Welcome to the Public Workshop for the

Draft Environmental Assessment for **the RNAV (GPS) RWY 19 Offset Procedure at Teterboro Airport**

https://www.faa.gov/air_traffic/community_involvement/teb/

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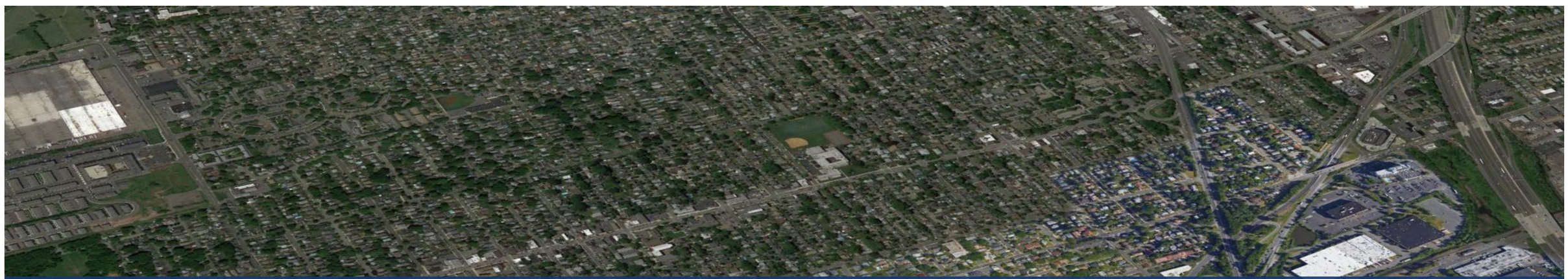

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Please Sign In Below

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Explaining NEPA and Environmental Reviews

What is NEPA?

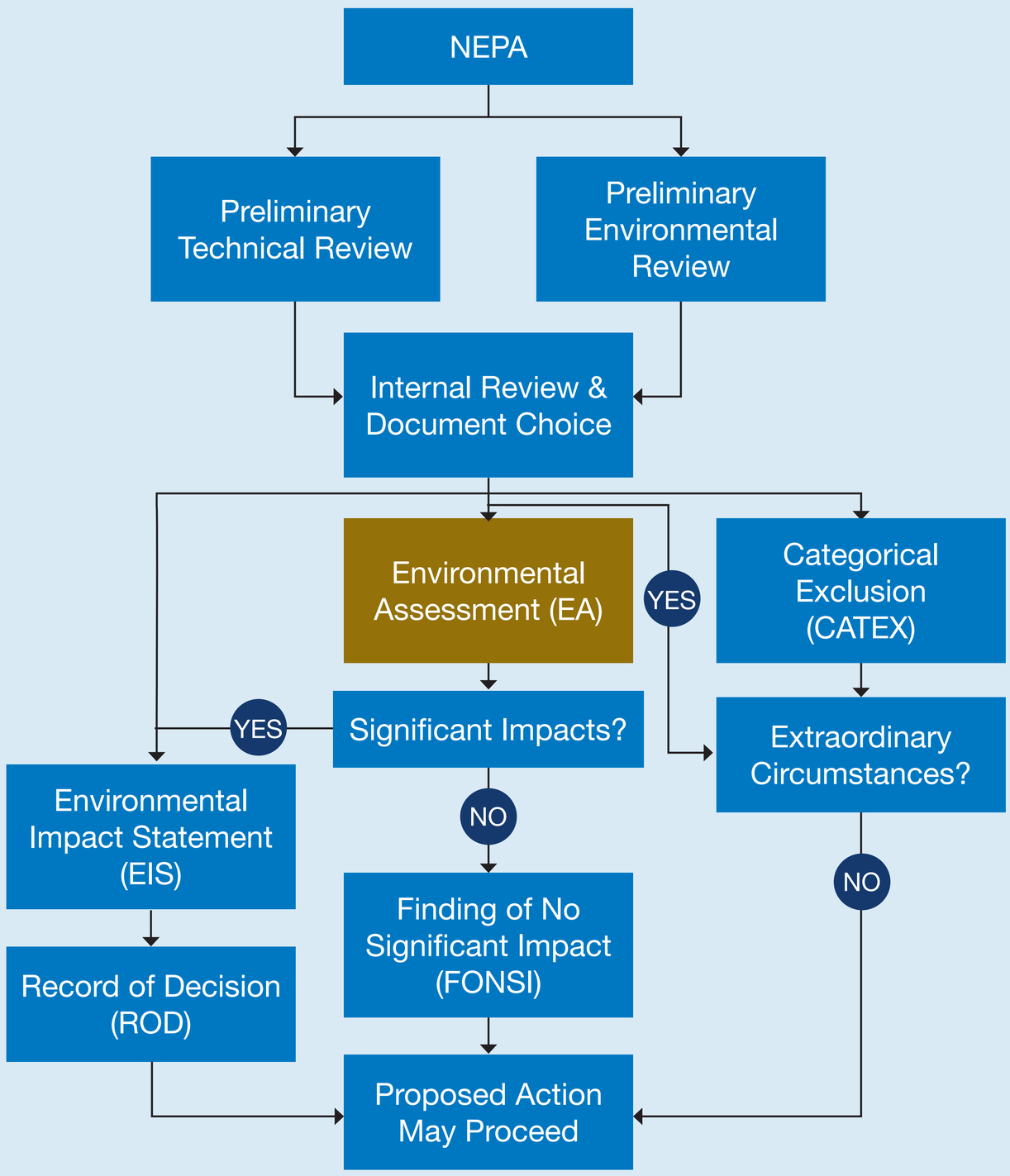
The National Environmental Policy Act of 1969 (NEPA) requires federal agencies to consider the potential effects of significant projects or initiatives (federal actions) and disclose them to the public. Environmental Assessments (EAs) provide federal agencies with information about their proposals, and help them make informed decisions about significant initiatives.

Environmental Study Process

Consideration of a Proposed Action under the National Environmental Policy Act (NEPA)

NEPA requires that the FAA evaluate the environmental and related social and economic effects of a proposed action.

- **Preliminary Technical Review**
  FAA conducts an internal technical review before deciding to consider moving forward with an environmental review.
- **Preliminary Environmental Review**
  FAA conducts an internal environmental review to evaluate any potential environmental concerns.
- **Internal Review and choice of appropriate level of NEPA review**
  Internal analysis such as the noise screening reports as well as input from the public are used to assist the FAA in determining the appropriate level of NEPA review to conduct.
- **Extraordinary Circumstances**
  Paragraph 5-2 of FAA Order 1050.1F identifies the range of factors which define Extraordinary Circumstances.
- **Significant Impacts**
  The FAA uses thresholds that serve as specific indicators of significant impact for some environmental impact categories. FAA proposed actions that would result in impacts at or above these thresholds require the preparation of an EIS, unless impacts can be reduced below threshold levels.



