 be to protect the health and safety of  
17 the American people.

18 As an elected official --

19 (Clapping.)

20 ASSEMBLYWOMAN JAFFEE: -- I've  
21 worked under that same way, to serve  
22 my constituents, and that is why I'm  
23 here, tonight, and I hope that is why  
24 you are here, this evening, as well.

25 In that vein, I'd like to offer

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2 my assistance to you in order that you  
3 respond to the needs of Rockland  
4 County and, in the strongest possible  
5 terms, I want to assure that we do not  
6 diminish the quality of life as many  
7 of the residents have discussed.

8         Though your proposal, your  
9 proposed flight path changes would  
10 impact thousands of Rockland  
11 residents, you've made no more than a  
12 perfunctory attempt to notify  
13 officials here and no attempt to meet,  
14 directly, with residents and I thank  
15 Congressman Engel for seeing through,  
16 giving us this opportunity in this  
17 evening in Rockland to, finally, have  
18 a meeting.

19         (Clapping.)

20         ASSEMBLYWOMAN JAFFEE: Until now,  
21 the F.A.A. neglected its duty to,  
22 adequately, inform Rockland County  
23 residents about all the environmental  
24 impacts in its redesign proposal,  
25 specifically, noise, air quality and

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2 pollution. I get no sense that the  
3 F.A.A. has studied and considered the  
4 cumulative impacts of the proposed  
5 airspace change.

6 (Clapping.)

7 ASSEMBLYWOMAN JAFFEE: It doesn't  
8 seem you have considered that  
9 Rockland's already designated as a  
10 nonretainment zone in terms of its air  
11 quality and we've had to endure the  
12 noise and air pollution of a  
13 heavily-traveled Thruway and a  
14 coal-burning plant. Our air quality,  
15 consistently, receives failing grades.

16 The comments and suggestions of  
17 the Rockland County residents,  
18 tonight, must be seriously considered  
19 before you reach a final decision. If  
20 that means you have to re-open the  
21 comment period and amend the  
22 Environmental Impact Statement or  
23 re-evaluate decisions that seem to  
24 have already been made, then that's  
25 what has to be done.

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2 (Clapping.)

3 ASSEMBLYWOMAN JAFFEE: It is time  
4 - It is time the F.A.A. listened to  
5 the community's concerns and include  
6 it as a part of the record of  
7 consideration in the additional  
8 analysis and explore all significant  
9 options to alleviate the impact that  
10 the redesign will have on the  
11 residents of Rockland County.

12 For example, you must consider  
13 further a suggestion that the flight  
14 path be moved further to the west,  
15 mitigating any impact on thousands of  
16 people to a place where the population  
17 is, significantly, lower.

18 (Clapping.)

19 ASSEMBLYWOMAN JAFFEE: So, what  
20 would be the impact on Rockland County  
21 residents in regard to the noise and  
22 the air pollution?

23 I understand that the F.A.A.  
24 regulates noise according to a value  
25 called "Day Night Average," as we've

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2 discussed, the sound level, DNL, and  
3 that 65 decibels is the established  
4 trigger for noise remediation levels.  
5 However, this threshold represents  
6 flight noise averaged over a typical  
7 24-hour period and does not reflect  
8 the loud and short-term noise events  
9 or the frequencies of those events and  
10 what we need to know is: What will be  
11 the frequency in terms of time?

12 Considering the altitude of the  
13 planes are determined by measurement  
14 above sea level and based on the  
15 higher elevations, of Rockland's  
16 higher elevations, the planes will be  
17 flying at less than the 6,000 feet  
18 that has been suggested, and what will  
19 that, actually, mean in terms of  
20 impact?

21 These questions have been asked  
22 on multiple occasions. The residents  
23 of Rockland need to be assured that  
24 all of this is considered in your  
25 final evaluation.

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2 And why haven't possible future  
3 Stewart Airport flights been factored  
4 into the data? You have to go back to  
5 the drawing board, and I am telling  
6 you now we expect you to give Rockland  
7 County plenty of notification and plan  
8 on hearings in Rockland when we begin  
9 to look at the Stewart Airport impact.

10 (Clapping.)

11 ASSEMBLYWOMAN JAFFE: To ignore  
12 Rockland's concerns - To ignore  
13 Rockland's concerns is a failure of  
14 the F.A.A. to do its due diligence  
15 within the I.E.S. process and a  
16 failure to do its duty to the people  
17 as a government agency.

18 (Clapping.)

19 CONGRESSMAN ENGEL: But there are  
20 a couple of questions that the  
21 Assemblywoman raised that I wish  
22 you'd, indeed, address. One is the  
23 fact that you talked about the average  
24 and, as she pointed out, there are  
25 many communities that will have more



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2 than the average and, therefore,  
3 noise, and the whole issue of the sea  
4 level since Rockland is above sea  
5 level, it's really a problem in terms  
6 of what you say planes are flying at.  
7 It's, actually, lower than what you  
8 list.

9 SUPERVISOR ST. LAWRENCE: Okay.  
10 We have a question here.

11 CONGRESSMAN ENGEL: No. I wanted  
12 him to answer all the questions.

13 MR. KELLEY: To address -- The  
14 DNL values that are provided on the  
15 tables and charts incorporate the  
16 elevation at the particular population  
17 centroid that they are being taken.  
18 Yes, that is true if we're showing  
19 airplanes over the head at 6,000 feet  
20 and your elevation is 600, that is  
21 5,400 feet over the top, but the DNL  
22 values as they are presented accounts  
23 for that elevation and that is part of  
24 that DNL value.

25 And, again, I understand a lot of

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2 the concerns and the concerns over the  
3 whole concept of DNL value, but it is  
4 what we are required to report and it  
5 is the worldwide standard used. It's  
6 not just F.A.A. that uses DNL.

7 There's a lot of other agencies that  
8 use DNL to report noise change values.

9 SUPERVISOR ST. LAWRENCE: Okay.

10 We have a question right here.

11 A VOICE: Yeah. I heard you say  
12 that you've been at this for about  
13 nine years, but I, also, heard you say  
14 that the amount of New Hempstead that  
15 this is going to effect had a public  
16 hearing, right, there's over 100  
17 public hearings, and I'm just  
18 wondering why, why weren't we entitled  
19 to a public hearing? Why did it take,  
20 in the eleventh hour, the Congressman  
21 here have a meeting in Washington so  
22 he could get you to come here to  
23 explain to people, you know, how their  
24 lives would be so profoundly effected  
25 every few minutes with interruptions

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2 in their conversations or whatever  
3 they're doing?

4 Why did it take so long?

5 Why weren't you proactive, and if  
6 you've been at it for nine years to  
7 come and tell the people that are  
8 effected, hundreds of thousands of  
9 people, maybe, more, you know, what  
10 was going to happen to them?

11 (Clapping.)

12 MR. KELLEY: Part of the dilemma  
13 that we face, and, again, this is one  
14 of those answers that I'm gonna get  
15 booed for, but, from a prospective of  
16 a federal agency, and, again, you're  
17 not gonna like this, we didn't have  
18 anything to tell you because the  
19 changes that we made here didn't  
20 trigger any of those federal levels.

21 Now, the meetings that were  
22 scheduled occurred. I mean there are  
23 people in meetings that we went to  
24 that have a much different noise  
25 experience than you folks are talking

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2 about here. There is nobody -- I  
3 don't believe there's any panel of  
4 expert here that would say the DNL  
5 values we're talking about of these  
6 flights overhead would interrupt  
7 normal speech. I don't believe  
8 anything we're doing here would be  
9 incorporated in these DNL values.

10 The DNL values that we are  
11 reporting for this area under the  
12 Preferred Alternative would not  
13 disturb normal speech. Okay. It  
14 isn't the kind of thing that you would  
15 need --

16 (Booing.)

17 MR. KELLEY: Well, again, that's  
18 why we report the values the way they  
19 do and that's why the standards are  
20 set the way they are.

21 SUPERVISOR ST. LAWRENCE: Okay.  
22 You have a question.

23 I have Sophia Salis here from  
24 WRRCR, and, again, we hear her, all the  
25 time, the voice of Rockland.

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2 (Clapping.)

3 SUPERVISOR ST. LAWRENCE: And,  
4 Sophia, go ahead.

5 MS. SALIS: I'm just concerned  
6 with some data that I feel is lying  
7 under the surface of this issue,  
8 information that has not yet gone into  
9 the Board.

10 What percentage of planes,  
11 currently, flying overhead are flying  
12 at or near capacity?

13 Are we allowing carriers to,  
14 essentially, run a taxicab service in  
15 the sky?

16 What role or responsibility, if  
17 any, do the carriers have in this plan  
18 in the way we're pooling flights to  
19 minimize the effect?

20 I mean 200 to 600 is quite a  
21 large window.

22 MR. KELLEY: I will --

23 (Clapping.)

24 MR. KELLEY: The answer to your  
25 question is a political answer.

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2 In the '70s, the Federal  
3 Government decided to deregulate the  
4 airlines. That was a conscious  
5 decision that we made, and, since that  
6 time, other than slot programs that  
7 exist at specific airports, we made a  
8 conscious decision as a nation not to  
9 regulate - regulate the air carriers.

10 So, where people fly, when they  
11 fly and all of those issues are not  
12 made by the Federal Aviation  
13 Administration. That's a  
14 consumer-based decision that's made by  
15 those people that provide that  
16 service.

17 I know you don't like that  
18 answer, but we don't regulate the  
19 airlines.

20 SUPERVISOR ST. LAWRENCE: Okay.

21 Okay. After Thom, I'm gonna have  
22 Mayor Oppenheim and Mayor Wright.

23 SUPERVISOR KLEINER: Hello.

24 Michael has a question.

25 Yes. Thank you.

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2 MICHAEL: Okay. Question,  
3 Thomas, involving the environmental  
4 impact on those living in the effected  
5 areas.

6 Number 1, the reason why you have  
7 open comment periods, it should be in  
8 violation of the 1998 Aviation Safety  
9 Capacity Expansion Act that requires  
10 the F.A.A. to perform the E.I.S. on  
11 the Expanded East Coast Plan to seek  
12 mitigation noise levels. Because if  
13 you don't answer the comments, it  
14 would be a basis for litigation;  
15 therefore, you will not open a comment  
16 period.

17 In 1998, F.A.A. Administrator  
18 Garvey talked about the potential  
19 noise reduction benefits of redesign;  
20 however, your plan does not comply  
21 with either.

22 Now, usually, your F.A.A.  
23 numbers, according to -- using my  
24 address as an example, my decibel  
25 level will increase from 34.6 to 42.7,

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2 for an increase of 8.1 decibels.

3 At the July 12th meeting,  
4 Mr. Hoffman of the F.A.A. corroborated  
5 that the 10 decibel increase, alone,  
6 doubles the sound from a human  
7 perception point.

8 Further, your estimated pieces  
9 are based upon computerized models and  
10 not actual testing.

11 Second, based upon my experience  
12 of growing up near J.F.K. and living  
13 in a flight plan, noise levels would  
14 interrupt normal conversations, TV  
15 viewing and listening to radios. Air  
16 pollution was, also, a major problem  
17 due to the source of jet fuel which  
18 you could smell and taste. Planes,  
19 sometimes, flew lower than normal  
20 using -- causing uncomfortable noise  
21 levels, vibrations to residences in  
22 the area.

23 Finally, your assumptions  
24 regarding the increase in arrival  
25 capacity will reduce delays are based



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2 upon the use of dual simultaneous  
3 approaches of arrivals and decreasing  
4 separation between arriving aircraft  
5 from 5 to 3 miles. This poses safety  
6 concerns to those who live in the  
7 flight plan.

8 The size of Newark Airport  
9 dictates the capacity in delays. So  
10 does weather, employee sick-outs, we  
11 have recently in five states.

12 Anywhere in the country causes a  
13 ripple effect.

14 Your plans are, environmentally,  
15 hazardous and will not solve the  
16 problem.

17 Can you answer any of these  
18 points?

19 (Clapping.)

20 MR. KELLEY: Due to the -- Going  
21 to the one referring to weather and  
22 I'm trying to recall some of the  
23 points made here, going to weather, in  
24 particular, this plan does a lot to  
25 work towards handling weather

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2 situations much more effectively.

3 I'm gonna go back to the East  
4 Coast Plan because you're about the  
5 third person that mentioned it, which  
6 was implemented in two phases in 1986  
7 and 1987.

8 East Coast Plan were procedures  
9 in air traffic control that were  
10 implemented without doing N.E.P.A. at  
11 all, without even implementing the  
12 National Environmental Policy Act.

13 The E.I.S. that was done for the  
14 East Coast Plan was done after the  
15 procedures were already implemented.  
16 This is all being done up-front.  
17 That's why we're here, tonight.

18 The comments that have been  
19 issued, and, again, the comments that  
20 I addressed with the Congressman will  
21 be taken, tonight, and incorporated in  
22 our Record of Decision, will be  
23 addressed there, all the other  
24 comments that have been received. And  
25 there have been residents of Rockland

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2 County that have provided comments  
3 through the normal channels will be  
4 addressed, specifically, in our  
5 document when it's published prior to  
6 a Record of Decision being issued.

7 SUPERVISOR ST. LAWRENCE: Okay.  
8 Mayor Oppenheim.

9 MAYOR OPPENHEIM: Thank you very  
10 much.

11 My name is Jeff Oppenheim. I'm  
12 the Mayor of the Village of  
13 Montebello.

14 (Clapping.)

15 MAYOR OPPENHEIM: I think it's  
16 very disingenuous that having held  
17 these public hearings, dozens and  
18 dozens of public hearings, to say to  
19 us that we didn't care for it.

20 You held one up in Woodstock, New  
21 York. Well, what kind of noise would  
22 they get from this, getting developed  
23 here?

24 But I think it would be,  
25 particularly, unfair to having denied

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2 us the opportunity to participate in  
3 this decision-making process. They do  
4 not notate, give us fair consideration  
5 for our proposals and give us that  
6 time.

7 I proposed at the meeting that  
8 Chris St. Lawrence held at Town Hall  
9 that you consider the option of moving  
10 the flight corridor about 5 miles to  
11 the west, bring it down, essentially,  
12 over the Thruway from Harriman heading  
13 down to Suffern, that would take it,  
14 actually, away from some of the  
15 parkland, and one of your goals, and  
16 it would mitigate noise, another one  
17 of your goals.

18 So, that proposal, which we put  
19 together very quickly for you, even  
20 though you left us out of the  
21 deliberative process, would, actually,  
22 improve your plan according to your  
23 own criteria.

24 And your response, Mr. Kelley,  
25 was that that would take time and

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2 money. And our response is: Then  
3 spend the time and spend the money.

4 (Clapping.)

5 MAYOR OPPENHEIM: Now, I've been  
6 -- I spoke with you. I spoke to  
7 Mr. Hoffman before the meeting. I  
8 spoke to Mrs. Nelson. They tell me  
9 that it will take a couple of months,  
10 and it might take a couple of million  
11 dollars.

12 Mr. Engel, will you please ask  
13 the Congress to provide a couple of  
14 million dollars so these gentlemen  
15 can look at this possibility?

16 (Clapping.)

17 MAYOR OPPENHEIM: I'd just like -  
18 I'd like for you - I'd like for you to  
19 consider for a moment if the roles  
20 were reversed. Imagine if you were  
21 sitting before all the people here.  
22 Wouldn't you like our fair  
23 consideration if you made a reasonable  
24 proposal? That's what we're asking of  
25 you. Please just give us some

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2 reasonable consideration.

3 Thank you.

4 SUPERVISOR ST. LAWRENCE: I'd  
5 like to have Mayor Wright come up.

6 CONGRESSMAN ENGEL: Let me - let  
7 me just re-assure, Mr. Gentleman, but  
8 let me assure you that I am going to  
9 do everything I can in my power from a  
10 point of view of money or resources of  
11 the Federal Government to incorporate  
12 some of the suggestions that were  
13 made, today.

14 We don't know -- If these  
15 suggestions are not taken seriously,  
16 we'll never know whether or not it  
17 would mitigate noise.

18 I am interested in a plan that  
19 reduces the amount of flights over  
20 Rockland.

21 (Clapping.)

