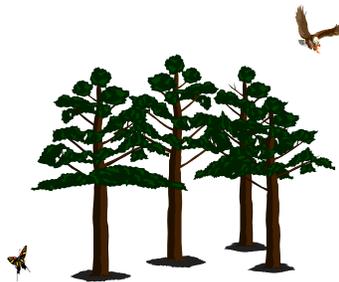




FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

**Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS**



Airport Name: Teterboro Airport

Identifier: TEB

Proposed Project: RSA Improvements at End of Runway 1 and Construction of the Patrol Road

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA official.

Responsible FAA Official

Date

This form is to be used only for limited types of projects. It is strongly recommended that you contact your local Environmental Protection Specialist (EPS) before completing this form. See instructions page.

APPLICABILITY

This Form can be used if the proposed project meets the following criteria:

- 1) It is not categorically excluded (see paragraphs 303 and 307-312 in FAA Order 1050.1E) or
- 2) It is normally categorically excluded but, in this instance, involves at least one extraordinary circumstance that may significantly impact the human environment (see paragraph 304 and the applicable section in Appendix of 1050.1E) or
- 3) The action is one that normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B) and
- 4) The proposed project must fall under one of the following categories of Federal Airports Program actions:
 - (a) Approval of a project on an Airport Layout Plan (ALP).
 - (b) Approval of federal funding for airport development.
 - (c) Requests for conveyance of government land.
 - (d) Approval of release of airport land.
 - (e) Approval of the use of Passenger Facility Charges (PFC).
 - (f) Approval of development or construction on a federally obligated airport.

If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form.

Complete the following information:

Project Location

Airport Name: Teterboro Airport Identifier: TEB
Airport Address: 399 Industrial Avenue
City: Teterboro County: Bergen State: NJ Zip: 07608

Airport Sponsor Information

Point of Contact: Edward Knoesel, Mgr., Environmental Programs, Aviation Technical Services
Address: Port Authority of New York & New Jersey, 233 Park Avenue South, 9th Floor
City: New York State: NY Zip: 10003
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Evaluation Form Preparer Information

Point of Contact: Adeel Yousuf, Airport Environmental Specialist, Aviation Technical Services
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1. Introduction/Background:

The Port Authority of New York and New Jersey (Port Authority) is proposing to improve the Runway Safety Area (RSA) at the end of Runway 1 located at Teterboro Airport (TEB), NJ. Additionally, this project involves the construction of a Patrol Road to be located around the periphery of the runways and taxiways at TEB.

The Federal Aviation Administration (FAA) requires that commercial airports, which are regulated under 14 CFR Part 139, Certification of Airports, improve their RSAs to FAA design standards. In November 2005, the Congress mandated that all commercial airports improve their RSAs by the end of 2015. As such, the FAA has a high-priority program to enhance safety by upgrading the RSAs at commercial airports and provide federal funding to support those upgrades. At most commercial airports the standard RSA is 500 feet wide and extends 1,000 feet beyond each end of the runway. The FAA has this requirement in the event that an aircraft overruns, undershoots, or veers off the side of the runway.

The overrun area at the end of Runway 1 at TEB currently does not comply with Federal Aviation Administration (FAA) requirements. FAA Advisory Circular 150/5300-13 requires the RSA to be a minimum of 500 feet in width and 1,000 feet in length such that it can support the aircraft rescue and firefighting equipment in case of emergency. It should be noted that FAA Order 5200.9 (*Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Material Arresting System*) and FAA Order 5200.8 (*Runway Safety Area Program*) allow for a reduction in the length and width of the RSA to 90% of the standard dimensions where it is not practical to provide the standard RSA. At present, the project site has vegetation, numerous depressions resulting in ponding, a swale, and a gravel road. The project site for the Patrol Road consists of vegetated areas.

Construction work for Runway 1 RSA improvements and the Patrol Road would include the following:

- Excavation of unsuitable soil and regrading of approximately 485,400 Sq. ft. at the end of Runway 1 to provide a RSA that is compliant with FAA standards.
- Installation of a geo-textile liner and clean structural fill in the RSA area and restoration of vegetation.
- Relocation of a grass swale along the east edge of the RSA to meet the existing swale.
- Construction of a Patrol Road (9 segments) consisting of highly pervious coarse aggregate material.

2. Project Description (List and clearly describe ALL components of project proposal including all connected actions). **Attach a map or drawing of the area with the location(s) of the proposed action(s) identified:**

To meet the FAA congressional mandatory requirements of providing RSAs by 2015, the proposed project would construct a compliant RSA (approximately 485,400 Sq. ft.) area at the end of Runway 1. Additionally, this project would provide a Patrol Road, periphery to the TEB Airport's runways allowing airport operations, maintenance, and public safety personnel to perform their inspection duties during aircraft operations without crossing active runways and taxiways.

Project elements are described in detail as follows:

Runway 1 RSA Area: To meet the FAA's RSA requirements, the proposed project would address the uneven terrain and ponding conditions at the end of Runway 1 (approximately 485,400 sq ft) by furnishing the area with a geo-textile liner and clean structural fill (approximately 6,370 cubic yards), grading, and restoring the site with appropriate, non-bird attractant vegetation. Due to the inherent characteristics of the structural fill, water would drain freely through the RSA area. The existing grass swale located in the RSA area would be relocated along the eastern edge of the RSA and will meet the existing swale where it will connect to a ditch south of Route 46. The proposed safety improvements would preserve the characteristics of the existing watershed. There would be no new impervious area. All the disturbed soil in the RSA area would be restored with non-bird attractant vegetation. See Attachment A for project drawings.

To establish a standard 500' x 1000' RSA Overrun area at Runway 1, a small section at the northwest corner of the RSA would need to extend beyond the airport property and thus would impact Industrial Avenue. However, as mentioned earlier, the FAA Orders 5200.9 Order 5200.8 allow for both RSA length beyond runway ends and its width reduction within 90% of the RSA standards. The proposed RSA length would be shortened by 32.9 ft (a 3.29% reduction of the standard RSA length or final length of 967.1 ft) and the width would be shortened by 22.4 ft (a 4.48% reduction of the standard RSA width or final width of 477.6). Both the proposed RSA length and width are within 90% of the RSA standards and therefore would comply with FAA requirements.

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road consisting of 9 segments (approximately 93,855 sq ft area) would be constructed around the runways and taxiways using highly permeable coarse aggregate stones. There would be no increase in impervious area.

Approximately 2,607 cubic yards of permeable coarse aggregate stones would be used to construct the portions of the Patrol Road. See Attachment A for project drawings.

Utilities: One existing storm water catch basin would be removed and replaced with a new catch basin. The new catch basin would be installed west of Runway 1 RSA and further connect to existing Airport's drainage system (see Attachment A). The existing catch basin, which drains the west side of RSA area, is not properly located to drain the stormwater and thus results in ponding conditions. The associated storm drain with the existing catch basin will be abandoned in place. Therefore, the new storm drain connection will not establish or impact the peak flow.

The proposed project would unavoidably impact 4.11 acres of freshwater wetlands regulated by the U.S. Army Corp of Engineers (USACE). The proposed construction in wetland areas includes the following:

Runway 1 RSA Area: The overrun area, approximately 485,400 sq ft, will be furnished with a geotextile liner and clean structural fill (approximately 6,370 cubic yards), graded, and restored with appropriate, non-bird attractant vegetation. The existing grass swale located in the RSA area will be relocated along the eastern edge of the RSA. The proposed safety improvements will disturb approximately 3.89 acres of wetland. However, there would be no new impervious area and the characteristics of the existing watershed would be maintained.

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road consisting of 9 segments (approximately 93,855 sq ft area) would be constructed around runways and taxiways using highly permeable coarse aggregate stones. There would be no increase in impervious area, however, a wetland area of 0.22 acres would be disturbed by construction of the Patrol Road. Approximately 786 cubic yards of permeable coarse aggregate material would be used to fill in the wetland.

The loss of wetlands is unavoidable in order to meet the proposed project's purpose and need. To mitigate for these impacts, the Port Authority will purchase 4.11 acres of mitigation credits from the Kane Mitigation Bank LLC as established through consultation with the United States Army Corp of Engineers (see Attachment E for permit application).

3. Project Purpose and Need:

The purpose of the Proposed Action is to improve the RSA at the end of Runway 1 to comply with the FAA's RSA design standards, enhance public safety, and to provide a new Patrol Road to increase the efficiency of airport operations and security.

The Proposed Action would serve the following needs of Port Authority, aircraft operators, and the general flying public:

- Need to comply with FAA RSA standards, per FAA requirements and Congressional mandate requiring a RSA at the end of Runway 1 by end of 2015. The RSA would be a graded area with a width of 477.6 ft and length of 967.1 ft, and be centered on the Runway and able to support aircraft rescue and firefighting equipment in case of an emergency.

-
- Need to increase efficiency and safety of airport operations by constructing a new Patrol Road to allow airport operations, maintenance, and public safety personnel to perform inspection duties during aircraft operations without crossing active runways and taxiways.

4. Describe the affected environment (existing conditions) and land use in the vicinity of project:

Teterboro Airport, located in the northwest section of the New Jersey Meadowlands District, encompasses approximately 827 acres: 90 acres of aircraft hangers, maintenance and office facilities, 408 acres used for aeronautical purposes and 329 undeveloped acres. It is located in the Boroughs of Teterboro, Moonachie, and Hasbrouck Heights in Bergen County, NJ and is 12 miles from midtown Manhattan, via the George Washington Bridge or the Lincoln Tunnel.

The areas surrounding TEB are a mixture of commercial and industrial developments with residential communities in close proximity. Land use to the south, in Moonachie and Carlstadt, is almost entirely commercial and industrial development. To the west lies Route 17 and associated commercial development, a rail line, and extensive industrial uses. The site is bounded to the north by industrial development between Rt. 46, which abuts the northern portion of the airport, and Interstate 80 in Teterboro and South Hackensack. On the east side of the airport property lies wooded wetlands and Fred Wehren Boulevard. Residential communities are located east of TEB in Little Ferry, Moonachie, and other surrounding areas.

TEB is designated a “reliever” airport according to the National Plan of Integrated Airport Systems that services general aviation requirements for the greater New York area. The airport is a 24-hour public-use facility, offering both visual non-precision and “all weather” precision landing capabilities, however, there is a voluntary night time curfew for all aircraft between 11 pm and 6 am for noise abatement. TEB does not accommodate scheduled carrier operations as a general aviation reliever airport. The airport also imposes weight restrictions, and prohibits the use of aircraft with operating weights in excess of 100,000 pounds. TEB’s utilization consists of a broad range of general aviation aircraft.

TEB is owned by the Port Authority. Effective December 1, 2000 the Port Authority assumed full responsibility for the operation of TEB, and together with AVPORTS, manages the daily operations and maintenance of the airport.

5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable):

Runway Safety Area:

A total of three (3) alternatives (including the no action alternative) were developed for providing the RSA at the end of Runway 1.

No Build/Action Alternative

The No Action Alternative does not meet the purpose and need of the project, which is to provide a RSA or equivalent that will comply with the FAA Order No. 5200.8 - Runway Safety Area Program

and the Congressional Mandate for the RSA program. In addition, the No Action Alternative would also impact with the airport's ability to comply with Part 139 Certification requirements. Therefore, this alternative is unacceptable, as it does not meet the Proposed Project's purpose and need.

Alternative 1: Establish Full Dimension RSA at End of Runway 1 (Proposed Project)

This alternative would entail the provision of a full dimension RSA with a width of 500 ft and length of 1,000 ft at the end of Runway 1. Under this alternative, an area of 485,400 sq ft would be excavated, furnished with a geo-textile liner, filled with approximately 6,370 cubic yards of clean structural fill, graded, and restored with appropriate vegetation that is not a bird attractant. The existing grass swale located in the RSA area would be relocated along the eastern edge of the RSA and would meet the existing swale where it would connect to a ditch south of Route 46. No new impervious area would be created under this alternative and due to the inherent characteristics of the structural fill, water would drain freely through the RSA area. Under this alternative, approximately 3.89 acres of wetland area would be impacted. Since there would be no new impervious area created under this alternative, the characteristics of the existing watershed would be maintained. The estimated construction cost for this alternative is approximately \$3,500,000, exclusive of the wetland mitigation cost.

