



# Village of New Hyde Park

## Village Hall

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July 22, 2019

Lawrence J. Montreuil  
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*Superintendent of  
Building Department &  
Public Works*

The Honorable Kathleen Rice  
Member of Congress  
New York's 4<sup>th</sup> Congressional District  
229 7th Street  
Suite 300  
Garden City, NY 11530

**Subject: Aircraft Noise over New Hyde Park**

Dear Representative Rice,

I hope you are doing well.

Last year I wrote to you asking for your help with the ongoing onslaught of aircraft noise our mutual constituents endure. I am writing to follow up on that request and urge you to help with this worsening problem.

As I highlighted in last year's letter, New Hyde Park is positioned under the final approach for JFK's runway 21L; JFK's primary runway for arrivals. The use of 21L is worse this year because of the closure of runway 13L / 31R.

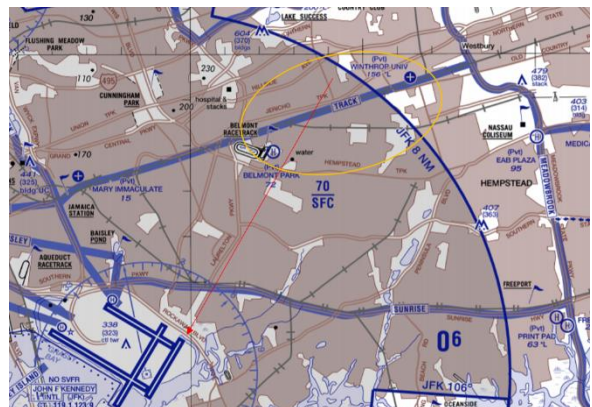
My concern for the lack of action by the FAA in mitigating aircraft noise in 21L is heightened by the development of the NextGen air traffic control system designed to reduce the separation between arriving aircraft to increase airport capacity. Currently, the sound footprint of an aircraft arcing across the New Hyde Park sky lasts for approximately 36 seconds. There is typically a 35 – 90 second reprieve until the next aircraft is heard. The NextGen system promises to eliminate this brief period of quiet and create a continuous wail of aircraft noise.

I am also concerned of discussions to add additional parallel runways to the west 22L and 22R. Will the approach to these new runways use the same pattern as is used today for the existing 22s? If so, our experience will drastically worsen.

Further, the recent announcement by the FAA at this year's Paris Air Show that the agency is prepared to reduce noise standards at airports to encourage the return of supersonic air transportation is also alarming. Many of us remember the thunderous sound of the SST as it approached JFK. The FAA seems to be on a course that cares less and less for airport neighbors.

The experience we endure from the large airliners on final approach to JFK is further compounded by the extremely loud and low flying helicopters that fly under these aircraft.

Helicopters are encouraged by the FAA to fly the "Track Route" on their aeronautical charts. The redline on this chart depicts the final approach to JFK's runway 21L. Aircraft on the glide slope for 21 L are at 1,900 feet over New Hyde Park. Helicopters do not have a minimum altitude but must fly at least 1,000 feet



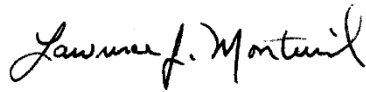
below the aircraft. Most helicopters over New Hyde Park (yellow oval) are operating at 300 to 500 feet.

The very low altitude of these helicopters is not only an unbearable nuisance that deprives residents of the quiet enjoyment of their homes, it creates a serious safety condition.

A helicopter flying low and fast has very little margin to recover from an emergency condition. We have seen this happen with fatal results in Manhattan. We need to restrict low flying helicopters from operating over densely populated areas such as the 4<sup>th</sup> Congressional District.

I implore your help in addressing this very important issue that troubles our mutual constituents. I remain ready to meet with you to learn what can be done and how I can help.

Thank you,

A handwritten signature in black ink that reads "Lawrence J. Montreuil". The signature is written in a cursive style with a large, stylized initial 'L'.

Lawrence J. Montreuil  
Mayor  
Village of New Hyde Park

cc: New Hyde Park Board of Trustees  
Attached: Aircraft Noise Letter dated August 13, 2018