22 CONGRESSMAN ENGEL: I'm  
23 interested in a plan where the least  
24 amount of people in Rockland are  
25 inconvenienced. I'm interested in a

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2 plan that has fairness, I'm for this  
3 County and I will leave no stone  
4 unturned to try to help change the  
5 plan if that's what needs to be done.

6 (Clapping.)

7 CONGRESSMAN ENGEL: Let me - let  
8 me just make a couple of announcements  
9 because we had the buses coming from  
10 Orange -- from Orangetown. There are  
11 shuttle buses to Pearl River going at  
12 8:30 and 9:00 o'clock. So, if you  
13 need to get that. It's not time yet,  
14 but we want to just remind you. We  
15 want to ask you to try to keep the  
16 comments short so we can give other  
17 people a chance and if you filled out  
18 a card, I'm gonna read some of those,  
19 later, some of these purple cards.  
20 They will all be submitted and I'm  
21 going to read some of them. Some of  
22 the questions have already been asked,  
23 but we will try to get everybody in.

24 MAYOR WRIGHT: This evening, we  
25 see what is best about America: The

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2 citizens of small town U.S.A. coming  
3 together to express their feelings of  
4 opinion on an issue of great  
5 importance. There is nothing more  
6 powerful or majestic than a grassroots  
7 movement.

8 When the average individual  
9 discovers that those in position of  
10 authority and responsibility are  
11 acting contrary to the best interest  
12 of the public, it will generate a  
13 blast for the mobilization of people.

14 Individuals who wish to protect  
15 the public health and safety and are  
16 not doing so for profit or gain have  
17 the admiration and support of the  
18 public. Motivation that is based on  
19 moral principals and values has  
20 validity and contributes to a noble  
21 court per se.

22 Tonight, we are a united purpose,  
23 spirit as speaking one voice, and I'd  
24 like to remind us all that a  
25 successful resolution of this matter



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2 is one that is acceptable to all  
3 communities. There is no answer if it  
4 negatively impacts its neighbors.

5 Therefore, it is imperative that  
6 the F.A.A. understands that any  
7 strategy to divide and conquer will  
8 only inflame public opinion and create  
9 more resentment.

10 (Clapping.)

11 MAYOR WRIGHT: One other  
12 question. Statements of this Federal  
13 Aviation Administration is to be  
14 responsive and accountable to the  
15 public. This forum will afford us all  
16 the opportunity and to evaluate and  
17 judge how well the F.A.A. fulfills its  
18 mission and obligation.

19 Protecting the public health and  
20 safety must be the most important  
21 consideration and request of airline  
22 companies must not carry greater  
23 weight in the decision-making process.

24 (Clapping.)

25 CONGRESSMAN ENGEL: Sir, could I

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2 ask you --

3 MAYOR WRIGHT: Yes.

4 CONGRESSMAN ENGEL: -- to wrap it  
5 up, please.6 MAYOR WRIGHT: The voices of the  
7 residents who have worked, paid their  
8 taxes, supported public institutions,  
9 educated their children, built  
10 communities and call this home cannot  
11 be ignored to grant the wishes of an  
12 airline passenger in Buke, Montana and  
13 Sioux City, Iowa or someplace else.

14 (Clapping.)

15 CONGRESSMAN ENGEL: Okay. Could  
16 - could you --17 MAYOR WRIGHT: More flights will  
18 create -- Just two points to reflect.  
19 More flights will create a need to  
20 greater chance of accidents, increased  
21 opportunities for terrorism, addition  
22 of traffic going to and from the  
23 airports, increase in gasoline  
24 consumption, a negative impact on our  
25 water, air and land will be

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2 counterproductive to the laws and  
3 programs that were enacted and  
4 supported by our national, state and  
5 local governments to protect and  
6 safeguard our natural resources.

7 If this plan should be  
8 implemented, I'm afraid that we will  
9 all be back here in a few years  
10 fighting a proposal to expand the  
11 airports and create the possibilities  
12 of more flights.

13 We're already threatened by  
14 having the quality of our lives  
15 reduced by the increase in the noise  
16 level that would be generated by this  
17 change in pattern.

18 We live in an area that is  
19 already negatively effected by the  
20 railroads, trucks, major highways, the  
21 New York State Thruway. These modes  
22 of transportation continue to be a  
23 source of public pollution.

24 (Clapping.)

25 MAYOR WRIGHT: It will create a

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2 more intolerable situation.

3 For these and many other reasons,  
4 the F.A.A. has the obligation to live  
5 up to its stated values to serve the  
6 nation.

7 The F.A.A. states that its  
8 integrity is its character, that it  
9 would do the right thing even if no  
10 one is looking.

11 In this situation, people are  
12 looking and are hoping that they would  
13 do the right thing.

14 (Clapping.)

15 SUPERVISOR ST. LAWRENCE: Thank  
16 you, Mayor Wright.

17 We have about two people that are  
18 waiting here. One real quick  
19 question.

20 MR. PRISCO: Paul Pricso,  
21 Palisades, Palisades Civic  
22 Association.

23 We're here to ask not to make  
24 their problem our problem.

25 (Clapping.)

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2 MR. PRISCO: When something is  
3 fragile, you don't mess with it.  
4 Throw it in the garbage. And all I  
5 have to say is leave things as they  
6 are. Because what you're trying to do  
7 is mess with something that's very  
8 fragile and you're going to make a  
9 worse situation out of a bad  
10 situation.

11 Thank you.

12 (Clapping.)

13 CONGRESSMAN ENGEL: Thank you.

14 Before we - before we have our  
15 next question, I would like to ask  
16 Harriet Cornell, who is the Chairwoman  
17 of the Rockland County Legislature, to  
18 come up.

19 (Clapping.)

20 LEGISLATOR CORNELL: Thank you.

21 Thank you.

22 I am, definitely, not going to  
23 give a speech.

24 (Clapping.)

25 LEGISLATOR CORNELL: All of you

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2 have been so passionate and have  
3 raised so many of the important  
4 issues.

5 What I do want to do is raise an  
6 issue that I don't think has been  
7 raised before, and I want to direct  
8 this to the members of the F.A.A. who  
9 are with us.

10 What the F.A.A. appears not to  
11 have done is to compare the mitigated  
12 Preferred Alternative to the No Action  
13 Alternative.

14 What they did do was to compare  
15 the mitigated and the unmitigated  
16 versions of the F.A.A.'s Preferred  
17 Alternative.

18 Now, this is very tricky, because  
19 I think that many of us get confused  
20 as to whether the unmitigated means  
21 the same as no action, and it doesn't.

22 Comparison of the mitigated  
23 Preferred Alternative to the No Action  
24 Alternative would answer the question  
25 which is of greatest concern to all of

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2 us which is how will aircraft-related  
3 noise exposure change for me if the  
4 F.A.A. pursues its proposed action?

5 Now, almost every one of the  
6 slides, which none of you could see  
7 because I was in the first row and I  
8 couldn't see it, but I have seen them  
9 other times --

10 (Clapping.)

11 LEGISLATOR CORNELL: -- almost  
12 all of them, except the one on  
13 population, was comparing the  
14 mitigated and the unmitigated versions  
15 of the Preferred Alternative.

16 So, the F.A.A., actually, has an  
17 order that indicates that noise  
18 exposure should be compared to the  
19 No Action Alternative for the same  
20 time frame, and if that were done, it  
21 would show the change that the  
22 community would like to experience at  
23 the time of implementation.

24 This sounds very, I don't know,  
25 talky, but, sometimes, in dealing with

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2 federal agencies, one has to sort of  
3 deal with these kinds of facts cause  
4 that's what they work with, all the  
5 time, and I don't want to think that  
6 the F.A.A. has been attempting to make  
7 changes that, profoundly, effect our  
8 residents by doing it under the radar  
9 screen.

10 (Clapping.)

11 LEGISLATOR CORNELL: So, on this  
12 issue, just on this issue alone, I  
13 would call for the F.A.A. to change  
14 its stance, and I know I'm joined by  
15 my fellow Legislators, to change its  
16 stance and prepare a new or a  
17 supplemental D.I.S. that addresses and  
18 clarifies all of the relevant issues  
19 you've heard, tonight.

20 In addition, I believe the public  
21 comment period should be extended to  
22 give this County and others an  
23 opportunity to analyze the noise  
24 impacts because we cannot take the  
25 word of this federal agency that its



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2 redesign would have little impact on  
3 our communities --

4 (Clapping.)

5 LEGISLATOR CORNELL: -- because  
6 its stated goal is a very different  
7 one, entirely.

8 The F.A.A., as we know, is  
9 focusing on the ever increasing  
10 numbers of flights and the long delays  
11 at airports, not the quality of life  
12 of those at the ground.

13 (Clapping.)

14 LEGISLATOR CORNELL: So, with  
15 that, I am going to ask, although, its  
16 been answered before, but I hope that  
17 they have -- will change their mind  
18 about what it would take for the  
19 F.A.A. to prepare a supplemental  
20 D.I.S. to address all of the relevant  
21 issues.

22 I want to ask whether they will  
23 compare the mitigated Preferred  
24 Alternative to the No Action  
25 Alternative or if they have, to make

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2 the data public.

3 And I, also, want to ask if they  
4 will extend the comment period so we,  
5 in the County, can analyze all of the  
6 data given.

7 Thank you very much.

8 MR. WEISS: Thank you.

9 SUPERVISOR ST. LAWRENCE: I have  
10 Vicky. You've been very patient here.  
11 So, go ahead.

12 VICKY: Hi. I'd like to bring  
13 two concerns to your attention.

14 First, as a community member here  
15 for over 33 years in Rockland County  
16 working to improve the lives of  
17 children, I'm horrified at the  
18 prospect of over 300 flights a day  
19 passing over Rockland County public  
20 and private schools. The exposure to  
21 noise pollution, toxic jet fuel, the  
22 prospect of plane crashes or terrorism  
23 is completely unacceptable. To risk  
24 thousands of children's health and  
25 safety and lives is completely

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2 unacceptable to me and to everyone  
3 else here, I'm sure.

4 And, secondly, the insurance  
5 industry has made a mess of covering  
6 the homes in New Orleans and the  
7 coastal flood planes. Are they going  
8 to pull something on us who are in the  
9 direct flight plans of 300 planes a  
10 day so that they raise our rates or  
11 deny coverage to our homes?

12 SUPERVISOR ST. LAWRENCE: Thank  
13 you.

14 MR. KELLEY: Again, let me --  
15 Regarding the insurance companies, I -  
16 I have no knowledge and I'm not aware  
17 of anything, but I'm gonna make a  
18 statement. We have an issue here,  
19 folks. We have an air traffic system  
20 that needs fixed. Again, I'm not  
21 gonna minimize the impacts here and I  
22 understand those, but we have  
23 airplanes flying at lower altitudes.  
24 We're attempting to or attempting,  
25 very diligently, to raise those

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2 altitudes and use a lot of the new  
3 technologies that allow us to do the  
4 job more efficiently.

5 We, clearly, understand what that  
6 creates and the concerns it created  
7 here, but we're up here because we're  
8 trying to fix a system that is broken  
9 and it needs fixed and that's what  
10 we're trying to accomplish through  
11 this redesign step.

12 SUPERVISOR KLEINER: Okay.

13 Just one comment for the Pearl  
14 River people who are taking the bus.  
15 For those of you who want to stay past  
16 9, just come up and see me and we'll  
17 call the Brega Bus Company to make  
18 sure that you're not left here in  
19 Torne Valley.

20 John has a comment. A question.

21 MR. TORMEY: It's a question and  
22 the question is not -- I mean may  
23 sound rhetorical but it's not  
24 rhetorical.

25 My question is why is this

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2 community having such a hard time  
3 getting facts and direct answers in  
4 plain English from the F.A.A.?

5 As one example, this map that I  
6 had to get as a result of the Freedom  
7 of Information Act applicable to the  
8 F.A.A.

9 Prior to this map, we never had a  
10 map that showed us the towns that were  
11 in and the towns that were out. If  
12 you look at the website,  
13 [www.saverocklandairspace.com](http://www.saverocklandairspace.com), you will  
14 see this map, you can download it, you  
15 can print it and you, too, can know  
16 which towns are in and which towns are  
17 out, which are in the flight path,  
18 which are out.

19 I want to look at the facts and  
20 the words that we're hearing from the  
21 F.A.A. cause I spoke with Steve Kelley  
22 before this meeting tonight, and I  
23 know he's capable of speaking in  
24 direct and plain English, but the  
25 public record statements we're getting

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2 from the F.A.A. are, exactly, to the  
3 contrary.

4 The F.A.A.'s buzz words are the  
5 same institutional double speak, new  
6 speak and double think that author  
7 George Orwell warned us about in the  
8 book "1984." It's like Alice in  
9 Wonderland and the Queen saying white  
10 is black, black is white or sentence,  
11 first; verdict, afterwards.

12 Mitigation? Preferred  
13 Alternative? Those are buzz words  
14 that more aptly emanate from Lindsay  
15 Lohan's Spin Doctor publicist as  
16 opposed to a Federal Governmental  
17 Agency charged by law with the  
18 responsibility of dealing with us,  
19 fairly, and communicating with us,  
20 directly.

21 The F.A.A. shouldn't act like  
22 spin doctors. They should act like  
23 real doctors, like Mayor Oppenheim,  
24 who said just move the flight path a  
25 few miles to the west through the

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2 parkland, make the people of Rockland  
3 very happy.

4 Doctors like Mayor Oppenheim take  
5 the hypocritical oath. First rule: Do  
6 no harm. Why didn't the F.A.A. follow  
7 aviation equivalent of a hypocritical  
8 oath?

9 The F.A.A.'s first objective  
10 should have been to do the least  
11 amount of harm with their flight plan.  
12 Fly the airplanes over uninhabited  
13 parkland.

14 Last, every person in this room  
15 is empowered to follow up on these  
16 words in Albany, the great length of  
17 words that were spoken. It doesn't  
18 end tonight. Phone, fax, E-mail,  
19 website, poll, petition, exercise your  
20 rights because this is our County, not  
21 their County.

22 (Clapping.)

23 MR. KELLEY: I want to correct  
24 one thing. That information was  
25 delivered to you, gave on your request

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2 and --

3 MR. TORMEY: Only after I  
4 F.O.I.A.'d it, I got it from you.  
5 Admit --

6 MR. KELLEY: Anyways --

7 MR. TORMEY: Okay. An admission.  
8 Thank you.

9 MR. KELLEY: -- you asked me to  
10 deliver you something. I delivered  
11 it, and --

12 MR. TORMEY: And I expect the  
13 other 15 Freedom of Information Act  
14 requests --

15 MR. KELLEY: Yeah.

16 MR. TORMEY: -- all of them  
17 responded to or I'm gonna appeal it,  
18 all the way upstairs.

19 MR. KELLEY: Okay.

20 CONGRESSMAN ENGEL: Before we go  
21 back --

22 (Clapping.)

23 CONGRESSMAN ENGEL: Before we go  
24 back, I wanted to read a couple of  
25 these that were submitted by the



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2 audience because we did say we would.

3 Marjorie Douglas from Orangeburg  
4 writes: "Is there any possibilities  
5 that flights going south into Newark  
6 could be put on the proposed new  
7 flight path over Rockland for one  
8 24-hour period so that our residents  
9 could judge the impact for themselves  
10 or would the F.A.A. refuse to consider  
11 such a thing because they don't want  
12 us to know how bad it will be?  
13 Certainly, if it had very little  
14 impact, that would still all our  
15 complaints."

16 MR. KELLEY: The answer to the  
17 question is: I don't know how we  
18 would do that. Is there -- Well, I  
19 mean is it a popularity contest? Do  
20 we determine if we only get 15 percent  
21 of the people that we're impacting  
22 come? It's an impossible situation,  
23 Number 1, and, Number 2, under  
24 N.E.P.A., we don't - we don't move  
25 airplanes around in test situations.

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2 There's no way to measure the impacts  
3 of that.

4 You know, as one -- Again, the  
5 answer to the question is no, that's  
6 not something we would enter into.

7 CONGRESSMAN ENGEL: Okay. Robin  
8 Consoles and a bunch of other people  
9 from Pearl River and other places,  
10 Suffern, talk about have there ever  
11 been any studies to correlate the  
12 impact of airplane noise vis-a-vis  
13 property values?