Alternative 2: Install EMAS at the End of Runway 1

This alternative would entail installation of an EMAS arrestor bed at the end of Runway 1. Where the required length of overrun area beyond the runway end is not available, the FAA allows the use of an EMAS in lieu of the full dimension RSA area. The required EMAS, in compliance with FAA requirements, would be 345 feet in length and would be located 35 feet from the end of the runway. In addition, a 15 ft wide asphalt concrete paved area would be provided along the back of the EMAS for side steps and access. The total length of the EMAS asphalt concrete support pad would be 395 feet from the end of the runway. In addition, the required EMAS would be 170 feet in width (including side steps) with 10 foot wide asphalt concrete paved areas along each side for emergency access. The total width of the EMAS asphalt concrete support pad would be 190 feet, centered on the extended runway centerline. This alternative would result in a new impervious area of approximately 1.45 acres, and therefore result in modification to the characteristics of the existing watershed. The impact to the wetland area would be approximately 3.29 acres (i.e. 0.6 acre less than Alternative 1). The estimated construction cost for this alternative is approximately \$11,000,000, exclusive of the wetland mitigation cost.

Alternative 1 (Full Dimension RSA at End of Runway 1) is considered acceptable and as the most practical, cost efficient, feasible, and reasonable alternative and has been selected for further detailed environmental review. The total wetland impact area due to Alternative 1 is 0.6 acre greater than Alternative 2. However, Alternative 2 adds new impervious area of approximately 1.45 acres that could adversely impact the existing watershed which is located entirely within the 100-year floodplain as delineated in the new Federal Emergency Management Agency (FEMA) advisory flood maps. Alternative 1, on the other hand, adds no new impervious area and costs approximately 70% less than Alternative 2. Therefore, Alternative 2 is the preferred alternative.

Patrol Road

A total of three (3) alternatives (including the no action alternative) were developed for construction of a Patrol Road around the periphery of runways and taxiways at TEB.

No Build/Action Alternative

Under this alternative, a new Patrol Road around the airport would not be constructed and the airport operations, maintenance, and public safety vehicles would continue to cross active runways and taxiways, which is un-safe and inefficient for airport operations. Therefore, this alternative is unacceptable as it does not meet the Proposed Project's purpose and need.

Alternative 1: Construct a Paved Patrol Road in the Periphery of the Airport

This alternative would consist of construction of a new paved Patrol Road in the periphery of the runways and taxiways. The new Patrol road would be 8,000 feet long and 12 feet wide and would consist of 9 segments allowing airport operations, maintenance, and public safety personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. This would result in safer and efficient operations at the airport. Under this alternative, approximately 0.22 acre of wetland area would be impacted and approximately 93,855 sq ft of new impervious paved area would be created. The new impervious paved area could adversely impact the existing watershed which is located entirely within the 100-year flood plain as delineated in the new FEMA advisory flood maps.

Alternative 2: Construct an Unpaved Patrol Road in the Periphery of the Airport (Proposed Project)

This alternative would consist of construction of new unpaved Patrol Road in the periphery of the runways and taxiways. The new Patrol road would be 8,000 feet long and 12 feet wide and would consist of 9 segments allowing airport operations, maintenance, and public safety personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. This would result in safer and efficient operations at the airport. Under this alternative, approximately 0.22 acre of wetland area would be impacted, however, the road would be built using highly permeable coarse aggregate material resulting in no new impervious area, and therefore the characteristic of existing watershed would be preserved.

Alternative 2 (Patrol Road constructed with permeable coarse aggregate material) is considered acceptable and as the most practical, cost efficient, feasible, and reasonable alternative and it has been selected for further detailed environmental review. The total wetland impact area due to Alternatives 1 and 2 are the same. However, Alternative 1 entails new asphalt pavement which would result in new impervious area of approximately 93,855 sq ft. This new impervious area of approximately 2.15 acres could adversely impact the existing watershed which is located entirely within the 100-year floodplain as delineated in the new FEMA advisory flood maps. Alternative 2, on the other hand, results in no new impervious area and would preserve the characteristics of existing watershed. Therefore, Alternative 2 is the preferred alternative.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in Appendix A of 1050.1E and the Airports Desk Reference for more information and direction. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY (Please note this analysis must meet requirements for both NEPA review and Clean Air Act (CAA) requirements).

Clean Air Act

(a) Is the proposed project located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act and does it result in direct emissions (including construction emissions)?(If **Yes**, go to (b), **No**, go to the NEPA section below.

Teterboro Airport is located in the New Jersey-New York-Connecticut Intrastate Air Quality Control Region (AQCR). The New Jersey-New York-Connecticut Intrastate AQCR does not meet the Federal standard for the 8-hour concentration of ozone or the Federal standard for the 24-hour and annual arithmetic mean concentrations of fine particulate matter (PM_{2.5}). In the past, this area was also designated as a nonattainment area for carbon monoxide (CO); however, on May 20, 2002, the U.S. Environmental Protection Agency (USEPA) determined the area had attained the CO standard and the region was re-designated to attainment for CO. The area now operates under a maintenance plan for CO.

There will be direct as well as indirect emissions due to the proposed project.

(b) Is the proposed project an “exempted action,” under the General Conformity Rule or Presumed to Conform (See FRN, vol.72 no. 145, pg 41565)? (If **Yes**, cite exemption and go to NEPA section below; **No**, go to (c)).

No. The proposed project would not qualify as an exempt action under the General Conformity Rule.

(c) Would the proposed project result in a net total of direct and indirect emissions that exceed the threshold levels of the regulated air pollutants for which the project area is in non-attainment or maintenance? (Attach emissions inventory). (If **Yes**, consult with ADO).

The annual emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of up to 2.5 micro meters (PM_{2.5}) and carbon monoxide (CO) for the construction of proposed RSA at the end of Runway 1 are expected to be well below the Federal *de minimis* thresholds for each pollutant established by the General Conformity Rule. Air quality studies for three similar projects, including the EMAS at Runway 24 approach End, Runway 19 End, and Runway 24 End confirmed emissions of the above listed pollutants at much lower levels than the Federal *de minimis* thresholds. The extent of the Proposed Action, in regards to construction emissions, would be less than the two projects referenced above because the Proposed Actions will not involve any new pavement as compared to the other projects to install EMAS. See Attachment B for the Air Quality Studies for the past similar RSA projects at TEB.

NEPA

(a) Is the airport’s activity levels below the FAA thresholds for requiring a NAAQS analysis? (If **Yes**, document activity levels and go to Item 2, **No**, go to (b)).

No. The USEPA determined that projects having *de minimis* emissions would not be likely to cause an exceedance of any NAAQS. The evaluation of the emissions inventories for similar projects (i.e. Runway 24 approach End EMAS project, Form C Short EA approved with a Finding of No Significant Impact (FONSI) in March 2006; Runway 19 End EMAS project, Form C Short EA approved with a FONSI in May 2007; and Runway 24 End EMAS project, Form C Short EA approved as FONSI in June 2011) confirmed that the net emissions due to the proposed project

were *de minimis* for the duration of the project. Since the extent of construction for the Proposed Project is similar or less than three previous projects, it is anticipated that the construction emissions would be *de minimis* for the Proposed Project as well. Therefore, no further analysis to demonstrate attainment of the NAAQS for this Proposed Project would be required; furthermore, the Proposed Project will not result in any delay in the attainment of any NAAQS, nor would the proposed project worsen any existing NAAQS violation.

(b) Do pollutant concentrations exceed NAAQS thresholds? (Attach emissions inventory).

Not Applicable.

(c) Is an air quality analysis needed with regard to state indirect source review?

No. The Proposed Project does not include features that would require a New Jersey indirect source review.

(B) BIOTIC RESOURCES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. (This answer should also reference Section 19, Water Quality, if jurisdictional water bodies are present).

The location of the Proposed Project is at the end of Runway 1. Displacement of wildlife is not anticipated to occur due to the nature of the area. There is limited potential animal habitat at or near the Proposed Project location. Although the project area contains wetlands, the dominant vegetation is a monoculture of *Phragmites australis* and no significant plant communities are located at the proposed project site. West Riser Ditch, which flows through the proposed project site, have been determined to be navigable waters of the United States by the U.S. Army Corps of Engineers (USACE) and, therefore, is considered to be a jurisdictional water body. The West Riser Ditch would not be affected by the Proposed Project.

(C) COASTAL RESOURCES

(a) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

Yes. The proposed project would occur in the coastal zone in an area governed by the Waterfront Development Law (N.J.S.A. 12:5-3).

(b) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

In New Jersey State, the CZMP concurrence is issued by the NJDEP as part of the Flood Hazard Area Permit. The application for Flood Hazard Area permit along with consistency evaluation of New Jersey State CZMP was submitted to NJDEP for review on April 29th, 2013 (see Attachment E).

Based on the consistency evaluation conducted, the judgment of the Port Authority is that the Proposed Project complies with and would be conducted in a manner consistent with the New Jersey State CZMP.

(c) Is the location of the proposed project within the Coastal Barrier Resources System? (If Yes, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

No. Teterboro Airport is not located within the Coastal Barrier Resources System.

(D) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

No. The Proposed Project is compatible with the existing land use. No businesses or residences will be affected by this proposed project.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

No. The Proposed Project will be located airside within the existing airport boundary and will not be near wildlife or create a wildlife hazard.

(E) CONSTRUCTION IMPACTS

Would construction of the proposed project increase ambient noise levels due to equipment operation; degrade local air quality due to dust, equipment exhausts and burning debris; deteriorate water quality when erosion and pollutant runoff occur; and/or disrupt off-site and local traffic patterns? Explain.

Noise

Community noise impacts during construction are the result of operating construction equipment and construction/delivery vehicles traveling to and from the site. Noise impacts vary widely, depending on the phase of construction, e.g. land clearing and excavation, foundation work, etc. The Proposed Project would have no perceptible increase in ambient noise levels at noise sensitive receptors in the area due to construction activities. Construction activities associated with the Proposed Project would temporarily increase the ambient noise levels in the immediate vicinity of the project area during periods of heavy construction. However, there are no sensitive receptors immediately adjacent to the Proposed Project site. Off-site impacts, from equipment and materials egress/ingress, are anticipated to be minimal, if any.

Air Quality

The Proposed Project would not degrade local air quality due to dust, equipment exhaust or burning debris. No debris generated during the construction of the Proposed Project would be burned. Air quality impacts during the construction of the Proposed Project are anticipated to be both short-term and relatively minor, and restricted to fugitive dust from ground disturbing activities. The Contractor would employ dust suppression techniques, should more than minimal levels of dust be generated at the site. Dust suppression, if necessary, would be performed in accordance with FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports.

Water Quality

Several measures would be implemented during construction that would minimize impact to water quality, such as those discussed under Item (S) Water Quality below. All actions would conform to local, state and federal water quality regulations. Construction contract specifications would contain the provisions of FAA Advisory Circular 150/5370, *Standards for Specifying Construction of Airports*, Item P-156 *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*, and 150/5320-5B, *Airport Drainage*.

Local Traffic Patterns

No off-site and local traffic patterns are likely to be disrupted given the project's limited scope and normal management procedures to minimize such impacts. Construction-related vehicular traffic, primarily from workers' commuting to work and to materials deliveries, will be minimal and short-term due to the size of the project.

(F) SECTION 4(f) RESOURCES

Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? (If **Yes**, contact FAA, contact appropriate agency and attach record of consultation).

No. The proposed project is completely within the confines of TEB airport and does not require use of any public lands.

(G) ENDANGERED AND THREATENED SPECIES

(a) Would the proposed project impact any federally or state-listed or proposed, endangered, or threatened species (ESA) of flora and fauna, or impact critical habitat? (Attach record of consultation with federal and state agencies as appropriate).

No. While TEB is located within the Meadowlands District, and there have been endangered and threatened wildlife species observed in the district, this project is not expected to impact any federal, state-listed or proposed endangered or threatened species of flora and fauna, or impact any critical habitat.

According to the Natural Heritage Database, the Yellow-crowned night heron (*Nyctanassa violacea*), and the Snow Egret (*Egretta thula*), may be encountered at the project site. The Yellow-crowned night heron is state threatened species, and Snow Egret a species of special concern. Nevertheless, the project site does not provide habitat for these threatened or special concern species, nor is there any potential for their presence due to the project site's vicinity to runways. In accordance with FAA Advisory Circular 150/5200-33B *Hazardous Wildlife Attraction on or near Airports*, birds and insects are discouraged near runway and taxiways to prevent wildlife strikes and reduce the threat to aircraft safety. Therefore, no significant impacts to endangered and threatened wildlife species are anticipated. Several other bird species were identified by the Natural Heritage Database Search to be within one mile of the project site. However, habitats for these bird species consist of wetlands, bays, and estuaries, requiring trees or the ground for nesting which are not present within the project work area. Therefore, there will no adverse impacts to these bird species due to the Proposed Project.

