APPENDIX D

Alternatives

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ALTERNATIVES APPENDIX

This technical appendix has been prepared to support the findings presented in the Alternatives section of the Environmental Assessment (EA) prepared by Signature Flight Support (Signature), under the sponsorship of the Port Authority of New York and New Jersey (the Authority), for the proposed development of additional apron, hangar, and supporting facilities at Teterboro Airport (TEB or the Airport). This appendix presents the methodology used to identify, compare, and screen a reasonable range of alternatives to the Proposed Action in accordance with the National Environmental Policy Act (NEPA). Specifically, it provides additional detail on the following:

- the methodology used to evaluate a reasonable range of alternatives to the Proposed Action, and a brief discussion of the reasons for the agency eliminating some alternatives from more detailed analysis;
- a discussion on each alternative considered in detail, including the Proposed Action, so that reviewers may evaluate their comparative merits;
- a description of the no action alternative;
- identification of the agency's preferred alternative or alternatives, if more than one exists, and the identification of such alternatives unless another law prohibits the expression of such a preference;
- information on the appropriate mitigation measures not already included in the proposed action or alternative; and
- an explanation on the agency's consideration to a reasonable number of alternatives.

Federal Aviation Administration (FAA) Orders 1050.1G[1] and 5050.4B[2] require a thorough and objective assessment of the Proposed Action, the No Action Alternative, and alternatives to be considered to the degree commensurate with the nature of the Proposed Action and agency experience with the environmental issues involved. The alternatives analysis presented in this appendix is consistent with the requirements of FAA Orders 1050.1G and 5050.4B.

The process followed to identify alternatives and the screening process used to determine which alternatives would reasonably satisfy the purpose of and need for the Proposed Action are described in this appendix. Those alternatives that satisfy the Purpose and Need for the Proposed Action were next evaluated based on reasonableness to construct and operate. Alternatives that satisfied those criteria were then carried forward for analysis of environmental consequences. A full description of the Purpose and Need is provided in Section 2 of the EA. A description of the Proposed Action is provided in Section 2.3 of the EA.

D-1. IDENTIFICATION AND DESCRIPTION OF ALTERNATIVES

[1] US Department of Transportation, Federal Aviation Administration, Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, June 30, 2025.

[2] US Department of Transportation, Federal Aviation Administration, Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, April 28, 2006.

This section provides a brief description of potential alternatives. To assist with understanding the range of alternatives, this alternatives analysis considered and evaluated six main categories of alternatives in addition to the No Action Alternative. These categories include: (1) No Action Alternative; (2) Use of Other Modes of Transportation; (3) Use of Other Existing Airports Alternatives; (4) Use, Reconfiguration, or Expansion of Signature West Alternative; (5) Signature East Alternatives; (6) Signature South Alternatives; and (7) Development of Other Sites at TEB Alternative. The Port Authority and Signature have conducted extensive agency coordination with a number of federal and state agencies as part of the environmental process. Some of the alternatives, notably Use of Other Modes of Transportation and Use of Other Existing Airports, have been repeatedly mentioned by these agencies as alternatives that should be considered during the NEPA process. **Table D-1** identifies the potential alternatives categories identified for this analysis.

TABLE D-1 ALTERNATIVES CATEGORIES

ALTERNATIVE CATEGORIES	ALTERNATIVES
Alternative 1: No Action Alternative	No Action Alternative
Alternative 2: Use of Other Modes of Transportation	Use of Other Modes of Transportation
Alternative 3: Use of Other Existing Airports Alternatives	Use of John F. Kennedy International Airport (JFK)
	Use of Newark Liberty International Airport (EWR)
	Use of New York Stewart International Airport (SWF)
	Use of LaGuardia Airport (LGA)
	Use of Republic Airport (FRG)
	Use of Westchester County Airport (HPN)
	Use of Morristown Municipal Airport (MMU)
Alternative 4: Use, Reconfiguration, or Expansion of Signature West	Use, Reconfiguration, or Expansion of Signature West
Alternative 5: Signature East Alternatives	Signature East Configuration 1
	Signature East Configuration 2
	Signature East Configuration 3
	Signature East Configuration 4
	Signature East Configuration 5 (Proposed Action)
Alternative 6: Signature South Alternatives	Signature South Configuration 1
	Signature South Configuration 2
	Signature South Configuration 3
	Signature South Configuration 4
	Signature South Configuration 5
	Signature South Configuration 6 (Proposed Action)
	Signature South Configuration 7
Alternative 7: Development of Other Sites at TEB	Development of Site 1 at TEB
	Development of Site 2 at TEB
	Development of Site 3 at TEB

NOTE: TEB – Teterboro Airport FBO – Fixed Based Operator
SOURCE: Ricondo & Associates, Inc., December 2025.

D-1.1 ALTERNATIVE 1: NO ACTION ALTERNATIVE

Under the No Action Alternative, Signature would not further develop or expand any existing Fixed Based Operator (FBO) facilities at TEB. Signature would continue to operate and maintain the existing configuration of all three of their FBO facilities at the Airport: Signature East, Signature South, and Signature West (see Exhibit 1-2 of the EA).

D-1.2 ALTERNATIVE 2: USE OF OTHER MODES OF TRANSPORTATION ALTERNATIVE

This alternative assumes that instead of flying to TEB, users would choose to use other modes of transportation, including commercial flights from nearby commercial service airports (that is, LGA, JFK, and/or EWR), automobiles, buses, passenger trains, ferries, and/or helicopters to provide transportation services to and from the New York and New Jersey metropolitan region instead of TEB. Under this alternative, Signature would not further develop or expand any existing FBO facilities at TEB. Signature would continue to operate and maintain the existing configuration of all three of their FBO facilities at the Airport: Signature East, Signature South, and Signature West.

The New York and New Jersey metropolitan region has an extensive transportation network that includes Amtrak, commuter rail, and heavy/light rail services, as identified in **Table D-2**. In addition to rail, the New York and New Jersey metropolitan region is accessible by automobile travel via existing federal and state highways, including Interstates 78, 80, 95, 278, and 280; US Highways 9, 22, and 46; as well as a variety of state routes. Bus service is also available both locally and regionally via New Jersey Transit, the Metropolitan Transportation Authority (MTA), and nationwide services such as Greyhound. New York City also offers seven ferry routes serving locations between Manhattan, Staten Island, the Bronx, Queens, Brooklyn, and Jamaica. Additionally, helicopter service is offered as an alternative to access airports in the New York City area. This service is both an on-demand charter service and a scheduled service. Blade, a private company, offers service to and from Manhattan to JFK, LGA, and EWR.

TABLE D-2 PASSENGER RAIL SERVING THE NEW YORK AND NEW JERSEY METROPOLITAN REGION

AMTRAK		COMMUTER RAIL	HEAVY/LIGHT RAIL SERVICE
▪ Empire Service	▪ Lake Shore Limited	▪ Long Island Rail Road	▪ New York City Subway
▪ Adirondack Service	▪ Maple Leaf Service	▪ Metro-North Railroad	▪ PATH
▪ Acela Express	▪ Northeast Regional Service	▪ New Jersey Transit	▪ AirTrain
▪ Cardinal Service	▪ Pennsylvanian Service		
▪ Crescent Service	▪ Piedmont Service		
▪ Ethan Allen Express	▪ Silver Star/Silver Meteor/Palmetto		
▪ Keystone Service	▪ Vermonter Service		

SOURCE: New York State Department of Transportation, Passenger Rail Service in New York State, https://www.dot.ny.gov/divisions/operating/opdm/passenger-rail/passenger-rail-service, accessed December 15, 2025.

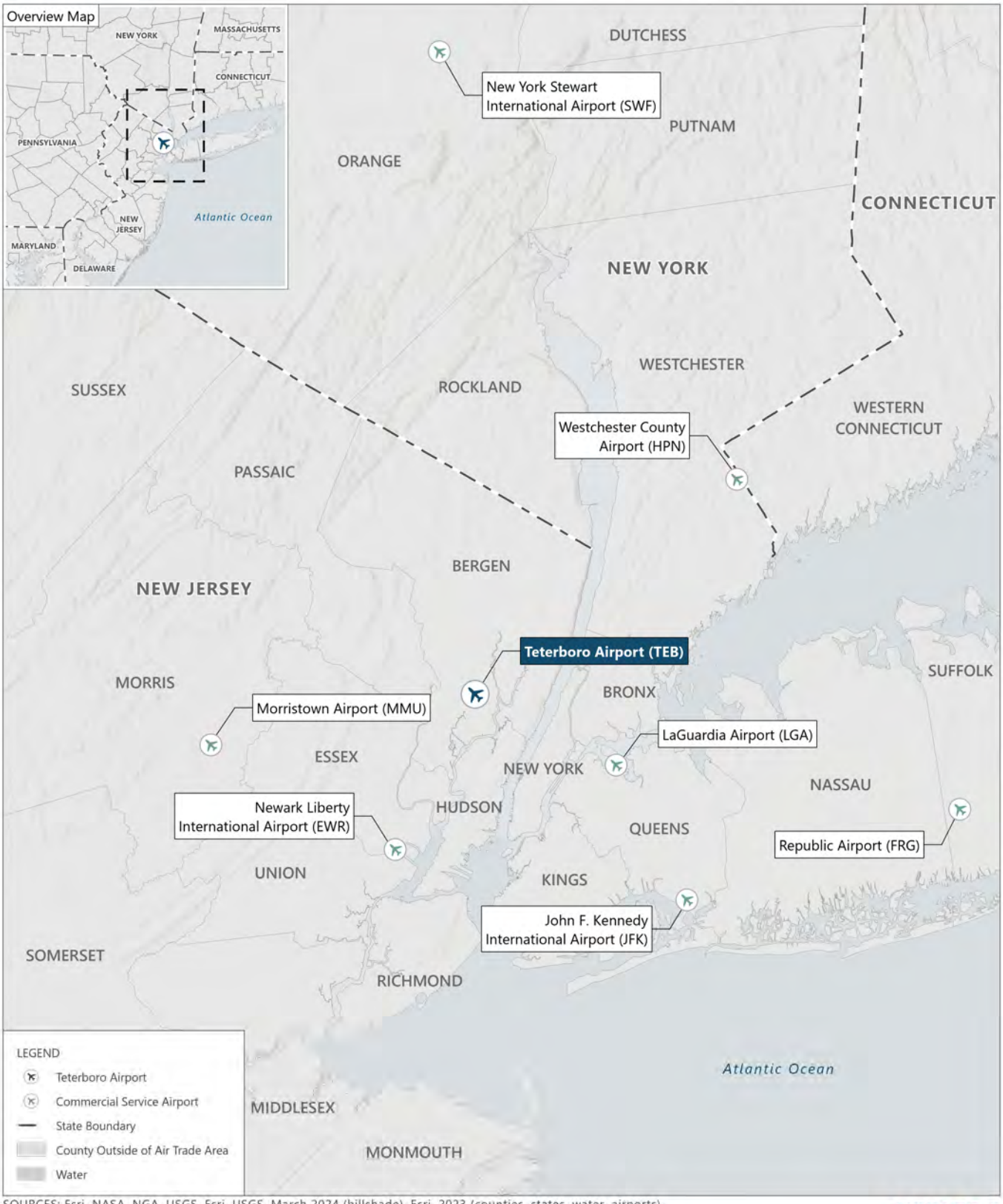
D-1.3 ALTERNATIVE 3: USE OF OTHER EXISTING AIRPORTS ALTERNATIVE

This alternative includes the use of another airport or airports to accommodate demand at TEB for general aviation operations served by Signature. Nearby commercial service and general aviation airports, shown on **Exhibit D-1** and summarized in **Table D-3**, include:

- John F. Kennedy International Airport (JFK)
- Newark Liberty International Airport (EWR)
- New York Stewart International Airport (SWF)
- LaGuardia Airport (LGA)

- Republic Airport (FRG)
- Morristown Municipal Airport (MMU)
- Westchester County Airport (HPN)

This alternative would shift Signature-related aviation air traffic from TEB to one or more of these other airports.



SOURCES: Esri, NASA, NGA, USGS, Esri, USGS, March 2024 (hillshade), Esri, 2023 (counties, states, water, airports).

NORTH 0 10 mi

EXHIBIT D-1

ALTERNATIVE 3 USE OF OTHER EXISTING AIRPORTS ALTERNATIVE

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TABLE D-3 SELECT COMMERCIAL SERVICE AND GENERAL AVIATION AIRPORTS IN THE NEW YORK CITY METROPOLITAN REGION

	TETERBORO AIRPORT	JOHN F. KENNEDY INTERNATIONAL AIRPORT	NEWARK LIBERTY INTERNATIONAL AIRPORT	LAGUARDIA AIRPORT	NEW YORK STEWART INTERNATIONAL AIRPORT	REPUBLIC AIRPORT	WESTCHESTER COUNTY AIRPORT	MORRISTOWN MUNICIPAL AIRPORT
General Information								
Airport Code	TEB	JFK	EWR	LGA	SWF	FRG	HPN	MMU
NPIAS Category (FY24)	CS – Reliever	CS – Primary	CS – Primary	CS – Primary	CS – Primary	CS – Reliever	CS – Primary	CS – Reliever
Acreage	827 acres	4,636 acres	2,027 acres	680 acres	2,400 acres	530 acres	702 acres	625 acres
Operations								
Annual Operations[1]	175,461	475,683	425,384	358,210	32,333	223,619	160,944	113,567
Enplaned Passengers[2]	18,420	61,627,530	48,590,712	33,256,394	261,104	4,220	2,329,498	3,178
Based Aircraft[3]	123	0	2	0	54	434	284	168
Slot Controlled?[4]	No	Yes	No	Yes	No	No	No	No
Proximity to Midtown Manhattan[5]								
Drive Distance	12 miles	15 miles	16 miles	8 miles	70 miles	35 miles	35 miles	35 miles
Estimated Travel Time	30 – 60 mins	60 mins	40 mins	40 mins	75 – 120 mins	60 – 120 mins	60 – 90 mins	60 – 90 mins

NOTES:

CS – Commercial Service FY – Fiscal Year NPIAS – National Plan of Integrated Airport Systems

1 Annual operations for fiscal year 2024.

2 Enplaned passengers for fiscal year 2024.

3 Based aircraft for fiscal year 2024.

4 The Federal Aviation Administration (FAA) uses runway slots to limit scheduled air traffic at certain capacity constrained airports. A slot is an authorization to either take-off or land at a particular airport on a particular day during a specified time period. The FAA is unlikely to impose slot controls at TEB as there is no scheduled commercial air service and delays at TEB do not significantly affect the National Airspace System (NAS).

5 Midtown Manhattan is defined as the geographical area in New York City between 34th and 59th Streets, and from 3rd to 8th Avenues. Because most business travelers to the New York City metropolitan area fly into New York City airports for meetings in Manhattan, the distance between each airport and Midtown Manhattan was identified for comparative purposes.

SOURCE: Ricondo & Associates, Inc., June 2025 (Analysis); US Department of Transportation, Federal Aviation Administration, *APO Terminal Area Forecast,* available: https://taf.faa.gov/, accessed June 11, 2025 (Data associated with Notes 1, 2, and 3).

D-1.4 ALTERNATIVE 4: USE, RECONFIGURATION, OR EXPANSION OF SIGNATURE WEST ALTERNATIVE

As discussed in Section 1.2 of the EA, Signature owns and operates three FBO facilities at TEB: Signature East, Signature South, and Signature West. The existing Signature West FBO facility is located on two non-contiguous leaseholds on the northwest side of the Airport, generally bound by Industrial Avenue to the west and Taxiways P and L to the east, as shown on **Exhibit D-2**. As shown, Signature West is bisected by Atlantic Aviation, an FBO operated by another general aviation service provider, effectively dividing the area into two distinct sections. The northern section is approximately 4.2 acres and houses one hangar facility, and the southern section is approximately 22.7 acres and houses two hangar facilities.[3] Signature West facilities offer line and ramp services, hangar and tenant office space, and aircraft parking, maintenance, and fueling amenities.[4]

Alternative 4 considers various options for use, reconfiguration, or expansion of Signature West. First, Signature could modify and/or reconfigure the existing apron and FBO hangars within the existing lease limit to create a more efficient layout for aircraft parking. Second, Signature could expand the site and increase the existing leasehold; however, the areas adjacent to the site are mostly developed with airfield facilities and off-Airport infrastructure with only a limited area for expansion to the south of the existing southern leasehold of Signature West (see Exhibit D-2). With either reconfiguration or expansion of the existing site, this alternative seeks to shift some general aviation activity from Signature South and Signature East to Signature West.

