

Ironbound Noise Impacts From Runway 4 Dispersal Headings

Initial Implementation at Newark Airport of northbound Runway 4 “dispersal headings” with the Airspace Redesign is constrained by a Teterboro arrival procedure. However, it is clear that this “initial” implementation is an intermediary step toward future full implementation along with the FAA’s implementation of aRea navigation (RNAV) and required navigation (RNP) procedures. NJCAAN raised this issue in its comments to the FAA along with the noise impact from increased use of dispersal headings (Appendix N, p. 951-952). Full implementation of Runway 4 “dispersal headings” would generate impacts similar to southbound Runway 22 “dispersal headings” since it would redirect low altitude departure traffic away from the current noise abatement procedure over the commercial/industrial corridor to the east of Newark airport to directly over residential communities. However, the FAA failed to analyze the environmental impacts of full implementation of Runway 4 dispersal headings, which would include “significant noise” and potentially “significant environmental justice” impacts.

In the DEIS, the FAA stated the following: *“If TEB is not using the ILS to Runway 6, flights departing Runway 4L destined for the North departure gate will make an immediate turn to the northwest and then proceed to the gate. This immediate turn left off Runway 4L is dependent on the operations at operations at TEB as mentioned above and will only be used a small fraction of the time.”* (FEIS, p.2-43) Given that the FAA contends that dispersal headings improve Newark’s departure throughput, the FAA will resolve this Teterboro conflict. ILS (Instrument landing system) is the current dated operations system that is being utilized and relies on ground based navigational aids (NAVAIDS). The FAA has targeted replacement of ILS with RNAV and RNP technology, which are satellite based. As a result, the conflict with the Teterboro ILS to Runway 6 is likely to be greatly reduced or eliminated.

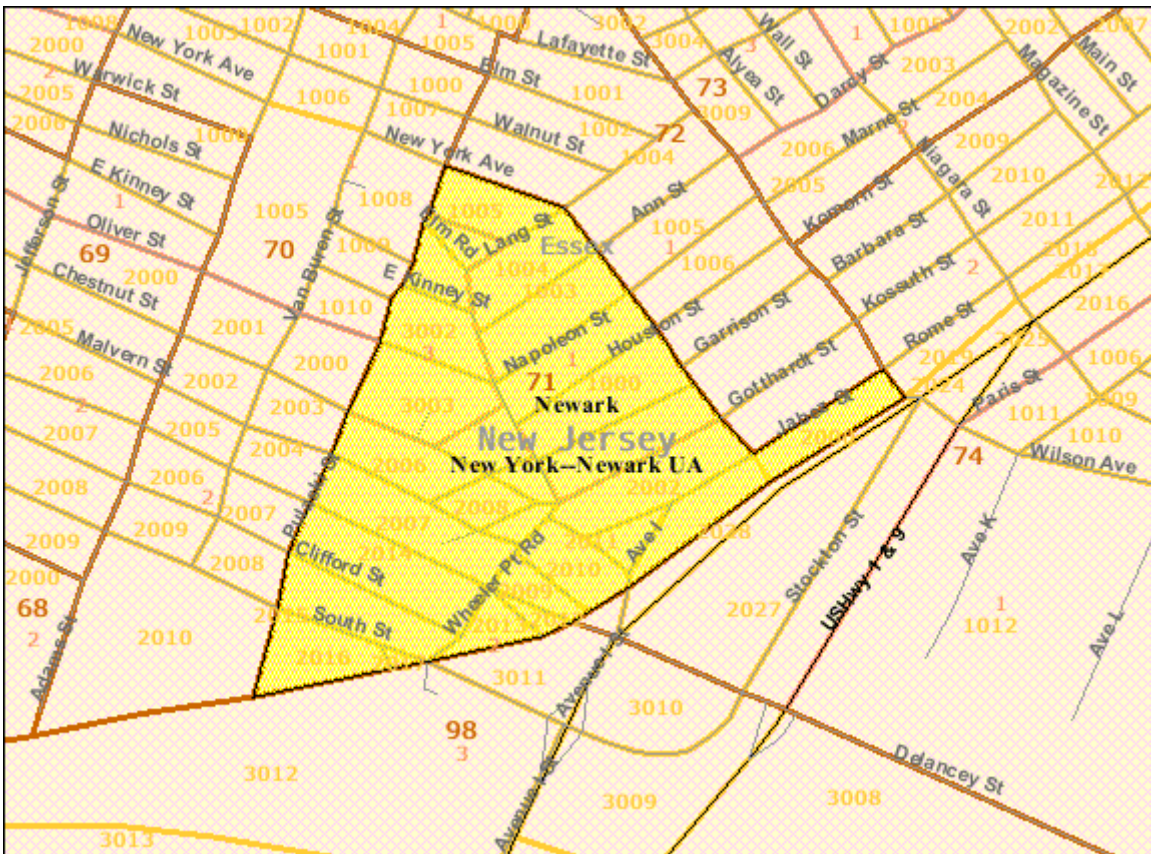
Noise impacts from this partial implementation are already pushing the threshold of generating adverse noise impacts and “significant” noise impacts. In a careful analysis of the FAA’s noise pollution tables provided with the EIS, the noise impacts are apparent in the Ironbound area including expansion of the 65 decibel noise contour (see Exhibit 1). Given that these procedures are primary departure procedures from Newark Airport, any increase in utilization will generate significant noise and potentially significant environmental justice impacts.