Explaining NEPA and Environmental Reviews

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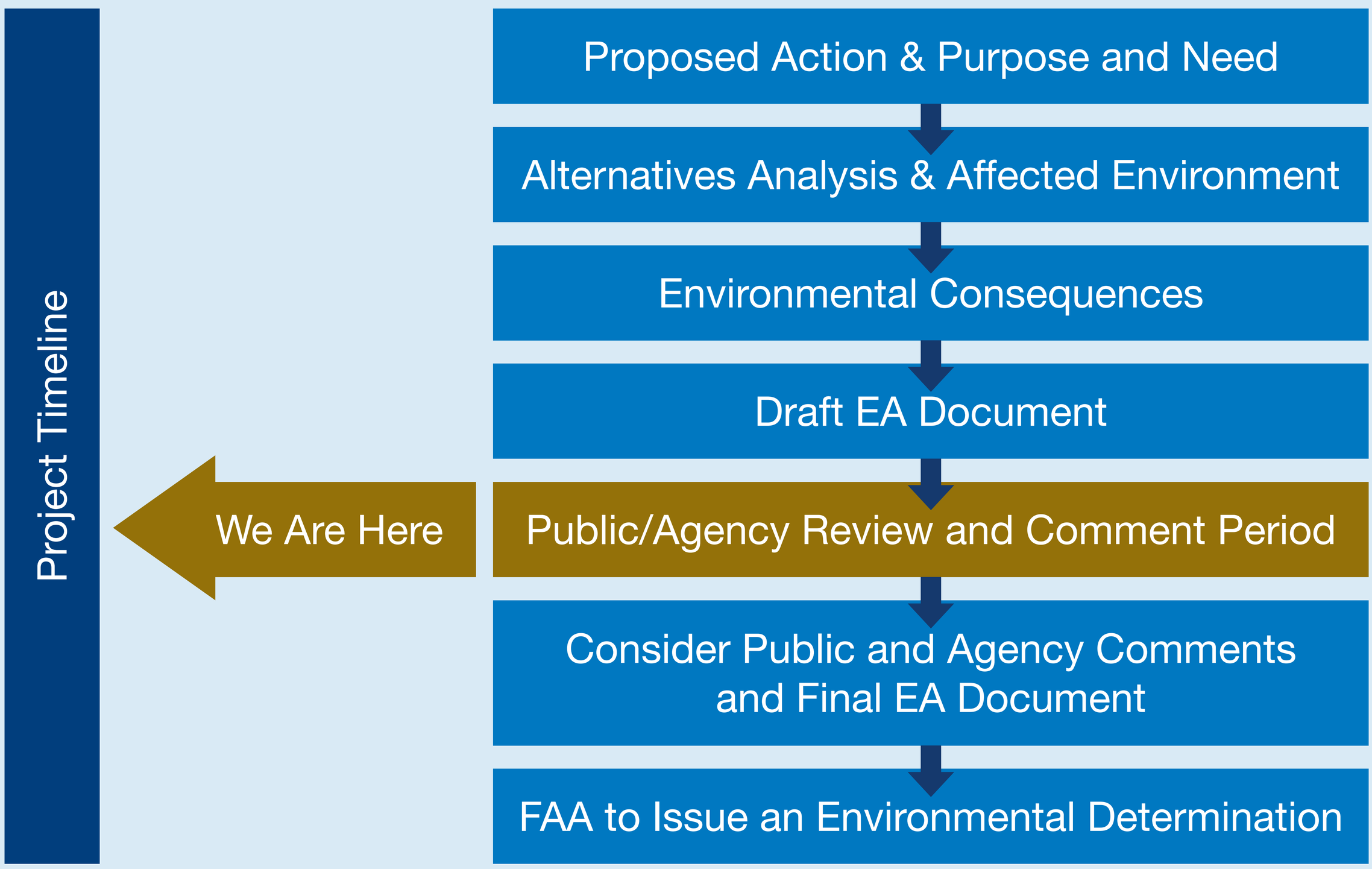
Where are we in the EA Process?



Purpose & Need for the Environmental Assessment

- The purpose of the Proposed Action is to address the concerns of the community related to air traffic control (ATC) procedures at the Teterboro Airport by developing arrival procedures that take advantage of modern technology.

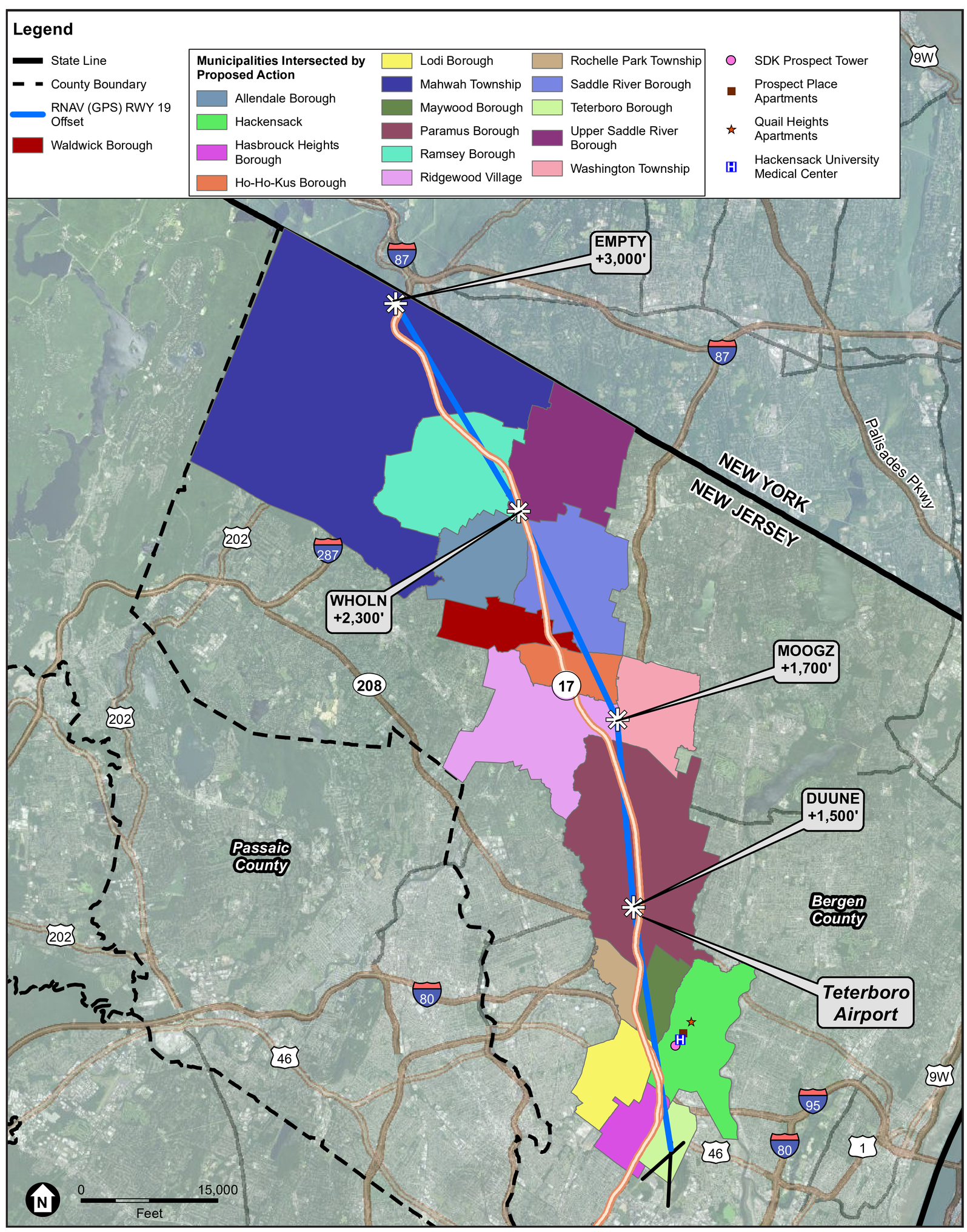
- The Port Authority of New York and New Jersey (the Port Authority) and the Teterboro Airport Noise Abatement and Advisory Committee (TANAAC) identified an opportunity to reduce noise impacts by having aircraft arriving on Runway 19 fly an offset approach roughly above State Highway 17.

- The Port Authority, TANAAC and FAA have worked to develop a detailed arrival procedure for an offset approach and refined that procedure to optimize pilot utilization.

- The culmination of that work was reflected in a final recommendation identified in a January 3, 2018 letter from TANAAC.

- FAA supports opportunities to work with airport operators and address community concerns when they align with FAA's mission of operating a safe and efficient airspace system.