D-1.5 ALTERNATIVE 5: SIGNATURE EAST ALTERNATIVES

The existing Signature East FBO facility is located on a 16-acre leasehold on the east side of the Airport, generally bound by Taxiway Q to the north and west, Fred Wehran Drive to the east, and vegetated/forested areas to the south. During the course of planning efforts, Signature Aviation identified five configuration options for the Signature East development: one reconfiguration option within the existing lease boundary and four configuration options that contemplate an expansion of the lease limits to the south.[5] The Signature East configuration options are summarized in **Table D-4**. These options considered different site layouts for apron pavement,[6] aircraft hangar size/orientation, FBO terminal space, and automobile parking.

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[3] In 2024, Signature acquired Meridian Teterboro, another general aviation service provider operating two FBO facilities on the west side of the Airport. Acquisition of these areas increased the size of Signature West by approximately 15 acres. All Meridian tenants and agreements were transferred to and accepted by Signature. The Meridian tenants continue under Signature management, and as their leases come up for renewal, they are transitioned to Signature leases.

[4] Following the acquisition of Meridian, Signature has also identified the need for improvements at Signature West to improve operational efficiency. Signature has consolidated its FBO operations into the newer Meridian terminal and vacated the older Signature West terminal, which had a history of flooding and was no longer viable for use or lease. As such, the former terminal is not in use and Signature has proposed its demolition and replacement with new aircraft apron space (the additional apron area gained by the removal of the unnecessary FBO terminal would add room to park up to 3 large ADG III jets or up to 2 large ADG III and 2 medium ADG II jets at Signature West). The FAA has identified independent utility of the Signature West demolition project and issued a Categorical Exclusion for this project on July 15, 2025. Therefore, Alternative 4 will consider the existing condition for Signature West as inclusive of the proposed improvements.

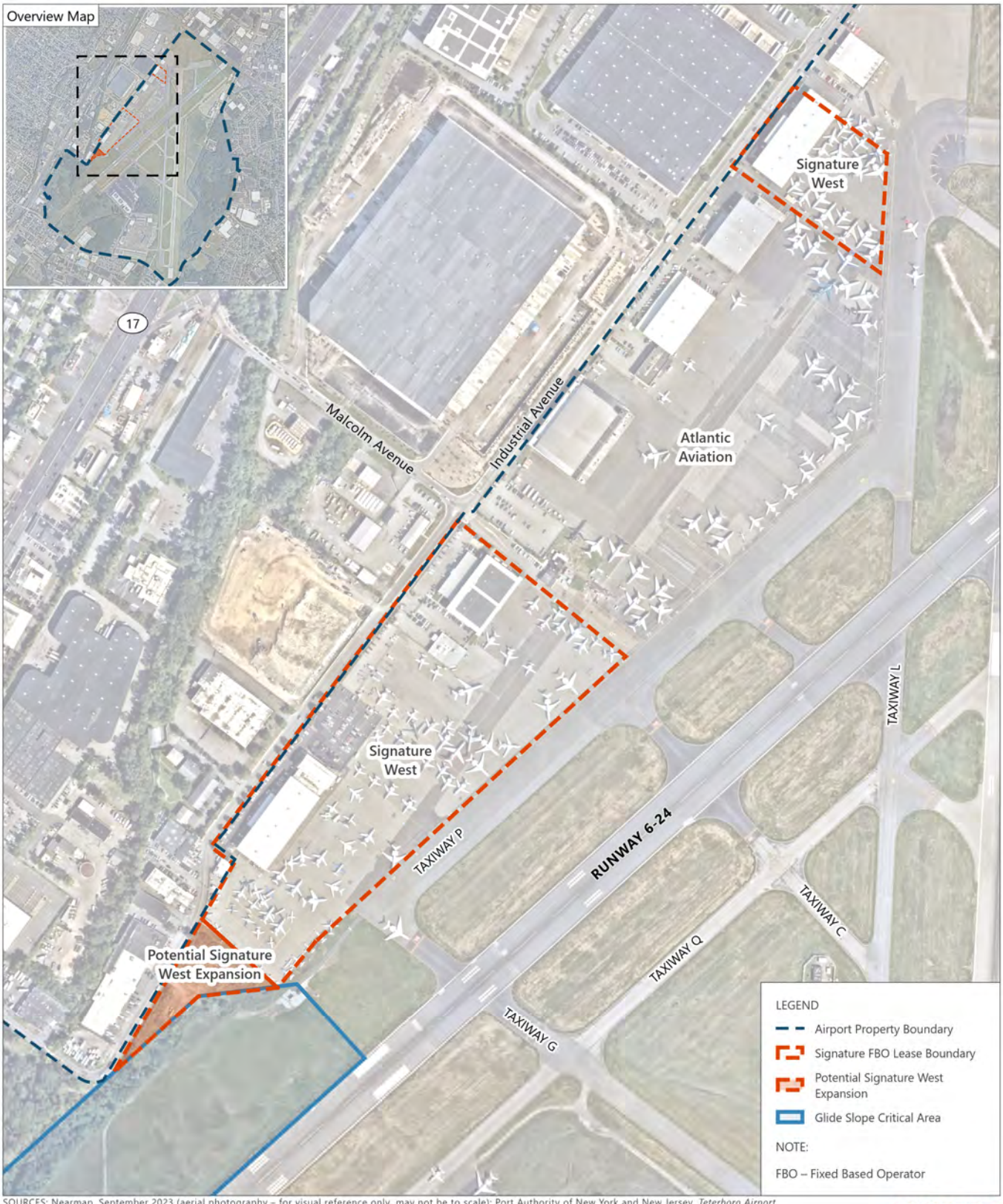
[5] The existing Signature East site was also reviewed for the ability to expand in another direction; however, this was considered infeasible due to the presence of existing airfield and off-Airport infrastructure. The site is generally bound by Taxiway Q to the north and west and Fred Wehran Drive to the east. Thus, an expansion to the south was the only direction considered feasible.

[6] As noted in Table B-15 of Appendix B, usable apron for aircraft parking excludes taxilanes that provide access to hangars and aircraft parking positions. However, for purposes of the alternatives identification and analysis, only the total apron space was considered.

TABLE D-4 SIGNATURE EAST SITE CONFIGURATIONS

ALTERNATIVE 5 CONFIGURATION #	EXHIBIT #	APPROXIMATE AREA (SQUARE FEET)			NUMBER OF ADDITIONAL HANGARS	AUTOMOBILE PARKING EXPANSION
		AIRCRAFT APRON EXPANSION	AIRCRAFT HANGAR EXPANSION	FBO TERMINAL EXPANSION		
Configuration 1 (Reconfiguration)[1]	Exhibit D-3	0	0	0	0	0
Configuration 2	Exhibit D-4	213,600	33,000	4,500	1	53 spaces
Configuration 3	Exhibit D-5	191,400	33,000	4,500	1	51 spaces
Configuration 4	Exhibit D-6	188,500	36,000	4,500	1	53 spaces
Configuration 5 (Proposed Action)	Exhibit D-7	170,000	36,000	4,500	1	29 spaces

NOTE:
1 Configuration 1 encompasses reconfiguration of the existing Signature East site. No expansion of the site is proposed under this configuration.
SOURCE: Signature Flight Support Corporation, August 2020; Signature Flight Support Corporation, May 2024; Ricondo & Associates, June 2025.



SOURCES: Nearmap, September 2023 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary, glide slope critical area); Ricondo & Associates, Inc., December 2024 (fixed based operator boundaries).

NORTH 0 500 ft

EXHIBIT D-2

ALTERNATIVE 4 USE, RECONFIGURATION, OR EXPANSION OF SIGNATURE WEST

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D-1.5.1 ALTERNATIVE 5 CONFIGURATION 1

Alternative 5 Configuration 1 (Reconfiguration) would modify and/or reconfigure the existing apron and FBO hangars within the existing 16-acre lease limit of Signature East. Modification and/or reconfiguration of the site could include reorientation of existing hangar or apron facilities to create a more efficient layout for aircraft parking. However, given the building restrictions[7] at the existing site and the lack of developable space within the leasehold, it is not anticipated that a reconfiguration of existing facilities would notably improve the layout of Signature East. As this configuration would not expand or further develop the existing aircraft hangar or apron areas, no specific potential layouts for this configuration were developed. However, for comparison purposes with the other Signature East expansion configurations, the existing Signature East site layout, without modification and/or reconfiguration of the site, is shown on **Exhibit D-3**.

D-1.5.2 ALTERNATIVE 5 CONFIGURATION 2

Alternative 5 Configuration 2 would include 275,700 square feet of development on the western portion of the existing leasehold. As shown on **Exhibit D-4**, new development within this area would consist of approximately 37,500 square feet of additional hangar and FBO terminal space and an approximately 213,600-square-foot apron area surrounding the hangar to the north, west, and south, contiguous with the existing Signature East apron area. The hangar would be oriented in an east-west direction and would include a 53-space automobile parking area directly east of the hangar. Access to the parking area would be provided via the existing access point for Signature East from Fred Wehran Drive. The configuration and facilities of the existing Signature East would remain unchanged.

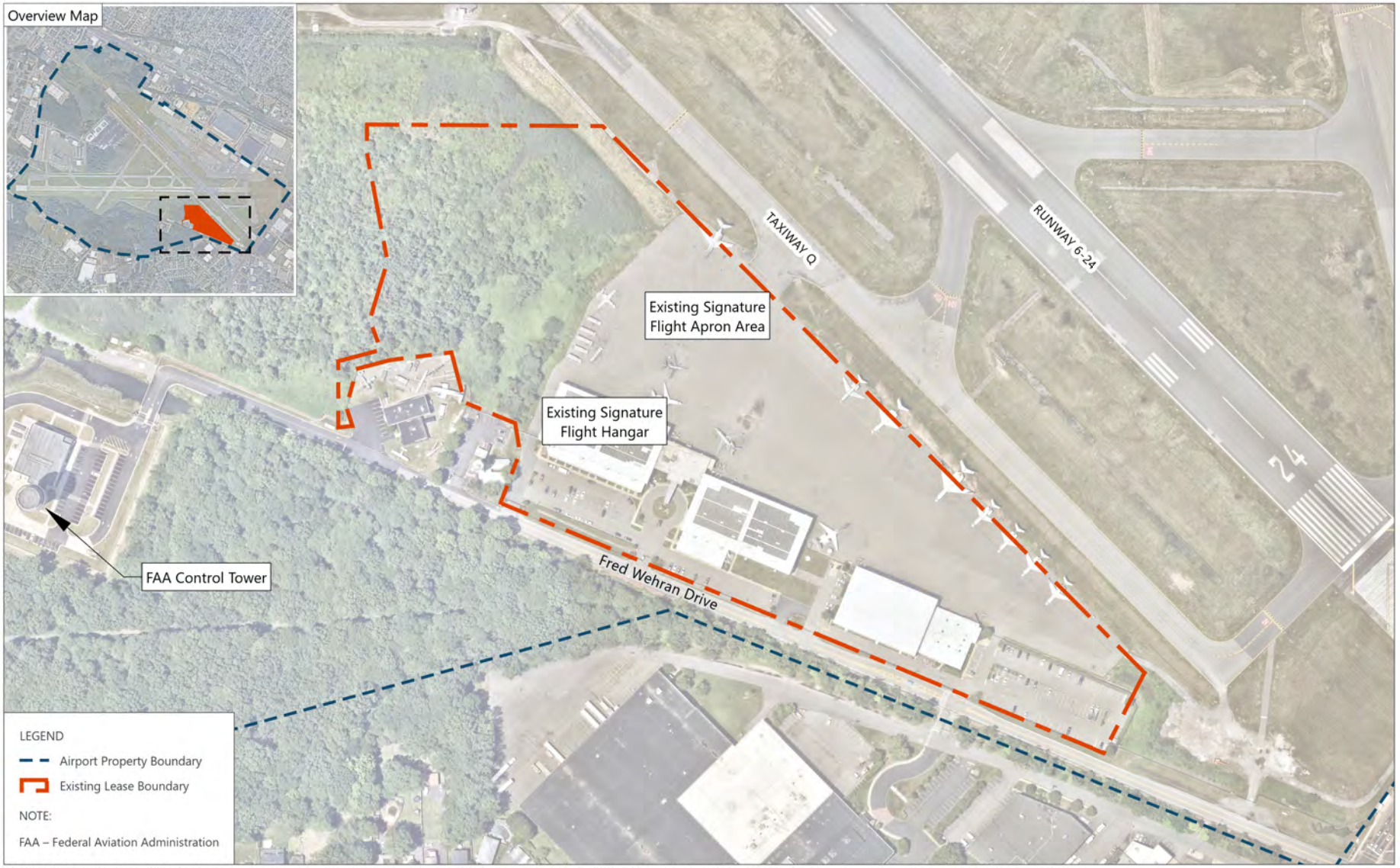
D-1.5.3 ALTERNATIVE 5 CONFIGURATION 3

Alternative 5 Configuration 3 would include 242,700 square feet of development on the western portion of the existing leasehold. As shown on **Exhibit D-5**, new development within this area would consist of approximately 37,500 square feet of additional hangar and FBO terminal space and an approximate 191,400-square-foot apron area to the north and west of the proposed hangar, contiguous with the existing Signature East apron area. The hangar would be oriented in an east-west direction and would include a 51-space automobile parking area directly south of the hangar. Access to the parking area would be provided via an approximately 120-foot-long access road connected to the existing access point for Signature East from Fred Wehran Drive. The configuration and facilities of the existing Signature East would remain unchanged.

D-1.5.4 ALTERNATIVE 5 CONFIGURATION 4

Alternative 5 Configuration 4 would include 253,300 square feet of development on the western portion of the existing leasehold. As shown on **Exhibit D-6,** new development within this area would consist of approximately 40,500 square feet of additional hangar and FBO terminal space and an approximate 188,500-square-foot apron area north and west of the proposed hangar space, contiguous with the existing Signature East apron area. The hangar would be oriented in a north-south direction and would include a 53-space automobile parking area directly east of the hangar. Access to the parking area would be provided via the existing access point for Signature East from Fred Wehran Drive. The configuration and facilities of the existing Signature East would remain unchanged.

[7] Building restrictions at Signature East are due to the need to maintain clear runway safety standards for Runway 6-24. The restrictions ensure that buildings, structures, and objects do not obstruct these safety surfaces, allowing for safe takeoffs, landings, and emergency maneuvers, and reducing the risk of damage to aircraft or injury to passengers. See also Footnote 10.