Inadequate disclosure to a minority community: The DEIS’s disclosure of these new primary departure procedures is grossly inadequate in the EIS and barely noticeable to those except the informed reader. It fails to even begin to communicate to a minority community the magnitude of these procedures. The flight patterns only are illustrated in the graphic presentation of new procedures for EWR and also in Appendix E (see Exhibit 2 for both diagrams). This disclosure is grossly inadequate and precludes informed Public comments on the FAA’s plan. In addition, disclosure of “dispersal headings” for Newark Airport’s Runway 29 is equally deficient.

Exhibit 1: Runway 4 Dispersal Headings Aircraft Noise Impacts Over Ironbound Neighborhood

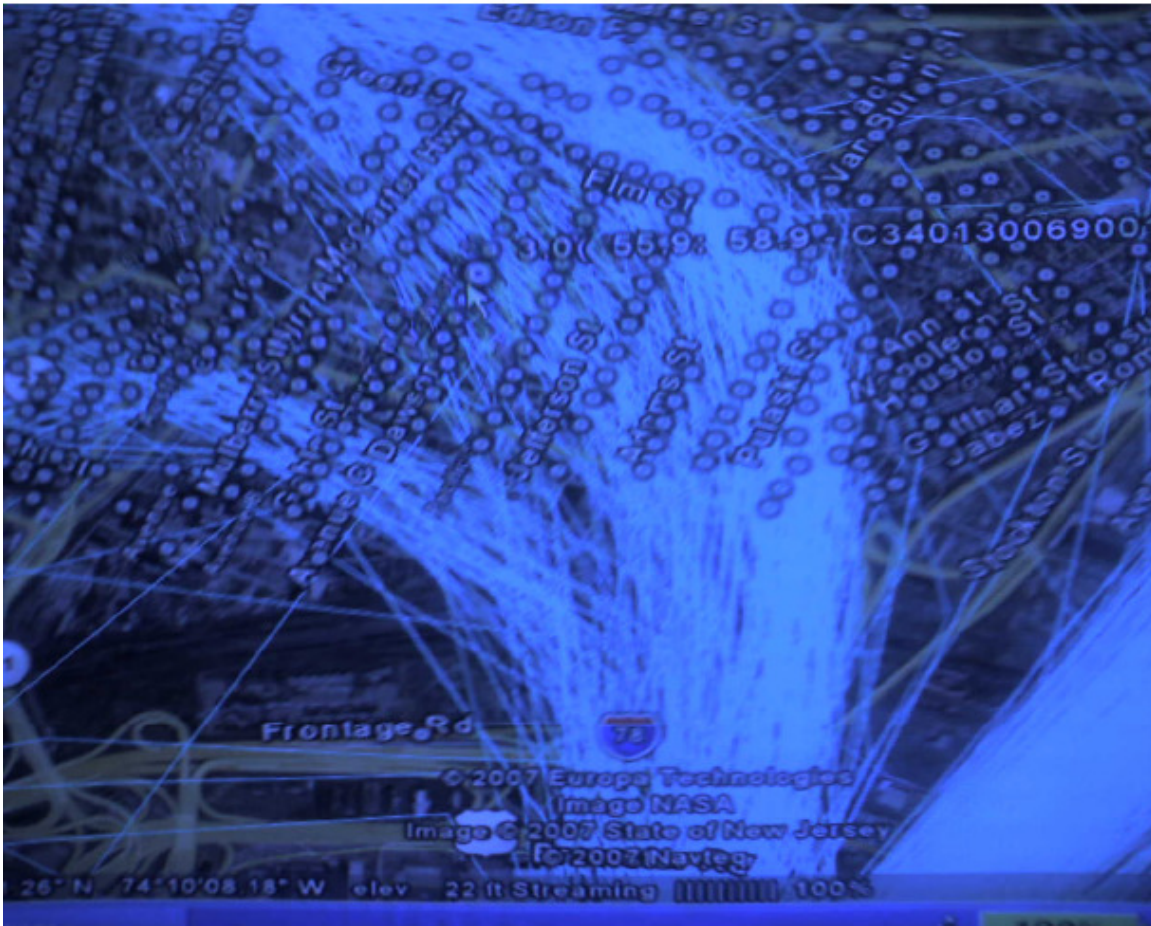
County	Track	Block	Pop (2000)	2011 Alternative					Increase For Mitigated ICC	Percent Increase
				No Action	Integrated Variation without ICC	Integrated Variation without ICC with Mitigation	Integrated Variation with ICC	Integrated Variation with ICC with Mitigation		
Essex	69	1000	527	57.8	59.7	59.6	60.1	60.1	2.3	70%
Essex	69	1001	524	57.9	59.8	59.8	60.3	60.3	2.4	74%
Essex	69	1002	380	58	59.9	59.9	60.4	60.4	2.4	74%
Essex	69	1003	343	56.8	58.9	58.9	59.6	59.6	2.8	91%
Essex	69	1004	237	55.9	58.2	58.1	59	58.9	3.0	100%
Essex	69	1005	46	55.1	57.5	57.4	58.4	58.3	3.2	109%
Essex	69	1008	28	55	57.4	57.3	58.3	58.2	3.2	109%
Essex	69	2000	336	58.2	60.1	60	60.6	60.6	2.4	74%
Essex	69	2001	402	56.9	59	59	59.8	59.7	2.8	91%
Essex	69	2002	702	56	58.2	58.2	59.1	59	3.0	100%
Essex	69	2003	294	55.9	58.2	58.2	59.1	59	3.1	104%
Essex	69	2004	70	57	59.2	59.1	59.9	59.8	2.8	91%
Essex	69	2005	207	58.3	60.2	60.1	60.8	60.7	2.4	74%
Essex	69	2006	274	58.4	60.3	60.3	61	60.9	2.5	78%
Essex	69	2007	211	58.6	60.5	60.5	61.1	61.1	2.5	78%
Essex	69	2009	13	58.9	60.8	60.7	61.4	61.3	2.4	74%
Essex	70	1000	248	60	60.9	60.8	61	61	1.0	26%
Essex	70	1001	308	58.9	60.2	60.2	60.3	60.3	1.4	38%
Essex	70	1002	398	57.8	59.4	59.3	59.6	59.6	1.8	51%
Essex	70	1003	379	57.8	59.5	59.4	59.8	59.8	2.0	58%
Essex	70	1004	334	57.8	59.6	59.5	59.9	59.9	2.1	62%
Essex	70	1007	235	60	61	61	61.2	61.2	1.2	32%