In addition, according to the United States Environmental Protection Agency (USEPA) Endangered Species Protection Program Database, the Indiana Bat species has been documented in Bergen County, New Jersey. However, at a meeting held at TEB on November 19, 2010, the Director of the U.S. Fish and Wildlife Service (USFWS) office in Pleasantville, NJ stated that Indiana Bats were not a concern in this area. Therefore, based on this statement, it is concluded that the Proposed Project would have no adverse impact on this species and its habitat.

(b) Would the proposed project affect species protected under the Migratory Bird Act? (If **Yes**, contact FAA).

No. The proposed project would not affect the species protected under the Migratory Bird Act due to the limited affected area for this Proposed Project and the location, which is restricted to an already developed area consisting primarily of pavement and maintained vegetated area.

(H) ENERGY SUPPLIES, NATURAL RESOURCES AND SUSTAINABLE DESIGN

What effect would the proposed project have on energy or other natural resource consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

The Proposed Project would have a negligible impact on public utilities, energy supply and natural resources. The Proposed Project would not change the operation of the airport, except to increase its safety. There is no shortage of construction material necessary for the proposed project within the region.

(I) ENVIRONMENTAL JUSTICE

Would the proposed project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

No. There would be no residential or business displacement, no fiscal impact, and no disproportionate impacts to low-income or minority populations.

(J) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If **Yes**, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

No farmland is found within the Teterboro Airport. The proposed project will be constructed on land owned by the Port Authority.

(K) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

Yes. Prior to Superstorm Sandy, FEMA was in the process of updating specific Flood Insurance Rate Maps (FIRMs). These updated maps were set to be finalized in mid-2013. After the storm however, and because these updated FIRMs were not finalized, FEMA developed interim Advisory Base Flood Elevations (ABFEs) to support post-Sandy reconstruction efforts. ABFEs provide

improved flood hazard data when the information on the FIRM no longer depicts an area's true flood risk. According to ABFEs dated January 15, 2013 the Project Area is located in Advisory Flood Hazard Zone A, which is the area subject to storm surge flooding from the 1% annual chance coastal flood (the 100-year flood). In the vicinity of the Project Area, the 1% annual advisory base flood elevation is 8 feet NAVD 88.

(b) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988.

See Attachment C for FEMA Maps (FIRM) and ABFEs.

Executive Order 11988 requires federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. The Proposed Action would not result in any increase in impervious surface or changes in floodplain storage capacity and, therefore, would not create significant adverse impacts to the surrounding floodplain.

(L) HAZARDOUS MATERIALS

Would the proposed project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If **Yes**, attach record of consultation with appropriate agencies). Explain.

The Proposed Project is not expected to require the use of land that may contain hazardous substances or may be contaminated. During the construction of the Proposed Project, soils will be excavated for grading, filling and planting vegetation. If any of the soils excavated are suspected of being contaminated based on a field assessment, soil samples would be obtained. The samples would be taken to a NJDEP certified laboratory and analyzed for the list of priority pollutants. Soils with elevated levels of pollutants will be disposed off-site in accordance with Federal and State regulations. Typically, non-hazardous soil can be beneficially reused off-site as landfill cover or final cover for landfill closures. If any soils or other materials removed during the construction are determined to be hazardous wastes, the material would be disposed of at an EPA approved hazardous waste disposal facility under the Port Authority's RCRA hazardous waste ID number.

All waste disposal activities associated with the Proposed Project would comply with all federal, state and local regulations regarding the identification, removal, transportation, and disposal of hazardous and non-hazardous material.

(M) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL OR CULTURAL PROPERTY

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. (Include a record of your consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

The Proposed Project is limited to airside safety improvements at the end of Runway 1 and construction a Patrol Road around the periphery of the runways and taxiways. It would have no impact on any properties listed or eligible for listing on the National Register of Historic Places as no historic properties are located at TEB.

The New Jersey Meadowlands Commission lists the Airport Tower and Aviation Hall of Fame, the Atlantic Aircraft Factory at TEB, and the Bendix Factory Complex, adjacent to TEB as potential historic resources. However, the New Jersey Historic Preservation Office has not identified these resources as having historic significance.

(b) Describe any impacts to archeological resources as a result of the proposed project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

The Proposed Project is limited to airside safety improvements at the end of Runway 1 and Patrol Road around the periphery of runways and taxiways. There are no archeological resources located at TEB.

(N) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.? Explain.

The Proposed Project would induce positive secondary impacts in the region because of construction activity. These economic impacts would benefit surrounding communities during construction by increasing employment opportunities and expenditures on local services and materials. The Proposed Action would not result in property acquisition, residential relocation, division or disruption of established communities, or disruption of planned development.

(O) LIGHT EMISSIONS AND VISUAL EFFECTS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain.

No. The Proposed Project would not result in any airport-related lighting impacts on nearby residents.

(P) NOISE

Will the project, when compared to the No Action alternative for the same timeframe, cause noise sensitive areas located at or above DNL 65 dB to experience a noise increase of at least DNL 1.5 dB? (Use AEM as a screening tool and INM as appropriate. See Airports Desk Reference, Chapter 17, for further guidance).

The Proposed Project does not require a noise analysis per Order 5050.4A. The Proposed Project does not involve any runway extension or runway strengthening and is not expected to result in any increase in airport operations.

(Q) SOCIAL IMPACTS

Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

No. The Proposed Project, located on airport property, will not affect surface traffic patterns or cause any increase in surface traffic congestion. There will be no decrease in Level of Service as a result of this proposed project.

(R) SOLID WASTE

Would the operation and/or construction of the project generate significant amounts of solid waste? If **Yes**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

There would be no adverse impacts related to solid waste management from the project once the Proposed Project is complete. There will be a temporary increase in solid waste due to the short-term construction activities. Soils will be reused on site to the greatest extent possible. There are local disposal facilities within the area that are capable of handling solid waste associated with construction activities.

(S) WATER QUALITY

(a) Does the proposed project have the potential to impact water quality, including ground water, surface water bodies, and public water supply system or federal, state or tribal water quality standards? (If **Yes**, contact appropriate agency and include record of consultation).

TEB is located in the Meadowlands District and is hydrologically connected to Berry's Creek via the East and West Riser Ditches. The proposed project would not have a negative impact on surface or groundwater quality. Specific water quality issues related to the proposed project are addressed below:

- 1) Approximately 627,259 Sq ft (14.4 acres) of soil will be disturbed in the Flood Hazard Area during construction activities and, therefore, the project will require a Soil Erosion and Sediment Control Certificate from the Bergen County and authorization from the New Jersey Department of Environmental Protection (NJDEP) for stormwater discharges during construction. The Port Authority has submitted soil erosion and sediment control plans to the Bergen County Soil Conservation District on May 28, 2013.
- 2) The area to provide a full dimension RSA at the end of Runway 1 will be filled with structural fill, graded and restored with appropriate, non-bird attractant vegetation. There will be no increase in impervious area in the flood hazard and wetland area due to construction of the RSA area at the end of Runway 1.
- 3) The Patrol Road, peripheral to the airport would be constructed with highly permeable coarse aggregate material in the flood hazard area. Therefore, there will be no increase in the impervious areas in the flood hazard and wetland areas due to construction of the Patrol Road at the airport.
- 4) A new catch basin would be installed to replace an existing one west of the Runway 1 RSA and would connect to existing airport's drainage system. The existing catch basin, which drains the west side of RSA area, is not properly located to drain the Stormwater and thus results in ponding issues. The new storm drain connection will not establish or impact the peak flow.
- 5) Aircraft operations after implementation of the proposed project would not change and therefore not expected to have any change to water quality.

During construction, storm water runoff would be managed through the implementation of a Stormwater Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) to prevent stormwater contamination. The Port Authority BMPs would follow the applicable local, State, and federal regulations, which are routinely implemented for all airport construction projects. The BMPs include provisions for the control and / or prevention of erosion from soil and debris storage piles and containment of construction materials. Construction management practices would be incorporated into the project's construction documents and become the obligation to which each contractor working on the site must adhere. The Port Authority monitors compliance, on routinely basis, with the BMPs and the existing NJDEP New Jersey Pollution Discharge Elimination System (NJPDES) permit for TEB.

Construction contract specifications would contain the provisions of FAA Advisory Circular (AC) 150/5370 *Standards for Specifying Construction of Airports (change 10)*, *Item P-156 Temporary Air and Water Quality Pollution, Soil Erosion, and Siltation Control*, and FAA AC 150/5320 *Airport Drainage*.

(b) Is the project to be located over a designated Sole Source Aquifer? (If **Yes**, attach record of consultation with EPA).

No, the Proposed Project would not impact any designated Sole Source Aquifers.

(T) WETLANDS

(a) Does the proposed project involve federal or state regulated or non-jurisdictional wetlands? (Contact USFWS or state agency if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation).

Yes, the Proposed Project does involve modification of delineated wetlands. A survey of wetland areas within the TEB boundaries was performed in 2000 – 2001 and the US Army Corps of Engineers (USACE) provided a Jurisdictional Determination in a letter dated October 2, 2001. This delineation was updated and submitted to USACE in April of 2007 for a revised Jurisdictional Determination. According to the recently revised determination, the total acreage of jurisdictional wetlands at TEB has increased since 2001. A total of 16 palustrine freshwater jurisdictional wetland areas were delineated within the boundaries of TEB. The vast majority of this acreage consists of palustrine forested wetlands located on the east and the southwest portions of the airport and are not in the immediate area of this project. The USACE is in the process of reviewing the delineation and their revised Jurisdictional Determination is pending. For the purposes of this project, both the 2001 and 2007 delineations indicate wetland areas that would be impacted by this proposed project.

The Proposed Project will unavoidably impact 4.11 acres of USACE jurisdictional freshwater wetlands. The proposed construction in wetland areas includes the following:

Runway 1 RSA Area: The overrun area, approximately 485,400sq ft, would be furnished with a geotextile liner and clean structural fill (approx. 25,000 cubic yard), graded, and restored with appropriate, non-bird attractant vegetation. Due to the inherent characteristic of structural fill, the water will drain freely through the RSA area. The existing grass swale located in the RSA area would be relocated along the eastern edge of the RSA. The proposed safety improvements project

would disturb approximately 3.89 acres of wetland, however, there will be no new impervious area created and the characteristics of the existing watershed would be maintained.

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road with highly permeable coarse aggregate material would be constructed around the airport. There would be no increase in impervious area as a result. However, a USACE Jurisdictional wetland area (0.22 acre) would be disturbed due to construction of a portion of the Patrol Road. Approximately 786 cubic yards of permeable coarse aggregate material would be used to construct the portion of Patrol Road in the USACE jurisdictional wetland area. The Proposed safety improvements project would disturb approximately 0.22 acre of wetland, however, there will be no new impervious area created and the characteristics of the existing watershed would be maintained.

Since wetlands are bird attractants, the FAA (Circular 150/5200-33 “Hazardous Wildlife Attractants on or Near Airports”) discourages mitigation on airport properties. Therefore, to mitigate for these impacts, the Port Authority will purchase 4.11 acres of mitigation credits from the Kane Mitigation Bank LLC. The restoration project via Kane Mitigation Bank has been designed and constructed so not to pose as an attractant to large water fowl.

The Department of the Army – Section 404 Permit application for wetlands including mitigation for the loss of the wetlands was submitted to USACE on April 18, 2013 (see Attachment E).

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

Not applicable.

(U) WILD AND SCENIC RIVERS

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or National Rivers Inventory? (If Yes, coordinate with the jurisdictional agency and attach record of consultation).

No. The proposed project would not affect any designated Wild and Scenic Rivers.

(V) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

This section addresses potential cumulative impacts that could occur as a result of the Proposed Project. The construction schedule of the proposed project, to span from 4th Quarter of 2013 through 4th Quarter of 2014, will not overlap with any major project at the airport. With the exception of temporary construction-related impacts, the cumulative adverse environmental impact of the Proposed Project is expected to be minimal.

TEB airport, like any other airport in the country, requires regular maintenance and modernization. The Port Authority has and will continue to undertake an array of improvements at TEB to maintain

and improve the efficient movement of aircraft and travelers. As is evident from a review of the projects listed below, each has demonstrated independent utility and can go forward without regard to whether any or all of the other listed actions are adopted. Each is proceeding separately and has or will go forward based on its own merits. The Proposed Project also has demonstrated its independent utility and need. The projects listed below represent the Port Authority's most recent steps to maintain and to improve the Airport's functionality and to enhance the level of service. The following is a summary of the ongoing or recently completed projects and projects anticipated in the foreseeable future.