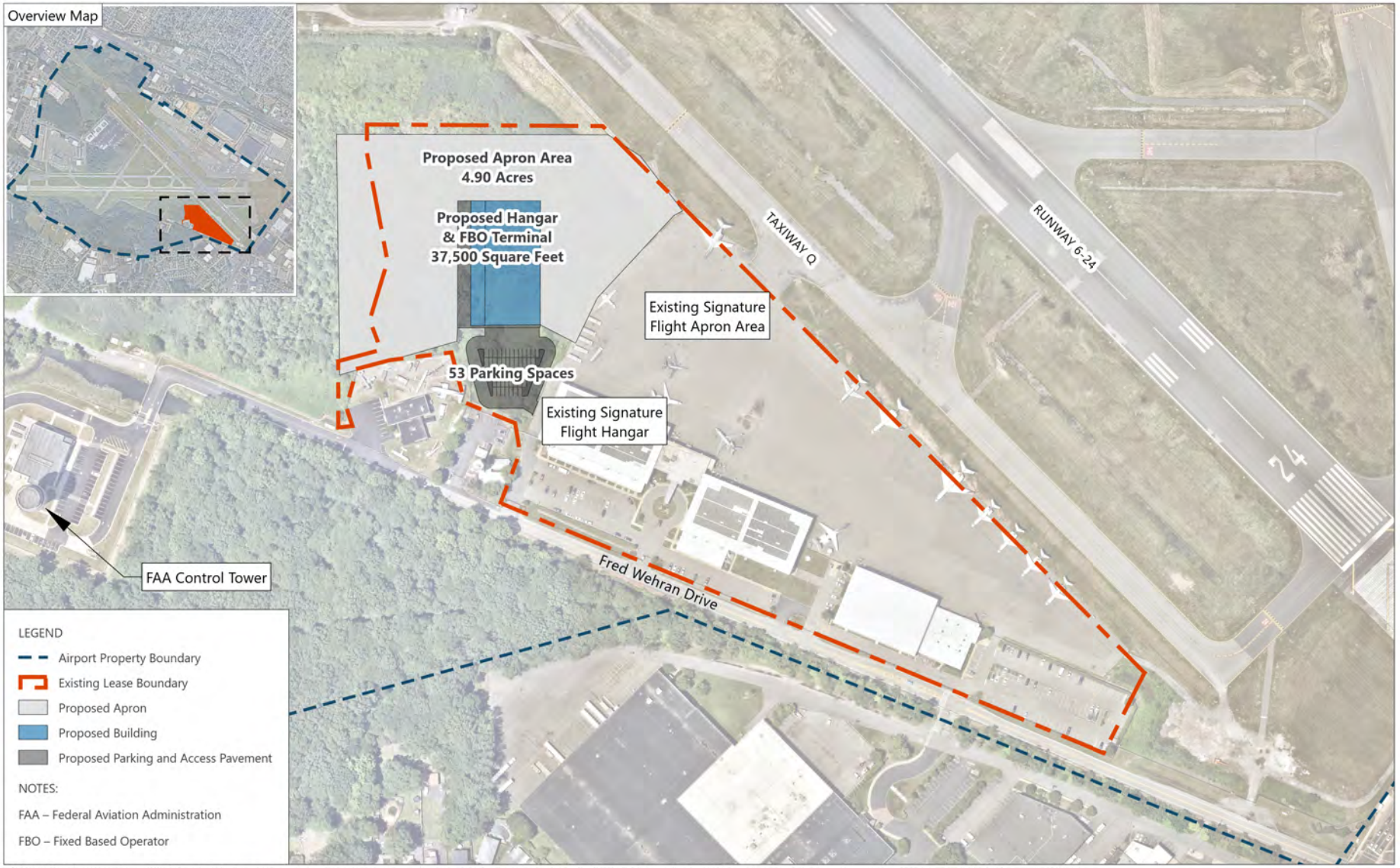
SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

NORTH 0 300 ft

EXHIBIT D-3

SIGNATURE EAST
EXISTING SITE LAYOUT

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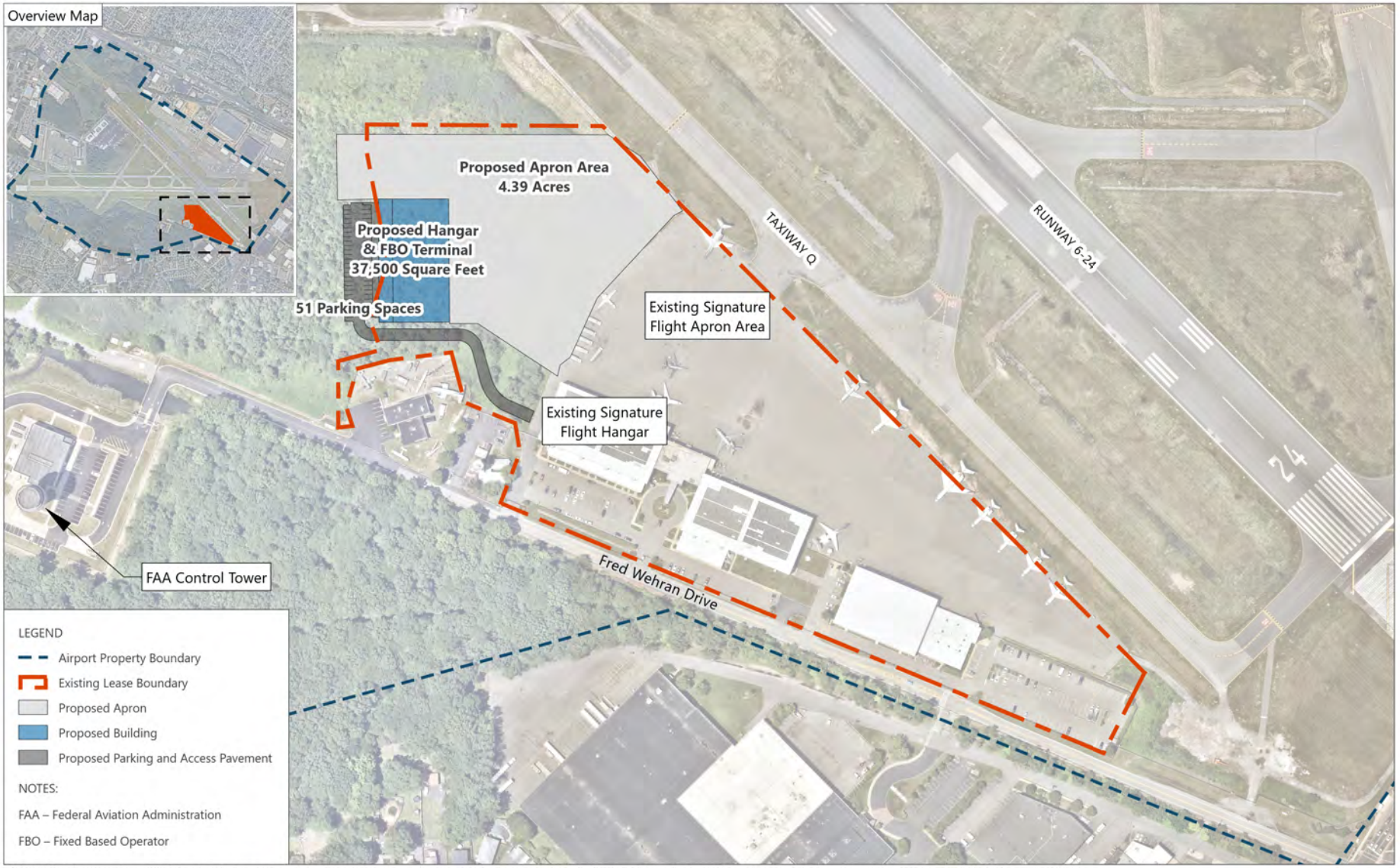
SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

EXHIBIT D-4

NORTH 0 300 ft

ALTERNATIVE 5 CONFIGURATION 2

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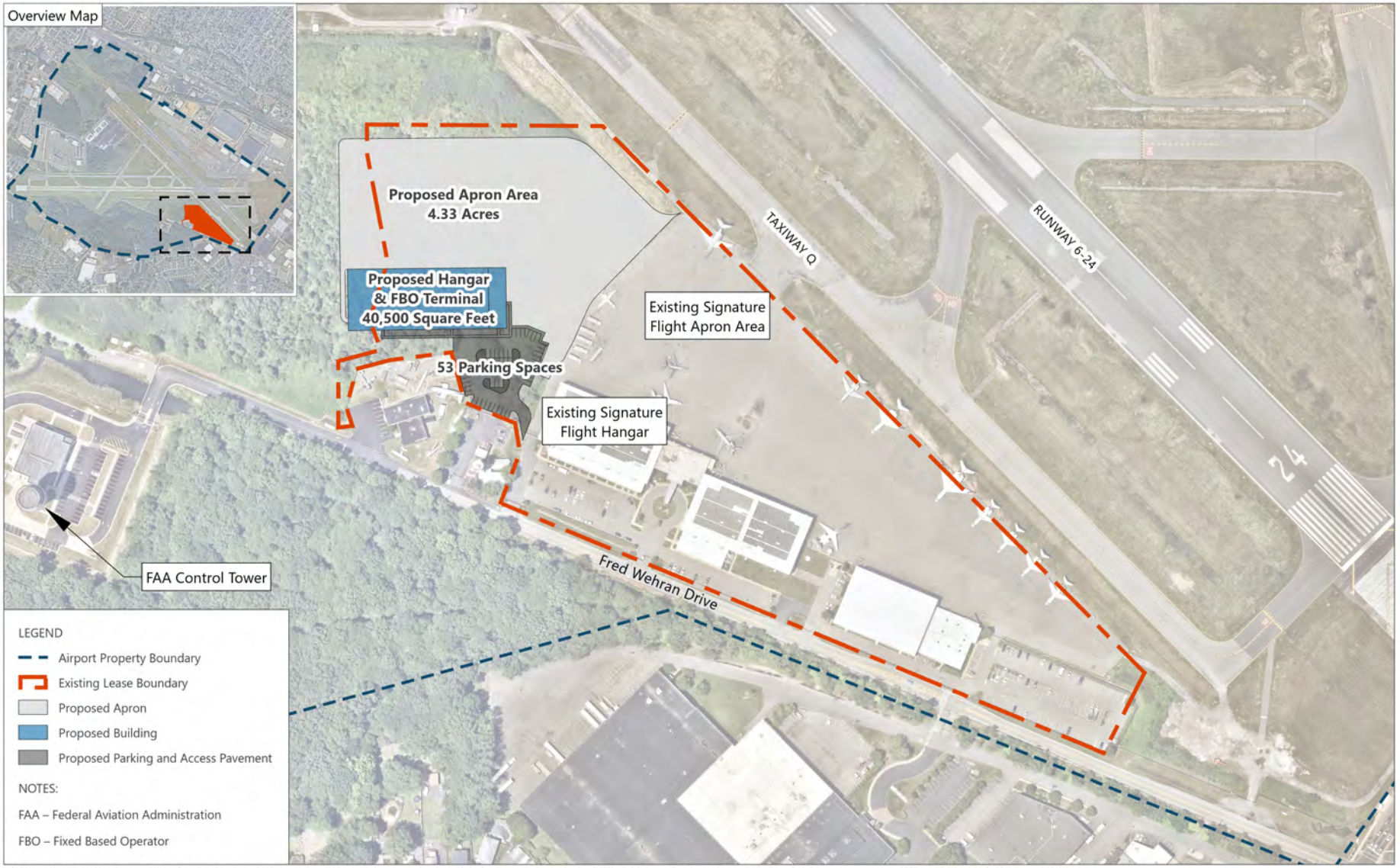
SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

EXHIBIT D-5

NORTH 0 300 ft

ALTERNATIVE 5 CONFIGURATION 3

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SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

NORTH 0 300 ft

EXHIBIT D-6

ALTERNATIVE 5 CONFIGURATION 4

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D-1.5.5 ALTERNATIVE 5 CONFIGURATION 5

Alternative 5 Configuration 5 would include 220,500 square feet of development on the western portion of the existing leasehold. As shown on **Exhibit D-7,** new development within this area would consist of approximately 40,500 square feet of additional hangar and FBO terminal space and an approximate 170,000-square-foot apron area west of the proposed hangar space, contiguous with the existing Signature East apron area. The hangar would be oriented in a northeast-southwest direction and would include a 29-space automobile parking area directly east of the hangar. Access to the parking area would be provided via the existing access point for Signature East from Fred Wehran Drive. The configuration and facilities of the existing Signature East would remain unchanged.

D-1.6 ALTERNATIVE 6: SIGNATURE SOUTH ALTERNATIVES

The existing Signature South FBO facility is located on an approximately 25-acre leasehold on the south side of the Airport, generally bound by Taxiway Q to the west and vegetated/forested areas to the north, east, and south. Taxiway G and the TEB airfield lie just beyond the vegetated area east of the existing Signature South apron. Signature Aviation has identified a total of seven configuration options for the Signature South site: one reconfiguration option within the existing lease boundary, and six configuration options that contemplate an expansion of the lease limits. Five of the Signature South configurations consider an expansion to the northeast and one configuration considers an expansion to the southwest.[8] The Signature South configuration options are summarized in **Table D-5**. These options consider different site layouts for apron pavement, aircraft hangar size/orientation, FBO terminal space, and automobile parking.

TABLE D-5 SIGNATURE SOUTH SITE CONFIGURATIONS

		APPROXIMATE AREA (SQUARE FEET)				
ALTERNATIVE 6 CONFIGURATION #	EXHIBIT #	AIRCRAFT APRON EXPANSION	HANGAR EXPANSION	FBO TERMINAL EXPANSION[1]	NUMBER OF ADDITIONAL HANGARS	AUTOMOBILE PARKING EXPANSION
Configuration 1 (Reconfiguration)[2]	Exhibit D-8	0	0	0	0	0
Configuration 2	Exhibit D-9	430,600	80,000	15,000	2	100 spaces
Configuration 3	Exhibit D-10	378,100	80,000	15,000	2	108 spaces
Configuration 4	Exhibit D-11	339,600	80,000	15,000	2	78 spaces
Configuration 5	Exhibit D-12	267,400	80,000	15,000	2	84 spaces
Configuration 6 (Proposed Action)	Exhibit D-13	197,300	83,500	7,000	2	73 spaces
Configuration 7	Exhibit D-14	240,500	80,000	15,000	2	85 spaces

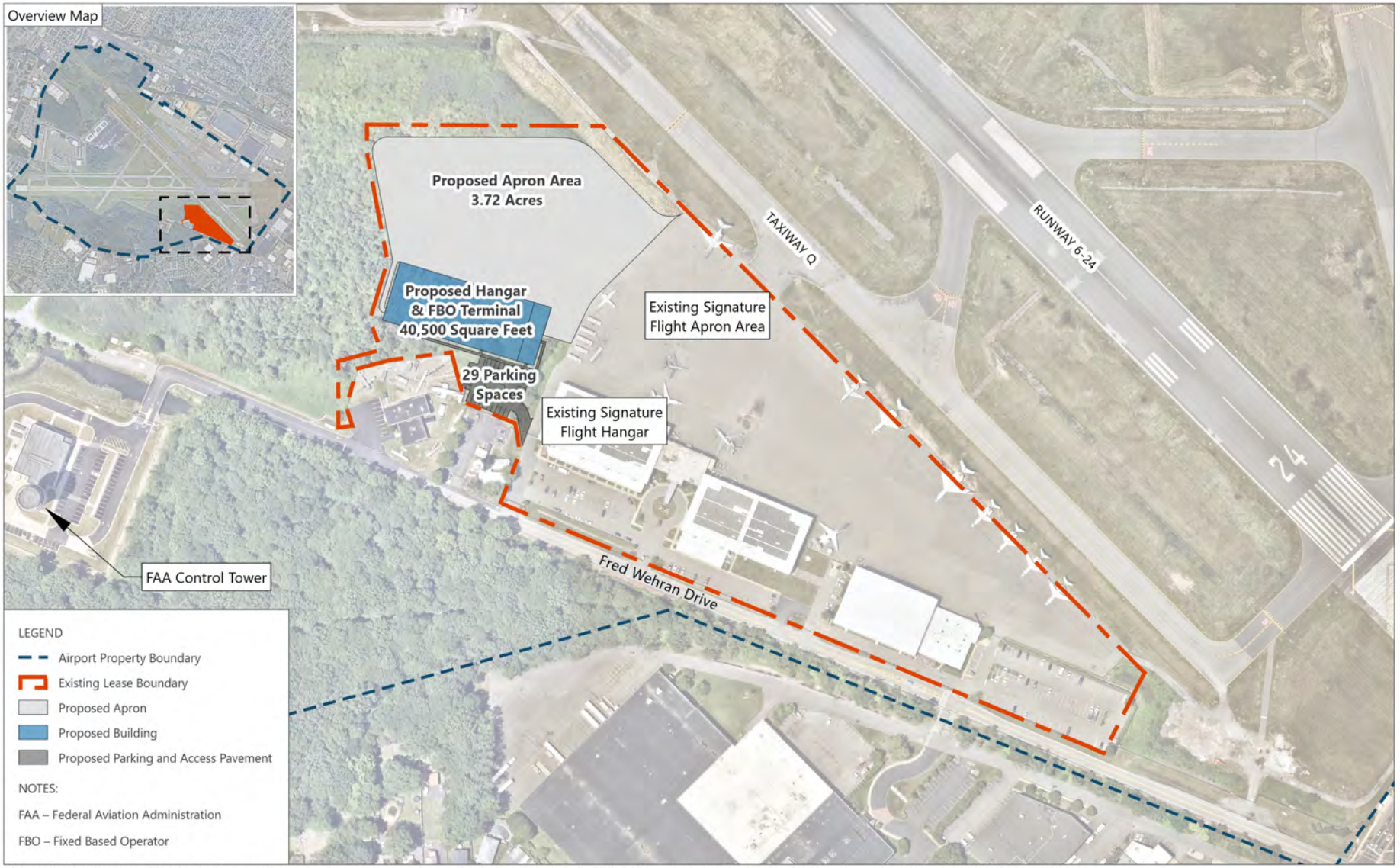
NOTES:

1 The FBO terminal facility for all Signature South alternatives, except Configuration 6, is comprised of a connected 1-story facility with a footprint of 7,500 square feet and a 2-story facility with a footprint of 7,500 square feet. Therefore, although the overall footprint of the FBO terminal is 15,000 square feet, there is 22,500 square feet of FBO terminal floor space for these alternatives. Configuration 6 is comprised of a single, two-story terminal facility with a footprint of 7,000 square feet and 14,000 square feet of terminal floor space.