Essex	70	1008	115	60.1	61.2	61.2	61.4	61.4	1.3	35%
Essex	70	1009	141	60.3	61.5	61.4	61.7	61.6	1.3	35%
Essex	70	1010	314	60.4	61.6	61.5	61.8	61.8	1.4	38%
Essex	70	2000	364	60.5	61.7	61.7	62	62	1.5	41%
Essex	70	2001	115	59.4	61	61	61.4	61.4	2.0	58%
Essex	70	2002	62	59.5	61.2	61.2	61.6	61.6	2.1	62%
Essex	70	2003	151	60.6	61.9	61.9	62.2	62.2	1.6	45%
Essex	70	2004	105	60.7	62.1	62.1	62.5	62.5	1.8	51%
Essex	70	2005	80	59.6	61.3	61.3	61.8	61.8	2.2	66%
Essex	70	2006	147	59.8	61.5	61.5	61.9	61.9	2.1	62%
Essex	70	2007	73	60.9	62.4	62.3	62.7	62.7	1.8	51%
Essex	70	2009	8	60.1	61.7	61.7	62.2	62.2	2.1	62%
Essex	71	1000	382	64.3	64.6	64.6	64.9	64.8	0.5	12%
Essex	71	1001	340	65	65.3	65.3	65.6	65.5	0.5	12%
Essex	71	1002	206	63.5	63.9	63.8	64.1	64.1	0.6	15%
Essex	71	1003	259	62.9	63.3	63.3	63.5	63.5	0.6	15%
Essex	71	1004	72	62.2	62.8	62.7	63	62.9	0.7	17%
Essex	71	1005	146	61.4	62.1	62.1	62.3	62.2	0.8	20%
Essex	71	2000	210	68.4	68.4	68.4	68.8	68.5	0.1	2%
Essex	71	2002	310	65.8	66	66	66.3	66.3	0.5	12%
Essex	71	2003	4	64.1	64.6	64.6	64.9	64.8	0.7	17%
Essex	71	2004	40	63.9	64.3	64.3	64.6	64.6	0.7	17%
Essex	71	2005	11	63	63.6	63.6	63.9	63.8	0.8	20%
Essex	71	2006	263	62.2	63.1	63.1	63.4	63.3	1.1	29%
Essex	71	2007	310	62.8	63.6	63.6	63.9	63.8	1.0	26%
Essex	71	2008	19	63.5	64.1	64.1	64.4	64.4	0.9	23%
Essex	71	2009	30	65.2	65.5	65.5	65.8	65.8	0.6	15%
Essex	71	2010	12	65.4	65.7	65.7	66	66	0.6	15%
Essex	71	2014	28	62.9	63.8	63.7	64	64	1.1	29%
Essex	71	2015	40	63	63.9	63.9	64.2	64.2	1.2	32%
Essex	71	3000	39	61.2	62.1	62	62.3	62.2	1.0	26%
Essex	71	3001	252	61.2	62.1	62	62.3	62.2	1.0	26%
Essex	71	3002	218	61.6	62.5	62.4	62.7	62.7	1.1	29%
Essex	71	3003	417	61.9	62.8	62.8	63.1	63	1.1	29%
Essex	72	1000	472	61.4	61.7	61.7	62	61.9	0.5	12%
Essex	72	1001	387	61.7	62.1	62.1	62.3	62.3	0.6	15%
Essex	72	1002	458	61.6	62.1	62.1	62.3	62.2	0.6	15%
Essex	72	1003	393	61.5	62.1	62	62.3	62.2	0.7	17%
Essex	72	1004	495	63	63.3	63.3	63.6	63.5	0.5	12%
Essex	72	1005	397	63.8	63.9	64	64.2	64.2	0.4	10%
Essex	72	1006	394	64.5	64.7	64.7	65	65	0.5	12%
Essex	72	1007	282	65.3	65.4	65.5	65.8	65.7	0.4	10%
Essex	72	1008	332	66.3	66.3	66.5	66.7	66.7	0.4	10%
Essex	72	1009	83	67.4	67.4	67.7	67.7	67.6	0.2	5%