14 MR. KELLEY: Go ahead.

15 MR. HOFFMAN: Yes, that's a  
16 fairly well scheme branch of  
17 economics. It's called "Hedonic  
18 Property Value Analysis."

19 A VOICE: Louder.

20 MR. HOFFMAN: Economists have  
21 studied this for years. The deal is  
22 called "Hedonic Property Value  
23 Analysis."

24 They have found that there is a  
25 decrease in value of properties that

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2 are exposed to noise near airports  
3 which is, approximately, one percent  
4 per decibel of DNL above 65 and 70.  
5 These are - these are noise levels  
6 that are not consistent with  
7 residential use, by the way.

8 Between 55 and 65 DNL, you see  
9 something like half a percent per d,  
10 per decibel, but they've never seen a  
11 discernable effect below 55 DNL.

12 CONGRESSMAN ENGEL: One of the  
13 things regarding property values and  
14 the noise was discussed in my office  
15 in Washington when we had a meeting a  
16 few weeks ago and that is, you know,  
17 when people buy houses near an  
18 airport, they, reasonably, know that  
19 there's going to be some kind of  
20 noise, but if people buy houses in a  
21 place like Rockland County where the  
22 flight patterns have not been flying  
23 over the County, they, reasonably,  
24 expect that they're going to have  
25 quiet and that's not going to be

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2 changed.

3 (Clapping.)

4 CONGRESSMAN ENGEL: I would - I  
5 would suggest that that ought to be  
6 taken into account of whenever there  
7 is a proposed shift in flight patterns  
8 and not simply, well, we think this  
9 will be better. I think that it needs  
10 to be mitigated because people's  
11 property values are very very  
12 important. I can show you here,  
13 maybe, a dozen or more where people  
14 are just very very much concerned.

15 You know, it really boils down to  
16 two things. It's really the quality  
17 of life, it's the noise and it's  
18 property values. That's what people  
19 are concerned about, and, frankly,  
20 they have every right to be.

21 (Clapping.)

22 SUPERVISOR KLEINER: Pat Withers.

23 LEGISLATOR WITHERS: Good  
24 evening. I am Pat Withers and I,  
25 proudly, represent Airmont, Chestnut

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2 Ridge and Suffern in the Rockland  
3 County Legislature.

4 (Clapping.)

5 LEGISLATOR WITHERS: My message,  
6 tonight, is the same as it was weeks  
7 ago when I spoke out at this offensive  
8 flight plan at the F.A.A.'s public  
9 hearing in Woodcliff Lake, New Jersey.  
10 This plan is bad news for our  
11 environment, our profit values and our  
12 quality of life.

13 I may have been the lonely voice,  
14 a few weeks ago, but the public outcry  
15 is nothing short of overwhelming.

16 I thank you, Congressman Engel,  
17 for your leadership in bringing this  
18 public session together.

19 Most of us know the truth, but it  
20 bears repeating.

21 Hundreds of planes a day over our  
22 County will cause harm of our quality  
23 of life.

24 Low-flying planes in the vicinity  
25 of the region's most sensitive in

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2 vital transmission lines and Indian  
3 Point will, vastly, undermine our  
4 public safety.

5 A radical change in noise  
6 pollution levels will compromise the  
7 property values of those whose homes  
8 lie along the flight path. Just ask  
9 the folks who live along the Thruway  
10 and their backyard in Suffern.

11 Our message, tonight, is clear:  
12 No more planes over Rockland, not one  
13 more.

14 (Clapping.)

15 LEGISLATOR WITHERS: We will not  
16 stand for any minor tinkering with a  
17 greatly-flawed plan. Send this study  
18 back to Square 1 and protect Rockland  
19 families.

20 (Clapping.)

21 CONGRESSMAN ENGEL: Before we  
22 even go onto the next person, let me  
23 mention, again, that Pat was in my  
24 office in Washington at the meeting  
25 and he attended the Bergen County

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2 meeting which called to our attention  
3 the fact that this plan was being  
4 implemented.

5 (Clapping.)

6 SUPERVISOR ST. LAWRENCE: Thank  
7 you. Thank you, Pat Withers.

8 I have a question over here,  
9 anonymous name, and has been waiting  
10 for some time.

11 So, you, ma'am.

12 A VOICE: Yes. Regarding the  
13 Airmont and areas of concern, we  
14 forgot one for the people, and that is  
15 the police, fire and ambulance  
16 responders, the first responders in  
17 case, God forbid, a public event.

18 Will all of the above have to be  
19 trained as a potential trauma center  
20 worthy of this now, including  
21 hospitals, publics, et cetera, and how  
22 far will the extent be?

23 We have a civilian community in  
24 Rockland County. Will we be turned  
25 into a warlike community and have to

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2 put off our soldiers' gas?

3 SUPERVISOR ST. LAWRENCE: And you  
4 want to know if they have any funding  
5 that would be available for that. I  
6 think that was your question.

7 Is there any funding available?

8 MR. KELLEY: It is my belief that  
9 most fire departments are trained in  
10 significant tragedies that would  
11 occur. There is no separate funding  
12 stream through airspace redesign that  
13 would address that, specifically, as  
14 part of this study.

15 SUPERVISOR ST. LAWRENCE: We have  
16 a follow-up question to that.

17 A VOICE: My question is very  
18 simple. We know that our firemen are  
19 well-trained and we know that our  
20 ambulance people and our nurses and  
21 doctors are well-trained, but they  
22 haven't been trained in a disaster of  
23 3 to 500 people with one or two planes  
24 coming down within an area. Our  
25 hospitals, I don't think can handle



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2 that. I don't think our first  
3 responders have been trained, and I'd  
4 like to know, with all of the  
5 wonderful planning the F.A.A. has  
6 done, how much money are you looking  
7 to allocate to Rockland County for  
8 this type of training, the training  
9 for our nurses, doctors and firemen?

10 Our firemen in this County are  
11 not paid. They the volunteer. They  
12 leave their jobs to come to a fire. A  
13 plane coming down with 2 to 300 people  
14 on it is a disaster in this County.  
15 It was said, previously, there were  
16 229 plane crashes in New Jersey. We  
17 haven't had any cause we don't have  
18 much air traffic.

19 I'd like to know from you: How  
20 much money, all the planning that you  
21 put into this, how much money are you  
22 giving to Rockland County in case what  
23 you are proposing comes to fruition?

24 MR. KELLEY: And the answer --

25 (Clapping.)

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2 MR. KELLEY: The answer to your  
3 question is none.

4 (Booing.)

5 SUPERVISOR ST. LAWRENCE: Okay.  
6 Thom.

7 SUPERVISOR KLEINER: I have - I  
8 have Mike.

9 CONGRESSMAN ENGEL: Before -  
10 before, I want to just read, Number 1,  
11 Paul Fuhrman of Chestnut Ridge asks  
12 about cargo planes, especially cargo  
13 planes at night. Does this effect  
14 that or take into account cargo  
15 planes?

16 MR. KELLEY: The analysis that  
17 was done on this study included  
18 proposed cargo flights that would  
19 occur on routine schedules in the  
20 forecast here, 2011.

21 Additionally, those flights that  
22 occur after 10 p.m. at night and to  
23 6 a.m. in the morning have an  
24 additional noise value attended into  
25 them when they're considered as part

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2 of the analysis.

3 SUPERVISOR ST. LAWRENCE: Okay.

4 SUPERVISOR KLEINER: Okay. Mike.

5 MIKE: Okay. Actually, my  
6 question is for Congressman.

7 You know, obviously, the F.A.A.  
8 is -- reports to him to get some money  
9 from the Congress, and you, as our  
10 elected official, are about the only  
11 one in the room who can influence this  
12 to the degree we need.

13 So, the question was asked,  
14 earlier, about funding to extend us  
15 the study period.

16 So, I'm really looking for a yes  
17 or no answer. Will you submit  
18 legislation in Congress to fund an  
19 extension of the study period or will  
20 you not try to get funding for the  
21 study period?

22 CONGRESSMAN ENGEL: Last week,  
23 there was a bill on the House floor  
24 which I voted for which would stop the  
25 funding for this project, implementing

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2 the project. Unfortunately, the bill  
3 was defeated.

4 So, we have to see.

5 I would do everything I can if I  
6 felt that they were not taking into  
7 account our legitimate concerns and if  
8 I see they're not, I will do  
9 everything I can to stop it, including  
10 the funding of it.

11 I don't want to mislead you.  
12 It's not an easy thing to do because  
13 you have 435 Members of Congress and  
14 100 Senators from all different parts  
15 of the country and we're concerned  
16 here in the three states. We're  
17 concerned in New Jersey, New York and  
18 in Pennsylvania.

19 It is very very hard to put that  
20 kind of coalition together, but we  
21 will continue to make noise.  
22 Hopefully, these ladies and gentlemen  
23 will listen to what we've said and  
24 make the adjustments and that won't  
25 happen, but your answer, yes or no:

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2 Yes, I will do everything I can to try  
3 to dry out the funding if our concerns  
4 are not listened to.

5 SUPERVISOR ST. LAWRENCE:

6 Congressman, I have one quick question  
7 and then I have a statement from  
8 Councilwoman Shirley Lasker on behalf  
9 of the Supervisor Gromack and then,  
10 also, from Enid Weishaus from Senator  
11 Clinton.

12 So, you're to go next here.

13 ROB: Just another constituent  
14 from Suffern talking to you here, to  
15 the F.A.A.: We have projections,  
16 projections, projection testing, and  
17 this is what we heard from in the  
18 Ramapo occasion that you spoke, but  
19 why should we take your word on  
20 projections? We need facts if you're  
21 dealing with our future and us because  
22 projections are no good. All of your  
23 projections have to be redrawn and  
24 tested. Spend money up there in the  
25 air and find facts of how high and

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2 what the decibel rating, whatever it  
3 is you're looking at, how it hears,  
4 give us facts, not projections.

5 Thank you.

6 (Clapping.)

7 SUPERVISOR ST. LAWRENCE: Thank  
8 you, Rob.

9 Shirley Lasker.

10 MS. LASKER: Good evening. My  
11 name is Shirley Lasker and I'm  
12 Councilwoman for the Town of  
13 Clarkstown.

14 Clarkstown Supervisor Alex  
15 Gromack is unable to attend this  
16 evening's meeting. He's with his  
17 family in California.

18 However, the Supervisor has asked  
19 me to read the following statement on  
20 behalf of the entire Clarkstown Town  
21 Board and requests that it be included  
22 in the record, if there is a record,  
23 ha-ha. It's -- And we're --  
24 Clarkstown represents 82,000 people in  
25 Rockland County.

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2 "Like many of you, the Town Board  
3 and I were surprised and concerned to  
4 learn that the Federal Aviation  
5 Administration had plans to reroute  
6 air traffic over Rockland County  
7 communities.

8 "On July 3rd, 2007, immediately  
9 after learning of this plan, I wrote  
10 to U.S. Senators Clinton and Schumer  
11 and Representatives Lowey and Engel  
12 urging each of them to use the  
13 influence of their office to protect  
14 the interests of the people of  
15 Clarkstown and Rockland County.

16 "I want to thank Congressman  
17 Engel for his proper response to our  
18 concerns and for his efforts to give  
19 the residents of our Town and our  
20 County an opportunity to voice our  
21 concerns regarding the rerouting.

22 "As I said in my letter of  
23 July 3rd, while I am not convinced as  
24 to why the F.A.A. feels that any  
25 rerouting is necessary, I am

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2 absolutely convinced that there must  
3 be a better way and a better place to  
4 reroute air traffic.

5 "Frankly, we should have had this  
6 meeting long before the plan was  
7 developed."

8 (Clapping.)

9 MS. LASKER: "But as long as  
10 Congressman Engel has worked to give  
11 us a chance to voice our concerns and  
12 as long as the F.A.A. has agreed to  
13 hear them, let's use this opportunity  
14 to find that better way."

15 Thank you.

16 (Clapping.)

17 SUPERVISOR ST. LAWRENCE: Thank  
18 you. I do want to mention --

19 Thank you, Shirley.

20 I do want to mention that we do  
21 have a stenographer up front and  
22 everybody's comments are being taken  
23 down and put into the record.

24 And now I have Enid Weishaus for  
25 Senator Hillary Clinton.



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2 MS. WEISHAUS: Thank you very  
3 much and about Congress being here,  
4 tonight, on behalf of the Senator.

5 And, while I'm going to read a  
6 prepared statement, what I want you to  
7 know is that I am here, I was at the  
8 last meeting and I am taking comments  
9 back to the Senator so she will know  
10 and be informed as to what went on  
11 here, tonight, and your concerns.

12 So, the formal part is:

13 "Dear Congressman Engel, Members  
14 of the F.A.A., community leaders and  
15 residents of Rockland County:

16 "I want to thank you for  
17 providing me with this opportunity to  
18 voice my concerns regarding the  
19 F.A.A.'s Redesign Project and its  
20 possible impact on Rockland County,  
21 and thank Congressman Engel for  
22 working with the F.A.A. to facilitate  
23 this meeting today to raise awareness  
24 of this issue.

25 "As this is the first major

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2 overhaul of American space -- airspace  
3 in nearly a half century, it is  
4 critically important that the F.A.A.  
5 open a line of communication with  
6 Legislators, community leaders and  
7 residents who are most impacted by  
8 this plan, and, while it's encouraging  
9 to see the F.A.A., after some  
10 prodding, is, finally, beginning to  
11 dialogue with the citizens of this  
12 County, it's vitally important that  
13 they continue to demonstrate their  
14 commitment to providing an open  
15 discourse so that the concerns and  
16 questions raised at this meeting can  
17 be fully addressed.

18 "Although I support the F.A.A.'s  
19 efforts to enhance the efficiency of  
20 air traffic in and out of our nation's  
21 airports, I believe that we must,  
22 also, consider the quality of life,  
23 which is what we're hearing about  
24 tonight, for those people who are  
25 living in the areas dramatically --

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2 with dramatically increased flight  
3 routes.

4 "To this end, I, strongly, urge  
5 you to take into serious consideration  
6 the concerns I have expressed here  
7 today and those of the town residents  
8 of the County who are most effected by  
9 this project.

10 "I thank you for your time and  
11 look forward to being kept up-to-date  
12 on your progress."

13 Thank you.

14 SUPERVISOR ST. LAWRENCE: Thank  
15 you, Enid. Thank you.

16 (Clapping.)

17 SUPERVISOR KLEINER: I have - I  
18 just have, Pearl River Residents --

19 SUPERVISOR ST. LAWRENCE: Go  
20 ahead, Thom.

21 SUPERVISOR KLEINER: Just for the  
22 Pearl River Area Residents, there will  
23 be a bus leaving at 9 but Rich Brega  
24 and his company is gonna come back  
25 again after leaving at 8:30.

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2 So, there will be, at least, one  
3 and another. We'll let you know about  
4 that.

5 Linda.

6 LINDA: Thank you.

7 I'm here from Orange County, from  
8 Warwick, and I want everyone here to  
9 know that we are -- we feel the same  
10 way you do. So that moving airplanes  
11 over us, we already are impacted,  
12 tremendously, by air traffic.

13 So, I want everybody here to know  
14 that.

15 So, you know, we're in the same  
16 boat as you are.

17 So, moving airplanes over to us  
18 is not gonna help us. It's gonna make  
19 us terrible.

20 Okay. I want to tell you some  
21 exact figures and I want to ask them  
22 in terms I want to then get a real  
23 answer in terms of whether these  
24 figures that have been provided to us  
25 by Mr. Kelley mean anything other than

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2 what I think they mean.

3 My - our - our DP -- DNL number  
4 is 48. Okay. Oh, by their mitigation  
5 numbers, it's going to go down to 40.  
6 That's 3 DPL or DNL, whatever that is,  
7 and I asked Mr. Kelley whether that  
8 means anything and he said that that's  
9 negligible.

10 As a matter of fact, Mr. Kelley  
11 said in the LaGuardia Airport meeting  
12 that anything 5 DNL or under is  
13 negligible or slight.

14 So, by telling everybody here  
15 that 5 DNL, well, their numbers will  
16 be reduced by 5 DNL, you can know that  
17 that doesn't mean very much.

18 The other thing is that  
19 Mr. Kelley has said to me and to  
20 others that they're raising the  
21 airlines -- the aircraft 1,000 to  
22 2,000 feet higher. That, also, means  
23 nothing in terms of noise.