2 Configuration 1 encompasses reconfiguration of the existing Signature South site. No expansion of the site is proposed under this configuration.

SOURCE: Signature Flight Support Corporation, August 2020; Signature Flight Support Corporation, May 2024; Ricondo & Associates, Inc., September 2026.

[8] The existing Signature South site was reviewed for the ability to expand in each direction. However, considering existing airfield facilities, the site could only be expanded to the north/east or to the south.



SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

EXHIBIT D-7

NORTH 0 300 ft

ALTERNATIVE 5 CONFIGURATION 5

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-7_Alternative5Configuration5_2026_0820

D-1.6.1 ALTERNATIVE 6 CONFIGURATION 1

Alternative 6 Configuration 1 (Reconfiguration) would modify and/or reconfigure the existing apron and FBO hangars within the existing approximately 25-acre lease limit of Signature South. Modification and/or reconfiguration of the site could include reorientation of the existing hangar or apron facilities to create a more efficient layout for aircraft parking. However, given the building restrictions[9] at the existing site and the lack of developable space within the leasehold, it is not anticipated that a reconfiguration of existing facilities would notably improve the layout of Signature South. As this configuration would not expand or further develop the existing aircraft hangar or apron areas, no specific potential layouts for this configuration were developed. However, for comparison purposes with the Signature South expansion configurations, the existing Signature South site layout, without modification and/or reconfiguration of the site, is shown on **Exhibit D-8**.

D-1.6.2 ALTERNATIVE 6 CONFIGURATION 2

Alternative 6 Configuration 2 would include 565,200 square feet of development on the northeast portion of the existing leasehold. As shown on **Exhibit D-9**, new development within this area would consist of approximately 95,000 square feet of additional hangar and FBO terminal space and an approximate 430,600-square-foot apron area northeast of the existing apron, southwest of existing Taxiway G. The hangars would be oriented in a northeast-southwest direction and would include a 100-space automobile parking area directly southeast of the proposed hangar and FBO terminal. Access to the parking facility would be provided via a new access road connecting the facility to the existing Signature South facilities and Charles A. Lindbergh Drive. The configuration and facilities of the existing Signature South would remain unchanged.

D-1.6.3 ALTERNATIVE 6 CONFIGURATION 3

Alternative 6 Configuration 3 would include 515,500 square feet of development on the northeast portion of the existing leasehold. As shown on **Exhibit D-10**, new development within this area would consist of approximately 95,000 square feet of additional hangar and FBO terminal space and an approximate 378,100-square-foot apron area northeast of the existing apron, southwest of existing Taxiway G. The hangars would be oriented in a northeast-southwest direction and would include a 108-space automobile parking area directly southeast of the proposed hangar and FBO terminal. Access to the parking facility would be provided via a new access road connecting the facility to the existing Signature South facilities and to Charles A. Lindbergh Drive. The configuration and facilities of the existing Signature South would remain unchanged.

D-1.6.4 ALTERNATIVE 6 CONFIGURATION 4

Alternative 6 Configuration 4 would include 472,100 square feet of development on the northeast portion of the existing leasehold. As shown on **Exhibit D-11**, new development within this area would consist of approximately 95,000 square feet of additional hangar and FBO terminal space and an approximate 339,600-square-foot apron area northeast of the existing apron, southwest of existing Taxiway G. The hangars would be oriented in a southeast-northwest direction and would include a 78-space automobile parking area directly southeast of the proposed hangar and FBO terminal. Access to the parking facility would be provided via a new access road connecting the facility to the existing Signature South facilities and Charles A. Lindbergh Drive. The configuration and facilities of the existing Signature South would remain unchanged.

[9] Building restrictions at Signature South are due to the need to maintain clear runway safety standards for Runway 6-24. The restrictions ensure that buildings, structures, and objects do not obstruct these safety surfaces, allowing for safe takeoffs, landings, and emergency maneuvers, and reducing the risk of damage to aircraft or injury to passengers. See also Footnote 10.



SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Signature Flight Support Corporation, December 2025 (existing lease boundary).

NORTH 0 300 ft

EXHIBIT D-8

SIGNATURE SOUTH
EXISTING SITE LAYOUT

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-8_ExistingSouthLayout_2026_0820



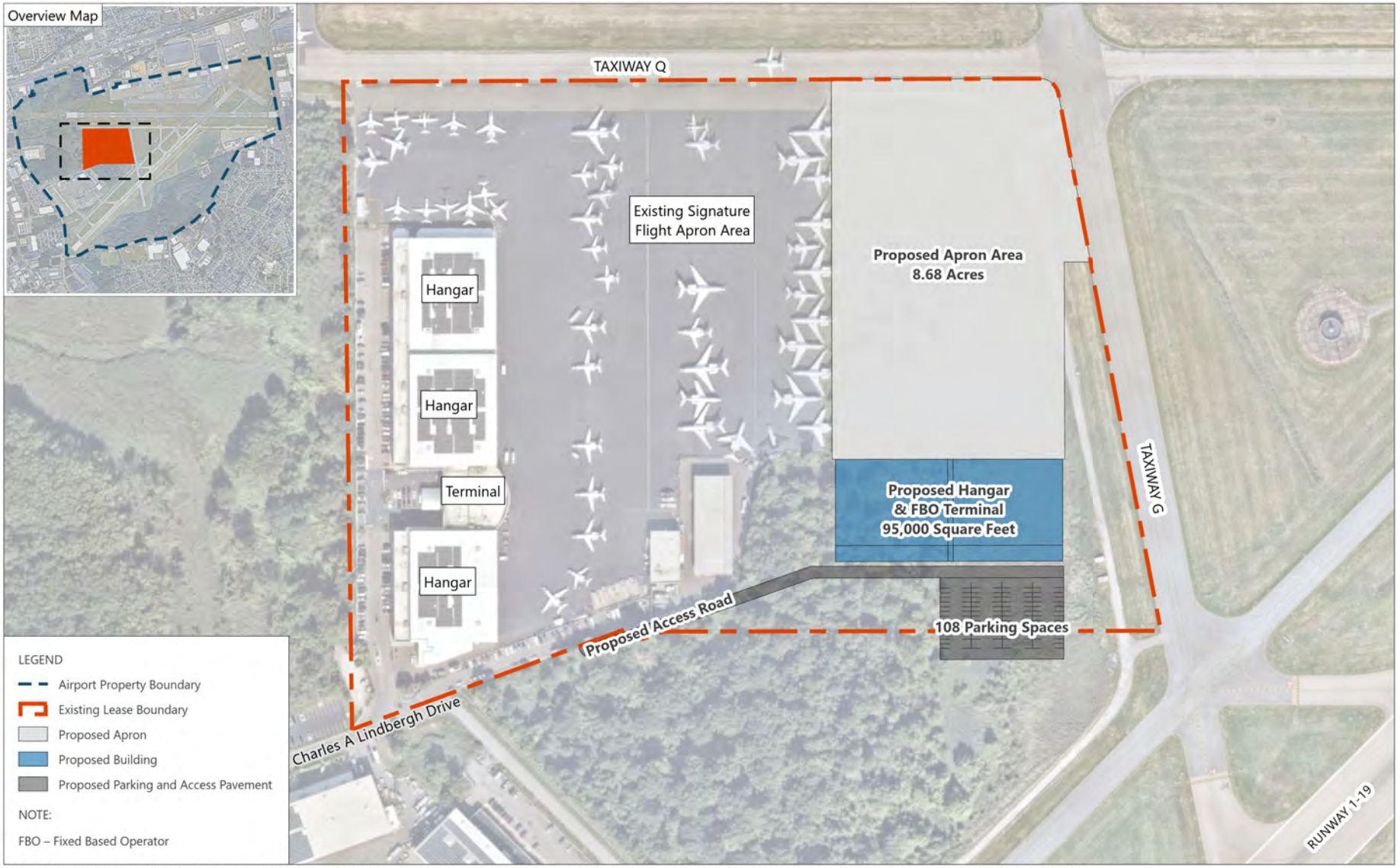
SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

EXHIBIT D-9

NORTH 0 300 ft

ALTERNATIVE 6 CONFIGURATION 2

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-9_Alternative6Configuration2_2026_0820



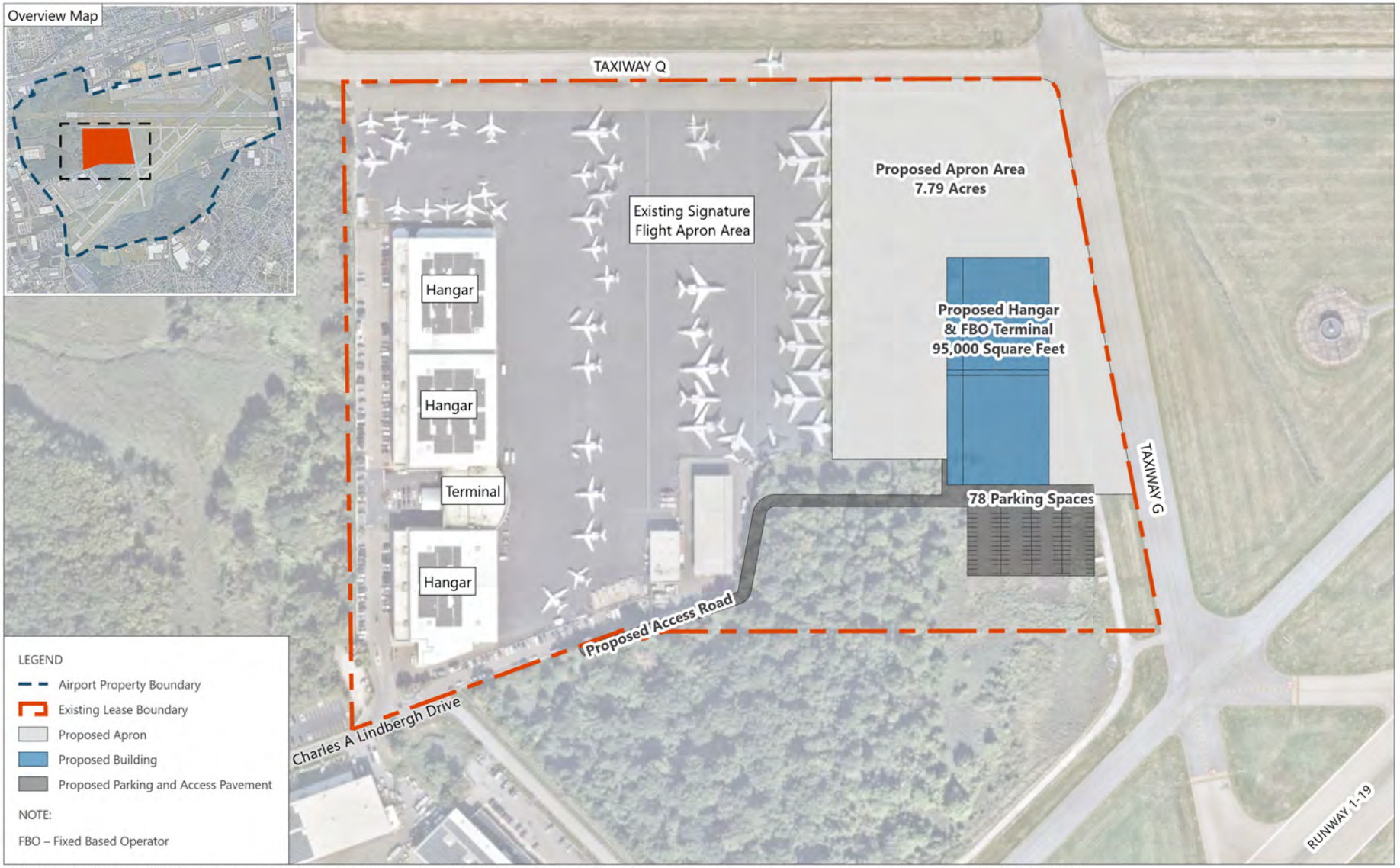
SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

NORTH 0 300 ft

EXHIBIT D-10

ALTERNATIVE 6 CONFIGURATION 3

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-10_Alternative6Configuration3_2026_0820



SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

NORTH 0 300 ft

EXHIBIT D-11

ALTERNATIVE 6 CONFIGURATION 4

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-11_Alternative6Configuration4_2026_0820

D-1.6.5 ALTERNATIVE 6 CONFIGURATION 5

Alternative 6 Configuration 5 would include 394,100 square feet of development on the northeast portion of the existing leasehold. As shown on **Exhibit D-12**, new development within this area would consist of approximately 95,000 square feet of additional hangar and FBO terminal space and an approximate 267,400-square-foot apron area northeast of the existing apron, southwest of existing Taxiway G. The hangars would be oriented in a northeast-southwest direction and would include an 84-space automobile parking area southeast of the proposed hangar and FBO terminal. Access to the parking facility would be provided via a new access road connecting the facility to the existing Signature South facilities and Charles A. Lindbergh Drive. The configuration and facilities of the existing Signature South would remain unchanged.

D-1.6.6 ALTERNATIVE 6 CONFIGURATION 6

Alternative 6 Configuration 6 would include 312,200 square feet of development on the northeast portion of the existing leasehold. As shown on **Exhibit D-13**, new development within this area would consist of approximately 90,500 square feet of additional hangar and FBO terminal space and an approximate 197,300-square-foot apron area northeast of the existing apron, southwest of existing Taxiway G. The hangars would be oriented in a northeast-southwest direction and would include a 73-space automobile parking area southeast of the proposed hangar and FBO terminal. Following publication of the Draft EA, in response to agency comments and coordination and due to site topography, the overall footprint of Alternative 6 Configuration 6 was reduced from approximately 350,700 square feet to approximately 312,200 square feet. The reduction included approximately 4,300 square feet from the automobile parking lot, approximately 4,500 square feet from the aircraft hangar and FBO terminal combined, and approximately 29,700 square feet from the aircraft apron. The number of automobile parking spaces was reduced from 91 to 73 to further minimize impacts on wetlands. Shuttles would transport employees and customers between off-site parking and Signature South, as needed. Access to the parking facility would be provided via a new access road connecting the facility to the existing Signature South facilities and Charles A. Lindbergh Drive. The configuration and facilities of the existing Signature South would remain unchanged.

D-1.6.7 ALTERNATIVE 6 CONFIGURATION 7

Alternative 6 Configuration 7 would include 365,500 square feet of development on the southwest portion of the existing leasehold. As shown on **Exhibit D-14,** new development within this area would consist of approximately 95,000 square feet of additional hangar and FBO terminal space and an approximate 240,500-square-foot apron area southwest of the existing apron, east of existing Taxiway Q. The hangars would be oriented in a northwest-southeast direction and would include an 85-space automobile parking area to the east of the proposed hangar and FBO terminal. Access to the parking facility would be provided via the existing Signature South automobile parking area and Charles A. Lindbergh Drive. The configuration and facilities of the existing Signature South would remain unchanged.

D-1.7 ALTERNATIVE 7: DEVELOPMENT OF OTHER SITES AT TEB ALTERNATIVE

This alternative considers development of other sites at TEB to accommodate the existing demand for Signature facilities. The Airport is approximately 827 acres and comprises a variety of aeronautical and non-aeronautical facilities. The Airport has two 150-foot-wide runways, Runways 1-19 and 6-24, which are 7,000 feet and 6,013 feet in length, respectively, along with general aviation facilities (terminals, aprons, and hangars), an aircraft rescue and firefighting facility (ARFF), three fuel farms, an Airport Traffic Control Tower (ATCT), Federal Inspection Services, a management office building, an airport operations building, maintenance facilities, and the Aviation Hall of Fame

and Museum of New Jersey. **Exhibit D-15** delineates the FAA safety areas[10] and potential developable areas at TEB. Based on forecast demand (see **Appendix A**) and the facility requirements (see **Appendix B**), it is anticipated that approximately 600,000 square feet or 13.8 acres would be required for a new FBO facility. As shown on Exhibit D-15, there are two undeveloped areas (not already being considered), located on Airport property that are outside of FAA safety areas that are potentially large enough to construct additional FBO facilities. Site 1 is located to the west of the Runway 6 end; Site 2 is located on the east side of the Airport and contains forested areas known as Teterboro Woods.[11] Alternative 7 evaluates development of these areas at TEB that are outside of existing Airport infrastructure and associated FAA safety areas.