RNAV (GPS) RWY 19 Offset (Proposed)



Proposed Action vs Existing Procedures

- The FAA evaluated environmental effects in the General Study Area (GSA) depicted in both figures below.
- To study the potential effects of the proposed procedure, we estimated that about one-third of flights arriving at TEB would use the new procedure. Weather, aircraft technology, and other procedures in use at a given time would determine when pilots can fly the proposed new procedure.
- The figures below show the existing procedures and the Proposed Action with minimum altitudes as well as a small sample of existing radar data from January 2018 that is representative of the flights assigned to the Proposed Action

RNAV (GPS) RWY 19 Offset (Proposed Action) with Existing Runway 19 Arrival Procedures*

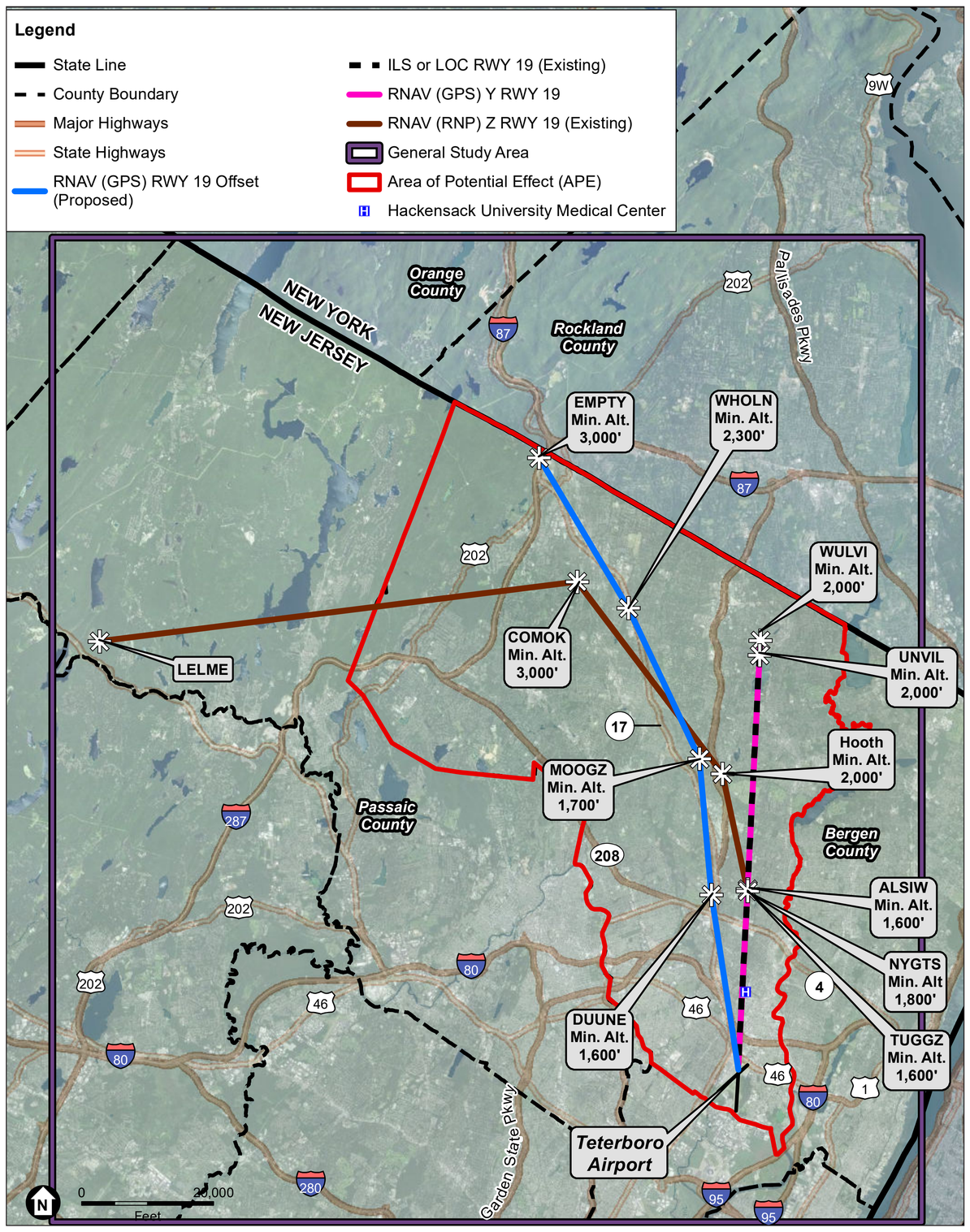


*Figure 2-7 from Draft EA

RNAV (GPS) RWY 19 Offset (Proposed Action) with Existing Runway 19 Arrival Procedures and Existing Radar Data*

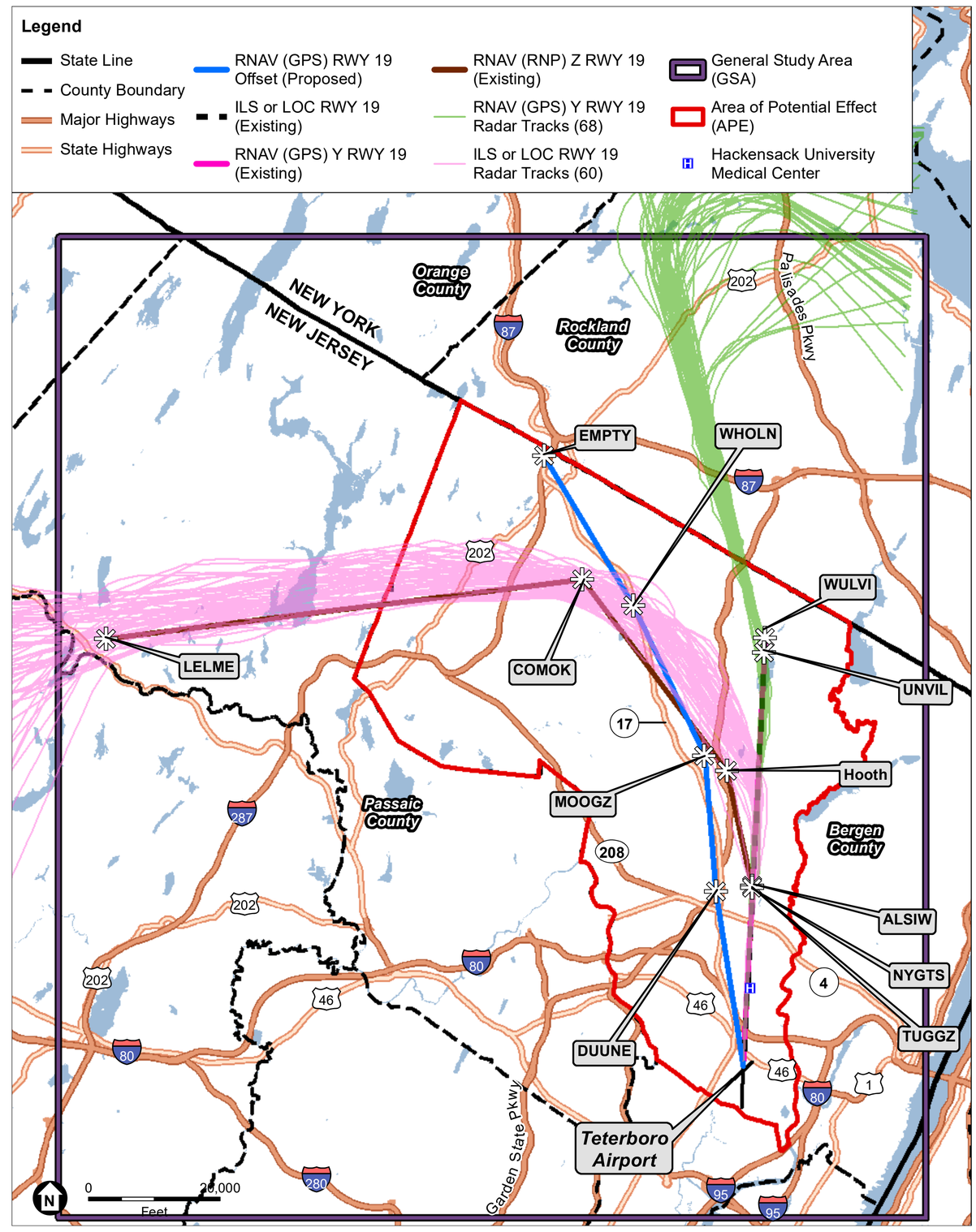


*Figure 2-5 from Draft EA

Aircraft Noise Background

- NEPA required the use of Day-Night Average Sound Level or DNL for aviation noise studies. This cumulative metric has been the industry standard since the 1970's.