24 So, Mr. Kelley, what does that  
25 really mean?

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2 (Clapping.)

3 MR. KELLEY: Well, I believe --  
4 and if I told you, and you said that  
5 8 dB increase was negligible, I don't  
6 believe I would say that, but if I  
7 did, I misspoke.

8 It's important to understand a  
9 few things. It was mentioned,  
10 earlier, that we didn't compare the  
11 No Action Alternative. It is there.

12 I apologize for the slides being  
13 difficult to see, but if each one of  
14 you wants to go to your website, you  
15 will see the No Action and what  
16 happens if the F.A.A. does nothing.  
17 That is on the website.

18 It is true, and, statistically, a  
19 5 dB increase could be a doubling of  
20 noise, and what we showed you was what  
21 happened prior to mitigation and after  
22 we mitigated it.

23 I know there's some sense that  
24 we're trying to hide something, but  
25 all of that data has been available

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2 and continues to be available on the  
3 website and compares each of the  
4 alternatives as well as the No Action  
5 Alternative through everything that  
6 we're looking at in this environmental  
7 study.

8 If there was a .8 and a .5, I may  
9 have said that that was negligible  
10 cause, statistically, that doesn't  
11 really mean much, but, certainly, a  
12 full DNL change would - would be a  
13 change in the noise levels.

14 LINDA: It was listed as slight.

15 MR. KELLEY: Well, under federal  
16 standards, a 5 dB change in the 45 to  
17 60, under federal standards, is slight  
18 to moderate change in noise. I'm  
19 sorry. That is the federal standard.

20 SUPERVISOR ST. LAWRENCE: Okay.  
21 We have a pilot here who would like to  
22 ask a question.

23 CONGRESSMAN ENGEL: Before we go  
24 to question, I want to just mention  
25 that County Legislator John Murphy had

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2 a Camp Venture event, but he has been  
3 E-mailing concerns and wants everyone  
4 to know that he's with the residents  
5 of Rockland County.

6 SUPERVISOR ST. LAWRENCE: Thank  
7 you. I know that he's over at Spook  
8 Rock Golf Course.

9 And so we have a pilot here who  
10 would like to ask a question.

11 A VOICE: Yes. I fly a private  
12 plane now and have for about the last  
13 15 years in the New York Area.

14 My question is: -- I keep hearing  
15 why you can't move the patterns,  
16 slightly, to the west. And my  
17 question is: The majority of the  
18 traffic coming from the West Coast to  
19 the East Coast flies to the north of  
20 Philadelphia. It comes in over that  
21 area and then starts its approach into  
22 the Newark.

23 Has you looked into -- Cause, so  
24 far, all I heard is the study that you  
25 have done, not what else was looked at



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2 -- coming in further north above the  
3 New Paltz Area, coming in a higher  
4 altitude, which will make the airlines  
5 happier cause it's more fuel  
6 efficient, which will make you look  
7 good to them, bring it in over the  
8 Hudson River Area at a higher  
9 altitude, increasing the glide slope  
10 later on and allowing the aircraft to  
11 make a 22 Left ILS Approach? That's  
12 Number 1.

13 Number 2, a lot of the traffic  
14 problems are because TRACON in Long  
15 Island is one of the oldest air  
16 traffic facilities in the nation. You  
17 have some of the oldest equipment  
18 running out there.

19 About a year and a half ago, the  
20 radar system went out for what, about  
21 an hour and a half, because a tube  
22 blew out.

23 I think it's time that the F.A.A.  
24 got out of a tube technology and  
25 joined the rest of us in the IC

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2 integrated logic world and find you  
3 need to clean your house before you  
4 ruin my house.

5 (Clapping.)

6 SUPERVISOR ST. LAWRENCE: Steve,  
7 you want to answer that?

8 MR. KELLEY: Let me do it very  
9 quickly, if I could, cause I will  
10 forget.

11 Regarding the New York TRACON, I  
12 appreciate your concerns. That is my  
13 facility. That's where I've worked  
14 for the last 25 years. Yes, we do  
15 have equipment issues. It is a modern  
16 facility. It needs help. It needs  
17 help by fixing the airspace, which is  
18 one of the challenges we're facing  
19 here.

20 Some of those things were put  
21 together over a very many years and  
22 kind of piecemealed together.

23 The airspace is one of the  
24 components that needs fixed in that  
25 facility, the New York TRACON, and

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2 that's what this project is attempting  
3 to do.

4 And I got lost on the other ones.

5 I didn't say the flight track  
6 couldn't be moved. I said it would  
7 require analysis. And the good news  
8 is, the raising the altitude, that's,  
9 exactly, what we did and I'm glad you  
10 noticed, is we did increase the  
11 altitude of those west arrivals,  
12 which, today, come in over from the  
13 west at 7, descending to 5 are at  
14 11,000 feet, well, however, prior to  
15 being merged before they're brought  
16 into the airspace.

17 So, that's, exactly, what the  
18 Integrated Airspace Alternative does.  
19 Much higher.

20 SUPERVISOR ST. LAWRENCE: Okay.  
21 Just a quick statement here by the  
22 Mayor of Chestnut Ridge. I know he's  
23 been waiting, and this effects  
24 Chestnut Ridge, probably, more than  
25 anyone in the Town of Ramapo.

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2 (Clapping.)

3 MAYOR KOBRE: Thank you.

4 It was beyond belief that the  
5 F.A.A. would finish their  
6 environmental study without the input  
7 of the residents of the effected area  
8 whose quality of life is so important  
9 to every one of us.

10 I'm not gonna repeat the other  
11 things that were said by everybody  
12 else, but I will submit it in a  
13 written form. I have it with me.

14 I want to remind you, all of you  
15 up there, you work for all the people  
16 of the United States --

17 A VOICE: Thank you.

18 MAYOR KOBRE: -- not just --

19 (Clapping.)

20 MAYOR KOBRE: -- not just those  
21 individuals and business people that  
22 fly. All right. I have over 100 -- a  
23 million miles on one airline, alone.  
24 So, I know what it means to fly.

25 You seem to pay little or no

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2 attention to the quality of life of  
3 the greater normal U.S. citizens who  
4 are effected by your decisions.

5 Your jobs are paid for by our tax  
6 dollars.

7 To have up to 600 planes a day  
8 flying at, possibly, 5,000 feet above  
9 our homes with noise and pollution  
10 harming thousands of our residents is  
11 inexcusable.

12 When I asked you at the last  
13 meeting to give us a similar situation  
14 that already has these flights at this  
15 level so we can contact officials  
16 about their problems, if any, you said  
17 Goshen and Middletown.

18 As Mayor of Chestnut Ridge, I  
19 spoke to the Town Supervisor,  
20 Supervisor Bloomfield, who said he was  
21 not aware of any low-flying planes at  
22 5 to 6,000 feet except for small  
23 single-engine aircraft. He said most  
24 of the area is over his face. If he  
25 hears a plane and looks up at dusk, he

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2 can only see the small lights of a  
3 plane. Obviously, they are not  
4 experiencing the same problems we will  
5 be faced with.

6 Why haven't you addressed the  
7 noise and pollution that we are,  
8 currently, suffering and caused by the  
9 New York State Thruway and the Garden  
10 State Parkway with its noise and  
11 pollution?

12 The E.P.A. has already determined  
13 that there are very high levels of  
14 pollutants that exist now in Rockland  
15 without your new Airspace Redesign  
16 which will make it worse.

17 You told us that you can't  
18 measure the pollutants discharged by  
19 aircraft over 3,000 feet.

20 You've said at a town board  
21 meeting that your noise and pollution  
22 studies were based on computer models.  
23 Our life is based on your computer  
24 models? Our quality of life? The  
25 values of our homes? Not the real --

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2 a real life test done by sound  
3 engineers doing, actually, recordings  
4 on the ground while planes flew over  
5 at 5 to 6,000 feet so that we could  
6 judge the effect of our quality of  
7 life that we cherish so much in  
8 Rockland County.

9 We need you to re-examine this  
10 Environmental Impact Study. Please  
11 re-examine the plan and change this  
12 flight path to avoid not just Chestnut  
13 Ridge but all of Rockland County.

14 Thank you.

15 (Clapping.)

16 SUPERVISOR KLEINER: Thank you,  
17 Mayor.

18 CONGRESSMAN ENGEL: I think we're  
19 going to go for about another half  
20 hour, but I wanted to ask if there are  
21 people who would like to make comments  
22 or ask questions, is there a mechanism  
23 whereby people can submit their  
24 comments and questions and that it  
25 would be part of the official record?

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2 MR. KELLEY: What we agreed to  
3 and anything you want to submit  
4 through your office is part of what we  
5 consider in our Record of Decision.  
6 Yes, we would accept through you, that  
7 would be to funnel through your  
8 office.

9 CONGRESSMAN ENGEL: Is there a  
10 deadline for those comments?

11 MR. KELLEY: Well, we would need  
12 them very quickly as we move forward  
13 in the process, and in order -- and,  
14 especially, to give fair evaluation to  
15 all the comments that have been  
16 considered.

17 CONGRESSMAN ENGEL: Okay. So,  
18 we'll go for about another half hour  
19 and anyone who doesn't have an  
20 opportunity to make a comment or ask a  
21 question that would like to, please  
22 feel free to submit them to my office  
23 and I will make sure that they are  
24 entered into the record.

25 SUPERVISOR KLEINER: Okay.



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2 CONGRESSMAN ENGEL: You all know  
3 my office on West Nyack Road in West  
4 Nyack.

5 SUPERVISOR ST. LAWRENCE: All  
6 right. Thom.

7 SUPERVISOR KLEINER: Before the  
8 next question, I just want to ask, one  
9 more time, the question that Mayor  
10 Oppenheim asked just so that we're  
11 clear. Is the option -- Because it's  
12 the only, except for the last speaker,  
13 the only specific option that was  
14 raised as a specific item for your  
15 consideration in terms of change in  
16 flight plan. Are you going to study  
17 moving the planes to the west to less  
18 populated areas?

19 A VOICE: No.

20 SUPERVISOR KLEINER: Can we get  
21 clear --

22 ANOTHER VOICE: No.

23 SUPERVISOR KLEINER: -- on that  
24 issue?

25 ANOTHER VOICE: No.

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2 MR. KELLEY: As I said, we will  
3 consider that in the Record of  
4 Decision, and, as I also stated, we  
5 will need additional support to do  
6 that kind of analysis because, as an  
7 agency, we don't just move airplanes  
8 around because moving the airplanes  
9 creates additional impacts that have  
10 to be studied.

11 So, in order to take an honest  
12 look at that, and I believe that's  
13 what we'll work towards, in our Record  
14 of Decision, we will do it, but we're  
15 going to have to require and take some  
16 support to make that happen.

17 In addition, you've got to be  
18 aware that, as I stated before, this  
19 is not the only community, this noise  
20 situation right now.

21 So, we're gonna have to look at  
22 the much broader considerations of all  
23 those other areas, that they have the  
24 same noisy areas.

25 CONGRESSMAN ENGEL: Thom.

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2 SUPERVISOR KLEINER: And all of  
3 us, everybody's been really terrific  
4 in their questions and polite and  
5 understands the tough job that you  
6 have. I think the only question or  
7 one specific question that we're  
8 seeking is not that it doesn't require  
9 a lot of work, but that you're going  
10 to make the endeavor to do that work,  
11 to analyze that option. That's what  
12 we're looking for you to, at least,  
13 acknowledge here, tonight.

14 MR. KELLEY: And, as of today  
15 with the funding that I have for this  
16 project, I do not have the funding to  
17 do that.

18 Now, if there is additional  
19 support to allow that and it's,  
20 certainly, an option that we will  
21 consider, understand we still have the  
22 option of the Do Nothing Alternative.

23 SUPERVISOR KLEINER: No. I  
24 understand that, but we don't want you  
25 to do nothing. If I should tell you

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2 what we felt --

3 MR. KELLEY: Well --

4 SUPERVISOR KLEINER: -- what  
5 Congressman Engel and the other  
6 elected officials who have spoken who  
7 are here tonight, I think we  
8 understand the goal of improving  
9 airspace and reducing delays. It's  
10 good for reducing pollution and the  
11 economy.

12 What we're saying is we want you  
13 to look at, at least, this one option  
14 that would alleviate the problem for  
15 the people who are here tonight, and  
16 if it requires additional funding, we  
17 will work with you.

18 MR. KELLEY: Okay. And it's  
19 important to understand that that  
20 additional analysis, it's easy to say  
21 the words, but there are a lot of laws  
22 that have to be considered. Parks was  
23 an issue, environmental justice.  
24 There's a lot of different things as a  
25 federal agency we must consider where

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2 we're making those decisions.

3 CONGRESSMAN ENGEL: Let me add to  
4 what Thom - Thom Kleiner is saying. I  
5 think you can appreciate the fact that  
6 there is a tremendous level of  
7 suspicion here in Rockland because  
8 here we are at the end of the process  
9 and, frankly, this is a meeting we  
10 should have had a year ago.

11 So, there is suspicion.

12 (Clapping.)

13 CONGRESSMAN ENGEL: But, you  
14 know, my parents used to tell me  
15 better late than never.

16 So, I'm glad we're having this  
17 meeting. I appreciate having this  
18 meeting, and let me say if there is  
19 additional monies that are needed to  
20 consider some of the changes we are  
21 suggesting, I will roll up my sleeves  
22 and with my other Rockland colleagues,  
23 we'll get you that money.

24 (Clapping.)

25 A VOICE: I'm from the Village of

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2 Montebello.

3 I think it's long overdue that we  
4 have an unbiased field study.

5 Every environmental impact  
6 statement -- I'm on the Planning  
7 Board. So, we really go through  
8 these, up-front.

9 We need an unbiased field study.

10 Nothing short of a field study,  
11 unbiased, with all the units of the  
12 density of sound. Like there are many  
13 many units. Like you named one that  
14 is the so-called interrelated noise  
15 one, unit.

16 The sound exposure level limits,  
17 single-event noise levels - all of  
18 these units amount to sound in density  
19 expressly in decibel, and what you are  
20 proposing is, actually, like a  
21 constant exaggerated conversation.

22 Can you imagine every minute to  
23 have overhead an exaggerated intense  
24 conversation? And because this is  
25 what we will be hearing.

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2 So, could you please, throughout  
3 Legislators, through Mr. Engel,  
4 procure funds so that we do a field  
5 study, and unbiased, so that we see  
6 the units and all the data to be  
7 combined, including a real field  
8 study? Like you divert on the  
9 prearranged time and we have 50 planes  
10 overhead and we incorporate this.

11 There is the technology  
12 available. So, why not include these  
13 supplemental study?

14 MR. KELLEY: Okay. The answer:  
15 One of the dilemmas we face, a field  
16 study would work if we were measuring  
17 sound, today, but we're measuring a  
18 forecast of what's gonna happen in the  
19 future, and we've hired, through this  
20 project, the experts, the best experts  
21 in the country to do the noise  
22 analysis and the operational analysis.

23 We -- You see how confused  
24 everybody is with DNL. When we start  
25 going into what we call "supplemental

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2 metrics," it only makes the picture  
3 more confusing.

4 I told you the range of this  
5 entire area in Rockland County, I  
6 believe the single-event level is  
7 somewhere in the 40 - I'm sorry - the  
8 53 range, a single event around 53.  
9 That gets real confusing for people,  
10 and I understand it and I get confused  
11 with it, but supplemental metrics  
12 work, but, since we're doing what's  
13 gonna happen in the future and not  
14 what happens today, it provides a  
15 challenge, and doing a field study  
16 wouldn't give us anything cause we  
17 have to deal with future model data.

18 SAME VOICE: I made an  
19 experiment. I'm a pathologist. So, I  
20 know the decibel level of damage. It  
21 is hundred decibel. You have -  
22 you have --

23 MR. KELLEY: Okay.

24 SAME VOICE: So, therefore, I  
25 did a study. I measured a plane that



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2 was passing overhead and it was,  
3 certainly, around 7 decibels.