[10] FAA Advisory Circular (AC) 150/5300-13B outlines specific guidelines to ensure the safety of airport operations through the establishment of safety areas for runways and taxiways. These safety areas are critical for minimizing risks during aircraft takeoffs, landings, and ground movements. These include Runway Safety Areas, Runway Object Free Areas, Runway Protection Zones, Taxiway Safety Areas, and Taxiway Object Free Areas. The size and dimensions of these safety surfaces vary based on the runway/taxiway design codes and the types of aircraft operating at the Airport. These safety areas for Teterboro Airport are shown on Exhibit D-15. Additionally, 14 CFR Part 77 establishes standards for determining obstructions to navigable airspace, which includes setting building restrictions at and around airports to ensure safety and evaluating whether proposed structures would cause a hazard to air navigation by affecting radar or ATCT line of sight. These standards define various imaginary surfaces around runways and other airport areas to prevent hazards to aircraft operations. The Proposed Action will require evaluations in accordance with 14 CFR Part 77 (Obstruction Evaluation) and Part 157 (Notice of Construction, Alteration, Activation, and Deactivation of Airports) to ensure compliance with FAA airspace and airport development regulations.

[11] There is also an undeveloped area of the Airport to the east of the Runway 6 end that could accommodate additional FBO facilities. This area is considered under Alternative 6 Configuration 7.



SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, August 2020 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

NORTH 0 300 ft

EXHIBIT D-12

ALTERNATIVE 6 CONFIGURATION 5

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-12_Alternative6Configuration5_2026_0820



SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (existing Airport elements); Langan, September 2026 (alternative elements); Signature Flight Support Corporation, December 2025 (existing lease boundary).

NORTH 0 300 ft

EXHIBIT D-13

ALTERNATIVE 6 CONFIGURATION 6

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-13_Alternative6Configuration6_2026_0918



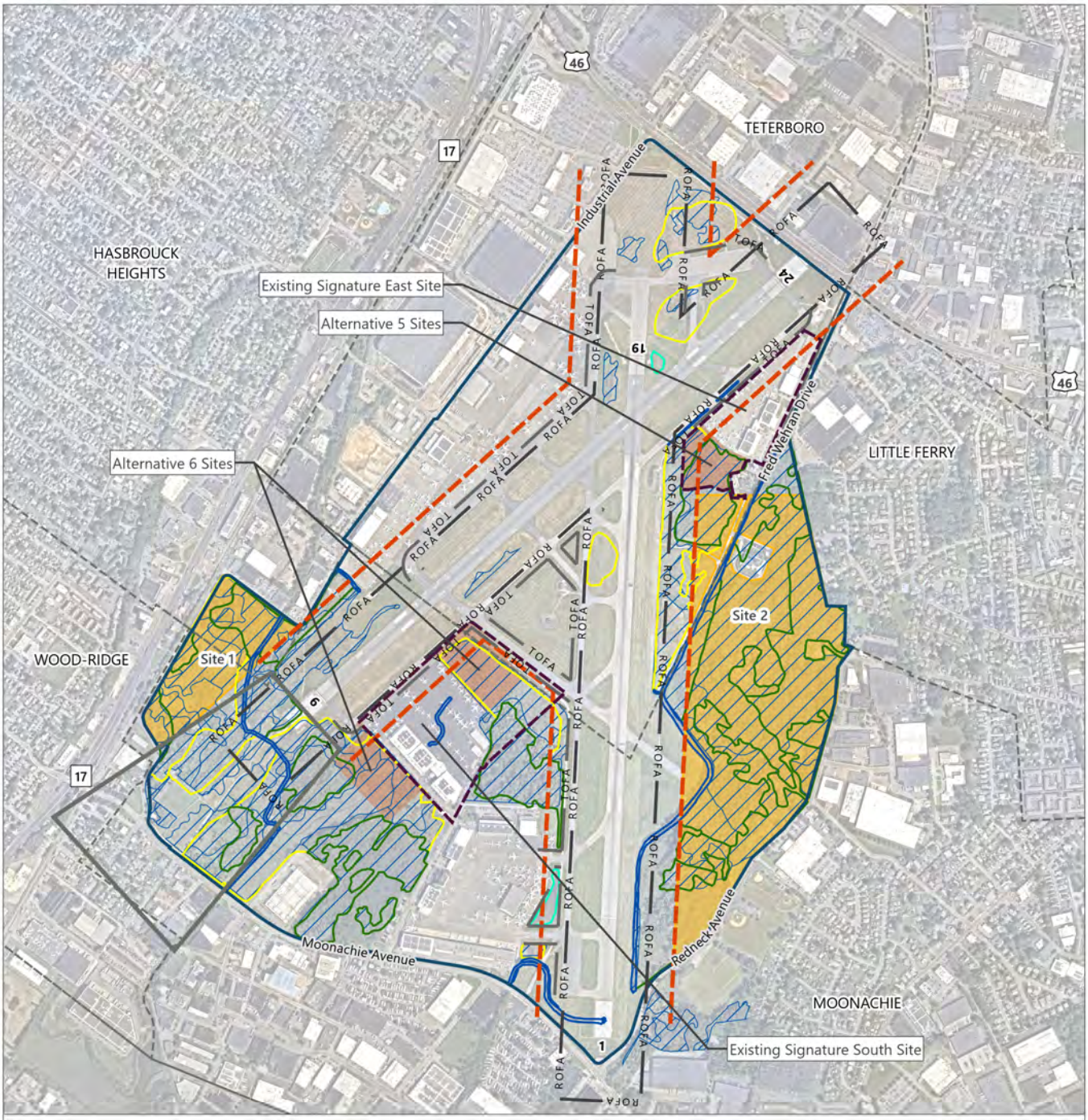
SOURCES: Nearmap, June 2024 (aerial photography – for visual reference only, may not be to scale); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); Signature Flight Support Corporation, December 2025 (existing lease boundary); Ricondo & Associates, Inc., June 2025 (alternative elements).

EXHIBIT D-14

NORTH 0 300 ft

ALTERNATIVE 6 CONFIGURATION 7

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-14_Alternative6Configuration7_2026_0820



LEGEND

- Airport Property Boundary
- Existing Lease Boundary
- Proposed Alternative Site
- Runway Protection Zone
- Building Restriction Line (BRL)
- Runway Object Free Area (ROFA)
- Taxiway Object Free Area (TOFA)
- Potential Developable Areas
- Wetlands [1]
- Freshwater Emergent Wetland [2]
- Freshwater Forested/Shrub Wetland [2]
- Freshwater Pond [2]
- Riverine [2]
- Municipality

NOTES:

1 Wetlands derived from New Jersey Department of Environmental Protection, 2012.

2 Wetlands derived from US Fish and Wildlife Service, 2023.

SOURCES: Nearmap, September 2023 (aerial photography – for visual reference only, may not be to scale); US Census Bureau, November 2023 (municipalities); Port Authority of New York and New Jersey, *Teterboro Airport, Airport Layout Plan*, December 2014 (Airport property boundary); US Fish and Wildlife Service, 2023 (wetlands); New Jersey Department of Environmental Protection, 2012 (wetlands); Ricondo & Associates, Inc., December 2024 (developable areas, safety areas).

NORTH 0 1,500 ft

EXHIBIT D-15

ALTERNATIVE 7 DEVELOPMENT OF OTHER SITES AT TEB ALTERNATIVE

Project: P:\GIS\Projects\TEB\APRX\TEB_FacilitiesRedevEA_AppendixD_Alternatives_2026_0724.aprx Layout: TEB_EA_ExhD-15_PotentialDevelopableLand_2026_0820

D-2. ALTERNATIVES SCREENING PROCESS AND CRITERIA

This section outlines the screening process and associated criteria used to identify feasible alternatives for detailed environmental analysis. A two-step screening process was established to evaluate the list of potential alternatives to determine which of them are reasonable and should be carried forward for detailed environmental impact analysis. In order for an alternative to be reasonable, it must meet the Purpose and Need of the Proposed Action and must be practical or feasible from the technical and economic standpoint and using common sense. An alternative may still be reasonable even if it is outside the legal jurisdiction of the FAA or if there is a conflict with existing law.

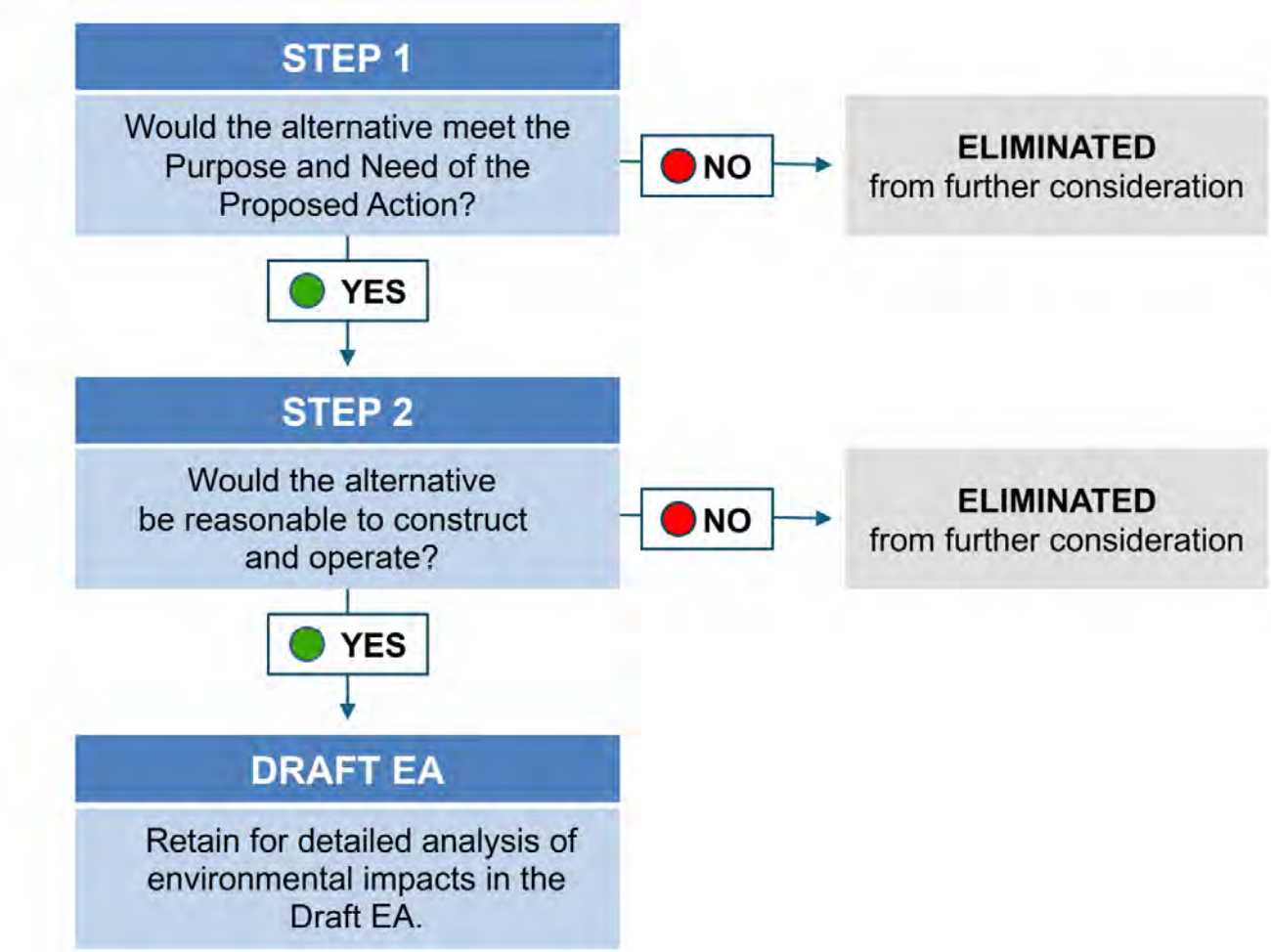
In Step 1, each alternative was analyzed to determine whether the alternative could achieve the Purpose and Need. Alternatives that would not meet all elements of the Purpose and Need were determined to be unreasonable and, therefore, were eliminated from further consideration. Alternatives that met all elements of the Purpose and Need were moved to Step 2 of the screening process.

In Step 2, alternatives that passed the Step 1 screening process were evaluated based on whether the alternative would be reasonable to construct and operate. These screening criteria include whether the alternative:

- could be implemented without major modifications to airfield infrastructure, including taxiways and/or utilities;
- is reasonable to construct given site constraints/considerations; and
- is reasonable to operate given existing airfield operational patterns.

Alternatives that met all elements of the criteria for determining whether the alternative is reasonable to construct and operate were retained for a detailed evaluation of environmental impacts. Alternatives that would not be reasonable to construct and operate were eliminated from further consideration. However, as required by NEPA, the No Action Alternative was also retained for detailed analysis. **Exhibit D-16** conceptually portrays the screening process.

EXHIBIT D-16 ALTERNATIVES SCREENING PROCESS



SOURCE: Ricondo & Associates, Inc., December 2025.

D-3. SCREENING STEP 1: WOULD THE ALTERNATIVE MEET THE PURPOSE AND NEED OF THE PROPOSED ACTION?

This section identifies the Step 1 screening criterion and evaluates each alternative against the criterion. The following question was developed to determine whether the alternative would meet the Purpose and Need of the Proposed Action described in Section 2 of the EA and should be advanced to Step 2 of the screening process.

- Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

— *Adequate FBO Facilities, Apron and Hangar Space*: This criterion evaluates if an alternative would generally meet the 2044 area requirement for apron space,[12] hangar space, FBO terminal, and automobile parking as identified in **Table D-6**. The total overall facilities requirement for both Signature East and Signature South is approximately 600,300 square feet; however, based on the existing constraints at the Airport, development of one or more sites may be required to meet all facility requirements. To meet this criterion, an alternative would need to provide new facilities or expand existing aircraft parking facilities by approximately 222,700 additional square feet to meet the identified existing and future demand for Signature East facilities and approximately 297,300 additional square feet to meet the identified existing and future demand for Signature South facilities.[13] Additionally, adequate aircraft parking facilities allow for accommodation of the existing and forecast aircraft fleet mix consisting of larger jets and aircraft with winglets, allow for efficient apron operations, create expanded safety margins for pilots and FBO staff, and reduce ferry flights. Therefore, this criterion assesses whether each alternative can accommodate these facility requirements and meet the Purpose and Need for the project.

TABLE D-6 FACILITY REQUIREMENTS

FACILITY COMPONENT	EXISTING AREA (SQ FT)	TOTAL 2044 AREA REQUIREMENT (SQ FT)	ADDITIONAL AREA REQUIRED (SQ FT)
Signature East			
Aircraft Parking	277,000	499,700	222,700
Apron for Aircraft Parking [1]	192,500	380,100	187,600
Aircraft Hangars [2]	84,500	119,600	35,100
FBO Terminal	6,400	10,700	4,300
Automobile Parking	71,600	87,200	15,600
Total	**355,000**	**597,600**	**242,600**
Signature South			
Aircraft Parking	471,300	768,600	297,300
Apron for Aircraft Parking [1]	340,300	551,300	211,000
Aircraft Hangars [2]	131,000	217,300	86,300
FBO Terminal	16,000	22,600	6,600
Automobile Parking	76,400	130,200	53,800
Total	**563,700**	**921,400**	**357,700**

NOTES:
SQ FT – Square Feet
1 Usable apron for aircraft parking (excludes taxilanes to provide access to hangars). However, for purposes of the alternative screening analysis, only the total apron space was used for comparison to area requirements.
2 Includes hangar space for based aircraft and tenant aircraft.