Source: FAA Census tract aircraft noise impact tables



Source: US Census Bureau.

Simulated Diagram Of Runway 4 Dispersal Heading



Source: FAA. Diagram only available to public at the airspace redesign scoping meetings. This diagram was taken from a cell-phone camera. FAA refused to include any of the simulated diagrams in published documents

Exhibit 2: Runway 4 Dispersal Heading Disclosure

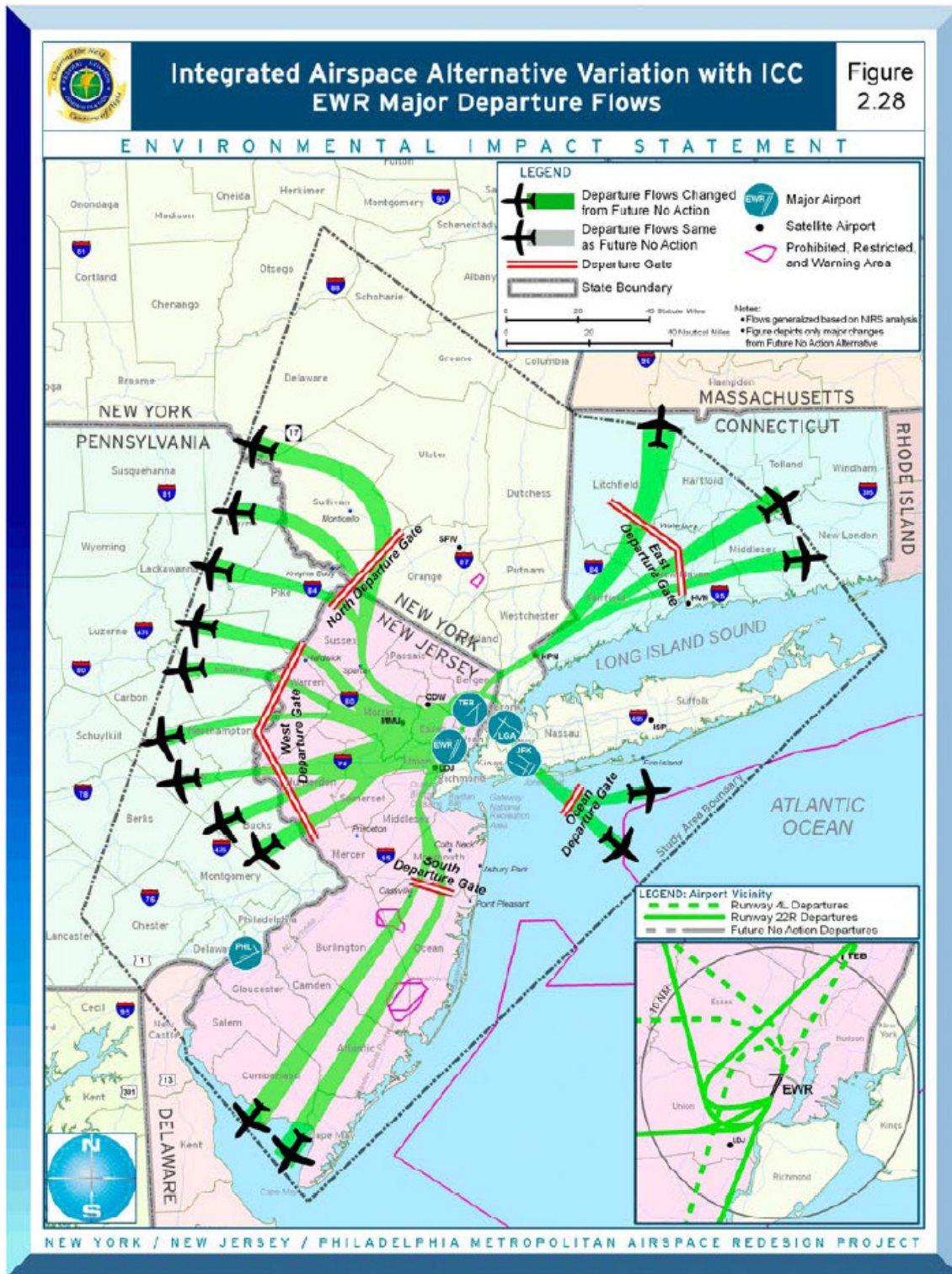
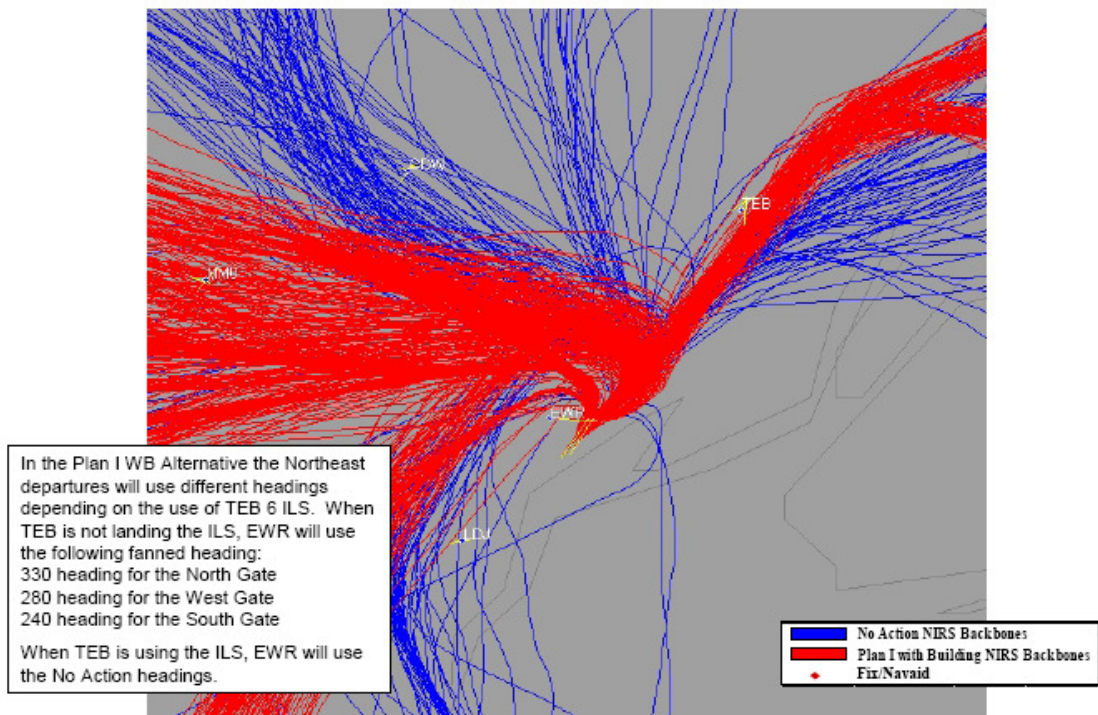


Figure 2.28

EWR Northeast Fanned Headings – Plan I WB vs. No Action



Source: Appendix E, p. 247