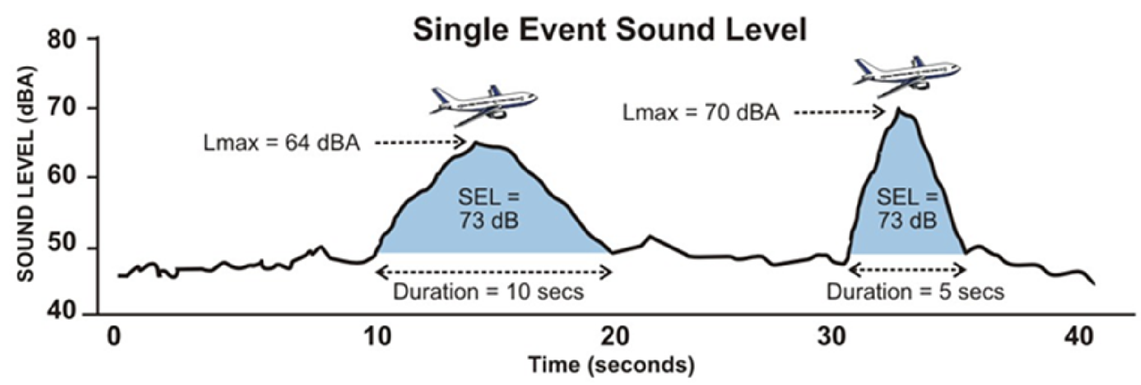
- For air traffic airspace and procedure actions, the DNL noise levels and changes at each level to be considered in the EA according to NEPA regulations are shown below.These same levels are used to assess noise impacts on Historic Properties and Section 4(f) Properties.

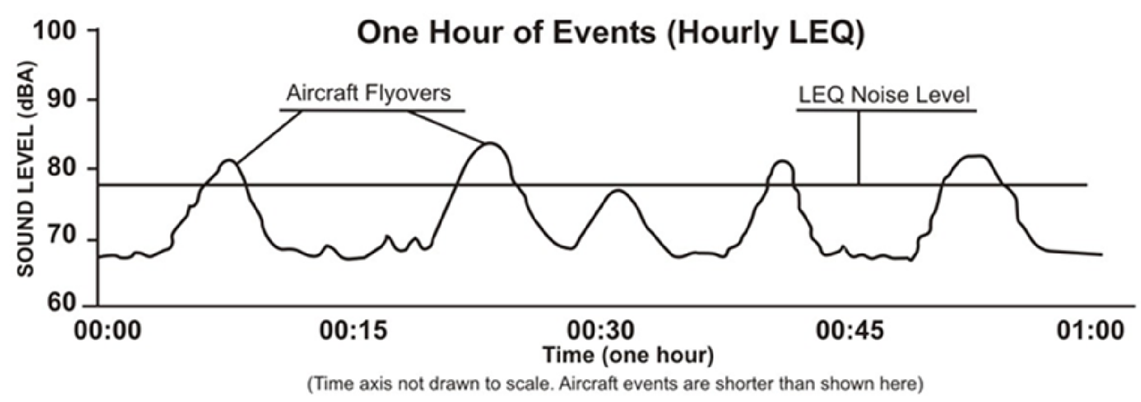
Comparative Noise Levels* (dBA)

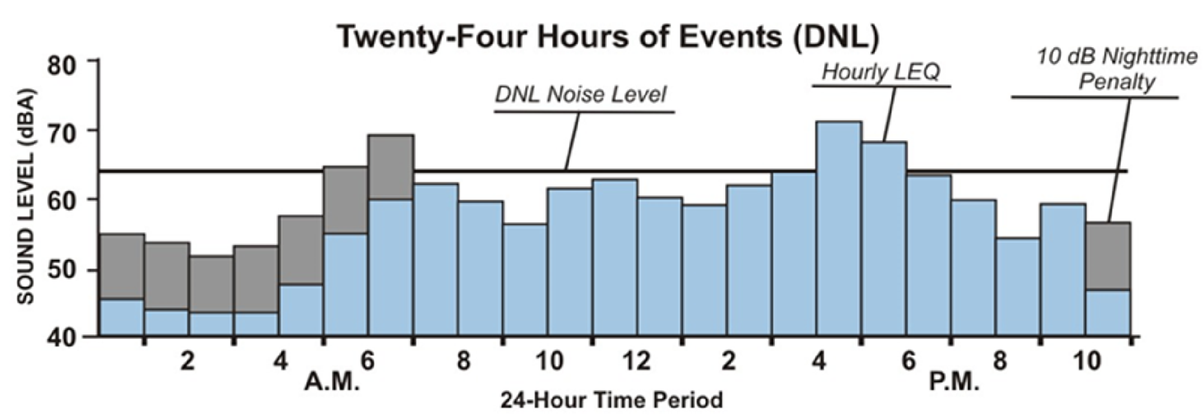
*Comparative Noise Levels are presented for context only and are not reflective of activity at TEB

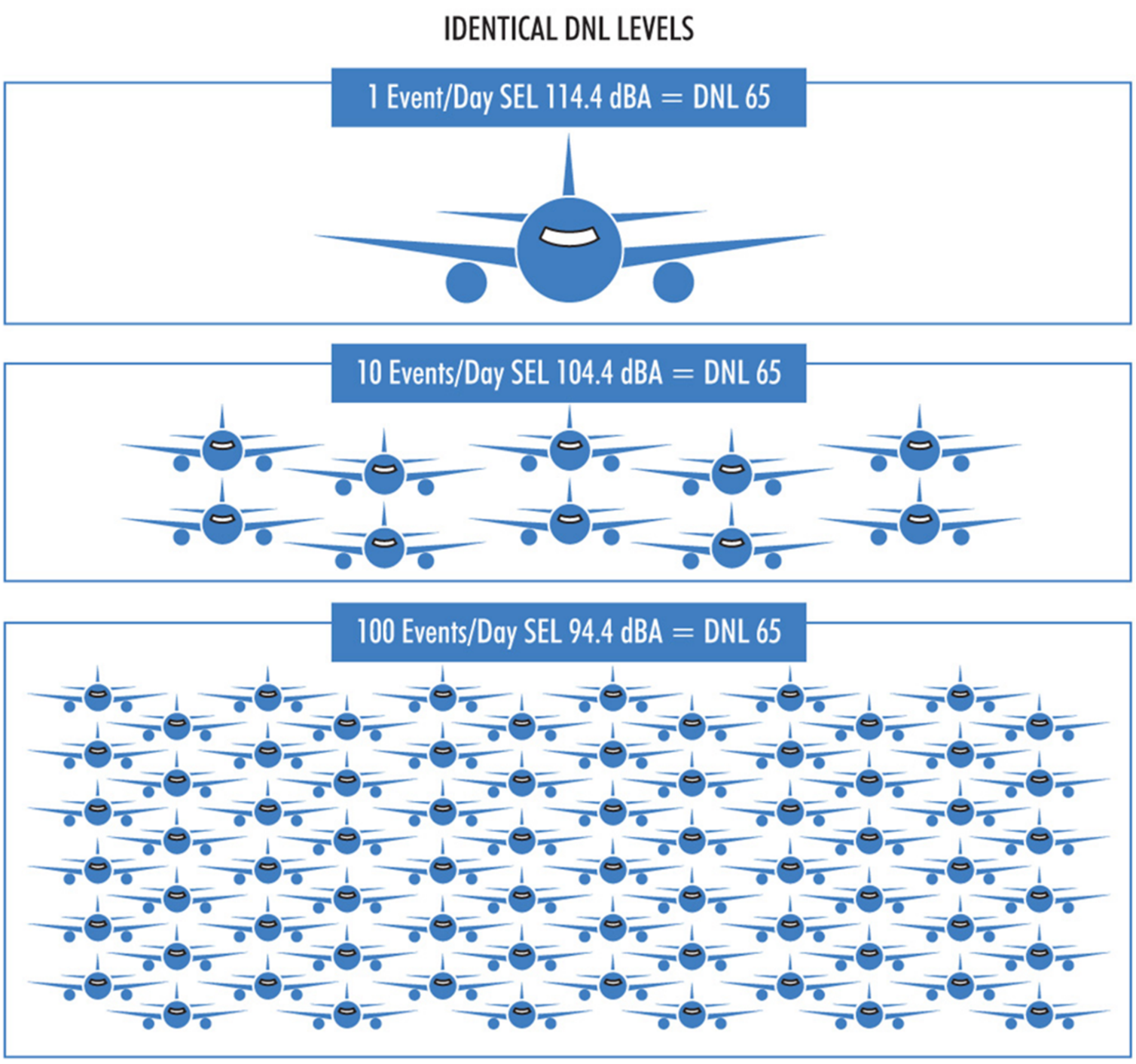
DNL Noise Exposure Level	Levels of Significant (DNL 65) or Reportable Impacts (DNL 60-65 and DNL 45-60)	What happens when the level of significant or reportable impact is exceeded?
DNL 65 or higher	±1.5 dB	Significant Noise Increase or Decrease, Mitigation of Noise Necessary for Increase
DNL 60 to 65	±3.0 dB	Reportable Noise Increase or Decrease, Noise Changes Must be Disclosed
DNL 45 to 60	±5.0 dB	Reportable Noise Increase or Decrease, Noise Changes Must be Disclosed

Single Event Noise (SEL) and Cumulative Noise (DNL)









No Action and Proposed Action Modeled Noise Levels

- NEPA requires the EA to measure noise impact of all airport activity in each alternative by modeling DNL within every census block in the GSA. A census block is the smallest geographic unit assessed by the U.S. Census Bureau.