[12] As noted in Table B-15 of Appendix B, usable apron for aircraft parking excludes taxilanes that provide access to hangars and aircraft parking positions. However, for purposes of the alternative screening analysis, only the total apron space was used for comparison to area requirements.

[13] As discussed in Appendix B, facility requirements are based on general space needs, which may be higher or lower depending on site limitations, configuration issues, and configuration of facility components to meet current and forecast demand. Thus, facility requirements identified during analysis may differ from what is proposed for construction and not the final development numbers. As such, this criterion evaluated whether an alternative would generally meet the minimum space requirements (within 10 percent).

SOURCE: Ricondo & Associates, Inc., June 2025.

D-3.1 NO ACTION ALTERNATIVE

Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

The No Action Alternative would not expand or further develop the existing Signature FBO facilities at TEB and therefore would not provide additional or adequate FBO facilities for Signature to accommodate existing and forecast demand at their FBO facilities. The No Action Alternative would not provide additional Signature FBO apron or hangar space, terminal facilities, or automobile parking, and existing overall facility and aircraft parking deficits would be exacerbated under future conditions considering the forecast increase in operations and the fleet mix evolution toward larger jet aircraft at Signature facilities. Further, it is not anticipated that under the No Action Alternative, general aviation traffic from congested Signature facilities could be accommodated at the other FBOs at TEB. Under existing conditions, pilots have the option of using other FBO facilities when Signature facilities are full; however, based on the number of ferry flights and number of times annually Signature is operating under congested conditions, all of the existing FBOs at TEB are experiencing congested conditions during peak periods which often spills over onto active taxiways. Without the proposed improvements to aircraft apron space, hangars, and supporting facilities, Signature would continue to experience operational inefficiencies and safety risks at their existing facilities, as well as overall Signature-related ferry flights at TEB. Therefore, the No Action Alternative would not meet the needs of the existing and forecast aircraft fleet.

Advance to Step 2?

Overall, the No Action Alternative does not meet the Purpose and Need of the Proposed Action. However, the No Action Alternative must be carried forward in the assessment of environmental impacts as required by NEPA. The No Action Alternative will serve as the basis for comparison of the impacts of the other alternatives that are carried forward for detailed analysis.

D-3.2 ALTERNATIVE 2: USE OF OTHER MODES OF TRANSPORTATION ALTERNATIVE

Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

Alternative 2 would not expand or further develop the existing Signature FBO facilities at TEB. Rather, Alternative 2 would shift a portion of general aviation demand served by Signature at TEB to the use of other modes of transportation, including commercial flights from nearby commercial service airports (that is, LGA, JFK, and/or EWR), automobiles, buses, passenger trains, ferries, and/or helicopters to provide transportation services to and from the New York and New Jersey metropolitan region instead of Signature facilities at TEB. Specifically, this alternative assumes a partial shifting of a portion of Signature-related aviation aircraft operations to one or more other modes of transportation.

While other modes of transportation play a role in the overall transportation network for the New York and New Jersey metropolitan area, TEB provides the most efficient general aviation access to Midtown Manhattan. Customers today already have the option to use other modes of transportation but instead choose to fly in and out of TEB when traveling to Manhattan, even when Signature facilities are full.

In 2024, Signature accommodated approximately 127,200 operations at TEB. Flight data from Signature indicates 1,651 origin and destination (O&D) airports for these operations. The top 15 O&D airports, as shown on **Table D-7**, only comprise approximately 24 percent of operations while the top 50 O&D airports comprise approximately 43 percent of operations. Therefore, operations at the remaining 1,601 O&D airports make up the remaining 57 percent of operations. The weighted average distance from TEB for the top 15 airports, not including ferry flights, is approximately 600 nautical miles. While some locations, such as Boston Logan International Airport and Washington Dulles International Airport, may be feasibly accessible by automobile, bus, or passenger rail, these options are not as convenient or efficient as private aviation. There are numerous O&D airports, such as Miami International Airport and Van Nuys Airport where this is not feasible due to the distance from the New York City metropolitan region.

TABLE D-7 TOP ORIGIN AND DESTINATION AIRPORTS FOR SIGNATURE OPERATIONS AT TEB (2024)

AIRPORT	AIRPORT CODE	DISTANCE FROM TEB (NM)	2024 OPERATIONS	PERCENT OF TOTAL SIGNATURE OPERATIONS AT TEB
Washington Dulles International Airport	IAD	194	3,541	2.8%
President Donald J. Trump International Airport	DJT	902	3,521	2.8%
Laurence G. Hanscom Field	BED	158	3,201	2.5%
Westchester County Airport [1]	HPN	21	3,050	2.4%
Boston Logan International Airport	BOS	164	2,698	2.1%
Miami-Opa Locka Executive Airport	OPF	948	2,584	2.0%
Chicago Midway Airport	MDW	619	1,757	1.4%
Nantucket Memorial Airport	ACK	183	1,736	1.4%
Miami International Airport	MIA	955	1,464	1.2%
Van Nuys Airport	VNY	2,128	1,368	1.1%
Republic Airport [1]	FRG	30	1,185	0.9%
Chicago Executive Airport	PWK	628	1,154	0.9%
Lester B. Pearson International Airport	YYZ	300	1,149	0.9%
Dallas Love Field	DAL	1,191	1,117	0.9%
Philadelphia International Airport	PHL	80	1,105	0.9%
TOTAL			**30,630**	**24.1%**

NOTE:
1 Operations to and from Westchester County Airport and Republic Airport are assumed to be primarily ferry flights.
SOURCE: Signature 2024 Flight Operations Data, May 2025.

In terms of commercial aviation, it is unlikely that passengers traveling to TEB would use commercial flights as a replacement for a private flight. New York City's role as a global business hub creates a high demand for efficient and timely corporate aviation access, particularly for travelers who value flexibility and proximity to the City's core business districts. In contrast, commercial airlines operate on fixed schedules and serve only 11 percent of US airports, unlike private aviation which can serve nearly all airports.[14] Furthermore, commercial flights often require

[14] National Business Aviation Association, "Business Aviation Airports: A Contrast to the Commercial Airline Hubs," https://nbaa.org/advocacy/legislative-and-regulatory-issues/business-aviation-essential-to-local-economies-and-national-interest/business-aviation-airports-a-contrast-to-the-commercial-airline-hubs/ (accessed December 15, 2025).

connections to reach smaller or less trafficked airports, adding travel time and inconvenience compared to direct private flights. Private flights also allow for customized departure times and streamlined boarding processes, saving time compared to navigating commercial airline schedules and security screening lines. These elements of flexibility, convenience, and efficiency offered by private aviation are indispensable for business professionals and cannot be readily substituted by commercial airlines and scheduled flights.

Air taxi operations, including those conducted by helicopters from airports to heliports, are in limited service at area airports. Air taxi services are designed to complement, rather than replace, private or commercial aviation, primarily facilitating connections for commercial airline passengers to their final destinations (which are often in Manhattan). As helicopters serve a different clientele and are limited to a significantly lower passenger throughput, they do not represent a feasible alternative to traditional aviation.

While some Signature customers may choose to use other modes of transportation, including commercial flights, automobiles, buses, passenger trains, ferries, or helicopters, these alternatives are unlikely to accommodate enough demand to make a meaningful difference in overall operations at Signature facilities at TEB. While shifting a portion of Signature-related aviation activity to other modes of transportation could slightly reduce the number of aircraft operating at Signature facilities, it would not be substantial enough to allow for the existing facilities to accommodate the existing and forecast fleet without physical expansion. That is, the potential decrease in operations would not be sufficient to close the gap in parking space required to accommodate the existing or forecast aircraft fleet mix, especially considering the evolution towards larger jets and aircraft equipped with winglets, both of which require additional apron and hangar space to maneuver and park safely. Without expansion or development of additional FBO facilities, Alternative 2 would maintain the existing configuration of Signature facilities at TEB, which does not adequately accommodate the larger jet wingspans or the need for expanded clearances, resulting in continued operational inefficiencies, safety risks, and ferry flights due to congestion.

Additionally, there is no mechanism to force customers to use other modes of transportation or to relocate aircraft operations from TEB. Due to federal grant obligations and federal law (see Section 3.3 of the EA), the Port Authority, as owner and operator of TEB, does not have the authority to restrict aircraft operations or force customers to use other modes of transportation. Therefore, without a significant shift in demand and without providing additional FBO infrastructure, Alternative 2 would not provide additional or adequate FBO facilities to accommodate existing and forecast demand. Furthermore, it is anticipated that deficits at Signature FBO facilities would be exacerbated under future conditions considering the forecast increase in operations and the fleet mix evolution towards larger jet aircraft.

Advance to Step 2?

Alternative 2 would not expand or further develop the existing Signature FBO facilities at TEB. Rather, this alternative would shift a portion of general aviation demand served by Signature at TEB to the use of other modes of transportation, including commercial flights from nearby commercial service airports (that is, LGA, JFK, and/or EWR), automobiles, buses, passenger trains, ferries, and/or helicopters to provide transportation services to and from the New York and New Jersey metropolitan region instead of Signature facilities at TEB. Considering the large breadth of O&D airports with operations to and from TEB and the distance of these airports to the New York City metropolitan region, alternative modes of transportation are not as flexible, convenient, or efficient as private aviation, and for many locations it is not practical or feasible. Furthermore, due to federal grant obligations and federal law (see Section D-3.3), the Port Authority, as owner and operator of TEB, does not have the authority to restrict aircraft operations or force customers to use other modes of transportation. The FAA also does not have the authority to require aircraft pilots and passengers to use other modes of transportation.

While shifting a portion of Signature-related aviation activity to other modes of transportation could slightly reduce the number of aircraft operating at Signature facilities, it would not be substantial enough to allow for the existing facilities to accommodate the existing and forecast fleet without physical expansion. That is, the potential decrease in operations would not be sufficient to close the gap in parking space required to accommodate the existing or forecast aircraft fleet mix, especially considering the evolution towards larger jets and aircraft equipped with winglets, both of which require additional apron and hangar space to maneuver and park safely. Therefore, without expansion or development of additional FBO facilities, Alternative 2 would maintain the existing configuration of Signature facilities at TEB, which is not able to accommodate the existing and forecast demand at Signature's FBO facilities. As such, Alternative 2, Use of Other Modes of Transportation, would not meet the Purpose and Need of the Proposed Action and was eliminated from further consideration.

D-3.3 ALTERNATIVE 3: USE OF OTHER EXISTING AIRPORTS ALTERNATIVE

Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

Alternative 3 would not expand or further develop the existing Signature FBO facilities at TEB. Rather, Alternative 3 would utilize other commercial service or general aviation airports, as shown on Exhibit D-1, to supplement general aviation demand served by Signature at TEB. Specifically, this alternative assumes a partial shifting of Signature-related aviation aircraft operations to one or more of the other airports in the New York metropolitan region. Existing commercial service and general aviation airports in the region include JFK, EWR, SWF, LGA, FRG, HPN, and MMU. However, due to federal grant obligations and federal law, the Port Authority does not have the authority to restrict aircraft operations or force pilots to operate at other airports. Additionally, TEB is classified as a national public use, reliever airport (non-primary) to other commercial service airports in the New York metropolitan region (see Exhibit D-1). Reliever airports are designated to relieve air traffic and congestion at commercial service airports as well as to provide more general aviation access. Therefore, use of a commercial service airport instead of TEB for general aviation traffic is counter to the purpose of TEB's operation.

New York City is an international business center that plays a pivotal role in global commerce and finance. Midtown Manhattan is generally considered the epicenter of New York City due to its concentration of global commerce and finance activities. Its location, robust infrastructure, and concentration of multinational corporations create a high demand for efficient and timely corporate aviation access. TEB is the closest general aviation airport to Manhattan that provides corporate aviation access; because it does not have scheduled airline service and its primary function is to provide facilities for non-scheduled aircraft operations, it is the first choice for users of general aviation aircraft desiring access to Manhattan and the greater New York and New Jersey metropolitan area as an alternative to operating at the Port Authority's commercial airports (EWR, JFK, LGA, and SWF). Both LGA and JFK are slot-controlled, which requires advance approval for aircraft to operate at these airports during specific hours, restricting the number of aircraft utilizing these airports during substantial portions of the day. While JFK, LGA, and EWR support limited private aviation flights, they currently operate close to general aviation aircraft capacity limits and would quickly reach their general aviation parking, runway, and airspace capacities if attempting to absorb private aviation flights to the region. Further, these airports would not be able to provide any additional aircraft hangar and apron space.

The highest and best use of these airports (that is, JFK, LGA, and EWR), with extensive airside, terminal, and transportation infrastructure, has traditionally been to serve commercial airlines and their passengers, which number in the hundreds of thousands per day. In order to provide the aviation system for the New York and New Jersey

metropolitan area with sufficient safety, scheduling, and capacity margins for the benefit of all New York City area travelers, it is essential to consider TEB as an integral tool in ensuring the area's airspace is adaptable, resilient, and reliable.

Other general aviation airports in the New York Metropolitan Area include SWF, Republic Airport (FRG), Morristown Municipal Airport (MMU), and Westchester County Airport (HPN):

- New York Stewart International Airport **(SWF)**, located in Newburgh, New York, approximately **70 miles north by road from Midtown Manhattan**, is also operated by the Port Authority. However, due to its distance and heavy traffic of the surface road network between the two locations (with **road travel exceeding two hours**), it is not a reasonable alternative for access to Midtown Manhattan.
- Republic Airport **(FRG**), located in Farmingdale, New York, approximately **30 miles east of Midtown Manhattan**, is a primary alternative for general aviation traffic in the region, though its location is farther from Midtown Manhattan than TEB and represents a **one-to-two-hour drive**.
- Morristown Municipal Airport **(MMU)** located in Morristown, New Jersey, is located approximately **30 miles west of TEB and 32 miles by road from Midtown Manhattan** and represents a one- to **one-and-a-half-hour drive.**
- Westchester County Airport **(HPN)** located in White Plains, New York is approximately **35 miles northeast** by road from Midtown Manhattan and represents a **one- to one-and-a-half-hour drive**.

Signature operates FBO facilities at most of these airports, often at lower costs than at TEB. However, the potential cost savings at these airports typically do not outweigh TEB's prime location, located only 12 miles by road (approximately a half-hour to one-hour drive), and convenient access to Midtown Manhattan, which is reflected in TEB's ranking as first in jet aircraft operations among US airports without scheduled airline service. Although some users may occasionally opt for these other airports as an alternative to TEB, the continued demand and increasing frequency of congested conditions at Signature's TEB facilities demonstrates that they will not satisfy the demand for access to TEB; if parking space is not available, the passengers will continue to deplane at TEB and the pilots will be forced to fly to another airport and then return to pick their passengers up, resulting in additional ferry flights.

While other airports play a role in the aviation system for the New York and New Jersey metropolitan area, TEB is the closest general aviation airport to Midtown Manhattan. As such, it is the airport that pilots and their passengers choose to fly in and out of when traveling to Manhattan. Even if pilots were able to park their aircraft at one of the nearby commercial service or general aviation airports, this alternative would not reduce ferry flights as TEB is the location that passengers choose to travel to and from. As a publicly owned airport that receives grants from the FAA through the Airport Improvement Program, the Port Authority must comply with grant assurances. Grant Assurance 22 (Economic Nondiscrimination) requires airport operators to "make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activity."[15] This means that although the Port Authority operates and maintains the Airport, it cannot discriminate or regulate aircraft operations occurring at the Airport beyond ensuring the safe and efficient operation of the Airport. That is, as long as TEB is operated as a public airport, under federal guidelines it is prohibited from turning aircraft away to other area airports and is obligated to accommodate and allow access to any aircraft wishing to use the Airport, while maintaining a safe operating environment. The FAA does not have the authority to require aircraft pilots and passengers to use other airports, unless for safety-related reasons.

[15] US Department of Transportation, Federal Aviation Administration, Airport Sponsor Assurances, May 2022.