Past Actions

Between 2008 and 2012 there were eight development or improvement projects undertaken at the airport, all of which were categorically excluded from the requirement to prepare an EA or an EIS (projects eligible for a Categorical Exclusion are actions that, under normal circumstances, are not considered major federal actions and that have no measurable impacts on the environment). These projects were the following:

- Snow Equipment Storage Building
- Rehabilitation of Runway 6/24
- Expansion of Jet Aviation Infield Aircraft Parking Apron
- Unmanned Air Operations Area Gates, Perimeter Strengthening
- Relocation of Emergency Generator
- Rehabilitation of Taxiway 'A'
- EMAS At End of Runway 19
- Rehabilitation of Runway 1/19

Ongoing Actions

Following is the ongoing action at the airport:

- Construction of Engineered Materials Arresting System (EMAS) for Runway 24 End – A short Environmental Assessment Form was prepared for this project which received FAA's Finding of No Significant Impact (FONSI) in June 2011. This project is on-going and would be completed in October 2013, before the Proposed Project (RSA at the end of Runway 1) starts since both runways can not be impacted at the same time.

Reasonably foreseeable Future Projects

The following actions are planned to be undertaken between 2013 and 2018 and are anticipated to be categorically excluded from the requirement to prepare an EA or EIS.

- Replacement of Taxiway 'B' with New Taxiway 'V' – This project is intended to address alignment factors and to realign Taxiway 'B' to address potential airfield safety issues with a corresponding reduction in potential for runway incursion and an overall enhancement to the safety of airfield operations. This project would include excavation, full-depth taxiway concrete pavement, asphalt shoulders and erosion pavement, centerline, clearance bar and hold bar lighting, lighting foundations, and aeronautical signs, and drainage. The minor

increase in impervious surface would have no negative effect on the capacity requirements of the airports' storm drain system. This project start date has not been determined yet.

- Taxiway Fillets Improvements along Runway 6/24 – This project will involve expansion of taxiway fillets along the alignment of Runway 6/24 to provide for better transition of aircraft from the runway onto the various connecting exit taxiways. The project will entail the milling and overlaying with asphalt concrete pavement of the intersection of taxiways and Runway 6/24, shoulder and erosion pavement, grading, seeding, pavement marking and adjusting taxiway lighting and utility castings to meet the new finished surface. The proposed project may require re-routing and adjusting storm drainage systems, re-grading of grass areas. The minor increase in impervious surface will have no negative effect on the capacity requirements of the airports' storm water drainage system. This project is scheduled to commence in future but is not included on the current capital plan.
- Atlantic Aviation FBO, Passenger Terminal Improvements - This project will involve modification to a Fixed Based Operator (FBO) Passenger Terminal associated with Hangar '4' consisting of a re-designed entrance foyer, expanded lobby and waiting areas, a new entrance canopy on the landside entrance, modification to airside entrance, removal of existing ceremonial stairway, and incorporate of a new service elevator servicing both ground and upper levels. The existing terminal is being renovated to allow for the enhancement to existing antiquated terminal facility that will allow the FBO to better serve its clients. This project would commence in July 2014 and be completed by November 2014.

Even when impacts are determined to be individually insignificant, the impacts can be collectively significant when taking place over a period of time. Therefore, the cumulative effects of environmental impacts were considered only for those categories determined to have impacts due to the proposed project.

Floodplains

The proposed projects are located within the 100 and 500-year floodplains and will require a Stream Encroachment and a Flood Hazard Area permit from the NJDEP. While other airport projects are located within these areas, the encroachment will not involve considerable probability of loss of human life; will not cause damage that will involve substantial cost, including interruption of service on or loss of a vital transportation facility; nor will they have an adverse impact on natural and beneficial floodplain values. As the proposed projects will not result in a change in base elevation or storage capacity, or significant floodplain impacts, there will be no cumulative impacts as a result of this project.

Water Quality

All construction activities would be conducted in accordance with BMPs and applicable local, state, and federal regulations. A soil erosion and sediment control program would be established. Any airport permits or approvals relevant to stormwater would be modified to include the improvements. A NJDEP Flood Hazard Area permit application has been submitted to the NJDEP for this project. In addition, a Soil Erosion and Sedimentation Control Plan has been prepared and submitted to Bergen County SCD. Such procedures are routinely implemented for all airport projects. No cumulative water quality impacts are expected to occur. Loss of wetland acreage will be mitigated

as required by USACE. No impacts to water quality are expected; therefore, no cumulative water quality impacts would occur.

Air Quality

The Proposed Project would cause a temporary change in the net emissions due to the operation of construction equipment. However, the emissions for projects such as this have been shown to be *de minimis* under the Clean Air Act (as amended in 1990) General Conformity Rule for similar types of projects. Further, the *de minimis* emissions are assumed to comply with the New Jersey SIP and are not expected to cause an exceedance of any of the NAAQS, delay the attainment of any NAAQS, or worsen an existing violation of any NAAQS. Other projects recently completed, under construction, or planned in the foreseeable future at TEB, are all expected to have *de minimis* emissions. Therefore, no cumulative adverse air quality impacts are anticipated from the proposed project.

Energy Supply and Natural Resources

The net impact of the Proposed Project and other projects planned for the airport on energy supplies is minimal. The majority of the projects on airport relate to modernization of older airport structures, which because of efficiency improvements over the last 40 years will result in reductions in energy needs. Cumulative impacts related to energy demand not meeting available supply are not expected.

Light Emissions

The Proposed Project would not cause adverse impacts from light emissions. No new lighting sources are proposed for this project.

Construction Impacts

The Proposed Project would not cause significant construction impacts beyond the local site area. Contractors will be required to conduct all work using best management practices to control and minimize impacts to the environment. All grading and clearing activities would be guided by BMPs and a soil erosion and sediment control plan. Excavated soils will be assessed for potential contamination in the field and disposed in accordance with pertinent local, state, and federal regulations.

The proposed project is not expected to generate any cumulative impacts when compared to past projects or reasonably foreseeable future projects.

7. PERMITS

List all required permits for the proposed project. Has coordination with the appropriate agency commenced and what is the expected time frame of receiving a permit?

The following permits and approvals would be required prior to initiating construction.

- NJDEP Flood Hazard Area Permit including Section 401 Water Quality Certification
- NJDEP Construction Activity Stormwater General Permit NJG0088323
- Coastal Zone Management Program Consistency Certification Concurrence from NJDEP
- Bergen County SCD Soil Erosion & Sediment Control Permit

-
- Department of the Army (DA) - USACE Permit pursuant to Section 404 of the Clean Water Act

The Port Authority has already applied for all permits listed above and it is anticipated that the permits will be obtained in a timely fashion with no difficulty before the start of construction. The facility already has a NJDEP NJPDES permit for stormwater discharge.

NOTE: Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, start of construction shall not commence until all required permits are obtained, and FAA has issued its environmental determination.

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated.

In order to minimize any potential impacts, mitigation measures will include adherences to all applicable regulatory and permit requirements. To mitigate for the unavoidable filling of wetlands impacts (4.11 acres), the Port Authority will purchase 4.11 mitigation credits from the Kane Mitigation Bank, LLC. Mitigation will be done off airport property and will include measures that are consistent with safe airport operations.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received.

To satisfy FAA requirements for public involvement, a Notice of Availability (NOA) will be published in the Star-Ledger and the Bergen Record, to inform the public of the availability of the Draft EA and to solicit public comment. The Draft EA will be available for review at the airport's Administration Building at 90 Moonachie Avenue, Teterboro, NJ; the Port Authority's headquarters office at 233 Park Avenue South in New York, NY; and at the FAA's Airport District Office at 600 Old Country Road in Garden City, NY. A copy of the document will also be available for review on the Port Authority's website. The comment period will be 15 calendar days from the date of publication of the NOA. Any comments received will be addressed.

To ensure that interested parties are informed, an additional notice would be published in the Star Ledger and the Bergen Record notifying the public of any FAA decision in regard to this Environmental Assessment.

10. LIST OF ATTACHMENTS

- Attachment A: Project Drawings
- Attachment B: Summary of Air Quality Studies for Similar Projects
- Attachment C: FEMA Base Flood Elevation Maps
- Attachment D: Airport Layout Plan
- Attachment E: USACE and NJDEP Permit Applications

Project Title: RSA Improvements at End of Runway 1 and Construction of the Patrol Road **Identifier:** TEB

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Signature 06/10/2013
Date

Name Adeel Yousuf

Title Airport Environmental Specialist

Affiliation The Port Authority of NY & NJ
212 435 3784
Phone #

12. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature 06/10/2013
Date

Name Edward C. Knoesel

Title Manager, Environmental Programs

Affiliation The Port Authority of NY & NJ
212 435 3747
Phone #

INSTRUCTIONS

NOTE: This form was prepared by FAA Eastern Region Airports Division and is intended for use with proposed projects in this region only.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 5050.4B – *NEPA Implementing Instructions for Airport Actions* and 1050.1E – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions*, which incorporate the Council on Environmental Quality's (CEQ) regulations for implementing NEPA, as well as US Department of Transportation environmental regulations, and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources, etc. The information provided by sponsors and their consultants through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: This Form is intended to be used when a project cannot be categorically excluded (CATEX) from a formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, this Form is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA. Proper completion of the Form would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared.

If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.

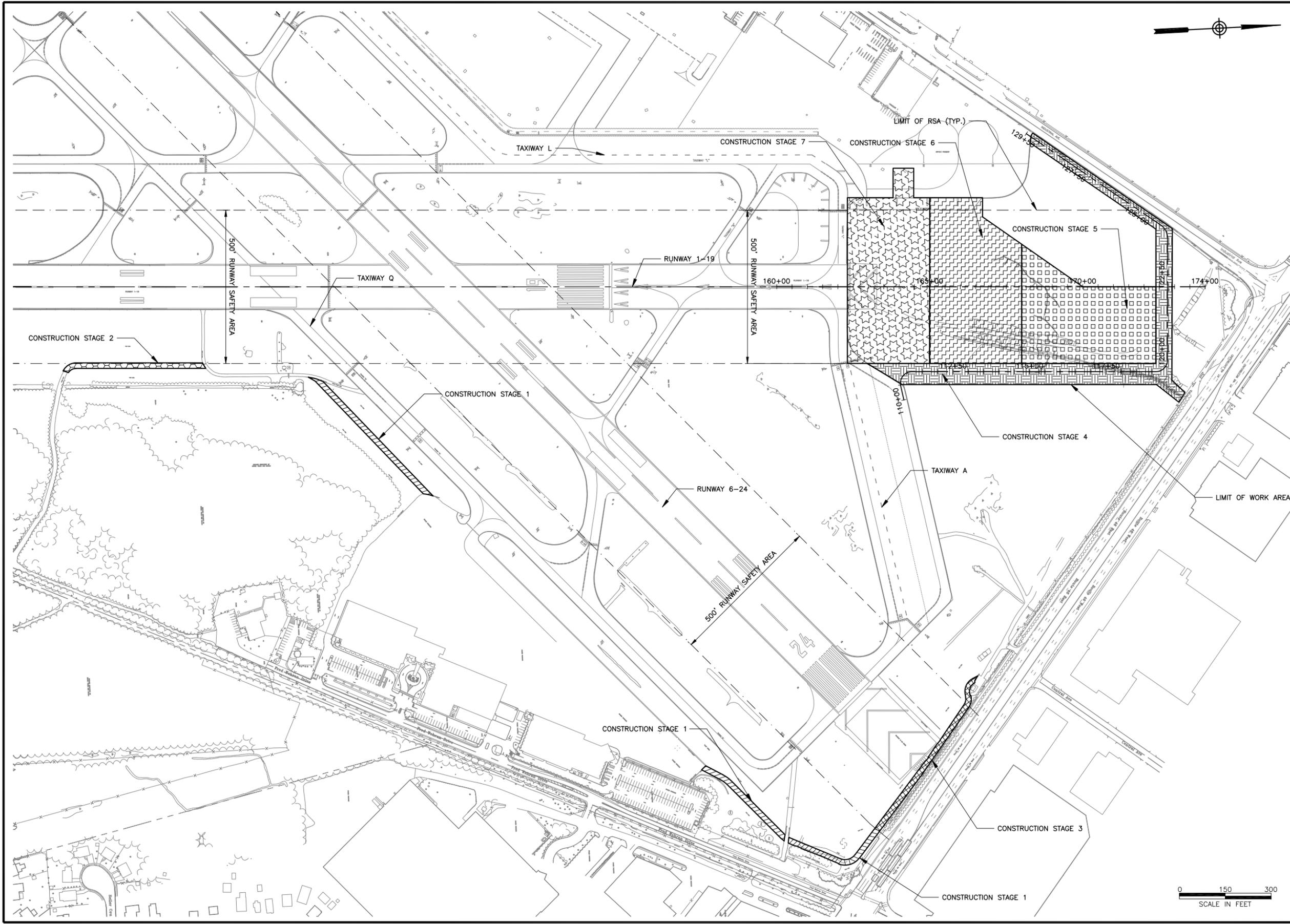
This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. **Please note: When requesting discretionary funding for an airport project, the appropriate environmental documentation should be submitted to the local Airports District Office by April 30th of the year preceding the year funding is requested.**