- The EA calculated the DNL noise metric at the center points of all 23,131 census blocks in the GSA for the Proposed Action and the No Action Alternative.

- The graphics below show the calculated DNL values before the levels of significant or reportable impacts are applied.

No Action Alternative Modeled Noise Levels*

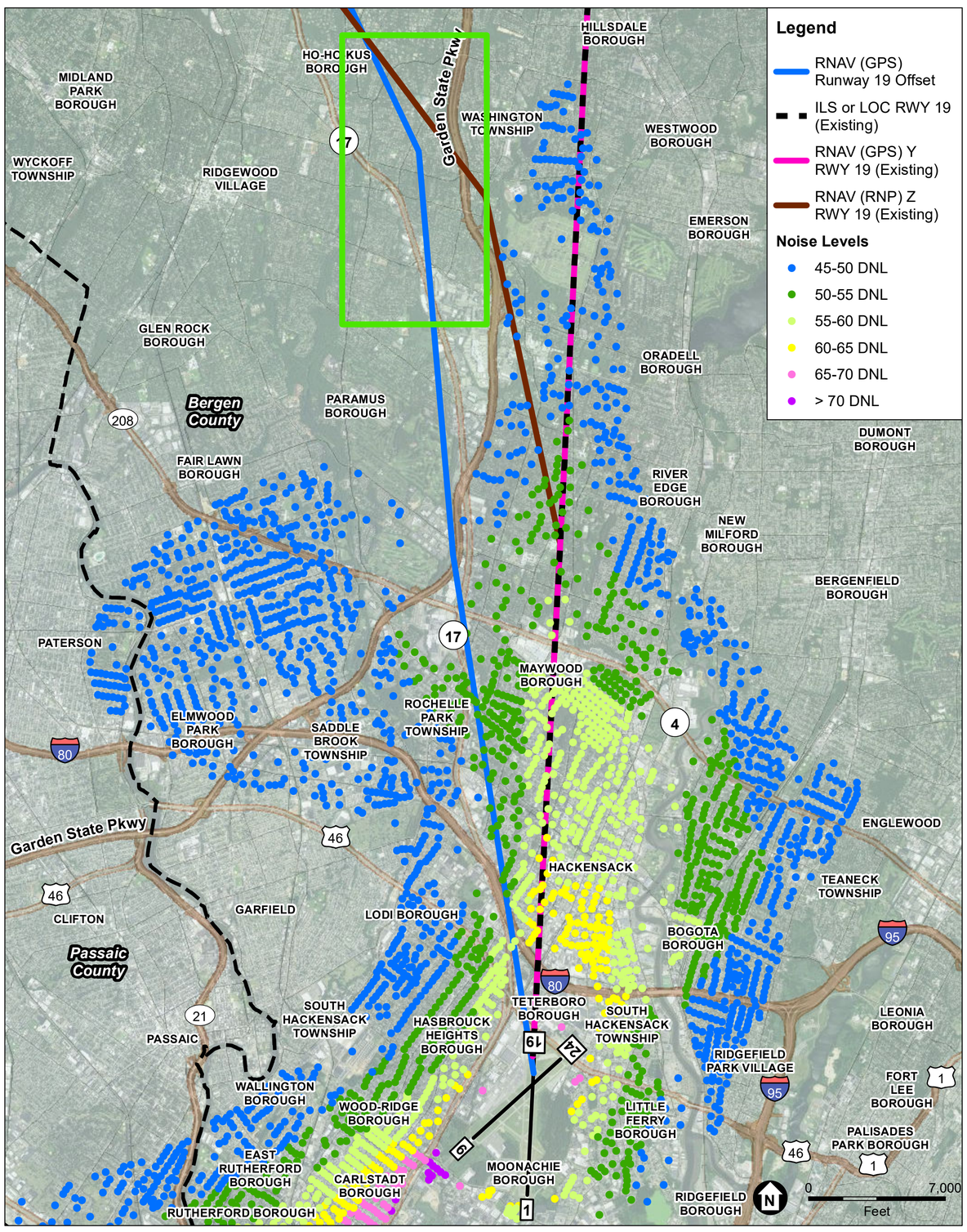


*Figure 4-7 from Draft EA

Proposed Action Alternative Modeled Noise Levels*

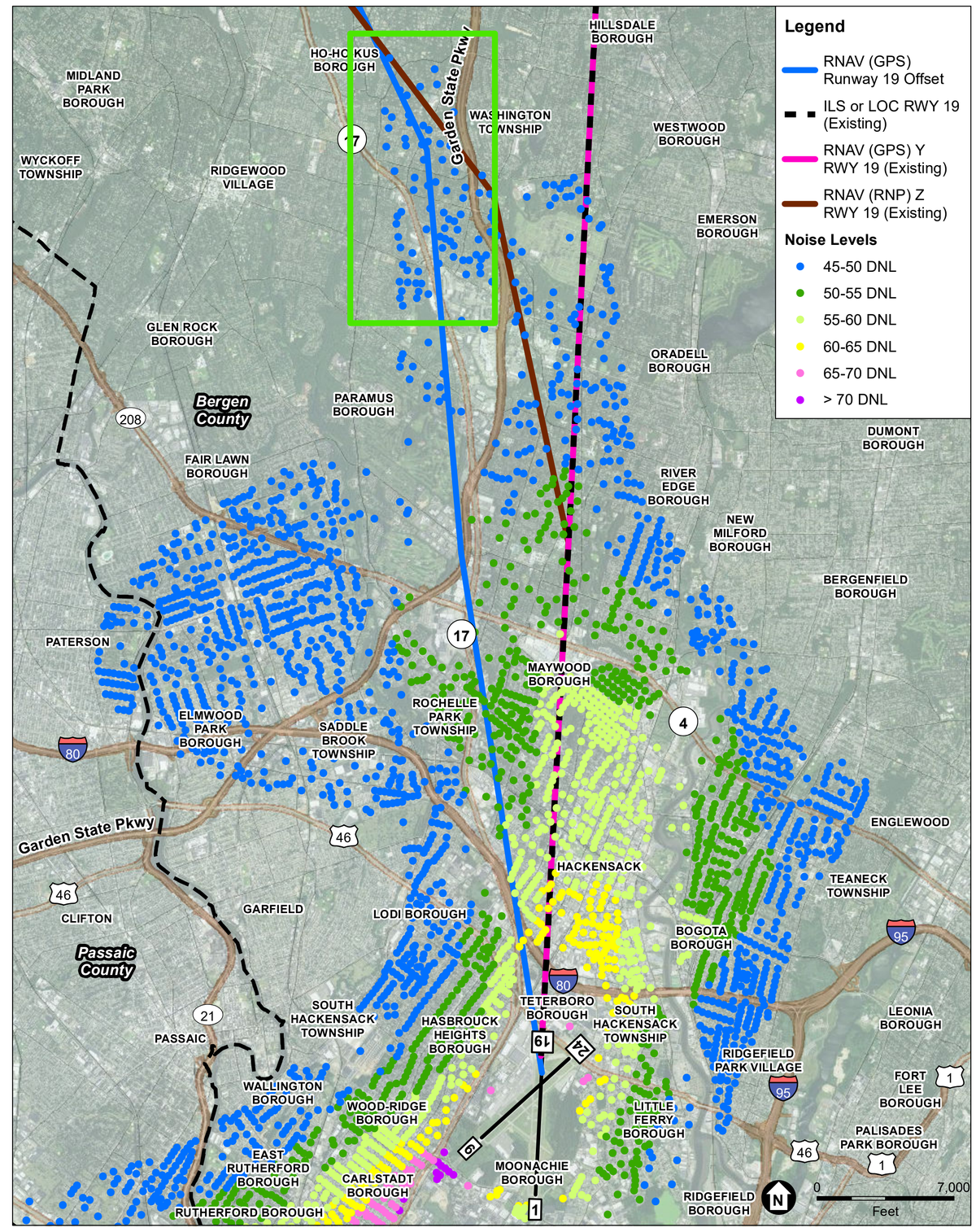


*Figure 4-7 from Draft EA

Modeled Noise Impacts

When comparing the No Action Alternative and the Proposed Action, there were:

- No Significant or Reportable Decreases in Noise across the DNL 65, DNL 60 to 65, and DNL 45 to 60 noise exposure levels
- No Significant Increases in the DNL 65+ (1.5 DNL increase)
- No Reportable Increases in the DNL 60-65 (3.0 DNL increase)
- 44 census blocks experienced a reportable increase of 5.0 dB in the DNL 45-60. These 44 census blocks experienced an average increase of 5.47 dB (maximum 5.91 dB) with a maximum absolute value of 46.7 dBA.
- These 44 census blocks represented 3,024 people and are identified in the figures below along with the borders of the census blocks.

DNL Noise Exposure Level	Levels of Significant (DNL 65) or Reportable Impacts (DNL 60-65 and DNL 45-60)	Level of Impact
DNL 65 or higher	±1.5 dB	Significant Impact
DNL 60 to 65	±3.0 dB	Reportable Impact
DNL 45 to 60	±5.0 dB	Reportable Impact

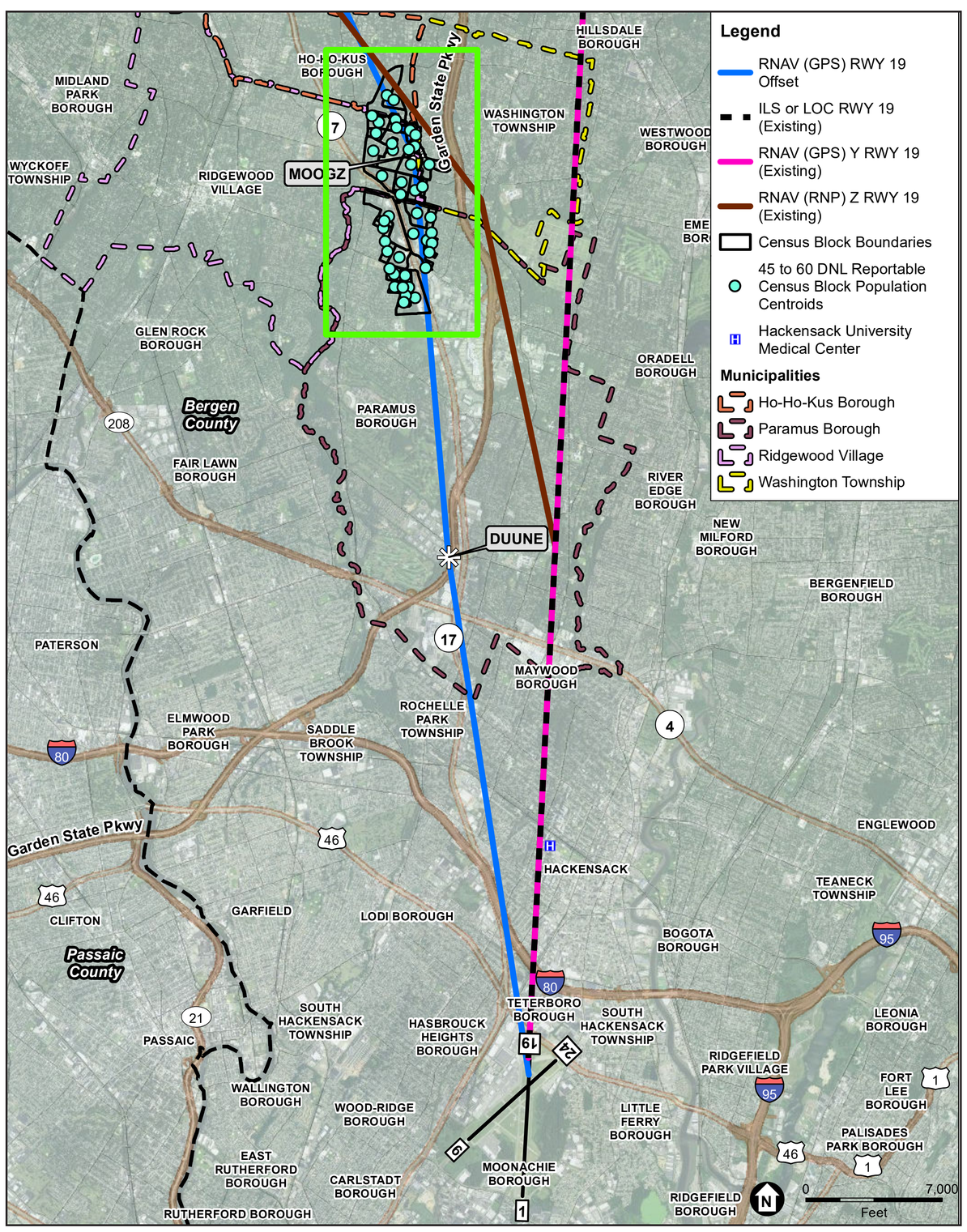
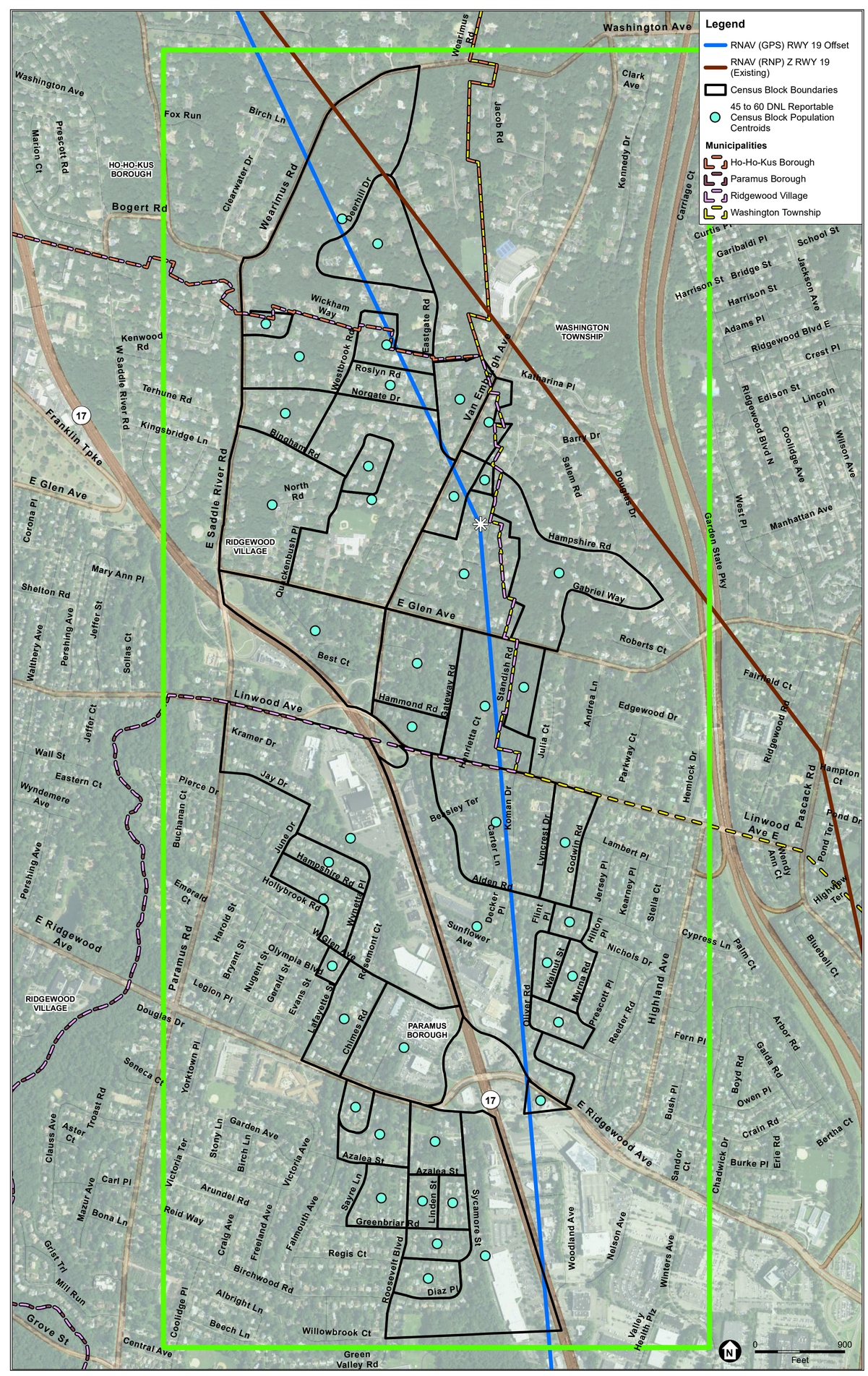