4 MR. KELLEY: Okay.

5 SUPERVISOR ST. LAWRENCE: Okay.

6 I have a person here who's from the  
7 Palisades Interstate Conservative.

8 MR. MARTIN: Hi. My name is Eric  
9 Martin.

10 Just one of the things just to  
11 keep -- for people to keep in their  
12 mind: If we are having this meeting  
13 outdoors with this plan happening, we  
14 would be interrupting it as often as  
15 every time we've had clap and we've  
16 had applause here. So, we couldn't --  
17 wouldn't be in here where you couldn't  
18 hear each other talk.

19 So, that's the type of situation  
20 that we're going to have if we let  
21 this plan.

22 But I think the thing that we  
23 have to be very careful about is that  
24 we don't want to just let's run with  
25 the jets right over the parkway.

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2 Okay. The one place that we have  
3 where we can go into the woods, where  
4 we can go to fields, we can play ball  
5 or go swimming, we don't want  
6 jetliners flying right over them, and  
7 we don't want them flying over our  
8 neighbors in Orange County, either.

9 In fact, anyone who lives in this  
10 Tristate Area, I hope they get up and  
11 speak as loudly as everyone here.

12 The point is we don't want these  
13 flights anymore. Let the F.A.A. don't  
14 increase the flights, require that the  
15 F.A.A. put their efforts and within  
16 the amount of hours and enforce the  
17 jets to be quieter, how to put  
18 guidelines into the airlines,  
19 guidelines in for the jet makers to  
20 reduce the level of pollution and  
21 reduce the level of noise that we are  
22 dealing with.

23 So, those are the types of things  
24 that the F.A.A. should be putting in  
25 place.

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2 Making your system more  
3 efficient. Why not?

4 You know, when the air traffic  
5 control workers had their union and  
6 their whole organization busted  
7 because they said they couldn't  
8 control the air traffic in this  
9 country and so what happened was now  
10 we have a complete breakdown in the  
11 air traffic control system and a lot  
12 of inefficiencies and so on, and this  
13 is one of the big reasons why air  
14 traffic is backing up in every airport  
15 in America.

16 So, let's look at some of those  
17 things.

18 (Clapping.)

19 MR. MARTIN: Let the F.A.A. put  
20 its muscle behind trying to make some  
21 of those changes to improve the way  
22 air traffic is done, improve the way  
23 airlines are done rather than bring  
24 more and more jets into us, directly,  
25 over us, ruining our lives, ruining

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2 the lives of our -- ruining our area  
3 and our parklands and anyplace we can  
4 go to try to find quiet peace in the  
5 state for a little bit from this.

6 (Clapping.)

7 SUPERVISOR ST. LAWRENCE: Now, we  
8 have Brian Nugent here tonight who is  
9 a Lieutenant in the Suffern Police  
10 Department and a Trustee in the  
11 Village of Sloatsburg.

12 MR. NUGENT: I have a piece of  
13 paper, but I will not be long. I  
14 promise.

15 One alternative that's not been  
16 discussed tonight, which is not a  
17 parochial response to moving the  
18 airlines 4 or 5 miles west of the  
19 Village of Sloatsburg or the Village  
20 of Hillburn, is another plan that does  
21 not require arrivals to come over  
22 Rockland County at all and is still on  
23 the table, and that's the modification  
24 to existing airspace, and that has not  
25 been discussed tonight.

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2 For those that are not familiar,  
3 that alternative leaves the  
4 department -- addresses the departure  
5 of planes, fanning them out down to  
6 New Jersey through the airport and the  
7 F.A.A. can expand more on that and,  
8 also, Philadelphia is effected and a  
9 few others, but the arrival routes are  
10 left as they are, and this arrival  
11 path over Rockland County will be  
12 eliminated, and, from what I'm hearing  
13 tonight, that's still an option that's  
14 on the table.

15 So, rather than trying to make a  
16 U-turn around Rockland and spending a  
17 few million dollars and, probably, not  
18 going to succeed, we should be  
19 focussing our efforts on passing the  
20 modifications to the existing flight  
21 plan, all right, that is the answer  
22 and that eliminates the arrivals over  
23 Rockland County.

24 Further, like I say, as the last  
25 gentleman said, I do not want to put

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2 the air traffic over Harriman State  
3 Park and Sloatsburg, Hillburn,  
4 Suffern, we already have the New York  
5 State Thruway noise pollution. We  
6 have, north or southern, Metro North  
7 and the New Jersey Transit train  
8 running through there, as well as  
9 Route 17.

10 Just lastly, I want to make a  
11 point as people spoke tonight about  
12 having faith in the F.A.A. It hasn't  
13 been mentioned tonight, but, in 2005,  
14 Office - Office of the Inspector  
15 General of the United States had done  
16 an audit of the F.A.A. on their  
17 redesign of the airspace, and I'm just  
18 gonna read one very brief paragraph  
19 that kind of sums it up.

20 In 2005, they said, "We found  
21 that the F.A.A.'s overall process of  
22 controlling costs, mitigating risks  
23 and coordinating local, regional and  
24 headquarter's efforts is not  
25 effective. The management and

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2 oversight of airspace projects is  
3 diffused and fragmented between  
4 F.A.A. headquarters and various local  
5 F.A.A. facilities."

6 And that is the reason I do not  
7 have faith in the F.A.A. because the  
8 Office of the Inspector General does  
9 not have faith in the F.A.A. and the  
10 F.A.A. acknowledged these problems and  
11 an audit report was issued.

12 Thank you, and thank you,  
13 Congressman Engel.

14 MR. KELLEY: Two things in answer  
15 to your questions.

16 Modifications is one of the  
17 alternatives. It is one of the  
18 alternatives under consideration.  
19 You're, absolutely, correct. It does  
20 not change the arrivals over Rockland.

21 However, there will be and  
22 continue to be, as traffic grows and  
23 is forecast to grow, additional  
24 changes to the arrival sequence  
25 because of that, but you are right,

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2 there are no proposed changes of  
3 arrivals over Rockland County in  
4 Modifications Alternative.

5 It, also, doesn't do as well to  
6 meet the purpose and need of our  
7 project as does the Integrated  
8 Airspace Alternative, but I do want to  
9 confirm that is one of the  
10 alternatives on the table.

11 Secondly, in IT, this lady next  
12 to me, who happens to be the head of  
13 this, you're, absolutely, correct. We  
14 took those recommendations seriously,  
15 and, as a result of that and based on  
16 internal changes, we changed the way  
17 we do business and we acknowledged the  
18 concerns that they had and we changed  
19 the way we did business as a result of  
20 that.

21 SUPERVISOR KLEINER: Okay.

22 I have Lenore.

23 LENORE: Hi.

24 Unfortunately, I've been on line  
25 and two people ahead of me said,



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2 exactly, what I was going to say.

3 I am the mother of a fireman,  
4 firewoman, an exfire chief. I know  
5 the problems they have.

6 Should we have an emergency  
7 somewhere up 59 or up 306 or anyplace  
8 around, the fire trucks would never -  
9 never be able to get there in time to  
10 help the people. The policemen ride  
11 in little cars. They will have  
12 trouble, too. The fire department  
13 will never be able to get there to  
14 help the people to put out the fires  
15 and to be there for the people. They  
16 are not trained in emergency, that  
17 kind of emergency situations.

18 I've spoken to my son and I've  
19 spoken to other firemen who are here  
20 and there's no way that they will be  
21 able to attempt to attack and to help  
22 people.

23 SUPERVISOR KLEINER: Thank you.

24 (Clapping.)

25 MR. KELLEY: Thank you.

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2 A VOICE: I'm from Pearl River.

3 I just wanted to bring things  
4 down to your simple level because  
5 that's what I'm here to.

6 Before I panic, I wanted to know  
7 the facts and this is an informational  
8 hearing rather than a rally. We can  
9 do rallies, later.

10 Are we concerned here only with  
11 flights in that is that a new path  
12 that over Rockland that doesn't exist  
13 yet?

14 MR. KELLEY: That is correct.

15 SAME VOICE: Okay. And we're  
16 only concerned with incoming flights,  
17 I take it? The gentleman was talking  
18 about the outgoing flights being  
19 fanned.

20 MR. KELLEY: Well, no. The  
21 impacts, the noise increases that are  
22 shown in Rockland County are a result  
23 of the changes to the Newark arrival  
24 flow through the area. That's the  
25 increase in the DNL values that are

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2 expressed here.

3 So, even though there is plenty  
4 of -- I mean I do know, I've talked to  
5 plenty of people here that have  
6 concerns about traffic today. Many  
7 people are talking about Teterboro  
8 traffic today which operates  
9 underneath the Newark traffic in this  
10 area, as well as Westchester and  
11 LaGuardia, the parts of this that  
12 operate overhead, but the change that  
13 occurs as a result of this proposal  
14 alternative are Newark arrivals only  
15 when Newark is landing on 22 or south  
16 operation.

17 SAME VOICE: Okay. So, at the  
18 moment over this proposed flight path  
19 corridor, we have zero noise?

20 MR. KELLEY: Well, on certain  
21 operational days, it has happened more  
22 frequently as traffic has grown, the  
23 final vector for Newark does extend,  
24 gets up close to this here. Whether  
25 it gets over a specific area, I don't

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2 know, but, as traffic grows, but no,  
3 that arrival route we're proposing is  
4 new.

5 SAME VOICE: It's brand new?

6 MR. KELLEY: Yes.

7 SAME VOICE: Okay. So, we don't  
8 really have any noise events from that  
9 yet?

10 MR. KELLEY: Not from that.

11 SAME VOICE: And the noise events  
12 that are predicted from it are due to  
13 up to 400 flights a day from 200,  
14 minimum?

15 MR. KELLEY: Well, yeah. The  
16 average, it would be a maximum of  
17 that, and, again, they would be  
18 transiting over the area heading  
19 southbound, yes.

20 SAME VOICE: Okay. And, as far  
21 as average goes, I don't know  
22 statistics but I did take a course in  
23 it and I know that there's such a  
24 thing as range. When you come up with  
25 an average, you have to add up every

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2 single item, divide it by the number  
3 of items --

4 MR. KELLEY: Right.

5 SAME VOICE: -- and come up with  
6 an average.

7 MR. KELLEY: Right.

8 SAME VOICE: Can you tell me the  
9 maximum range? What is the lowest  
10 decibel level to what is the highest  
11 decibel level of any one event?

12 MR. KELLEY: It's one question  
13 I'm not gonna answer. So one of my --

14 SAME VOICE: Okay.

15 MR. KELLEY: -- colleagues will  
16 just do it.

17 MR. WHITE: I could - I could  
18 tell you what it is for the County.

19 MR. KELLEY: Go ahead and answer.

20 MR. WHITE: For this County, the  
21 average DNL is 41.2 as a max --

22 SAME VOICE: Uh-huh.

23 MR. WHITE: -- and 27.4 as your  
24 minimum.

25 SAME VOICE: You're still saying

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2 average. I'm talking about single  
3 noise events that would go into  
4 figuring that average.

5 What is the lowest decibel level,  
6 not average decibel, lowest decibel?

7 MR. WHITE: Oh, current event?

8 MR. KELLEY: Yeah, single event  
9 level is what she's looking for.

10 SAME VOICE: Okay. And the  
11 highest?

12 MR. WHITE: I have a highest  
13 range. At that - at that 41 average,  
14 that's, roughly, between 53 and  
15 58 decibels at its - at its loudest.

16 SAME VOICE: At the highest?

17 MR. KELLEY: At the highest.

18 SAME VOICE: Lowest would be  
19 that --

20 MR. WHITE: Yeah. I don't know  
21 what else that talks about.

22 SAME VOICE: Okay. Cause that  
23 didn't quite work out to an average.

24 Thank you.

25 SUPERVISOR ST. LAWRENCE: You'll

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2 see on that thing, alone, it's four  
3 times louder than the highest level  
4 from the average.

5 SAME VOICE: Oh. That's how it  
6 works, the decibels? It's sort of  
7 like an earthquake thing?

8 SUPERVISOR ST. LAWRENCE: It  
9 doubles every 10 decibels.

10 SAME VOICE: Okay.

11 So, how many take -- Well,  
12 landings are expected to be added to  
13 Newark, overall? I guess, we're  
14 looking at 2011 from what they are  
15 now?

16 MR. KELLEY: There's an increase  
17 in traffic. I think the forecast  
18 increase is, approximately, and,  
19 again, I'm approximating here, about  
20 23 percent over it is, the 2006  
21 number.

22 However --

23 SAME VOICE: Which is what?

24 MR. KELLEY: What?

25 SAME VOICE: What is the 2006

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2 number?

3 MR. KELLEY: Right. And an  
4 average number of flights, again, that  
5 travel over Rockland, not all Newark  
6 arrivals will travel over Rockland  
7 County --

8 SAME VOICE: That's right.

9 MR. KELLEY: -- on the 22 floor.  
10 That's where the people throwing out  
11 the 600 number. If you have,  
12 approximately, 1,200 operations on a  
13 daily basis and you assume that half  
14 of them are arrivals, then if you were  
15 running 1,200 operations a day, I  
16 think we may be a little higher in the  
17 forecast for Newark, that's how many  
18 come over the area that we're landing,  
19 but we know that those arrivals coming  
20 from the south, which is one of the  
21 predominant arrival fixes, turns prior  
22 to getting to Rockland County. So,  
23 you would have to subtract those  
24 numbers, and that's why we work on  
25 averages. That's where people are



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2 saying the 2 to 300 figure comes from.

3 SAME VOICE: Okay. So, with all  
4 those subtractions and everything, you  
5 would say that there would be, say,  
6 300 from zero now? To the Newark  
7 landing, would be about 300 a day?

8 MR. KELLEY: That is correct.

9 SAME VOICE: Okay. That helps  
10 a lot. I need this information.

11 MR. KELLEY: And you could even  
12 break those down further. I think  
13 about 180 of them are during the  
14 daytime operations and about 48 of  
15 those would be in the nighttime  
16 operation, in other words, after  
17 sunset.

18 MR. WHITE: 32.

19 SAME VOICE: So --

20 SUPERVISOR ST. LAWRENCE: Steve,  
21 that only adds up to 228.

22 MR. KELLEY: I've never been good  
23 at math. That's why I do this.

24 SAME VOICE: So, let me repeat.  
25 You're talking about 228 flights over

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2 Rockland during the daytime and  
3 another what?

4 MR. KELLEY: Again, I'm gonna  
5 shut up here and let the man who has  
6 the numbers give it to you, exactly.

7 But here's the dilemma we face:  
8 What he's dealing with is an average  
9 annual day. That's not what you  
10 wanted to know. You were looking for  
11 the max. What he deals with is, in  
12 the models that we build, what happens  
13 on an average annual day? And I  
14 believe his total comes up to about  
15 223 or something like that; right?

16 MR. WHITE: It's a little less  
17 than that.

18 MR. KELLEY: Okay.

19 MR. WHITE: On these --

20 SAME VOICE: That's my next  
21 question.

22 MR. WHITE: On an average year,  
23 you can have 170 day flights and  
24 32 night flights.

25 Now, it's about 60 percent that

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2 are in that 22, that south  
3 configuration. Worst case scenario is  
4 gonna be around 340 day flights to  
5 90 night flights, and that's a worst  
6 case scenario.

7 SAME VOICE: Again, we need to  
8 know what the worst case is and what  
9 the lowest case is.

10 MR. KELLEY: Right.

11 SAME VOICE: It helps us figure  
12 it out, making sure.

13 How many -- Okay. I'm sorry.

14 Okay. So, we have "X" number of  
15 flights coming into Newark right now.  
16 In 2011, all of the increase will be  
17 going through Rockland?

18 MR. KELLEY: No.

19 SAME VOICE: Will we have some of  
20 the others, too?

21 MR. KELLEY: No. You will have,  
22 and, again, the flights that come from  
23 the west and the north will come over  
24 Rockland County. Those flights that  
25 come in from the south, your Florida

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2 flights from Atlanta, all that east  
3 coming to the south will turn prior to  
4 Rockland County.

5 SAME VOICE: Okay. Wow.

6 MR. KELLEY: So, based on where  
7 those aircraft are originating, only  
8 the ones coming like from the West  
9 Coast and Chicago Areas would come in  
10 over this area. The ones coming from  
11 Florida would all turn prior to  
12 Rockland County.