Availability: *An electronic version of this Short Form EA is available on-line at <http://www.faa.gov/airports/eastern/environmental/media/C10.DOC>. Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*

Attachment A Project Drawings

EXHIBIT I: PROJECT LOCATION PLAN

EXHIBIT II: CONSTRUCTION STAGING PLAN



No.	Date	Revision	Approved

ENGINEERING DEPARTMENT

**TETERBORO
AIRPORT**

CONSTRUCTION STAGING

Title
**RUNWAY 1 RSA IMPROVEMENTS
AND PATROL ROAD**

**CONSTRUCTION
STAGING PLAN**

This drawing subject to conditions in contract. All inventions, ideas, designs and methods herein are reserved to Port Authority and may not be used without its written consent. All recipients of Contract documents, including bidders and those who do not bid and their prospective subcontractors and suppliers who may receive all or a part of the Contract documents or copies thereof, shall make every effort to ensure the secure and appropriate disposal of the Contract documents to prevent further disclosure of the information contained in the documents. Secure and appropriate disposal includes methods of document destruction such as shredding or arrangements with refuse handlers that ensure that third persons will not have access to the documents' contents either before, during, or after disposal. Documents may also be returned for disposal purposes to the Contract Desk on the 5th Floor, 3 Gateway Center, Newark, NJ 07102 or the office of the Director of Procurement, One Madison Avenue, 7th Floor, New York, NY 10010.

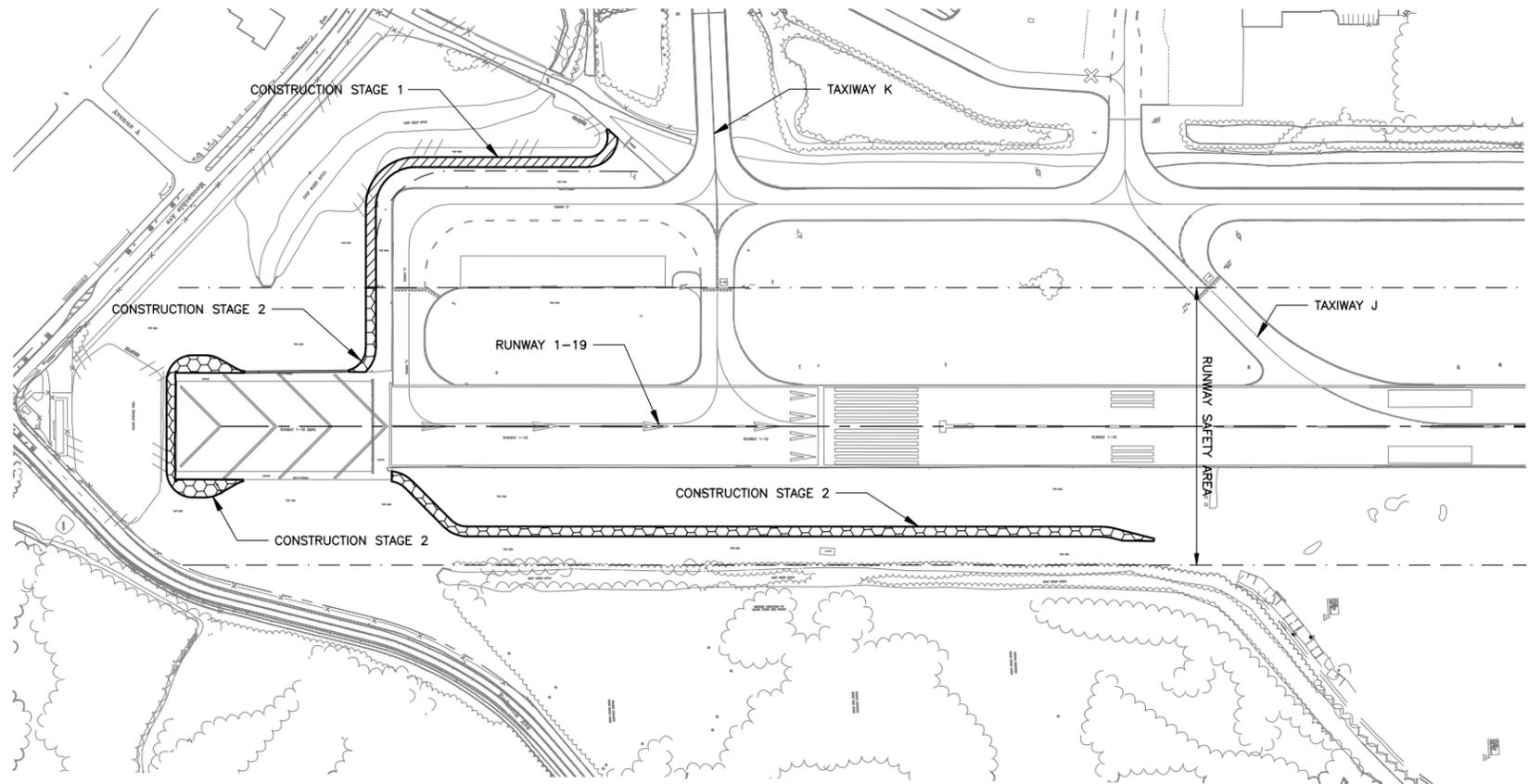
It is a violation of law for any person to alter a document in any way, unless acting under the direction of a licensed professional engineer or registered architect. If this document bearing the seal of an engineer/architect is altered, the altering engineer/architect shall affix to the document their seal and the notation "altered by" followed by their signature and the date of such alteration, and a specific description of the alteration.

Y.ZHANG **M.ELGAMMAL** **ELARRAZABAL**
Designed by Drawn by Checked by

Date 02/21/2013

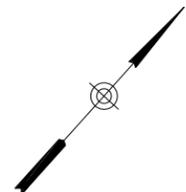
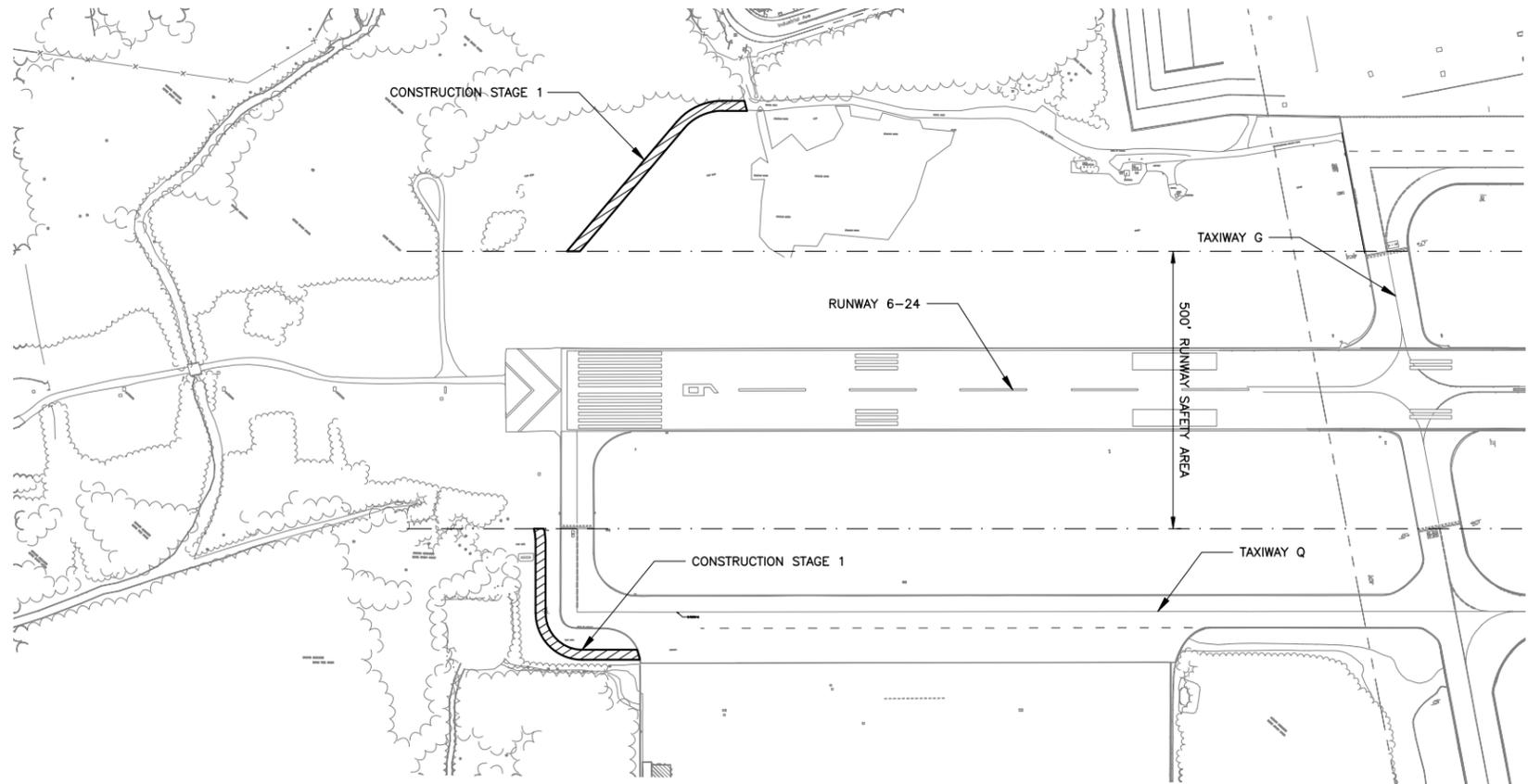
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PID# 10323000



LEGEND: DWG. CS001 TO CS002 ONLY

-  — CONSTRUCTION STAGE 1
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-  — CONSTRUCTION STAGE 6
-  — CONSTRUCTION STAGE 7



Sheet of

**THE PORT AUTHORITY
OF NY & NJ**

CHIEF CIVIL ENGINEER

No.	Date	Revision	Approved

ENGINEERING DEPARTMENT

**TETERBORO
AIRPORT**

CONSTRUCTION STAGING

Title
**RUNWAY 1 RSA IMPROVEMENTS
AND PATROL ROAD**

**CONSTRUCTION
STAGING PLAN**

This drawing subject to conditions in contract. All inventions, ideas, designs and methods herein are reserved to Port Authority and may not be used without its written consent. All recipients of Contract documents, including bidders and those who do not bid and their prospective subcontractors and suppliers who may receive all or a part of the Contract documents or copies thereof, shall make every effort to ensure the secure and appropriate disposal of the Contract documents to prevent further disclosure of the information contained in the documents. Secure and appropriate disposal includes methods of document destruction such as shredding or arrangements with reliable handlers that ensure that third persons will not have access to the documents' contents either before, during, or after disposal. Documents may also be returned for disposal purposes to the Contract Desk on the 5th Floor, 3 Gateway Center, Newark NJ 07102 or the Office of the Director of Procurement, One Madison Avenue, 7th Floor, New York NY 10010. It is a violation of law for any person to alter a document in any way, unless acting under the direction of a licensed professional engineer or registered architect. If this document, bearing the seal of an engineer/architect is altered, the altering engineer/architect shall affix to the document their seal and the notation "altered by" followed by their signature and the date of such alteration, and a specific description of the alteration.