Figure 4-8 from Draft EA



Figures 4-9 and 4-10 from Draft EA

Section 4(f) and Historic Properties Considered as part of the EA

- Section 4(f) Properties (national, state, and local parks as well as state forests, and wildlife refuges) were identified within the GSA and Historic Properties were identified within the Area of Potential Effects.
- All the 4(f) and Historic Properties considered are shown to the left and were analyzed using the noise standard to determine any impact.
- No 4(f) or Historic Properties experienced increases of 1.5 dB at the DNL 65+ Exposure Level or increases of 3.0 dB at the DNL 60-65 Exposure Level.
- Two Historic Properties and Ten 4(f) Properties experienced 5.0 dB increases at the DNL 45-60 Exposure Level.

Historic Property/ Park Type	Address/Park Name	Town	Location on Map
Local Park	Conservation Area next to West Brook Middle School	Paramus	1
Local Park	Conservation Area next to West Brook Middle School	Paramus	1
Local Park	DiMaggio Park	Paramus	2
Local Park	Madison Park	Paramus	3
Local Park	Madison Park	Paramus	3
Local Park	Madison Park	Paramus	3
Local Park	Madison Park	Paramus	3
Local Park	North Road Park	Ridgewood	4
Local Park	NA	Ridgewood	5
Recreational Facility	Glen School Tennis Courts	Ridgewood	6
Ackerman-Demarest House	605 East Saddle River Road	Ho-Ho-Kus	A
Albert J. Zabriskie House	7 East Ridgewood Avenue	Paramus	B

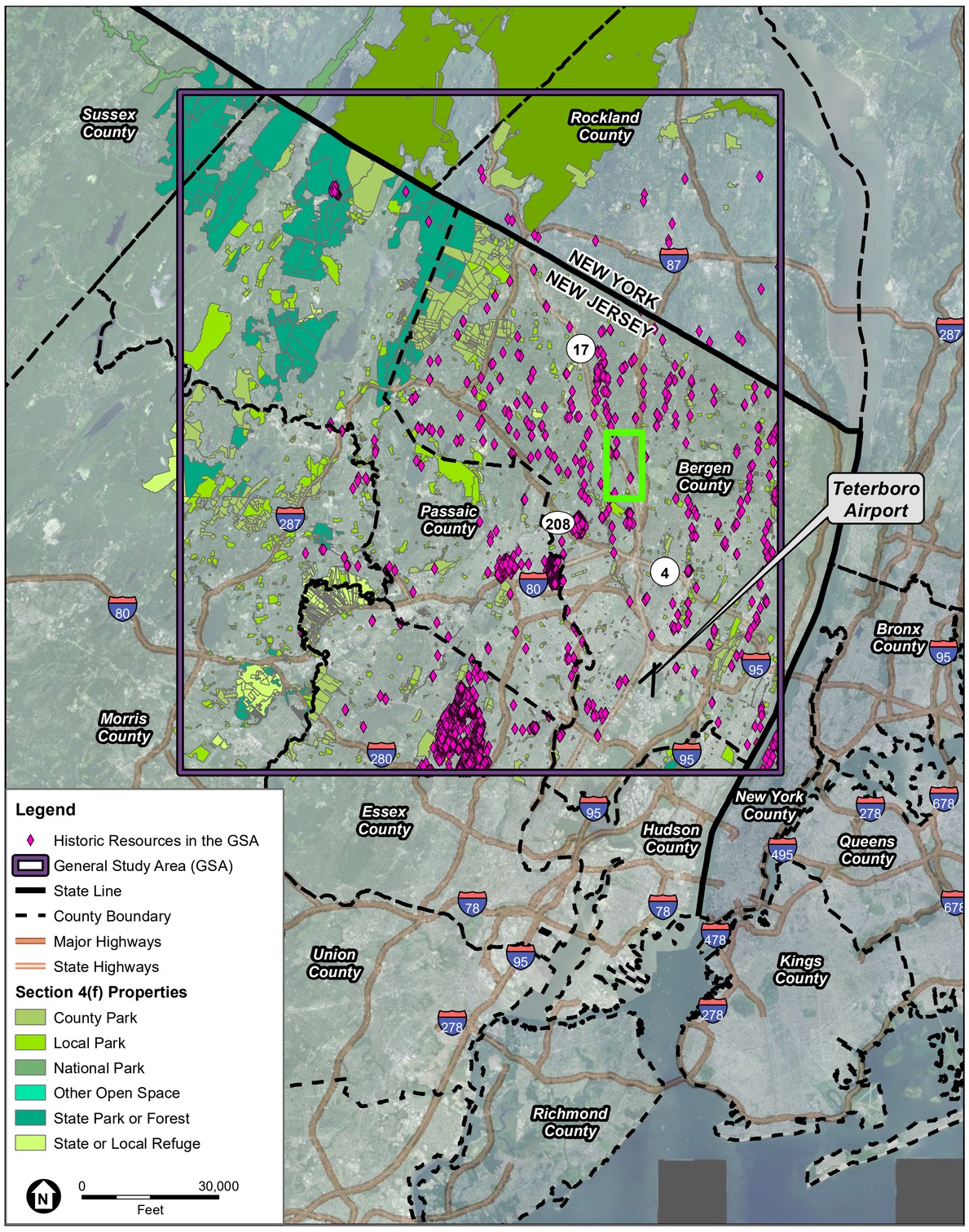
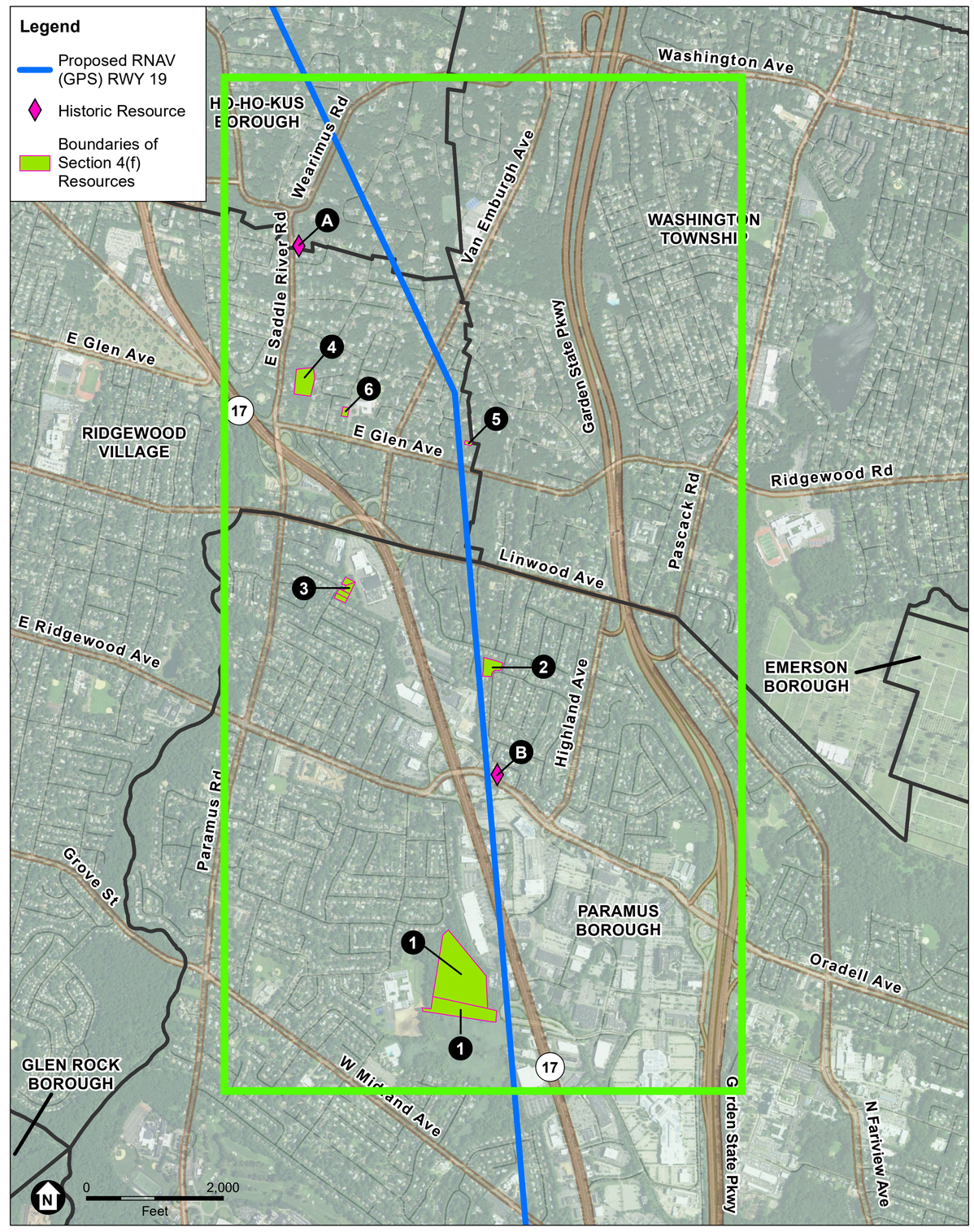