13 SAME VOICE: Okay. Thank you.

14 Okay. Now this one we have.

15 I still have one.

16 Okay. I have two more questions.

17 Can it be considered, if it's  
18 possible, to stem the number of  
19 flights into and out of Newark at  
20 their current level and let the  
21 airlines fight it out as to who gets  
22 places? I'm willing to pay the extra  
23 money when I fly.

24 (Clapping.)

25 MR. KELLEY: The answer to the

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2 question is yes, that is possible.  
3 That is not anything to do with this  
4 study and that is a political decision  
5 in that that incorporates restricting  
6 air traffic and that is a decision  
7 that, certainly, none of us here are  
8 gonna make, but it could be done, yes.

9 SAME VOICE: Okay. Thank you for  
10 your frankness.

11 MR. KELLEY: You bet.

12 SAME VOICE: And I thank you,  
13 all, for the courage you have to come  
14 up here with, obviously, an unpopular  
15 study --

16 (Clapping.)

17 SAME VOICE: -- and, you know,  
18 trying to get it through to us what it  
19 involves.

20 Okay. My final part of that  
21 question is if it's not possible  
22 through governmental political action  
23 to stem these airports and let the,  
24 you know, the capitalist system figure  
25 out the supply and demand, how much

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2 it's gonna cost, I mean it's worth it  
3 to me when I do fly to spend \$200.00  
4 more if - if it just stays where it is  
5 and nothing -- I mean, maybe, I'm, you  
6 know, like way back in the stone ages,  
7 but I think, you know, we can take  
8 trains to a lot of places.

9 (Clapping.)

10 SAME VOICE: Anyway, the other  
11 option that I was thinking of is the  
12 gentleman who was talking from  
13 Sloatsburg about the fanning out of  
14 the takeoffs, if we do have to deal  
15 with an increase, and that may be  
16 possible, can we not work out  
17 something where it fans over 24 hours  
18 so that you have a 90 degree or  
19 100 degree airspace where I can take  
20 my hour of the noise and mow my lawn  
21 and, although, it would stop so I can  
22 sleep or I can, you know, have peace;  
23 is that possible?

24 MR. KELLEY: Well, the answer to  
25 your question is yes, it could be

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2 done. Again, much like the shifting  
3 in the room, it would have to be  
4 studied, independently. It was not a  
5 mitigation strategy that we reviewed  
6 and, at some point, and I know, at  
7 some point, the aircraft has to line  
8 up with the runway and be in direct  
9 alignment with the runway, and,  
10 unfortunately, you're getting pretty  
11 close to that area. But is it - is it  
12 an option? Could it be studied? The  
13 answer would be yes, it could be  
14 looked at.

15 CONGRESSMAN ENGEL: I have  
16 system.

17 MR. KELLEY: Okay. Thank you.  
18 Thank you.

19 CONGRESSMAN ENGEL: We want to  
20 try, because we're getting to the end  
21 and have a number of people that would  
22 like to - to ask a question, if I  
23 could please ask you to - to ask the  
24 questions, quickly, and try to get a  
25 quick answer so we can have as many

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2 people standing in line as possible.

3 SUPERVISOR ST. LAWRENCE: We have  
4 an example of a very brief aviation  
5 question.

6 CONGRESSMAN ENGEL: Okay.

7 SUPERVISOR KLEINER: Next is  
8 Susan.

9 MR. ZIBRON: My name is Samuel  
10 Zibron. I'm, actually, a pilot. So,  
11 I'm very familiar with the aviation  
12 terms.

13 The concept of NextGen and  
14 continuous descent, is that being  
15 implemented in the flight paths?

16 MR. KELLEY: Yeah. We are  
17 looking at a lot of the NextGen  
18 alternatives in consideration that  
19 this study didn't incorporate it  
20 because it wasn't a done deal.

21 Continuous Descent Approach or  
22 C.D.A.s are part of our noise  
23 mitigation strategy and they were  
24 looked at; however, the primary time  
25 of day when we've looked at those was



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2 in the midnight configurations, yeah,  
3 because we can't have conflicting  
4 traffic to be successful with that  
5 mitigation strategy, but, yes, they  
6 are continuing.

7 SUPERVISOR KLEINER: Susan from  
8 Pearl River.

9 SUSAN: I have two questions.

10 One of them is, specifically --  
11 I'm borrowing his map -- when you were  
12 looking at the flights going down this  
13 way, you mentioned you raised some of  
14 the altitude levels to almost  
15 8,000 feet, but you're coming closer  
16 and closer to Newark Airport, what are  
17 the lowest possible altitude of a  
18 flight over Pearl River or Chestnut  
19 Ridge and how often will those flights  
20 be at that level?

21 MR. KELLEY: Well, there's  
22 different analysis. We showed  
23 different altitudes. The average  
24 flight, as we said, exiting Rockland  
25 County is around 5,000 feet. There

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2 are some aircraft that would be much  
3 higher than that. We don't anticipate  
4 any being lower. We know in our model  
5 there's some nonjet aircraft at our  
6 43, I think, crossing the boundary  
7 line, but the average flight is -- the  
8 average the County descending out of  
9 10 to 9,000 feet and exits Rockland  
10 County, approximately, at 5,000 feet.  
11 The exact numbers, I can't give you an  
12 answer to. We, again, we average that  
13 off and I understand the  
14 frustration --

15 SUSAN: Uh-huh.

16 MR. KELLEY: -- but we anticipate  
17 -- I mean I didn't look, we are  
18 attempting to be very honest with this  
19 analysis. I think we have the ability  
20 in the future after implementing some  
21 - some of these are then possibilities  
22 and some of the things like a  
23 continuous descent approach, that we  
24 could even get that a higher altitude,  
25 we just couldn't do it as part of this

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2 study.

3 SAME VOICE: Okay. And then,  
4 also, to work off what the other woman  
5 was saying, looking at this route, you  
6 haven't really explained why this  
7 route is so small and so tight, and if  
8 this route could be expanded much  
9 wider so that the impact over one  
10 particular area, one particular house  
11 would be minimized and you wouldn't  
12 have 400 flights over the same house  
13 all day long, over and over again,  
14 but, maybe, it's only 50 flights per  
15 day. Why does this - why does this  
16 need to be so thin?

17 MR. KELLEY: Again, the problem  
18 with that, and it's difficult, there's  
19 a lot of other things occurring.  
20 There are departures and arrivals that  
21 occur on either side of that airspace.  
22 That's the thing that came up when I  
23 was asked to look at shifting that  
24 arrival path to the west. It's not a  
25 void airspace. There are other things

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2 going on and other protected airspace  
3 for departures and other things  
4 occurring.

5 This shift that occurs here had  
6 to be repeated and it, actually, ended  
7 up moving the LaGuardia arrivals  
8 further to the east, as well, over  
9 Connecticut, which is the same, sort  
10 of the same kind of noise issues we're  
11 dealing with here. All that is  
12 required because there's things  
13 occurring between all those arrival  
14 paths.

15 SAME VOICE: Well, I don't --

16 MR. KELLEY: It's important to  
17 understand what you're looking here to  
18 is a backbone of aircraft. That's a  
19 representation of our model. That  
20 disclosure could be somewhat wider  
21 than that, but that's the  
22 concentration of our backbone traffics  
23 and that's why we depict it like that.  
24 But there, to the west of there, there  
25 are departures occurring. There are

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2 other things going on in sequence of  
3 events that are, probably, not gonna  
4 be. We're only looking at one piece  
5 of the puzzle.

6 SAME VOICE: And you haven't -  
7 you haven't shown that on any one  
8 particular map to see how wide this  
9 could be created and not be in the way  
10 of other arrivals or departures or  
11 anything from LaGuardia.

12 MR. KELLEY: Well --

13 SAME VOICE: We don't have one  
14 map that shows all of that.

15 MR. KELLEY: What we've tried to  
16 show, though, it becomes so congested.  
17 I don't know. You're gonna have to  
18 brief me. I feel that that first map  
19 when you start overlaying all those  
20 tracks, you just get a mess of bundles  
21 and you can't really tell what  
22 anything is and that's the problem.

23 SUPERVISOR KLEINER: Thank you.

24 SUPERVISOR ST. LAWRENCE: Okay.

25 A VOICE: Yes. Hi. I live in

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2 Chestnut Ridge and I've lived here  
3 about 30 years.

4 I'm gonna make this very simple.  
5 I just want to plead with you if  
6 there's some way, any way to lessen  
7 what you're gonna do to us because  
8 240 planes a day, I mean comes to  
9 what, 30 an hour? 40 an hour?

10 It, totally, changes everything  
11 about our lives, our livelihood, our  
12 quality of life, and it's not just  
13 about the noise. It's about the  
14 pollution, the environment and just  
15 visual. I mean to sit on our porches  
16 in the woods where we live here  
17 because of our quality of life and to  
18 see these huge jet planes flying over,  
19 it's just unacceptable.

20 So, if there's any way to lessen  
21 the amount, higher pirate so they're  
22 not so low and stop all the pollution  
23 that's gonna hurt us, so, and future  
24 generations, my baby.

25 MR. KELLEY: Yup. I will tell

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2 you, and, probably, much to your  
3 chagrin, but some of the efficiency  
4 gains that we are attempting to gain,  
5 actually, improve the emissions of the  
6 aircraft because they are more  
7 efficient. They don't have the  
8 holding or the delays or the reduced  
9 settings that create additional  
10 emissions.

11 So, there are additional studies  
12 being done to show improving  
13 efficiencies in air traffic control  
14 can help reduce some of those impacts,  
15 but, for the rest of it, the noise  
16 impacts, point well taken. Thank you.

17 SAME VOICE: But even though  
18 they're flying so low like that, the  
19 jet fuel is not being released?

20 MR. KELLEY: Well, when we get  
21 up, under E.P.A., when we get up above  
22 a certain altitude, the direct  
23 relation to where those emissions  
24 occur and where they land on the  
25 ground, there's a lot of other things

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2 in variations there. We know it, and  
3 Joe, Dr. Hoffman here, has done an  
4 analysis with a fuel burn. By  
5 becoming more efficient, we, actually,  
6 have less fuel burn than we would have  
7 in the No Action scenario, but your  
8 point's well taken with the noise and  
9 the other issues.

10 SAME VOICE: Thank you.

11 MR. KELLEY: Thank you.

12 SUPERVISOR KLEINER: I have  
13 Anthony.

14 MR. MELE: Good evening. Thank  
15 you for coming. My name is Anthony  
16 Mele. I'm Ramapo Town Supervisor  
17 candidate, and, the time that I've  
18 been here, I think I represent the  
19 people who would just like a straight  
20 answer from our officials and elected  
21 people for once.

22 The only refreshing and the only  
23 thing I heard here so far was when our  
24 Congressman Eliot Engel admitted that  
25 he and Christopher St. Lawrence



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2 dropped the ball and made this fiasco.

3 Now, we've been here long enough  
4 to know, exactly, what's on the minds  
5 of everyone in this room, and I bet  
6 you a dime to a doughnut you're gonna  
7 get the same - the same questions from  
8 everyone in this entire room, sir.

9 Now, all we want to know, plain  
10 and simple, we understand this is not  
11 - this is not a public hearing; is it?

12 MR. KELLEY: It is not.

13 MR. MELE: This is a public gripe  
14 session, and you are put in the hot  
15 seat to take the heat for those who  
16 dropped the ball.

17 So, I do not envy your position.

18 Now, all we want to know, plain  
19 and simple, is explain to us the  
20 Do Nothing Approach.

21 I mean if the air above us is not  
22 broken, don't fix it.

23 (Clapping.)

24 MR. MELE: We have plenty of  
25 technology, as you know, and let the

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2 air traffic controllers who are the  
3 professionals do their job.

4 I think this is a fiasco and I  
5 say shame on you, Chris, and thank  
6 you, Eliot Engel.

7 Thank you.

8 (Clapping.)

9 MR. GOLUB: Hello. My name is  
10 Norman Golub and I live in Chestnut  
11 Ridge, and all of the discussion,  
12 tonight, has dealt with the issue of  
13 noise pollution, and I'm not gonna go,  
14 review everything that's been  
15 discussed regarding this issue  
16 cause --

17 SUPERVISOR ST. LAWRENCE: Okay.

18 MR. GOLUB: -- it's stated over  
19 and over and over again, but no one on  
20 the panel has raised the issue of the  
21 toxicity of jet fuel under various  
22 environmental conditions.

23 We know that kerosene when  
24 exposed to sun produces highly toxic  
25 and carcinogenic properties. We are

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2 already living in a region that is  
3 high volatile in terms of the air  
4 pollution that we have to breathe.  
5 Why is it that your panel, by the way,  
6 you seem to be an ultimate one for a  
7 large panel here, has not addressed  
8 this issue nor they indicated that  
9 they have done any studies on this  
10 issue?

11 MR. KELLEY: Well, the answer to  
12 your question is by making -- Nobody's  
13 arguing with the points that you make.  
14 The entire area in our study area is a  
15 noncontainment area for emissions.  
16 So, we understand that issue.

17 I will tell you as a result of  
18 being more efficient and burning less  
19 fuel, we only reduce -- Now, a fuel  
20 burn study and analysis was done. By  
21 reducing that fuel burn will reduce  
22 that potential that you're speaking  
23 of, but there has been no independent  
24 analysis done of what happens in each  
25 of the alternatives because all of the

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2 changes we're talking about are above  
3 the 3,000 point mixing lane.

4 SUPERVISOR KLEINER: Dave has the  
5 next question.

6 DAVE: I have a very simple  
7 question and I think I'd like an  
8 answer from everybody from the F.A.A.,  
9 and it's quite simple. If this plan  
10 goes through, are you willing to take  
11 your family and move to Chestnut Ridge  
12 and live next to me?

13 MR. KELLEY: Actually, it looks  
14 like a very lovely place to live. I,  
15 actually, from where I live today,  
16 would be reducing my noise values from  
17 what I experience today.

18 So, sure, I'll be on my way.

19 I think it's important to state,  
20 and I don't say this flippantly, I  
21 think the energy and concern that  
22 people have raised about the DNL  
23 levels that we're taking up here,  
24 don't get me wrong, I'm not  
25 insinuating that it isn't a nuisance,

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2 but I don't think it's gonna be as  
3 horrible as people think. It will be  
4 an issue. Some people will be very  
5 impacted by it, and I don't want to  
6 minimize that, but I think the fear is  
7 exceeding.

8 I mean if you go to those areas  
9 where they experience some of those  
10 things and noise issues today, yes,  
11 you do see them, yes, you do hear  
12 them. Does it stop conversations? I  
13 - I doubt it, but I'm not gonna judge  
14 that, but those are the issues.

15 But the answer to your question  
16 is: Sure, I'd love to move here  
17 because I could reduce my noise  
18 footprint from where I live, today.  
19 Thank you.

20 DAVE: How about the others?

21 MR. KELLEY: Next?

22 MR. HOFFMAN: This is - this is a  
23 lot quieter from where I live, too.

24 A VOICE: Now it is.

25 ANOTHER VOICE: Now.

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2 MR. HOFFMAN: No. Yeah, after --  
3 No. Since 2001, my -- I have a lot  
4 more noise now, but that was the  
5 military flights when I was staying --  
6 I could get a meeting. I live next to  
7 a national airport, Andrews Air Force  
8 Base.

9 SUPERVISOR ST. LAWRENCE: Okay.  
10 The next question is --

11 A VOICE: Thank you. Thank you  
12 and I thank you for this presentation  
13 and this hearing.

14 On one of the first slides, you  
15 described a reduction in delays and  
16 improved efficiencies as being the  
17 focus of the study corresponding to a  
18 3 to 4-minute deduction to save about  
19 a quarter of a million U.S. dollars  
20 per year. Who is the beneficiary of  
21 the proposed cost savings?

22 And my question to you is: Is  
23 this a case of subsidizing corporate  
24 profits with our quality of life?

25 (Clapping.)

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2 MR. KELLEY: I believe the  
3 savings that were identified on the  
4 slide, I believe was, specifically,  
5 identified as fuel costs and fuel  
6 savings, which if we are dealing with,  
7 you know, air pollution, that's a good  
8 thing, but, ultimately, and, again,  
9 here's one of those answers coming you  
10 don't want to hear, you all benefit by  
11 the price you pay for tickets, and  
12 yes, you know, but, in response to the  
13 - the users would only increase their  
14 ticket price.