Y.ZHANG M.ELGAMMAL E.LARRAZABAL

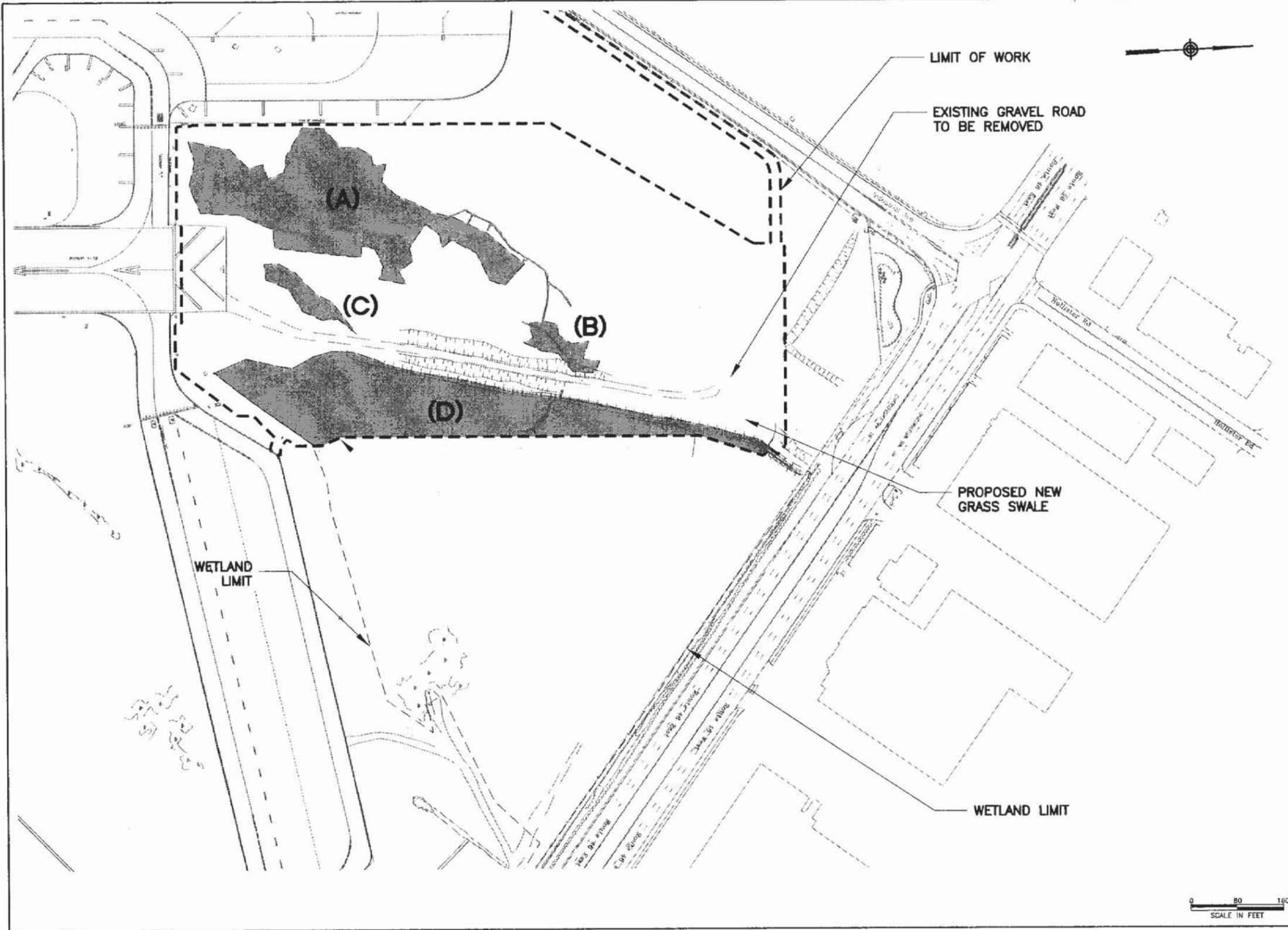
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Date 02/21/2013

Contract Number **TEB-144.040**

Drawing Number **CS001**
PID# 10323000

EXHIBIT III: WETLAND DISTURBANCE PLAN



**THE PORT AUTHORITY
OF NY & NJ**

CHIEF ENVIRONMENTAL ENGINEER

No.	Date	Revision	Approval

ENGINEERING DEPARTMENT

**TETERBORO
AIRPORT**

ENVIRONMENTAL

TRIS
RUNWAY 1 RBA IMPROVEMENTS
AND PATROL ROAD

**FRESH WATER
WETLAND DISTURBANCE
PLAN**

This drawing is subject to conditions in contract documents, specifications, and other documents. It is not to be used for any other purpose without the written consent of the Engineer. The Engineer is not responsible for any errors or omissions in this drawing or for any consequences arising therefrom. The user of this drawing is advised that it is not to be used for any other purpose without the written consent of the Engineer. The Engineer is not responsible for any errors or omissions in this drawing or for any consequences arising therefrom. The user of this drawing is advised that it is not to be used for any other purpose without the written consent of the Engineer.

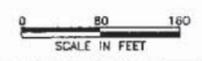
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Date: **03/21/2013**

Contract Number: **TEB-144.040**

Drawing Number: **W002**

PG# 10323000



Attachment B
Summary of Air Quality Studies for Similar
Projects

ATTACHMENT B

Summary of Air Quality Studies Conducted for EMAS Projects at TEB

Project: Air Quality Emissions from Installation of EMAS on Approach End of Runway 24
Date: January 2006
Consultant: Weston Solutions
Summary: A study was conducted to estimate air emissions from the proposed installation of an engineered materials arresting system (EMAS) at the approach end of Runway 24 at the Teterboro Airport for purposes of determining the air quality impacts from the proposed project and the potential applicability of the General Conformity regulations (40 CFR Part 93). Air emissions were estimated from the construction equipment identified associated with the installation of the EMAS system. Emissions were estimated using USEPA methodologies and emission factors for both off-road construction equipment and vehicles and for on-road vehicles associated with the proposed project. The installation of the EMAS system will have no impact on the aircraft traffic at the Teterboro Airport. Therefore, emissions from aircraft operations and associated ground support equipment were not included in this evaluation as there will be no change (increases or decreases) in emissions. The estimated annual emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), and carbon monoxide (CO) for the proposed EMAS project are well below the Federal de minimis thresholds for VOC, NO_x, and for CO established by the General Conformity rule.

Emissions:

Pollutant	Direct Emission, tons	Indirect Emissions, tons	Total Emission, tons	Federal De minimis Thresholds, tons	% of De minimis Thresholds
NO _x	11.85	0.11	11.96	100	11.96%
VOC	1.18	0.11	1.29	50	2.58%
CO	7.26	1.63	8.89	100	8.89%

Form C Short EA was prepared and submitted to FAA for this project. The FAA issued a "Finding of No Significant Impact" (FONSI) on March 7, 2006.

Project: Air Quality Emissions from Installation of EMAS on End of Runway 19
 Date: April 2007
 Consultant: Weston Solutions
 Summary: The results of the analysis showed that estimated annual emissions of volatile organic compounds (VOC), oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of up to 2.5 micro meters (PM_{2.5}) and carbon monoxide (CO) for the proposed EMAS and Redneck Avenue projects are well below the Federal de minimis thresholds for VOC, NO_x, CO and PM_{2.5} established by the General Conformity Rule. Therefore, no significant air quality impacts are anticipated.

Emissions:

Pollutant	Direct Emission, tons	Indirect Emissions, tons	Total Emission, tons	Federal Deminimis Thresholds, tons	% of Deminimis Thresholds
NO _x	12.4	0.11	12.51	100	12.51%
VOC	1.2	0.11	1.31	50	2.62%
CO	7.5	1.6	9.1	100	9.10%
PM _{2.5}	0.91	0.013	0.923	100	0.92%

Note: Above emissions are from EMAS construction activities only and exclude the emissions from re-alignment of the Redneck Avenue. Emissions from Redneck Avenue construction were estimated as follows in tons: NO_x = 2.23; VOC = 0.55; CO = 5.9; PM_{2.5} = 0.376

Form C Short EA was prepared and submitted to FAA for this project. The FAA issued a "Finding of No Significant Impact" (FONSI) on May 22, 2007.

Attachment C
FEMA Base Flood Elevation Maps

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles, Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to landward of 0.0' National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 18. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1215 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit their website at www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles (DOQs) produced at a scale of 1:12,000 from photography dated 1996 or later.

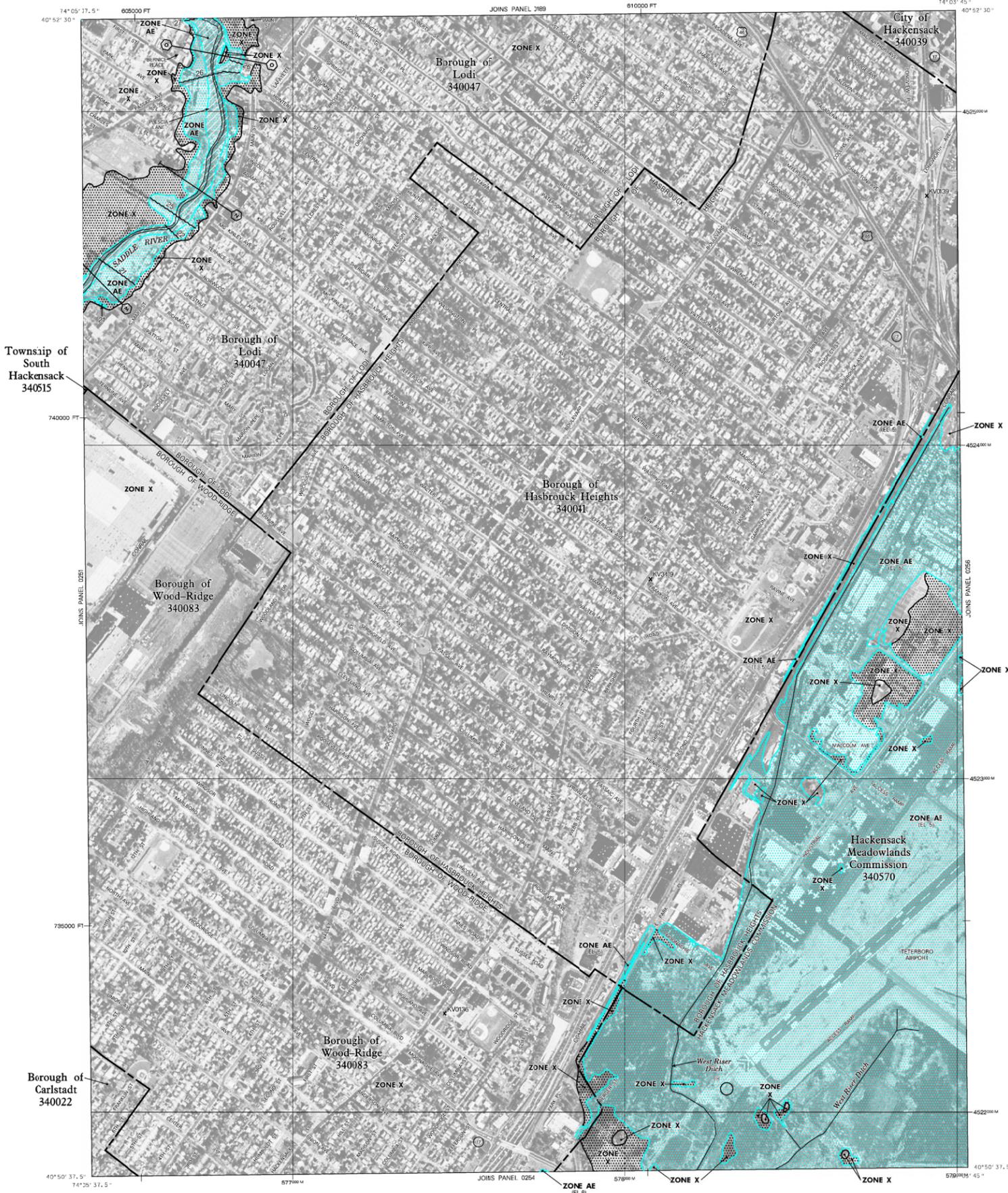
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel changes that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-368-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-368-9620 and their website at www.fema.gov/msc.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2827) or visit the FEMA website at www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AP, V, VE, and X. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being retained to provide protection from the 1% annual chance or greater flood.

