The Port Authority of New York and New Jersey (the Port Authority), in cooperation with the Study Team and Technical Advisory Committee (TAC), has met a major milestone in the Teterboro Airport (TEB) 14 CFR Part 150 Study: the submission of the Final TEB Noise Exposure Map (NEM) Report to the Federal Aviation Administration (FAA) on May 25, 2017. The Final TEB NEM Report was the product of a year-and-a-half project to collect and analyze the data needed to develop NEMs and associated documentation for TEB. The Final TEB NEM Report also includes responses to all public comments received during the draft report comment period of September 15 through October 17, 2016. The FAA accepted the official TEB NEMs on June 15, 2017. Notice of the FAA’s acceptance was published in the Federal Register on June 22, 2017. Public announcements of the FAA’s acceptance of the TEB NEMs have been published three times in eight newspapers of general circulation as indicated in the table on the right. The official TEB NEM Report is available for review and download on the project web site at http://panynjpart150.com/TEB_FNEM.asp.

**NCP DEVELOPMENT: NOISE ABATEMENT STRATEGIES**

Using the official NEMs developed in Phase One, the Port Authority’s TEB 14 CFR Part 150 Study is now developing a Noise Compatibility Program (NCP). The goal of the NCP phase is to evaluate potential land use, noise abatement, noise mitigation and programmatic strategies to improve land use compatibility with TEB aircraft operations, specifically those areas exposed to Day-Night Average Sound Level (DNL) 65 decibels (dB) and greater due to TEB aircraft operations.

Over the last several months, the Port Authority, along with the TAC, has been evaluating a number of proposed strategies for modifying aircraft operations at TEB to reduce aircraft noise. These strategies came from the TAC, members of the public and the FAA; they include arrival/departure procedures, noise abatement flight tracks, noise barriers, use restrictions and modifications to the TEB airport layout. The Port Authority and members of the Study Team have been coordinating with representatives of the New York Terminal Radar Approach Control (TRACON) to discuss which proposed strategies may be feasible to implement as part of the NCP. Strategies that may be feasible to implement will be refined for noise modeling in the NCP phase to determine the extent to which their implementation would change the DNL 65, 70, and 75 dB contours surrounding TEB. Noise modeling results for potential noise abatement strategies have been presented at the TAC meetings. Final draft results will be presented at the next TAC meeting in November 2017.

**STAY CONNECTED**

For more information or to submit comments and feedback, the Port Authority has several ways you can participate and stay informed:

- The project website [http://panynjpart150.com/TEB_homepage.asp](http://panynjpart150.com/TEB_homepage.asp) is updated regularly with project documents, meeting announcements, and other general information about the study. Register here to join the mailing list and receive project updates.
- To make comments, give feedback, or ask questions, please call us at (212) 435-3777 or email us at NJPart150@panynj.gov.
- To file an aircraft noise complaint, please call the noise complaint hotline at 1-800-225-1071.

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**PUBLICATION** | **PUBLISH DATE**
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The Star Ledger | 7/20, 7/27, 8/3
The Record | 7/20, 7/27, 8/3
El Especialito | 7/20, 7/27, 8/3
Korea Daily | 7/20, 7/27, 8/3
Hasbrouck Heights Gazette | August issue
North Jersey/TEB area Weekly Publications including:
• Hackensack Chronicle
• South Bergenite
• Community Newspapers (Hasbrouck Heights, Wood-Ridge, Little Ferry, Bogota, Ridgefield) | 7/20, 7/27, 8/3
NCP DEVELOPMENT, (continued):
LAND USE STRATEGIES

14 CFR Part 150 Study requires the analysis of land use strategies which include remedial and preventative mitigation measures, both of which are essential to obtaining and maintaining compatible land uses around TEB.

Remedial mitigation measures are intended to mitigate or reduce existing incompatible land uses. Potential measures to be considered include:

- Property acquisition
- Sound insulation
- Avigation easements

Preventative mitigation measures are intended to prevent the introduction of new incompatible land uses. Local jurisdictions would be responsible for the implementation and enforcement of these measures. Preventative land use strategies discussed with the local jurisdictions have included the following:

- Require real estate disclosures
- Modify land use zoning
- Develop land use zoning overlays
- Amend State of New Jersey building codes
- Prepare cooperative land use agreements
- Participate in community planners forums
- Distribute noise and land use mitigation information to community groups

Meetings were conducted with the following jurisdictions to introduce potential land use strategies:

- Bergen County
- Carlstadt
- East Rutherford
- Hackensack
- South Hackensack
- Hasbrouck Heights
- Little Ferry
- Moonachie
- New Jersey Sports and Exposition Authority
- Teterboro
- Wood-Ridge

INTRODUCTION TO PROGRAMMATIC STRATEGIES

In late 2017, the Port Authority, along with the TAC, will begin reviewing and discussing programmatic strategies that could be implemented as part of the NCP. Programmatic measures focus on the development and implementation of programs to monitor, abate, and mitigate aircraft noise, as well as communicate noise information to aircraft operators and communities. The Port Authority already has a number of programmatic measures in place including:

- A noise office with dedicated staff and a website (http://www.panynj.gov/airports/aircraft-noise-information.html);
- An Airport Noise and Operations Management System (ANOMS);
- A noise complaint management and mapping system by PlaneNoise, Inc., with reports provided to the FAA on a monthly basis (http://www.planenoise.com/panynj/daPRAbr9/);
- WebTrak flight tracker (http://www.panynj.gov/airports/webtrak.html); and