15 So, ultimately, you - you are the  
16 benefactors, and any of us that fly  
17 are the benefactors, and we have a  
18 pretty huge and vital aviation  
19 industry that is a part of this  
20 economy, and a substantial part, and  
21 for those of you that never fly, I  
22 want to remind you that your overnight  
23 mail that got here didn't take a  
24 truck.

25 MICHAEL: Michael. Hi. Michael

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2 has a question and I'm Michael.

3 What was I gonna say?

4 Yeah, I was just wondering -- Oh,  
5 boy. Yeah, just if you could point us  
6 to any part of your website or point  
7 us to a location. I'm, specifically,  
8 interested in environmental impacts,  
9 whether they drop fuel, sometimes, in  
10 certain cases to - to land and other  
11 things like that? Maybe, you can  
12 direct us to information about  
13 environmental impacts, or does it go  
14 -- pollution gets in the clouds and  
15 then gets in the ground; is that how  
16 it works?

17 I have, also, other points.

18 Maybe, if the Congressman is still  
19 here? Congressman Engel?

20 Yeah. Congressman Engel, if you  
21 could, maybe, also, direct us to, you  
22 know, what are the environmental  
23 impacts of planes flying over an area  
24 and whether the pollution reaches  
25 land, things like that.



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2 Also, I wanted to know what's  
3 happening with high-speed trains and  
4 what's happening with improving cargo  
5 ships? Maybe, that could reduce the  
6 amount of planes that get to fly  
7 around the country.

8 Also, maybe, we could bring in  
9 foreign travelers, like, I guess, some  
10 of them feel they're being hassled by  
11 all the requirements. Maybe, tell  
12 them the waste in the country, and  
13 then bring in with high-speed trains  
14 into New York City rather than fly  
15 overhead New York City, and I think -  
16 I think - I think that's pretty much  
17 it and if you answer those questions,  
18 that would be great.

19 MR. KELLEY: Other forms of  
20 transportation, which I don't think  
21 anybody up at this panel would  
22 disagree with you, there are other  
23 alternatives that need to be explored.  
24 It was not explored as part of this  
25 study.

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2 We don't disagree with you that  
3 other forms of transportation may be  
4 more appropriate and - and need  
5 explored, fully.

6 Regarding the air pollution, our  
7 fuel burn analysis will be part and  
8 incorporated on the website as part of  
9 the environmental study will be  
10 available in our Final Environmental  
11 Impact Statement and it should answer  
12 those questions you were asking.

13 MICHAEL: Okay. Thank you.

14 CONGRESSMAN ENGEL: And I'm gonna  
15 say if you would like to come to my  
16 office, I'd be happy to sit down and  
17 explore these things with you.

18 I am a big supporter of  
19 high-speed rail. I think we don't  
20 have enough in this country and I  
21 think we ought to move in that  
22 direction.

23 (Clapping.)

24 CONGRESSMAN ENGEL: I'd be happy  
25 to discuss that with you.

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2 We've got to really wrap it up.  
3 I know there are people who were here.

4 So, again, we'll have a few more  
5 questions, but please try to make them  
6 very quick --

7 SUPERVISOR ST. LAWRENCE: Okay.

8 CONGRESSMAN ENGEL: -- audible  
9 for Ms. Lebeau.

10 A VOICE: Thank you, all, very  
11 much. Thank you very much for being  
12 here and I, certainly, appreciate your  
13 courage.

14 Looking at it as a member of the  
15 community, I'm here to add my voice to  
16 this chorus calling for no change and,  
17 certainly, consideration of our  
18 concerns, and our voices here,  
19 tonight, are no different than that in  
20 any of the other dozens of meetings  
21 that are being held around the area,  
22 and it seems to me that if we're  
23 saying we don't want this in our  
24 backyard and every other community is  
25 saying we don't want this in our

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2 backyard and I know for sure that the  
3 answer to the problem doesn't lie in  
4 who screams loud enough, then my  
5 question is: What do we, as a  
6 community, need to show you, tonight,  
7 or before you make your decision in  
8 order for you to, actually, change  
9 your plan? Because I'll tell you:  
10 Where I'm sitting right here, I don't  
11 have any confidence at all that you're  
12 gonna take any of our concerns and  
13 turn it into action.

14 (Clapping.)

15 MR. KELLEY: I will tell you:  
16 What I've heard, tonight, and you are  
17 correct because I got to tell you  
18 folks when I go to a meeting of people  
19 in the travel industry, we don't have  
20 these kinds of discussions. It's  
21 about the efficiency of the system.  
22 There's a sole purpose and a specific  
23 purpose here. Your voice was heard,  
24 loud and clear, and what I heard was  
25 two proposals. I heard No Action as

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2 one option. I heard the other one is  
3 do something but who -- what your  
4 action alternative was and looking at  
5 something different. That was heard  
6 loud and clear.

7 I think, you know, we do face, as  
8 a federal agency, most of the  
9 meetings, the concerns centered around  
10 not around in my backyard, put it  
11 somewhere else. That is something  
12 that we hear at every meeting, and  
13 N.E.P.A. is not a popularity contest.  
14 It's not based on numbers. Everyone  
15 sitting up on this panel up here works  
16 real hard, whether you believe it or  
17 not, to do the right thing as a  
18 federal agent, and it is difficult, at  
19 best, on good days, but we are  
20 attempting to do the right thing and  
21 meet the needs we set out to do, and  
22 everything that was said here won't go  
23 blindly.

24 A lot of the process, as you can  
25 well imagine, now becomes political

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2     and legal, and that's where we're  
3     headed, and we understand that based  
4     on whatever decision.

5             I'm hoping in my heart of hearts  
6     that we can find our way beyond the  
7     Do Nothing Alternative because I don't  
8     think it's the right thing to do for  
9     the aviation industry or for any of us  
10    who use the system, but we have a lot  
11    of challenges ahead, a lot of legal  
12    challenges that we're gonna face.

13            Your message is heard, loud and  
14    clear. I heard you, the last time, at  
15    the Town of Ramapo. I had to bring a  
16    couple of my bosses to make sure they  
17    heard you, too. Your message was  
18    heard and we are taking -- we're going  
19    away with that message.

20            SUPERVISOR KLEINER: I have - I  
21    have Mariel.

22            MARIEL: From Spring Valley,  
23    already a very heavily-polluted  
24    community, traffic due to  
25    transportation.

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2 If the essence here is to try to  
3 avoid delays, can't that be a  
4 scheduling project? Just schedule it  
5 a little slower. I mean that was  
6 my --

7 MR. KELLEY: From a person who  
8 works air traffic control, I like that  
9 idea. I'm not so sure. Again, back  
10 in the '70s, we made the decision to  
11 deregulate the airlines and let the  
12 demand of the economy drive the  
13 schedules, and that is what drives the  
14 schedules.

15 So, the answer to your question  
16 is: Yes, it could be done, but,  
17 certainly, that's a political  
18 decision, not an air traffic decision.

19 THE STENOGRAPHER: Wait. I'm out  
20 of paper.

21 MARIEL: When can --

22 SUPERVISOR KLEINER: We're out of  
23 paper. We'll have a quick change.

24 (Discussion held off the record.)

25 CONGRESSMAN ENGEL: Because we do

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2 have parkland and we're concerned  
3 about the parkland, but if there's  
4 going to be noise, in my opinion, it's  
5 better to have the noise over the  
6 parkland than over somebody's house  
7 and backyard.

8 SUPERVISOR KLEINER: Can I just -  
9 just make a bus announcement?

10 Is there anybody here still  
11 waiting to take the Pearl River bus?

12 Okay. Then one person on line  
13 has a question.

14 So, after her question, the Pearl  
15 River bus will leave, and we can thank  
16 Rich Brega for that.

17 Thank you.

18 MS. LUDWIG: Hello. My name is  
19 Joan Ludwig. I'm from Blauvelt.

20 A VOICE: I'm sorry. I can't  
21 hear you.

22 MS. LUDWIG: I'm from Blauvelt.

23 Over 10 years ago, I watched a  
24 program, a congressional meeting,  
25 which had the F.A.A. and other certain



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2 people who were concerned about the  
3 safety of our aircraft.

4 At that time, people were  
5 testifying that they thought that the  
6 aircraft should have steel -- the  
7 doors should be reinforced. That  
8 conclusion was said that it wasn't  
9 cost efficient.

10 Now, if I have their address, I  
11 could send you pictures my son took on  
12 the roof of his house in New Jersey of  
13 the towers coming down, and I think if  
14 you're gonna be, mistakenly, putting  
15 park lanes, these planes through  
16 Rockland County, one of these days,  
17 you're gonna be wrong because there's  
18 gonna be a plume going down to New  
19 York City and kill millions of people.

20 Now, I think you've made mention  
21 that people in your group spoke to  
22 people in Homeland Security people. I  
23 think we should know who those people  
24 in your organization spoke to which  
25 people in the Homeland Security and I

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2 think if you have to go with the  
3 Freedom of Information Act in order to  
4 find out, exactly, who they are and  
5 what they said because I don't believe  
6 there's any way that you could fly  
7 that many people in planes over  
8 Rockland County that is not gonna be a  
9 temptation for you know who to fly  
10 those planes into the plant across the  
11 river. And I think the only one  
12 that's gonna be happy with this  
13 decision is those people that are  
14 sitting out there planning our  
15 destruction.

16 SUPERVISOR ST. LAWRENCE: Thank  
17 you.

18 Eliot, I promised the Mayor, I  
19 have County Legislator Bruce Levine  
20 here who was one of the people who was  
21 down at your office and would like to  
22 speak.

23 CONGRESSMAN ENGEL: Yeah. I want  
24 to, also, reiterate that Bruce, as you  
25 just mentioned, Chris, Bruce was one

1                                   Proceedings  
2 of the people who came down to  
3 Washington to attend the meeting at my  
4 office, a few weeks ago.

5                   So, thank you, Bruce.

6           LEGISLATOR LEVINE: Thank you,  
7 Eliot.

8                   I'm gonna try and provide a  
9 specific proposal that assumes that  
10 the flight paths cannot be changed,  
11 cannot be changed.

12                   I agree with those who would like  
13 to see them changed, but I think there  
14 is something that can be done in  
15 mitigation that would make a  
16 difference.

17                   As you probably know, I learned  
18 from Congresswoman Lowey and your  
19 office, Congressman Engel, that there  
20 are different categories of aircraft  
21 based on the noise they produce.  
22 Category 1 and 2 is the old ones.  
23 Most planes, today, are Category 3.  
24 Category 4 are the newer, quieter  
25 planes.

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2 In 2006, the F.A.A. and the  
3 E.P.A. developed a renewal which  
4 required that new designs, that's not  
5 new aircraft, its new designs should  
6 be Stage 4.

7 The federal -- The international  
8 groups were talking about this, at  
9 least, as early as 2000, if not  
10 longer.

11 So, I believe their designs must  
12 be available already somewhere in the  
13 world for Category 4 planes.

14 In mitigation of what is being  
15 proposed for Rockland County, I would  
16 propose to you and would like this,  
17 specifically, commented on in your  
18 Record of Decision that, by the  
19 year 2013, approximately, five years  
20 from now, all planes flying into  
21 Newark Airport through Rockland County  
22 be required to be Phase 4 aircraft.  
23 It's my understanding, and these are  
24 averages, as well, that Phase 4  
25 aircraft produce a 10 decibel lower

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2 sound than the Stage 3 aircraft, and,  
3 as I understand it, this is a  
4 logorhythmic scale. So that is  
5 reducing the sound by as much as  
6 50 percent by requiring technology not  
7 by statute but as a mitigation  
8 requirement in your study that the  
9 F.A.A. would have the power to do, to  
10 order that mitigation just as we  
11 would, in a town, order the  
12 preservation or the creation of  
13 wetlands when there is disturbance.

14 Thank you.

15 SUPERVISOR ST. LAWRENCE: Thank  
16 you.

17 I would like to say, Congressman  
18 Engel, since you are the Chairperson  
19 of the International Relations Western  
20 Hemisphere that we are flying a  
21 Haitian client, tonight, here at the -  
22 at the St. Lawrence Center because we  
23 have the two Mayors here and they are  
24 here from the City.

25 So, I see that they just came

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2 here with Trustee Mr. Desmeret. So,  
3 I'd like to welcome them, as well.

4 Go ahead, Thom.

5 CONGRESSMAN ENGEL: I'm wondering  
6 if Mr. Levine's question, you can  
7 comment on that with the new aircraft?

8 MR. KELLEY: Well, I -- We -- It  
9 is possible to make those kind of  
10 restrictions. That has a substantial  
11 economic impact, as you can well  
12 imagine, but it is - it is decision  
13 that could be pursued, and, as you  
14 requested, we will identify it, but  
15 understand that is regulatory in  
16 nature and would involve putting  
17 restrictions on federally-funded  
18 runways at Newark in allowing access.

19 So, it is restricted in nature  
20 and that would be a political decision  
21 that could be implemented, but it is  
22 something we will address per your  
23 request.

24 SUPERVISOR KLEINER: Eileen.

25 EILEEN: Hi. Good evening. I

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2 was at Woodcliff Lake and I know  
3 Mr. Kelley was at Woodcliff Lake and I  
4 thank you for coming to Rockland.

5 I asked you then if you would  
6 come and you said you wouldn't. So,  
7 I'm glad that you are here now.

8 I wanted to thank some of the  
9 people. You know, we thanked a lot of  
10 politicians, but the way that I found  
11 out about the meeting was through the  
12 Journal News.

13 So, I'd like to thank the  
14 articles that Khurram Saeed has been  
15 writing in the Journal News.

16 I, also, wanted to set the record  
17 straight a little bit. I know that  
18 that meeting in Woodcliff Lake was  
19 called "contentious," and I know that  
20 police officers were called in there.  
21 They were called in there because  
22 there were some people that were  
23 really really upset, but, mostly,  
24 people were just really angry, and  
25 they were really angry because they

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2 worked with their mayors, they worked  
3 with their legislators, they worked  
4 with their representatives. In fact,  
5 that meeting would not have happened  
6 if they had not taken democracy,  
7 seriously, and gotten Senators  
8 Lautenberg and Menendez to, actually,  
9 approach Marion Blakey --

10 SUPERVISOR KLEINER: Yes.

11 EILEEN: -- I believe, and  
12 persuaded her to have you come to  
13 Cherry Hill and then to have the  
14 final June 28th meeting.

15 This meeting, tonight, I believe  
16 would not have happened if the people  
17 in New Jersey had not exercised their  
18 democratic voices, and, maybe, they  
19 were angry, but they understood that  
20 something was being done that they  
21 didn't know about.

22 So, I'm really thankful to them  
23 that they did that, and I'm feeling  
24 the same way when I left that meeting  
25 that night as I'm feeling tonight,



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2 that, unless we ask the right  
3 question, the answer doesn't get  
4 answered.

5 I'm gonna walk out of here and  
6 Wednesday is gonna be August, and I  
7 know we have an August deadline.  
8 What's the deadline that you're  
9 looking at?

10 MR. KELLEY: The question on the  
11 deadline and our plan, as it moves  
12 forward, is to issue a Record of  
13 Decision in the first week of  
14 September. That's what we maintain,  
15 and, again, that's where we are right  
16 now.

17 So --

18 EILEEN: So, can we really have  
19 an impact?

20 I mean if you're gonna go back  
21 and Congressman Engel is gonna go back  
22 and I'm thinking: Does the Congress  
23 and Senate, even though they voted  
24 down something that Representative  
25 Engel just took to them, do they

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2 understand that there were a lot of  
3 violations in terms of the democratic  
4 process here and that only because  
5 people got angry and demanded that you  
6 come here that we're even having this  
7 meeting?

8 MR. KELLEY: I believe they  
9 understand and I believe they,  
10 clearly, understand and the message  
11 from here is - is well-heard.

12 A VOICE: But then what?

13 MR. KELLEY: Excuse me?

14 SAME VOICE: But then what?

15 EILEEN: Well, beyond that, and  
16 then it's just what you told people in  
17 Woodcliff Lake and that's why people  
18 left and that's why people were really  
19 angry because it's like you say that  
20 and, yet, we still feel locked out of  
21 the process. We still feel like,  
22 okay, we're here, I wrote everything  
23 down, I got up and spoke, but then I  
24 wrote it down, my comments, but then  
25 it's just gonna go in a pile somewhere

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2 and, all of a sudden, every three  
3 minutes, there are gonna be planes  
4 coming over.

