

New Jersey Coalition Against Aircraft Noise

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Summary of FAA Scoping Report

Over a four-month period in 2001, the Federal Aviation Administration (FAA) conducted a scoping process as part of a legally required metro airspace redesign Environmental Impact Statement (EIS). Public meetings were held in New Jersey and four surrounding states. NJCAAN supported the following three positions as part of its scoping comment:

- noise abatement must be included as a primary objective of the airspace redesign;
- ocean routing for Newark International Airport departures must be implemented with the airspace redesign; and the
- FAA should analyze noise impact of each alternative flight proposal using several noise metrics in addition to the yearly day-night average noise metric.

The FAA published its scoping report in March '02.

New Jersey Breaks Records in Responding to the FAA's Scoping Comment Period

A total of 449 citizens attended 12 New Jersey meetings and recorded 187 citizen comments.

New Jersey citizens submitted 48% of all citizen comments collected from this 5-state scoping process.

New Jersey attendance was 44% of the total attendance in all 5 states.

New Jersey's public officials submitted numerous comments (74), which represented responses from all levels of government.

New Jersey elected officials reflected their strong interest in this issue and submitted an overwhelming 69% of the total official comments collected in this 5-state scoping process.

Aircraft noise was by far the primary concern of New Jersey elected officials and citizens alike. New Jersey's public official response substantially favored ocean routing. **90% of New Jersey elected officials endorsed ocean routing and noise reduction.** Public comments supported implementing ocean routing, noise abatement as a primary objective, increasing flight altitudes, and routing traffic away from populated areas.

The FAA report states; *"The majority of all comments received during the scoping indicated that noise pollution was a concern. It was not only considered the primary issue because of the large number of people who commented but also because of the vast geographic area that was represented by the persons who provided comments."*

Despite the fact that FAA Administrator Garvey publicly introduced the metro redesign as a noise reduction effort, the FAA has refused to list this quality-of-life concern as a primary objective. FAA goals remain those of the airline industry – increased efficiency and capacity and reduced delays. Interestingly, citizens and public officials' comments, alike, showed little interest in these FAA objectives.

Comments from all five states placed noise reduction as a primary concern for the redesign.