Figure 3-4 from Draft EA



Figures 4-2 and 4-4 from Draft EA

Summary of EA Findings

Summary of Potential Environmental Consequences*

Impact Category	No Action Alternative	Proposed Action Alternative
Air Quality	Criteria pollutant emissions from ongoing operations do not and are not expected to exceed applicable general conformity or de minimis thresholds and are not anticipated to jeopardize conformity with National Ambient Air Quality Standards (NAAQS) for criteria pollutants. Anticipated 2018 emissions(short tons per year) CO: 134.7 VOC: 22.5 NOx: 140.0 SOx: 13.8 PM10: 1.71 PM2.5: 1.71	Criteria pollutant emissions from future operations are not expected to exceed applicable general conformity de minimis thresholds and are not anticipated to jeopardize conformity with NAAQS for criteria pollutants. Anticipated emissions in 2018 emissions (short tons per year): CO: 138.5 VOC: 23.5 NOx: 142.8 SOx: 14.2 PM10: 1.75 PM2.5: 1.75
Climate	Greenhouse gas emissions associated with fossil fuel combustion in support of existing aviation activity at Teterboro Airport are estimated to represent less than 0.0006 percent of New Jersey's. greenhouse gas emissions. 2018 greenhouse gas emissions: - 60,155 metric tons CO2 equivalent (CO2e)	Although overall greenhouse gas emissions are expected to increase as fuel burn increases slightly, these increases are slight compared to the total emissions at the airport. Anticipated greenhouse gas emissions: - 60,229 metric tons CO2 equivalent (CO2e)
Biological Resources - Wildlife Only	The GSA contains general avian species, waterfowl, raptors, and wildlife species. All federally and state identified endangered and threatened species are identified in the document	An analysis of the FAA's National Wildlife Strike Database determined that the impact on threatened and endangered species in the area would be minimal.
Department of Transportation (Section 4()f) Properties	5,213 Section 4(f) properties were identified in the General Study Area and were analyzed for potential environmental consequences by considering the potential noise impact at each 4(f) property	No significant impact on any 4(f) Property. Ten Properties experienced a 5.0 dB increase in the 45-60 DNL noise exposure
Historic, Architectural, and Cultural Resources	796 distinct Historic Properties were identified in the Area of Potential Effects and were analyzed for potential environmental consequences by considering the potential noise impact at each historic property	No significant impact on any Historic Property. Two Properties experienced a 5.0 dB increase in the 45-60 DNL noise exposure
Noise and Noise - Compatible Land Use	Noise Exposure for DNL was calculated for all 23,131 census blocks within the General Study Area. Within this population, 480,413 are exposed to noise levels of DNL 45-60, 24,557 are exposed to noise levels of DNL 60-65, and 5,146 are exposed to noise levels of DNL 65 or higher.	No significant impact within any census block. The population exposed to DNL 65 was unchanged while the population exposed to DNL 60-65 decreased by 2,159. There were no reportable increases or decreases within the DNL 60-65. 44 Census blocks, which represents 3,024 people, experienced an increase of 5.0 dB in the DNL 45-60.
Environmental Justice	Data from the 2010 U.S. Census and 2014 American Community Survey was used to identify minority and low-income populations within the General Study Area. The population of the General Study Area was used to identify a threshold of EJ concern for the Census Block Groups.	No environmental justice communities would be affected at a disproportionately higher level by the Proposed Action than other population segments. 17 census block groups with a single minority population were determined to experience an increase of 5.0 dB in the DNL 45-60 but the percentage of affected minority population (43.7%) was less than the overall percentage (44.4%) of average minority population residing in the GSA.
Cumulative Impacts	The study area for cumulative effects was selected to generally align with the flight path of the Proposed Action Alternative. Both aviation-related and non-aviation related projects in the vicinity of the Proposed Action Alternative were identified and cataloged for consideration under Environmental Consequences.	Based on the lack of environmental consequences from the Proposed Action Alternative other than reportable noise impacts, the analysis focused on projects that could cumulatively affect noise in addition to the reportable impacts seen. No projects were identified that create a substantial noise impact with respect to incompatible land uses, create additional noise sensitive areas, or contribute to existing reportable noise census blocks.

*Impact Categories listed are from FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, Chapter 4, 4-1. Environmental Impact Categories
https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf

Next Steps

- Review/Address Comments — January-February 2020
- Prepare Final Environmental Assessment — March 2020
- FAA will issue an Environmental Determination — March 2020

How to Comment

- The Public Workshop materials and the Draft EA are available at:
  - **https://www.faa.gov/air_traffic/community_involvement/teb/**
  - **Rochelle Park Free Public Library**
    151 W. Passaic St, Rochelle Park, NJ
  - **Paramus Public Library**
    116 E. Century Rd, Paramus, NJ
  - **Sidney Silverman Library**
    400 Paramus Rd, Paramus, NJ
  - **Township of Washington Public Library**
    144 Woodfield Rd, Township of Washington, NJ
  - **Worth-Pinkham Memorial Library**
    91 Warren Ave, Ho-Ho-Kus, NJ
  - **Lee Memorial Library**
    500 W. Crescent Ave, Allendale, NJ
  - **Ramsey Free Public Library**
    30 Wyckoff Ave, Ramsey, NJ
  - **Upper Saddle River Public Library**
    245 Lake St, Upper Saddle River, NJ
- The comment period ends on **January 30, 2020**
  - You can submit written comments tonight.
  - You can mail written comments to:

Mailing Address: **Attn: Teterboro Airport Runway 19 Offset Arrival Procedure Environmental**
Operations Support Group
FAA-ATO Eastern Service Center
1701 Columbia Ave.
College Park, GA 30337

E-Mail Address: **9-ATO-TEB-RWY19OFFSETComments@faa.gov**

Thank you for Participation!

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