5 MR. KELLEY: I believe that the  
6 message and the voice that was heard  
7 here, as well as other locations, and  
8 I gotta tell you the challenge we have  
9 ahead looking at mitigations is not  
10 just Rockland County.

11 I'll tell you several other areas  
12 that if we're gonna pursue funding for  
13 these noise levels that exist here,  
14 we're going to have to pursue all of  
15 them, and we will, honestly, look at  
16 it, but the reason these folks are  
17 here with me tonight -- and I never  
18 called the meeting "contentious" in  
19 Woodcliff Lakes. I called it  
20 "energetic," but the press did call it  
21 "contentious." That wasn't my term.  
22 People were upset. And understand  
23 they're upset over a different noise  
24 value than what we're here talking  
25 about. Some of those folks are

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2 experiencing a much higher noise value  
3 than what we're here discussing,  
4 tonight.

5 So, each of the locations of  
6 meetings we had attended, I mean we go  
7 to meetings where we have hundreds of  
8 people talking about 65 and greater  
9 DNL. That's a different world than  
10 what we're here talking about.

11 So, we are attempting to be as  
12 responsive as we can and get it very  
13 clear, but the outcome will come in  
14 the Record of Decision and what we  
15 choose to do and what we're gonna be  
16 held accountable for.

17 I have the Congressman up here.

18 CONGRESSMAN ENGEL: I think we're  
19 going to have to take two more  
20 questions over here and two more over  
21 here and then I'm gonna really have to  
22 cut in, and we wanted to say to people  
23 who don't get a chance to ask  
24 questions, you can submit your  
25 statements or your questions into my

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2 office at 261 West Nyack Road or you  
3 can call my office at (845) 735-1000  
4 and we will submit all the questions  
5 and all the statements.

6 We've gone way beyond what I had  
7 said we'd go and I'm trying to be fair  
8 to everybody.

9 SUPERVISOR ST. LAWRENCE: Thank  
10 you, Congressman.

11 CONGRESSMAN ENGEL: So, two more  
12 here and two more here.

13 SUPERVISOR ST. LAWRENCE: Nancy.

14 NANCY: Thank you.

15 Just a quick question.

16 For the record, what is your  
17 response to the insertions made  
18 earlier this evening by Rockland  
19 County Executive Vanderhoef that the  
20 original study was flawed and it  
21 didn't take into consideration certain  
22 environmental considerations?

23 MR. KELLEY: If I believed those  
24 statements were correct, I wouldn't be  
25 sitting in front of you here tonight.

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2 Have we made mistakes along the  
3 way? Perhaps. Have some of the out -  
4 outreach had been flawed? Perhaps.

5 I think we've worked real hard  
6 and been somewhat a little bit  
7 unsuccessful, but I believe we  
8 followed the law under the National  
9 Environmental Policy Act. It's not a  
10 Protection Act. And I think we have  
11 followed the law to the best of our  
12 ability. The legal challenges will  
13 determine whether that statement is  
14 true or not.

15 NANCY: Okay. Thank you.

16 MR. DINT: Hello. My name is  
17 Rudy Dint.

18 First of all, I'd like to thank  
19 you, Congressman Engel, for,  
20 personally, answering my letters in  
21 the past, calling me at home,  
22 personally. I don't doubt your  
23 sincerity.

24 I would, also, like to thank  
25 Assemblywoman Ellen Jaffee for

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2 addressing the environmental impact,  
3 the importance of that. That's very  
4 important.

5 Now, I'd like to speak about what  
6 I know about. Okay?

7 I'm a Vietnam Veteran, two and a  
8 half years in Vietnam, and I am, also,  
9 a former police officer, four years,  
10 and I retired from the New York City  
11 Fire Department with 32 years. I was  
12 listening to a mother here speaking  
13 about her two sons, saying how she  
14 knows about the impact that  
15 environmental carcinogenics have on  
16 people who are exposed to it.

17 Tonight, I'd like to ask you:  
18 Have you done a specific study of the  
19 environmental impact or the possible  
20 carcinogenic impact on a specific  
21 community who is known to be exposed  
22 to what we are about to be exposed to?  
23 And what has been their sickness rate,  
24 their cancer rate, as opposed to that  
25 exposure and in relation to that

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2 exposure as opposed to a community  
3 that is not exposed to those  
4 carcinogenics?

5 Two questions: If you've done it  
6 and you are withholding that  
7 information, you should give us that  
8 information. If you haven't done it,  
9 then it's criminally negligent because  
10 it's an important thing I want to  
11 know.

12 (Clapping.)

13 MR. DINT: Okay. I live here for  
14 12 years and I have experienced the  
15 American dream here in Rockland. I  
16 own three and a half acres and two  
17 homes and its been an American dream  
18 that's, quickly, turning into an  
19 American nightmare, and I want to  
20 know: Am I exposing myself and my  
21 family to any more unnecessary  
22 carcinogenic dangers? This is very  
23 important.

24 Thank you.

25 (Clapping.)



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2 MR. HOFFMAN: The answer is yes,  
3 the study area contains a lot of  
4 places that in the past had a noise  
5 exposure we anticipate for here. Lots  
6 of people have studied the impact of  
7 noise on health and, at these levels,  
8 there has never been a negative on  
9 impact.

10 MR. KELLEY: In addition,  
11 referring to the -- What you're  
12 talking about is the air pollution  
13 issues.

14 As a result of our proposed  
15 Preferred Alternative by being more  
16 efficient, we're going to reduce, and  
17 this is the analysis that I said and  
18 we did do as part of this study, we're  
19 going to reduce the fuel burn by  
20 reducing the amount of fuel that's  
21 burned by being more efficient, then  
22 we're going to reduce the potential of  
23 what you talked about.

24 But the specific carcinogenic  
25 values of the aviation, the answer to

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2 your question is part of this study,  
3 the answer is no, we have not.

4 MR. DINT: Thank you.

5 A VOICE: You need to do it.

6 MR. FRIEDMAN: I'm Honorable  
7 Friedman.

8 I am effected by air congestion  
9 as much as anyone else. I'm a  
10 frequent traveler. We understand  
11 there's a problem. I heard two  
12 possible solutions. One is the  
13 Do Nothing Solution. The third one is  
14 to move everything over to the west,  
15 which is a four-month nippy, not in my  
16 yard, shift it over to someone else.  
17 It's - it's an attitude, but it's an  
18 unfair attitude from us.

19 May I propose a third solution?  
20 For right now, Newark Airport is  
21 overcongested. A farmer once told me  
22 you can't fit 10 pounds of manure into  
23 a 5-pound bag.

24 The problem is we have a major  
25 hub at Newark Airport that really

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2 doesn't belong there. You have  
3 hundreds and hundreds of flights  
4 arriving every day to Continental  
5 terminal where people just switch from  
6 one plane to another and it doesn't  
7 serve the New York Metropolitan Area.

8 My suggestion is, first of all,  
9 this is a creature of your creation.  
10 The F.A.A. allowed it. The Port  
11 Authority allowed it. The  
12 Transportation Department got involved  
13 and allowed it. It should never have  
14 happened, especially, considering the  
15 TRACON is a substandard facility and  
16 needs major improvement.

17 I think it would have been more  
18 important to improve the airport, to  
19 improve TRACON, improve travel into  
20 the airport and then, perhaps, put in  
21 a hub.

22 My suggestion is that F.A.A.  
23 needs to look at reducing congestion.  
24 Move that hub been away from this  
25 area. It doesn't really belong here.

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2 You're going to eliminate the problem,  
3 completely. You won't have to change  
4 anything. You'll be able to even  
5 bring in more flights and someone else  
6 from someplace else and that's gonna  
7 relieve the congestion at LaGuardia  
8 Airport which is a different problem,  
9 altogether.

10 Thank you very much.

11 SUPERVISOR ST. LAWRENCE: Gisa.

12 GISA: Hi. I'm Gisa and I live  
13 in Montebello and I have something  
14 very simple to say and to the F.A.A.  
15 members that are up here, I would like  
16 to give you a kiss, K-I-S-S, which is  
17 Keep It Simple Stupid. We do not want  
18 to be dumped on here again. We're  
19 here 35 years and we're tired of being  
20 dumped on.

21 People think that we have no  
22 voice. We do. We have shown that in  
23 the past.

24 And to you, Mr. Engel, I don't  
25 know who dropped the ball when or

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2 where. I found about this on Friday,  
3 okay, and you're our representative,  
4 our federal representative in  
5 Washington, and it behooves me to say  
6 that I don't know where the buck stops  
7 or whatever, but your constituency has  
8 spoken with a very very loud voice and  
9 I'm sure we'll continue to speak and I  
10 think that you and, maybe, Mr. Schumer  
11 and, you know, Hillary Clinton need to  
12 take this in hand and say, listen, our  
13 people do not want this, and that's  
14 what we expect from you. That's what  
15 I expect, and I think that during --

16 (Clapping.)

17 CONGRESSMAN ENGEL: I'm going to  
18 let one more question happen.

19 Let me just say that we called  
20 this meeting tonight. This is - this  
21 is Congressman Eliot Engel's Town Hall  
22 Meeting.

23 So, I hear you, loudly and  
24 clearly, and I'm responding to my  
25 constituents and my constituents are

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2 responding to what they're concerned  
3 about, which is quality of life, and  
4 I'm with you 100 percent on this.

5 So, rest assured this isn't the  
6 end of it.

7 I'm gonna take a final question  
8 over here, and then the others are  
9 gonna just have to submit it. I'm  
10 sorry, but we have to cut this at some  
11 point.

12 A VOICE: I would just like to  
13 say that I, fully, understand the  
14 problem that's being discussed  
15 tonight, but the answer is not to move  
16 the flight plan - flight plan 3 to  
17 5 miles to the west over the Village  
18 of Sloatsburg. That is not the  
19 answer.

20 We have the Thruway up there and  
21 the thought of planes flying over the  
22 Thruway is unimaginable. I wouldn't  
23 have to worry about a conversation.  
24 The area would be uninhabitable. The  
25 noise is atrocious as it is and you

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2 just -- you can't just move it up  
3 there.

4 And, by the way, Sloatsburg is in  
5 Rockland County.

6 SUPERVISOR ST. LAWRENCE: And  
7 that's from someone who lives on  
8 Waldren Terrace who has suffered from  
9 a lot more than traffic noise there.  
10 We're gonna change some plans here.

11 CONGRESSMAN ENGEL: We're going  
12 to have to cut it now, but let me -  
13 let me - let me just say this: Again,  
14 please, if you submit your statements  
15 or your questions, it will be the  
16 same, it will have the same effect as  
17 if you - if you said it.

18 We have to end this now. We've  
19 been going on for almost four hours  
20 and I think that these people have to  
21 go home.

22 Let me just wrap it up very very  
23 briefly and say that you've heard the  
24 voices of Rockland, loudly and  
25 clearly. I don't support the plan as

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2 it's, currently, constituted, but I do  
3 thank you for coming here. I thank  
4 you for listening. It's not easy. I  
5 appreciate it. I think that you were  
6 very respectful, this evening, of the  
7 wishes of Rockland. You listened to  
8 the questions and you tried to answer  
9 them to the best of your ability. I  
10 wasn't satisfied with all the answers  
11 and the people here were not, but you  
12 listened and you answered them and we  
13 do appreciate that. And I hope that,  
14 as I've said before, that this town  
15 hall meeting does not, simply, turn  
16 into a venting motion where we spoke  
17 our minds and got things off our chest  
18 and feel better about it but nothing  
19 comes of it. I really, truly, hope  
20 that you will take the concerns that  
21 you heard here, this evening, and,  
22 honestly, look into these things. If  
23 more resources are needed, I promise  
24 you I and my colleagues will get you  
25 those resources. We know your job is



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2 not easy, but we are very very  
3 concerned about all the problems,  
4 quality of life and others that you  
5 heard mentioned, this evening.

6 Again, I do appreciate your  
7 coming here and holding a meeting  
8 here. I know that there were many  
9 communities that I've mentioned at the  
10 outset that wanted to have these  
11 additional meetings and you, the  
12 F.A.A., agreed to only two, Rockland  
13 being one of the two.

14 So, we are grateful, but, again,  
15 the Record of Decision is the first  
16 week in September. I'm glad that we  
17 will be part of that and I hope that  
18 you will, again, look into the  
19 suggestions that we had, and I think  
20 this was an outstanding meeting. We  
21 had over 1,000 people here and  
22 thousands more watching on  
23 Cablevision.

24 I think that you understand the  
25 magnitude of the problem and the

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2 heartfelt feelings that everyone has  
3 here.

4 As Rockland's Congressman, I have  
5 two others that share Rockland with  
6 me, but I have the bulk of the  
7 population of Rockland, I will do  
8 everything in my power to try to  
9 mitigate this and to make this better,  
10 and, as I mentioned before, it's not  
11 something a matter of not in my  
12 backyard, it's a matter if we put our  
13 heads together, perhaps, we can work  
14 and find a plan where you would get 90  
15 or 95 percent of what you need and we  
16 would continue to enjoy the quality of  
17 life in Rockland that we have been  
18 used to for so many years.

19 So, I'm gonna end the meeting  
20 now.

21 Again, I want to tell you, either  
22 anyone still here or anyone watching  
23 at home on television, if you call my  
24 office at (845) 735-1000, we will be  
25 happy to submit everything that you

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2 give us to be put into the Record of  
3 Decision. If you want to give it to  
4 my staff, which is all around, they're  
5 all around here, if you want to write  
6 something down and hand it to them, we  
7 will put it in, as well.

8 Again, my office is 261 West  
9 Nyack Road in West Nyack and please  
10 feel free to come in and hand it to us  
11 and we will be accepting it over the  
12 next several days.

13 And let me conclude by, again,  
14 saying that I am opposed to this plan  
15 in its current form. I hope you will  
16 modify the plan so that I can support  
17 it and we, in Rockland, can support  
18 it, as well.

19 To my constituents, I want to say  
20 thank you for coming. I'm proud to  
21 represent Rockland and tonight has  
22 made me even prouder. Thank you very  
23 much.

24 (Clapping.)

25 SUPERVISOR ST. LAWRENCE: I want

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2 to thank you, Congressman Engel, for  
3 your work that you've done in this and  
4 all that you have done for the people  
5 here in Rockland County. It shows,  
6 over time, you're always here for  
7 people in Rockland and I really want  
8 to commend you for bringing this  
9 together and being able to have the  
10 people of Rockland County have their  
11 voices on the record.

12 And I would like to take this  
13 moment to thank you, Mr. Kelley, and  
14 everyone from the F.A.A. for spending  
15 time, both, at the Town Hall, two  
16 weeks ago, and tonight to answer  
17 questions. I know it's tough. It's  
18 your job. This is part of this great  
19 nation and I know you want to have the  
20 best plan that it will work and I  
21 think you heard quite clearly, as  
22 Congressman Engel has just said, how  
23 we would like to have that plan  
24 tweaked. We're not here, necessarily,  
25 to stop your actions. We're here to

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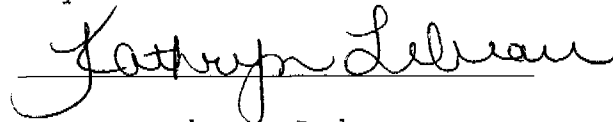
2 work together and come up and  
3 ameliorate the situation, the people  
4 in Rockland County. Thank you very  
5 much for coming.

6 (Clapping.)

7 SUPERVISOR KLEINER: Just on  
8 behalf of the Orangetown residents who  
9 came up, thank you, all 4 or 500 of  
10 you for coming, and, Congressman  
11 Engel, for putting this together, and  
12 for Chris St. Lawrence for hosting.  
13 We'll be back in touch in some shape  
14 or form with each of you who took the  
15 time to come tonight. Thank you very  
16 much.

17 (Clapping.)  
18  
19  
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25

THE FOREGOING IS CERTIFIED to be a  
true and correct transcription of the  
original stenographic minutes to the best  
of my ability.

A handwritten signature in cursive script that reads "Kathryn Lebeau". The signature is written in dark ink and is positioned above a horizontal line.

Kathryn Lebeau