ZONE AP Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
Base Flood Elevation line and value; elevation in feet*
Base Flood Elevation value where uniform within zone; elevation in feet*
(EL 987)

*Referenced to the National Geodetic Vertical Datum of 1929

○ A ○ A Cross section line
○ 23 ○ 23 Transsect line

Geographic coordinates referenced to the North American Datum of 1929 (NAD 22) Western Hemisphere
1000-meter Universal Transverse Mercator grid values, zone 18
5000-foot grid ticks: New Jersey State Plane coordinate system, (NAD 83) Transverse Mercator projection
Bench mark (see explanation in Notes to Users section of this FIRM panel)

○ 10 Location of node for stillwater elevation calculation

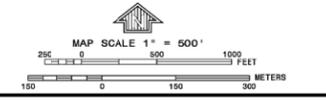
MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP: SEPTEMBER 30, 1995

EFFECTIVE DATES OF REVISIONS TO THIS PANEL:
September 30, 2005 - to change Base Flood Elevations and Special Flood Hazard Areas; and to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6629.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0252G

FIRM FLOOD INSURANCE RATE MAP BERGEN COUNTY, NEW JERSEY (ALL JURISDICTIONS)

PANEL 252 OF 332
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CARLSTADT, BOR OF	340022	0252	G
HACKENSACK CITY OF	340039	0252	G
HACKENSACK MEADOWLANDS COMMISSION	340570	0252	G
HARBROUCK HEIGHTS, BOR OF	340047	0252	G
LODI, BOR OF	340047	0252	G
SOUTH HACKENSACK TWP OF	340515	0252	G
WOOD-RIDGE, BOR OF	340083	0252	G

Notice to User: The **Map Number** shown below should be used when filing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 340030252G

MAP REVISED SEPTEMBER 30, 2005

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

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Coastal Base Flood Elevations shown on this map apply only to landward of 0.0 National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

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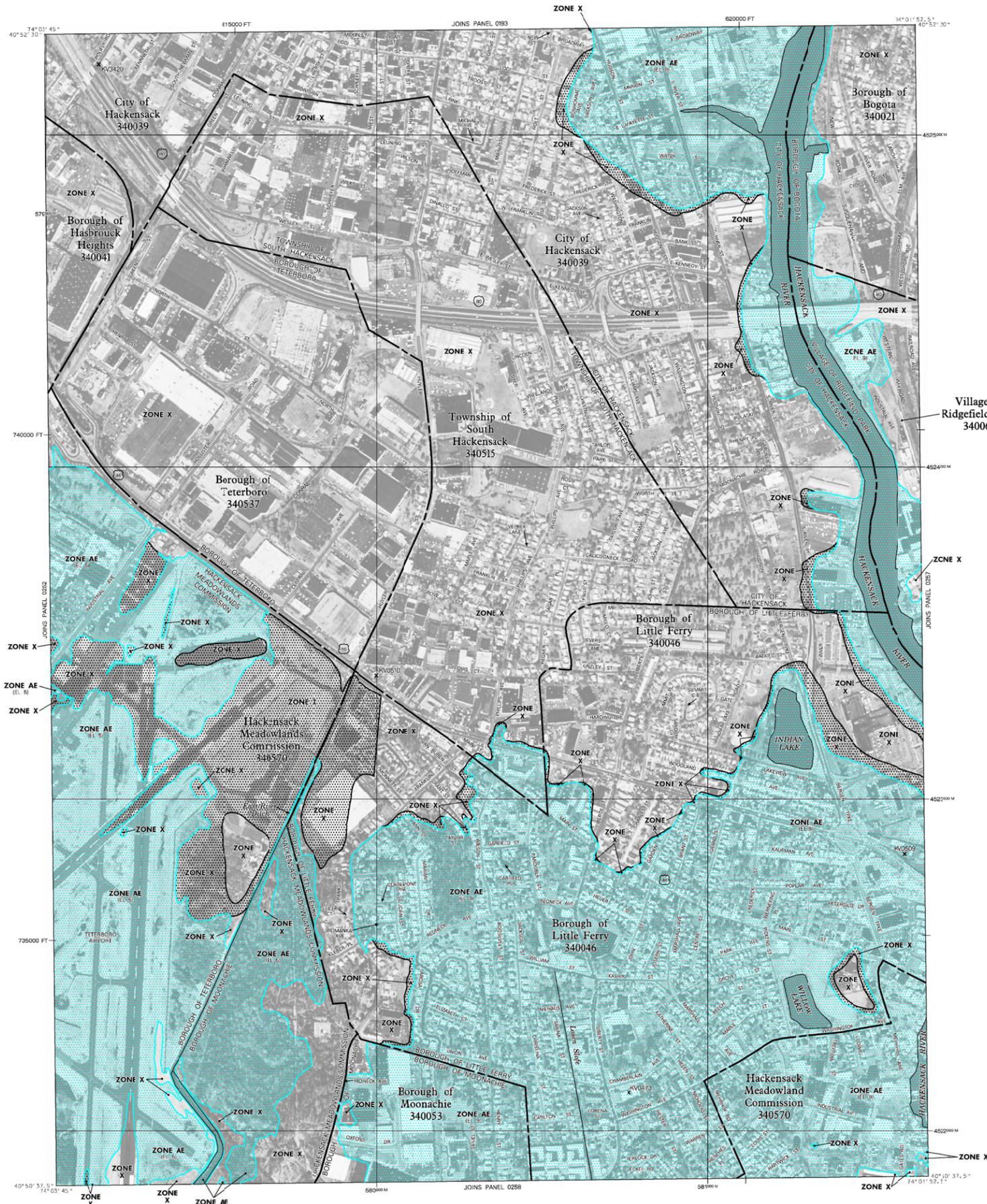
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LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHA) SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD

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ZONE APP Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

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OTHER AREAS
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ZONE D Areas in which flood hazards are undetermined, but possible.

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1% annual chance floodplain boundary
 0.2% annual chance floodplain boundary
 Floodway boundary
 Zone D boundary
 CBRS and OPA boundary
 Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities
 Base Flood Elevation line and value; elevation in feet*
 Base Flood Elevation value where uniform within zone; elevation in feet*
 (EL 987)
 *Referenced to the National Geodetic Vertical Datum of 1929

⊕ ⊙ Cross section line
 ⊕ ⊙ Intersection line
 ⊕ ⊙ Geographic coordinates referenced to the North American Datum of 1927 (NAD 27) Western Hemisphere
 4276000 M
 600000 FT
 D10510 X
 ⊕ ⊙ Location of node for stillwater elevation calculation
 MAP REPOSITORY
 Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP: SEPTEMBER 20, 1995
 EFFECTIVE DATES OF REVISIONS TO THIS PANEL: September 30, 2005 - to change Base Flood Elevations and Special Flood Hazard Areas; and to reflect updated topographic information.

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
 To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
 250 0 500 1000 FEET
 150 0 150 300 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0256G

FIRM FLOOD INSURANCE RATE MAP BERGEN COUNTY, NEW JERSEY (ALL JURISDICTIONS)

PANEL 256 OF 332
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL SUFFIX
BOGOTA, BOR OF	340021	0256 G
HACKENSACK MEADOWLANDS COMMISSION	340570	0256 G
HACKENSACK, CITY OF	340039	0256 G
HACKENSACK HEIGHTS, BOR OF	340041	0256 G
LITTLE FERRY, BOR OF	340046	0256 G
MOONACHE, BOR OF	340053	0256 G
RISEFIELD PARK, VLG OF	340066	0256 G
SOUTH HACKENSACK, TWP OF	340035	0256 G
TETERBORO, BOR OF	340037	0256 G

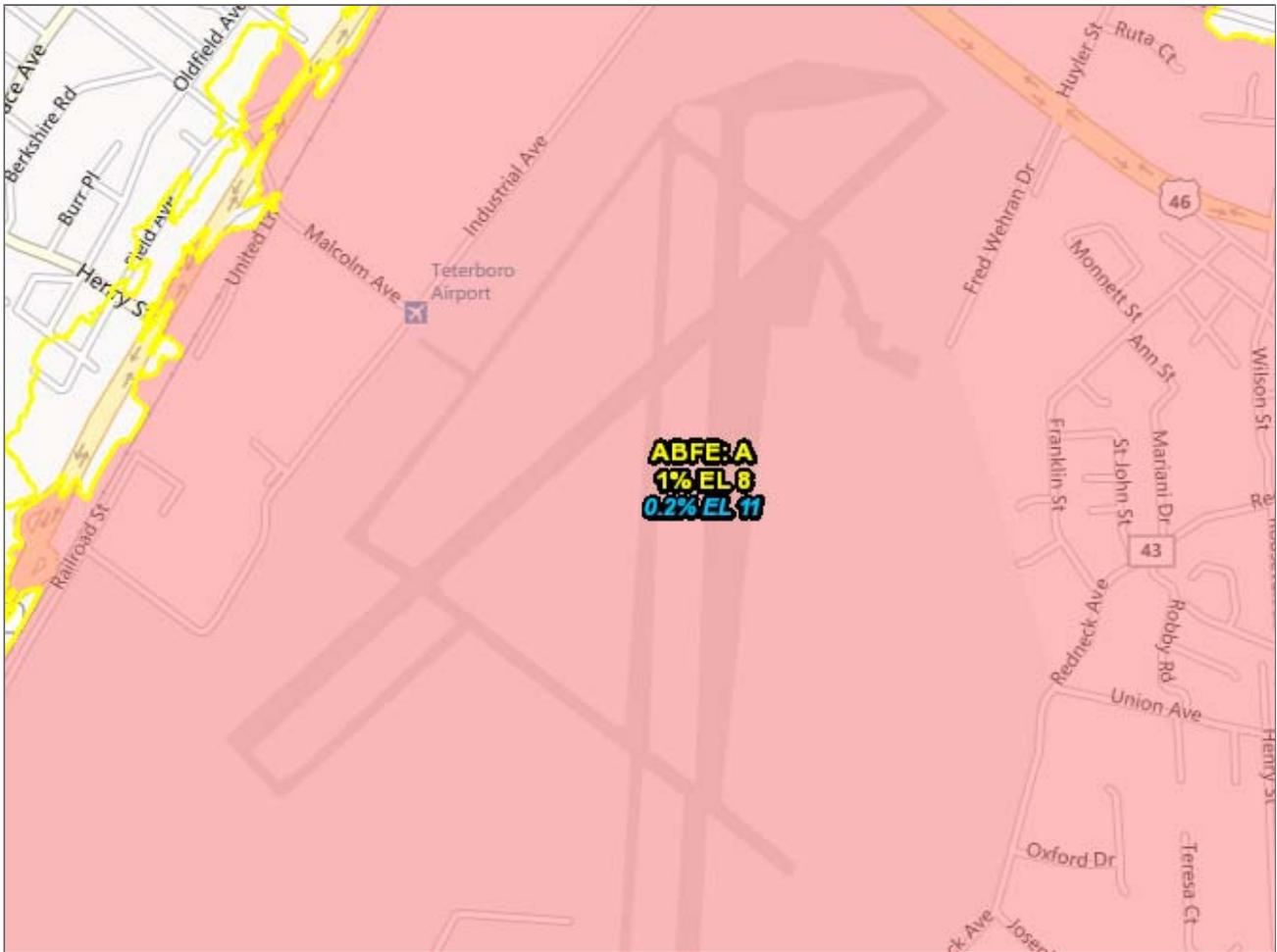
Note to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 340030256G
MAP REVISED SEPTEMBER 30, 2015

Federal Emergency Management Agency

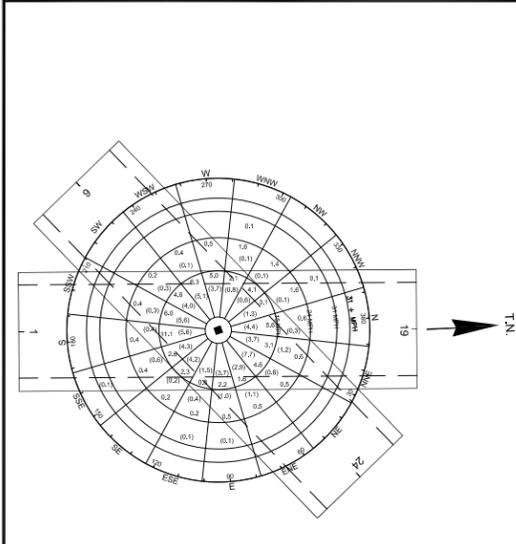
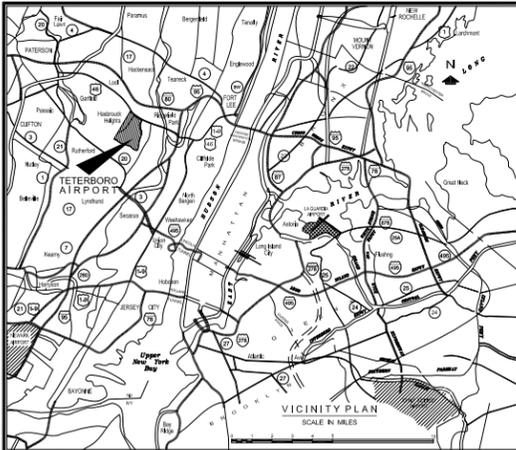
Advisory Base Flood Elevations Map