While some Signature customers may choose to use another nearby general aviation airport, such as SWF, FRG, MMU, or HPN, it is unlikely that a substantial number of operations would shift to these airports given that pilots have the option to use these airports now and choose not to even when Signature facilities are full. Therefore, it is not anticipated that a shift to one or more of these airports would result in a meaningful reduction in overall operations at Signature facilities at TEB. While shifting a portion of Signature-related aviation activity to other airports in the New York metropolitan region could theoretically reduce the number of aircraft operating at Signature facilities, it is not anticipated to be meaningful given that pilots have the option to use these airports now and choose not to. Therefore, it is not anticipated that any potential shift in operations to other airports would be sufficient to close the gap in parking space required to accommodate the existing or forecast aircraft fleet mix, especially considering the evolution towards larger jets and aircraft equipped with winglets, both of which require additional apron and hangar space to maneuver and park safely. Without expansion or development of additional FBO facilities, Alternative 3 would maintain the existing configuration of Signature facilities at TEB, which does not adequately accommodate the larger jet wingspans or the need for expanded clearances, resulting in continued operational inefficiencies, safety risks, and ferry flights due to congestion.

Additionally, there is no mechanism to force customers to use other airports or to relocate aircraft operations from TEB. Without a significant shift in demand and without providing additional FBO infrastructure, Alternative 3 would not provide additional or adequate FBO facilities to accommodate existing and forecast demand. Furthermore, it is anticipated that deficits at existing Signature FBO facilities would be exacerbated under future conditions considering the forecast increase in operations and the fleet mix evolution towards larger jet aircraft. Combined with the fact that there is no practical mechanism to relocate aircraft operations from TEB or otherwise reduce demand for its locational preference for passengers, Alternative 3 would not provide additional or adequate FBO facilities to accommodate existing and forecast demand.

Advance to Step 2?

Alternative 3 would not expand or further develop the existing Signature FBO facilities at TEB. Rather, this alternative would shift a portion of general aviation demand served by Signature at TEB to other nearby commercial service or general aviation airports. However, TEB is the closest general aviation airport to Manhattan and is the first choice for general aviation pilots desiring access to the New York and New Jersey metropolitan area as an alternative to operating at the Port Authority's commercial airports. As such, it is the airport that pilots and their passengers choose to fly in and out of when traveling to Manhattan. Even if pilots were able to park their aircraft at one of the nearby commercial service or general aviation airports, this alternative would not reduce ferry flights as TEB is the location that passengers choose to travel to and from. Furthermore, due to federal grant obligations and federal law, the Port Authority does not have the authority to restrict aircraft operations or force pilots to operate at other airports.

While shifting a portion of Signature-related aviation activity to other airports in the New York metropolitan region could theoretically reduce the number of aircraft operating at Signature facilities, it is not anticipated to be meaningful given that pilots have the option to use these airports now and choose not to. Therefore, it is not anticipated that any potential shift in operations to other airports would be sufficient to close the gap in parking space required to accommodate the existing or forecast aircraft fleet mix, especially considering the evolution towards larger jets and aircraft equipped with winglets, both of which require additional apron and hangar space to maneuver and park safely. Therefore, without expansion or development of additional FBO facilities, Alternative 3 would maintain the existing configuration of Signature facilities at TEB, which is not able to accommodate the existing and forecast demand at Signature's FBO facilities. As such, Alternative 3, Use of Other Existing Airports, would not meet the Purpose and Need of the Proposed Action and was eliminated from further consideration.

D-3.4 ALTERNATIVE 4: USE, RECONFIGURATION, OR EXPANSION OF SIGNATURE WEST ALTERNATIVE

Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

Alternative 4 considers various options for use of Signature West. As discussed in Section D-1.4, this alternative considers whether Signature could modify and/or reconfigure the existing apron and FBO hangars within the existing lease limit to create a more efficient layout for aircraft parking. While a reconfiguration of existing facilities could improve the layout of Signature West, it is not anticipated that this option would provide a notable increase in aircraft parking that would be commensurate with facility requirements as identified in Table B-15 of Appendix B. This alternative also considered expansion of the Signature West facilities; however, the areas adjacent to the site are mostly developed with airfield facilities and off-Airport infrastructure with only a limited area for expansion to the south of the existing leasehold. Site constraints in this area are the Runway Object Free Area and Berrys Creek (along with its tributaries), as well as the critical area for the Runway 6-24 glide slope antenna. In consideration of the glide slope critical area, it is anticipated that only approximately 74,000 square feet of pavement could be developed in this area. While the approximately 74,000 square feet of pavement could support some aircraft parking, it does not provide sufficient area to support aircraft circulation via a taxilane and is substantially less than the 520,000 square feet of facility space projected to be needed for aircraft parking in 2044. Therefore, the development of this site would not meet the facility requirements identified in Table D-6. Even if coupled with another site, it is not anticipated that expansion of Signature West would meaningfully contribute to providing the 2044 overall facilities requirements. Therefore, Alternative 4 would not provide adequate facilities to accommodate the existing or forecast demand at Signature's FBO facilities. Furthermore, during times when Signature East and Signature South facilities are in gridlock, Signature West is also operating at full capacity and would not be able to provide aircraft parking space to accommodate additional general aviation activity intended for Signature East and Signature South. Therefore, Alternative 4 would not provide adequate apron or hangar space, and existing aircraft parking deficits would be exacerbated under future conditions considering the forecast increase in operations and the fleet mix evolution towards larger jet aircraft. Without increasing aircraft apron space, hangars, and supporting facilities at TEB, Signature would continue to experience operational inefficiencies, safety risks, and ferry flights due to congestion at existing Signature South and Signature East facilities. Therefore, Alternative 4 would not meet the needs of the existing and forecast aircraft fleet.

Alternative 4 also considers shifting of general aviation aircraft operations from Signature South and Signature East to Signature West. Pilots have the option of using any Signature facilities at the Airport; however, based on the number of ferry flights and number of times annually Signature is operating under congested conditions, all of the existing FBOs, including Signature West, are experiencing congested conditions during peak periods. Therefore, shifting general aviation operations to Signature West at TEB is not a feasible alternative. Under Alternative 4, insufficient facilities to accommodate the existing and future demand at Signature's FBO facilities would remain.

Advance to Step 2?

Alternative 4, Use, Reconfiguration, or Expansion of Signature West, would not provide adequate FBO facilities, including aircraft parking space, to accommodate existing and forecast needs as reconfiguration of Signature West would not notably improve the efficiency or layout of the existing facilities and there is little room to expand Signature West. Therefore, under Alternative 4, the current configuration of facilities would remain and there would be no reduction in operational inefficiencies, safety risks, and ferry flights due to congestion. Additionally, Signature West is also at full capacity when the Signature East and Signature South facilities are in gridlock conditions.

Therefore, Alternative 4, Use, Reconfiguration, or Expansion of Signature West, would not meet the Purpose and Need of the Proposed Action and was eliminated from further consideration.

D-3.5 ALTERNATIVE 5: SIGNATURE EAST ALTERNATIVES

Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

As discussed in Appendix B, facility requirements are estimates of typical minimum space needed to adequately accommodate existing and future demand based on standard metrics. Analysis of forecast facility needs indicates that if surplus area is available in future years, it can be assumed the size of existing facilities is sufficient through the planning period; if there is a deficit in area in future years it is assumed that there is insufficient space to accommodate future demand. However, relatively small deficits in available space should be tolerated or addressed through reconfiguration without further expansion as future facility needs are based on general needs, which can fluctuate based on a multitude of external and internal factors through the forecast period. For purposes of this analysis, it was assumed that alternatives that would provide facilities within ten percent of the total 2044 facility requirements, measured in square feet, would adequately accommodate the total future Signature FBO facility requirements for the Purpose and Need of the Proposed Action.

With the exception of Alternative 5 Configuration 1, which considers reconfiguration of the existing Signature East facility, all of the Signature East expansion options (Configurations 2 through 5) would provide adequate space to expand existing FBO facilities at Signature East consistent with the facilities requirements identified in Section 2.2.1 of the EA. A summary of proposed total square footage for additional FBO facilities for each Alternative 5 configuration option compared to the 2044 requirement is provided in **Table D-8**. It is anticipated that Configurations 2, 3, 4, and 5 would all adequately fulfill the 2044 FBO facility area requirement to accommodate existing and future demand at Signature East.

TABLE D-8 ADDITIONAL FACILITIES AREA AT SIGNATURE EAST CONFIGURATIONS

ALTERNATIVE 5 CONFIGURATION #	ADDITIONAL TOTAL FACILITIES AREA (SQUARE FEET)	2044 TOTAL FACILITIES REQUIREMENT[1] DEFICIT (SQUARE FEET)	WITHIN 10 PERCENT TOLERANCE OF THE MINIMUM TOTAL FACILITIES REQUIREMENT? [1]
Configuration 1	0	242,600	No
Configuration 2	275,700	242,600	Yes
Configuration 3	242,700	242,600	Yes
Configuration 4	253,300	242,600	Yes
Configuration 5	220,500	242,600	Yes

NOTE:

1 As discussed in Appendix B, facility requirements are based on general space needs, which may be higher or lower depending on site limitations, configuration issues, and configuration of facility components to meet current and forecast demand. Thus, facility requirements identified during analysis may differ from what is proposed for construction and not the final development numbers. As such, this criterion evaluated whether an alternative would generally meet the minimum space requirements (within 10 percent).

SOURCE: Signature Flight Support Corporation, August 2020; Signature Flight Support Corporation, *Signature Flight Support Facility Requirements Analysis*, January 2024; Signature Flight Support Corporation, May 2024; Ricondo & Associates, Inc., July 2026.

Similarly, with the exception of Alternative 5 Configuration 1, all of the Signature East expansion options (Configurations 2 through 5) would provide adequate space to expand the existing aircraft apron and hangar

facilities to meet existing and future demand for aircraft parking at Signature East, considering the larger aircraft and increase in the number of aircraft with winglets. A summary of proposed additional aircraft parking square footage for each Alternative 5 configuration option compared to the 2044 requirement is provided in **Table D-9**. As noted above, for purposes of this analysis, it was assumed that configurations providing facilities within ten percent of the 2044 aircraft parking requirement, measured in square feet, would adequately accommodate the aircraft parking requirements for the Purpose and Need of the Proposed Action. Therefore, it is anticipated that Configurations 2, 3, 4, and 5 would all adequately fulfill the 2044 aircraft parking requirement to accommodate existing and future demand at Signature East.

With the exception of Alternative 5 Configuration 1, all of the Signature East expansion options (Configurations 2 through 5) would provide additional aircraft parking space, thereby meeting the needs of the existing and forecast aircraft fleet by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion. While Alternative 5 Configuration 1 could allow for reconfiguration of the existing Signature East apron, it would not reduce operational inefficiencies, safety risks, or ferry flights due to congestion, as it would not provide adequate aircraft parking space.

TABLE D-9 ADDITIONAL AIRCRAFT PARKING AT SIGNATURE EAST CONFIGURATIONS

ALTERNATIVE 5 CONFIGURATION #	ADDITIONAL AIRCRAFT PARKING (SQUARE FEET)			2044 AIRCRAFT PARKING REQUIREMENT[1] DEFICIT (SQUARE FEET)			WITHIN 10 PERCENT TOLERANCE OF THE MINIMUM TOTAL AIRCRAFT PARKING REQUIREMENT? [1]
	APRON PAVEMENT	AIRCRAFT HANGARS	TOTAL	APRON PAVEMENT	AIRCRAFT HANGARS	TOTAL	
Configuration 1	0	0	0	187,600	35,100	222,700	No
Configuration 2	213,600	33,000	246,600	187,600	35,100	222,700	Yes
Configuration 3	191,400	33,000	224,400	187,600	35,100	222,700	Yes
Configuration 4	188,500	36,000	224,500	187,600	35,100	222,700	Yes
Configuration 5	170,000	36,000	206,000	187,600	35,100	222,700	Yes

NOTE:

1 As discussed in Appendix B, facility requirements are based on general space needs, which may be higher or lower depending on site limitations, configuration issues, and configuration of facility components to meet current and forecast demand. Thus, facility requirements identified during analysis may differ from what is proposed for construction and not the final development numbers. As such, this criterion evaluated whether an alternative would generally meet the minimum space requirements (within 10 percent).

SOURCE: Signature Flight Support Corporation, August 2020; Signature Flight Support Corporation, *Signature Flight Support Facility Requirements Analysis*, January 2024; Signature Flight Support Corporation, May 2024; Ricondo & Associates, Inc., June 2025.

Advance to Step 2?

Alternative 5 Configuration 1 would not provide adequate FBO facilities, including aircraft parking, and is unlikely to reduce operational inefficiencies, safety risks, and ferry flights due to congestion. Therefore, Alternative 5 Configuration 1 would not meet the Purpose and Need of the Proposed Action and was eliminated from further consideration. However, all of the Signature East expansion options (Configurations 2 through 5) would provide adequate space to expand FBO facilities, including aircraft apron and hangar space, to accommodate existing and future demand at Signature East. As Configurations 2 through 5 all include the expansion of existing facilities and thus provide space to accommodate existing and future aircraft parking needs, all four options would allow for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion. Therefore, Alternative 5 Configurations 2, 3, 4, and 5 would meet the Purpose and Need of the Proposed Action and were retained for further evaluation under Step 2.

D-3.6 ALTERNATIVE 6: SIGNATURE SOUTH ALTERNATIVES

Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

With the exception of Alternative 6 Configuration 1, which considers reconfiguration of the existing Signature South facility, all of the Signature South expansion options (Configurations 2 through 7) would provide adequate space to expand existing FBO facilities at Signature South consistent with the facilities requirements identified in Table B-15 of Appendix B.[16] A summary of proposed total square footage for additional Signature FBO facilities for each Alternative 6 configuration option compared to the 2044 requirement is provided in **Table D-10**. As noted above, for purposes of this analysis, it was assumed that alternatives that would provide facilities within ten percent of the 2044 requirement, measured in square feet, would adequately accommodate the total future Signature FBO facility requirements for the Purpose and Need of the Proposed Action. Therefore, it is anticipated that Configurations 2, 3, 4, 5, 6, and 7 would all fulfill the 2044 FBO facility requirements to accommodate existing and future demand at Signature South.

TABLE D-10 ADDITIONAL FACILITIES AREA AT SIGNATURE SOUTH CONFIGURATIONS

ALTERNATIVE 6 CONFIGURATION #	ADDITIONAL TOTAL FACILITIES AREA (SQUARE FEET)	2044 TOTAL FACILITIES REQUIREMENT[1] DEFICIT (SQUARE FEET)	WITHIN 10 PERCENT TOLERANCE OF THE MINIMUM TOTAL FACILITIES REQUIREMENT? [1]
Configuration 1	0	357,700	No
Configuration 2	565,200	357,700	Yes
Configuration 3	515,500	357,700	Yes
Configuration 4	472,100	357,700	Yes
Configuration 5	394,100	357,700	Yes
Configuration 6	322,000	357,700	Yes[2]
Configuration 7	365,500	357,700	Yes

NOTE:

1 As discussed in Appendix B, facility requirements are based on general space needs, which may be higher or lower depending on site limitations, configuration issues, and configuration of facility components to meet current and forecast demand. Thus, facility requirements identified during analysis may differ from what is proposed for construction and not the final development numbers. As such, this criterion evaluated whether an alternative would generally meet the minimum space requirements (within 10 percent).

2 Includes off-site vehicle parking.

SOURCE: Signature Flight Support Corporation, August 2020; Signature Flight Support Corporation, *Signature Flight Support Facility Requirements Analysis*, January 2024; Signature Flight Support Corporation, May 2024; Ricondo & Associates, Inc., September 2026.

Similarly, with the exception of Alternative 6 Configuration 1, which considers reconfiguration of the existing Signature South facility, all of the Signature South expansion options (Configurations 2 through 7) would expand the existing aircraft apron and hangar facilities to meet existing and future demand for aircraft parking at Signature South, considering the larger aircraft and increase in the number of aircraft with winglets. A summary of proposed additional aircraft parking square footage for each Alternative 6 configuration option compared to the 2044 requirement is provided in **Table D-11**. As noted above, this analysis assumes that configurations providing facilities

[16] Alternative 6 Configuration 7 would expand the Signature South lease boundary to the southwest. While no specific layout has been developed, it is anticipated that new development within this area could accommodate adequate FBO facilities consistent with expansion alternatives to the northeast (Alternative 6 Configuration 2 through Configuration 6).

within ten percent of the 2044 requirement, measured in square feet, would adequately accommodate the aircraft parking requirements for the Purpose and Need of the Proposed Action. Therefore, it is anticipated that Configurations 2, 3, 4, 5, 6, and 7 would all adequately fulfill the 2044 aircraft parking requirements to accommodate existing and future demand at Signature South.

TABLE D-11 ADDITIONAL AIRCRAFT PARKING AT SIGNATURE SOUTH CONFIGURATIONS

	ADDITIONAL AIRCRAFT PARKING (SQUARE FEET)			2044 AIRCRAFT PARKING REQUIREMENT[1] DEFICIT (SQUARE FEET)			WITHIN 10 PERCENT TOLERANCE OF THE MINIMUM TOTAL AIRCRAFT PARKING REQUIREMENT?
ALTERNATIVE 6 CONFIGURATION #	APRON PAVEMENT	AIRCRAFT HANGARS	TOTAL	APRON PAVEMENT	AIRCRAFT HANGARS	TOTAL	
Configuration 1	0	0	0	211,000	86,300	297,300	No
Configuration 2	430,600	80,000	510,600	211,000	86,300	297,300	Yes
Configuration 3	378,100	80,000	458,100	211,000	86,300	297,300	Yes
Configuration 4	339,600	80,000	419,600	211,000	86,300	297,300	Yes
Configuration 5	267,400	80,000	347,400	211,000	86,300	297,300	Yes
Configuration 6	197,300	83,500	280,800	211,000	86,300	297,300	Yes
Configuration 7	240,500	80,000	320,500	211,000	86,300	297,300	Yes

NOTES:

1 As discussed in Appendix B, facility requirements are based on general space needs, which may be higher or lower depending on site limitations, configuration issues, and configuration of facility components to meet current and forecast demand. Thus, facility requirements identified during analysis may differ from what is proposed for construction and not the final development numbers. As such, this criterion evaluated whether an alternative would generally meet the minimum space requirements (within 10 percent).

SOURCE: Signature Flight Support Corporation, August 2020; Signature Flight Support Corporation, *Signature Flight Support Facility Requirements Analysis*, January 2024; Signature Flight Support Corporation, May 2024; Ricondo & Associates, Inc., September 2026.

With the exception of Alternative 6 Configuration 1, all of the Signature South expansion options (Configurations 2 through 7) would provide additional aircraft parking space, thereby meeting the needs of the existing and forecast aircraft fleet by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion. While Alternative 6 Configuration 1 could allow for reconfiguration of the existing Signature South apron, it would not reduce operational inefficiencies, safety risks, or ferry flights due to congestion, as it would not provide adequate aircraft parking space.

Advance to Step 2?

Alternative 6 Configuration 1 would not provide adequate FBO facilities, including aircraft parking, and is unlikely to reduce operational inefficiencies, safety risks, and ferry flights due to congestion. Therefore, Alternative 6 Configuration 1 would not meet the Purpose and Need of the Proposed Action and was eliminated from further consideration. However, all of the Signature South expansion options (Configurations 2 through 7) would provide adequate space to expand FBO facilities, including aircraft apron and hangar space, to accommodate Signature South's existing and future demand. As Configurations 2 through 7 all expand existing facilities and thus provide space to accommodate existing and future aircraft parking needs, all six options would allow for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion. Therefore, Configurations 2, 3, 4, 5, 6, and 7 would meet the Purpose and Need of the Proposed Action and were retained for further evaluation under Step 2.

D-3.7 ALTERNATIVE 7: DEVELOPMENT OF OTHER SITES AT TEB ALTERNATIVE

Does the alternative provide adequate facilities to meet the needs of the aircraft fleet currently operating and forecast to operate at Signature facilities by allowing for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion?

Alternative 7 considers development of other sites at TEB to accommodate the existing demand for Signature facilities. As discussed in Section D-1.7, Alternative 7 considers development of other areas at TEB that are outside of existing Airport infrastructure and associated FAA safety areas (see Exhibit D-15). Although no specific layout has been developed for either Site 1 or Site 2, it is anticipated one or more sites within the potential developable area could be developed to accommodate the full 600,300-square-foot area requirement identified in Table B-15 of Appendix B to accommodate Signature East and Signature South's existing and future demand. Furthermore, it is anticipated that one or more sites within the potential developable area could accommodate adequate aircraft parking to meet the needs of Signature's existing and forecast aircraft fleet thereby providing a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion.

Advance to Step 2?

While no specific site or layout has been developed, it is anticipated that Development of Other Sites at TEB would provide adequate space to expand Signature's FBO facilities, including aircraft apron and hangar space, to accommodate Signature East and Signature South's existing and future demand. It is also anticipated that this alternative would allow for a configuration of facilities that would reduce operational inefficiencies, safety risks, and ferry flights due to congestion. Therefore, Alternative 7 would meet the Purpose and Need of the Proposed Action and was retained for further evaluation under Step 2.

D-4. SCREENING STEP 2: WOULD THE ALTERNATIVE BE REASONABLE TO CONSTRUCT AND OPERATE?

This section identifies the Step 2 screening criteria and evaluates each alternative against the criteria. The following questions were developed to determine whether the alternative would be reasonable to construct and operate. If the alternative met the Step 2 screening criteria, it was retained for detailed analysis of its potential environmental effects in the EA.

- Could the alternative be implemented without major modifications[17] to airfield infrastructure?
  - *Taxiway Connectivity*: This criterion evaluates if an alternative would be accessible to aircraft via existing airfield pavement. An alternative was not considered reasonable if it required construction of a new taxiway as this would significantly increase the cost, schedule, and scope of the overall project.
  - *Utility Infrastructure*: This criterion evaluates if an alternative would be accessible to existing utility infrastructure. An alternative was not considered reasonable if it required bringing new utilities to the site as this would significantly increase the cost, schedule, and scope of the overall project.

[17] For purposes of this analysis, major modifications was defined as requiring construction of new taxiways, relocating critical FAA navigational aids such as glide slope antennas or instrument landing systems, or extending utilities into portions of the airport currently lacking any utility infrastructure.

- Is the alternative reasonable to construct[18] given site constraints/considerations?
  - *Site Topography:* This criterion evaluates if the alternative can be constructed within the physical topography of the site. An alternative was not considered reasonable if significant grading or excavation, defined as disturbance of more than 10 acres, would be required as this would significantly increase the cost, schedule, and scope of the overall project. This criterion also evaluates if any structures are present and the extent of any required demolition.
- Is the alternative reasonable to operate given existing airfield operations?
  - *Minimize Runway Crossings*: This criterion evaluates if the alternative minimizes the need for aircraft to cross active runways. An alternative was not considered reasonable if it required frequent or unnecessary runway crossings that could disrupt airfield operations or increase safety risks.

D-4.1 NO ACTION ALTERNATIVE

Could the alternative be implemented without major modifications to airfield infrastructure?

Under the No Action Alternative, no construction activities at Signature South or Signature East would occur. Therefore, there would be no major modifications to airfield infrastructure, including taxiways or utilities to support Signature South or Signature East, under the No Action Alternative.

Is the alternative reasonable to construct given site constraints/considerations?

Under the No Action Alternative, no construction activities at Signature South or Signature East would occur. Therefore, there are no site constraints or considerations under the No Action Alternative.

Is the alternative reasonable to operate given existing airfield operations?

Under the No Action Alternative, no construction activities at Signature South or Signature East would occur and the Airport would continue to operate under current conditions.

Retain for detailed evaluation?

The No Action Alternative will be carried forward in the assessment of environmental impacts as required by NEPA, and will serve as the basis for comparison of the impacts of the other alternatives that are carried forward for detailed analysis.

D-4.2 ALTERNATIVE 5: SIGNATURE EAST EXPANSION ALTERNATIVES

Could the alternative be implemented without major modifications to airfield infrastructure?

All of the Signature East expansion options (Configurations 2 through 5) have been developed specifically to integrate with the existing Signature East site. None of the configurations would require modifications to the Airport's taxiway system. Similarly, all of the potential configurations would tie directly to the existing utilities at the site. Therefore, the four expansion configurations under Alternative 5 could be implemented without major modifications to airfield infrastructure.

[18] For purposes of this analysis, reasonable to construct was defined as site disturbance of less than 10 acres for either Signature East or Signature South, as well as minimal demolition and relocation of existing facilities. Alternatives that would require site disturbance of more than 10 acres, significant demolition, or relocation of existing structures were considered to not be reasonable.

Is the alternative reasonable to construct given site constraints/considerations?

In general, the Signature East site, including potential expansion areas, is devoid of major topographic elements and existing structures. That is, any of the site configurations under Alternative 5 could be constructed without significant grading, excavation, or demolition. Any of the potential configurations under Alternative 5 are considered reasonable to construct given the site constraints and considerations.

Is the alternative reasonable to operate given existing airfield operations?

All of the Signature East expansion options (Configurations 2 through 5) have been developed specifically to integrate with the existing Signature East site. Consistent with existing operations at the Signature East site, any configuration under Alternative 5 would not require frequent or unnecessary runway crossings that could disrupt airfield operations or increase safety risks. Therefore, any of the potential configurations under Alternative 5 are considered reasonable to operate given existing airfield operations.

Retain for detailed evaluation?

Any of the expansion options under Alternative 5 could be implemented without major modifications to airfield infrastructure, would be reasonable to construct given the site constraints and considerations, and would be reasonable to operate given existing airfield operations. As such, Alternative 5, Configurations 2, 3, 4, and 5 were retained for detailed evaluation in the EA.

D-4.3 ALTERNATIVE 6: SIGNATURE SOUTH EXPANSION ALTERNATIVES

Could the alternative be implemented without major modifications to airfield infrastructure?

All of the Signature South expansion options (Configurations 2 through 7) have been developed specifically to integrate with the existing Signature South site. None of the configurations would require modifications to the Airport's taxiway system. Similarly, all of the potential configurations would tie directly to the existing utilities at the site. Therefore, the six expansion configurations under Alternative 6 could be implemented without major modifications to airfield infrastructure.

Is the alternative reasonable to construct given site constraints/considerations?

In general, the Signature South site, including potential expansion areas, is devoid of major topographic elements and existing structures. That is, any of the site configurations under Alternative 6 could be constructed without significant grading, excavation, or demolition. Any of the potential configurations under Alternative 6 are considered reasonable to construct given the site constraints and considerations.

Is the alternative reasonable to operate given existing airfield operations?

All of the Signature South expansion options (Configurations 2 through 7) have been developed specifically to integrate with the existing Signature South site. Consistent with existing operations at the Signature South site, any configuration under Alternative 6 would not require frequent or unnecessary runway crossings that could disrupt airfield operations or increase safety risks. Therefore, any of the potential configurations under Alternative 6 are considered reasonable to operate given existing airfield operations.

Retain for detailed evaluation?

Any of the expansion options under Alternative 6 could be implemented without major modifications to airfield infrastructure, would be reasonable to construct given the site constraints and considerations, and would be

reasonable to operate given existing airfield operations. As such, Alternative 6, Configurations 2, 3, 4, 5, 6, and 7 were retained for detailed evaluation in the EA.

D-4.4 ALTERNATIVE 7: DEVELOPMENT OF OTHER SITES AT TEB ALTERNATIVE

D-4.4.1 ALTERNATIVE 7 SITE 1

Could the alternative be implemented without major modifications to airfield infrastructure?

Site 1, the area located to the west of the Runway 6 end, is in close proximity to existing general aviation infrastructure, which could allow for extension of existing utilities. However, this site is not accessible via an existing taxiway. In order to develop this site, a significant extension of Taxiway P would be required to provide airfield access, which would also impact the existing glide slope antenna[19] for Runway 6. Therefore, Site 1 could not be implemented without major modifications to airfield infrastructure.

Is the alternative reasonable to construct given site constraints/considerations?

Site 1 is generally devoid of existing structures, is generally flat, and would not require significant grading, excavation, or demolition. However, Berrys Creek, a tributary of the Hackensack River, bisects the site and would need to be rerouted if this area were developed. Although no specific site or layout has been developed under this alternative, the additional site work that may be required to reroute this water feature could be challenging. However, it is not anticipated that construction in this area would be considered unreasonable.

Is the alternative reasonable to operate given existing airfield operations?

Development of Site 1 would operationally function similar to other FBO facilities on the west side of the Airport. Consistent with existing aircraft operations in this vicinity, including at Signature West, this site would not require frequent or unnecessary runway crossings that could disrupt airfield operations or increase safety risks.

Retain for detailed evaluation?

Development of Site 1, the area to the west of the Runway 6 end, would require additional site work to reroute Berrys Creek and its tributaries in this area, which could be challenging but not unreasonable. Furthermore, an FBO at this location would operate similar to other FBOs on the west side of the Airport and would not be considered unreasonable to operate given existing airfield operations. However, development of this area would require a significant extension of Taxiway P to provide airfield access, which would also impact the existing glide slope antenna for Runway 6. Therefore, development of this area could not be implemented without major modifications to airfield infrastructure.

As this potential area for development would not pass all the criteria for Step 2 evaluation, Alternative 7, Development of Other Sites at TEB Alternative, Site 1 was eliminated from further consideration.

D-4.4.2 ALTERNATIVE 7 SITE 2

Could the alternative be implemented without major modifications to airfield infrastructure?

Site 2, the undeveloped area located on the east side of the Airport, may be accessible via existing Taxiway G. However, airfield connectivity would be dependent on a specific site location. It is also anticipated that new utilities

[19] The glide slope antenna is a navigational aid that provides vertical guidance for aircraft during approach and landing. The glide slope antenna must be located within specific proximity to the runway end in order to provide vertical guidance to pilots.

would need to be brought to the site given the remoteness of the Airport in this area. Therefore, Site 2 could not be implemented without major modifications to airfield infrastructure.

Is the alternative reasonable to construct given site constraints/considerations?

Site 2 is generally devoid of existing structures, is generally flat, and would not require significant grading, excavation, or demolition. However, there is a culvert present at the site associated with Riser Ditch that would need to be rerouted if this area were developed. Although no specific site or layout has been developed under this alternative, the additional site work that may be required to reroute this water feature could be challenging. However, it is not anticipated that construction in this area would be considered unreasonable.

Is the alternative reasonable to operate given existing airfield operations?

Site 2, located on the east side of the Airport, would only be accessible to the existing airfield via Taxiway G. Use of this taxiway would require frequent and unnecessary crossings of Runway 1-19 that could disrupt airfield operations and increase safety risks. Therefore, Site 2 could not be implemented without impacting airfield operations and potentially increasing safety risks.

Retain for detailed evaluation?

Although no specific site or layout has been identified, development of the area on the east side of the Airport, generally referred to as Site 2, could require additional site work to reroute the Riser Ditch culvert in this area, which could be challenging but not unreasonable. Although airfield connectivity would be dependent on a specific site location, this area would only be accessible to the existing airfield via construction of a new taxiway or via Taxiway G, either of which would require frequent and unnecessary crossings of Runway 1-19 that could impact airfield operations and potentially increase safety risks. Lastly, it is also anticipated that new utilities would need to be brought to the site given the remoteness in this area.

Therefore, as this potential area for development would not pass all the criteria for Step 2 evaluation, Alternative 7, Development of Other Sites at TEB Alternative, Site 2 was eliminated from further consideration.

D-5. ALTERNATIVES SCREENING PROCESS RESULTS SUMMARY

Based on the evaluation of the screening criteria, Alternative 5 (Configurations 2 through 5) and Alternative 6 (Configurations 2 through 7) were identified as fulfilling the Purpose and Need of the Proposed Action and would be reasonable to construct and operate. As detailed in Table B-15 of Appendix B, the Proposed Action would require an increase in approximately 600,300 square feet of FBO facilities at TEB, including approximately 520,000 square feet of aircraft parking facilities (including apron and hangar space), to meet Signature's existing and forecast demand. To meet the Purpose and Need of the Proposed Action, development at both the Signature East and Signature South sites would be needed in order to adequately fulfill the overall FBO facility and aircraft parking requirements. As such, all of the expansion configurations for both Signature East and Signature South have been retained for a detailed evaluation of environmental impacts to determine the environmentally preferred configurations and/or combination of configurations needed to meet the facility requirements identified in Table D-6.

D-6. PROPOSED ACTION

The Proposed Action has been identified as Alternative 5 Configuration 5 and Alternative 6 Configuration 6. As discussed in Section D-5, development at both the Signature East and Signature South sites would be needed in order to adequately fulfill the required FBO facilities. Results of this alternatives analysis indicate that implementation of both Alternative 5 Configuration 5 and Alternative 6 Configuration 6 would adequately meet the Purpose and Need of the Proposed Action and would be reasonable to construct and operate.