Post-Hurricane Sandy Advisory Base Flood Elevations Map



|||

Attachment D Airport Layout Plan



WIND ROSE
 ALL WEATHER 0.0
 (LOW VISIBILITY) (0.0)
 SOURCE: NATIONAL CLIMATIC CENTER, ASHEVILLE, N.C.
 PERIOD: JAN. 1954 - DEC. 1958
 15 MPH (13 KNOTS) CROSSWIND COVERAGE ALL R/W'S 98.25% (98.9%)
 12 MPH (10.4 KNOTS) CROSSWIND COVERAGE ALL R/W'S 95.18% (97.9%)
 % OF V.F.R. WEATHER 87.0% OF I.F.R. WEATHER 13.0
 ◆ = CALMS 0 - 1 MPH 0.4% (0.9%)

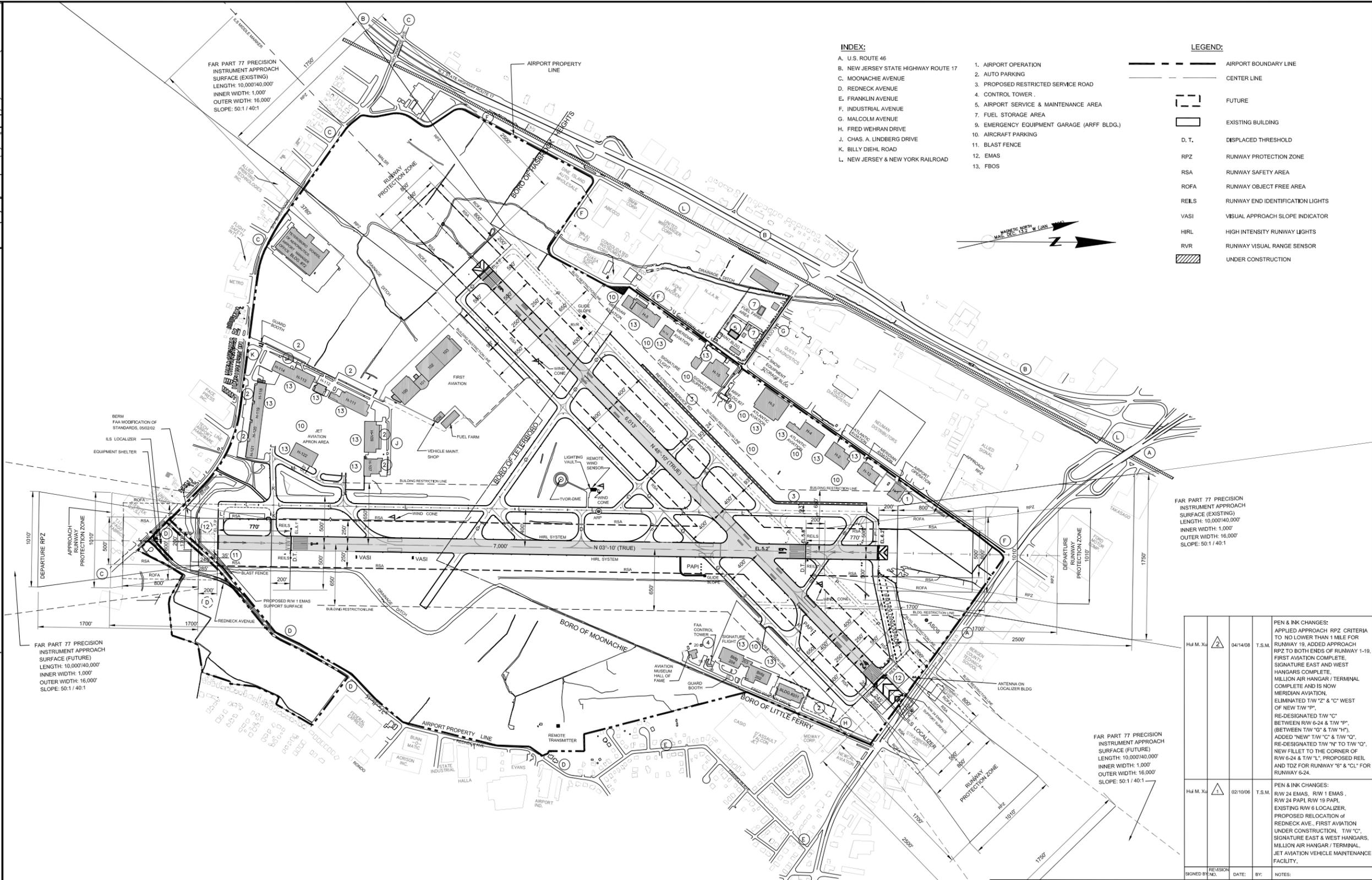
AIRPORT DATA
 AIRCRAFT CATEGORY & DESIGN GROUP (ARC) - C-III
 AIRPORT ELEVATION - 45'
 AIRPORT REFERENCE POINT (A.R.P.) COORDINATE - LAT. 40 51' 00" LONG. 74 03' 40.5" SEE NOTE 4
 MEAN MAX. TEMP. OF HOTTEST MONTH - 85.30 F

RUNWAY END ELEVATIONS	COORDINATES
1 - 7.9'	N 730731.8 E 613761.2
DT - 8.11'	N 731500.8 E 613800.4
19 - 6.2'	N 737722.7 E 614117.1
DT - 6.8'	N 736953.7 E 614077.9
6 - 4.6'	N 733650.8 E 611000.5
24 - 6.8'	N 737884.8 E 615462.2
R/W INTERSECTIONS	
R/W 1-19	R/W 6-24 ELEV. 626408.1 E 614050.2

ALL ELEVATIONS ARE AT CENTERLINE OF RUNWAY. VERTICAL CONTROL DATUM IS NAVD 1988.

RUNWAY DATA	R/W 1-19	R/W 6-24
R/W LANDING LENGTH	7,000' @ 6.230' @ D.T.	6,013'
EFF. R/W GRADIENT IN %	05	037
% WIND COVERAGE (15MPH)	96.13 (98.96)	94.35 (97.36)
INSTRUMENT R/W	NON-PRECISION	PRECISION INSTR. PRECISION INSTR. NON-PRECISION
APPROACH SLOPES	34:1	50:1 50:1 34:1
LIGHTING	CL	HIGH INTENSITY HIGH INTENSITY HIGH INTENSITY HIGH INTENSITY TOZ CL TOZ CL
MARKING	PRECISION INSTRUMENT	PRECISION INSTRUMENT
PAVEMENT STRENGTH	100,000 # D"	100,000 # D"
NAVIGATIONAL AIDS	VASI & REIL ILS, REIL, PAPI ILS, MALSR, REIL	REIL, PAPI
ADDITIONAL AIDS	CONTROL TOWER, FSS, WEATHER, TVOR/DME TAXIWAY LIGHTING - CENTERLINE OR EDGE.	

- NOTES:**
- ALL ELEVATIONS SHOWN ARE IN FEET ABOVE MEAN SEA LEVEL AT SANDY HOOK, N.J. AS ESTABLISHED BY THE U.S. COAST & GEODETIC SURVEY
 - FOR APPROACH CONDITIONS SEE PA DRAWING TA-5268
 - "D" = DUAL WHEEL
 - LATITUDE & LONGITUDE DATA REFER TO NORTH AMERICAN DATA 1927 - (NAD 1927)



- INDEX:**
- A. U.S. ROUTE 46
 - B. NEW JERSEY STATE HIGHWAY ROUTE 17
 - C. MOONACHE AVENUE
 - D. REDNECK AVENUE
 - E. FRANKLIN AVENUE
 - F. INDUSTRIAL AVENUE
 - G. MALCOLM AVENUE
 - H. FRED WEHRAN DRIVE
 - J. CHAS. A. LINDBERG DRIVE
 - K. BILLY DIEHL ROAD
 - L. NEW JERSEY & NEW YORK RAILROAD

- LEGEND:**
- AIRPORT BOUNDARY LINE
 - CENTER LINE
 - FUTURE
 - EXISTING BUILDING
 - D. T. --- DISPLACED THRESHOLD
 - RPZ --- RUNWAY PROTECTION ZONE
 - RSA --- RUNWAY SAFETY AREA
 - ROFA --- RUNWAY OBJECT FREE AREA
 - REILS --- RUNWAY END IDENTIFICATION LIGHTS
 - VASI --- VISUAL APPROACH SLOPE INDICATOR
 - HIRL --- HIGH INTENSITY RUNWAY LIGHTS
 - RVR --- RUNWAY VISUAL RANGE SENSOR
 - UNDER CONSTRUCTION



FAR PART 77 PRECISION INSTRUMENT APPROACH SURFACE (FUTURE)
 LENGTH: 10,000/40,000'
 INNER WIDTH: 1,000'
 OUTER WIDTH: 16,000'
 SLOPE: 50:1 / 40:1

FAR PART 77 PRECISION INSTRUMENT APPROACH SURFACE (EXISTING)
 LENGTH: 10,000/40,000'
 INNER WIDTH: 1,000'
 OUTER WIDTH: 16,000'
 SLOPE: 50:1 / 40:1

FAR PART 77 PRECISION INSTRUMENT APPROACH SURFACE (FUTURE)
 LENGTH: 10,000/40,000'
 INNER WIDTH: 1,000'
 OUTER WIDTH: 16,000'
 SLOPE: 50:1 / 40:1

FAA CONDITIONAL APPROVAL OF MODIFICATION OF STANDARDS (M.O.S.)

- TO ALLOW AN EXISTING EARTHEN BERM LOCATED OFF OF THE APPROACH END OF RWY 6-24 TO REMAIN WITHIN THE RUNWAY OBJECT FREE AREA (ROFA) BUT OUTSIDE THE RUNWAY SAFETY AREA (RSA) FOR RWY 1-19. AND (2) HEIGHTEN BY 4 FEET THE BERM REMAINING WITHIN THE ROFA.
- RUNWAY 1-19 CENTERLINE LIGHTS - BLACK OUT THE LIGHTS IN THE LANDING DIRECTION FOR THE FIRST 770' OF BOTH RUNWAY END 01 AND RUNWAY END 19.
- AIRCRAFT PARKING IN RUNWAY PROTECTION ZONE (RPZ) OUTSIDE OF THE ROFA FOR RUNWAY 19 APPROACH END.
- NON-STANDARD ROFA FOR RUNWAY 01 APPROACH END.

*** SPECIAL NOTE**

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED DURING THE PRELIMINARY DESIGN PHASE. THE AIRPORT SPONSOR IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTENSIONS OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDE OR ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

NOTE: SUPERSEDES DWG. - TEB - 5312 & TEB - 6004

H&M. Xu	2	04/14/08	T.S.M.	PEN & INK CHANGES: APPLIED APPROACH RPZ CRITERIA TO NO LOWER THAN 1 MILE FOR RUNWAY 19. ADDED APPROACH RPZ TO BOTH ENDS OF RUNWAY 1-19. FIRST AVIATION COMPLETE. SIGNATURE EAST AND WEST HANGARS COMPLETE. MILLION AIR HANGAR / TERMINAL COMPLETE AND IS NOW MERIDIAN AVIATION. ELIMINATED TW "Z" & "C" WEST OF NEW TW "P". RE-DESIGNATED TW "C" BETWEEN RW 6-24 & TW "P". (BETWEEN TW "G" & TW "H"). ADDED "NEW" TW "C" & TW "Q". NEW FILLET TO THE CORNER OF RW 6-24 & TW "L". PROPOSED REIL AND TOZ FOR RUNWAY "G" & "C". FOR RUNWAY 6-24.
H&M. Xu	1	02/10/06	T.S.M.	PEN & INK CHANGES: RW 24 EMAS, RW 1 EMAS, RW 24 PAPI, RW 19 PAPI. EXISTING RW 6 LOCALIZER. PROPOSED RELOCATION OF REDNECK AVE., FIRST AVIATION UNDER CONSTRUCTION. TW "C", SIGNATURE EAST & WEST HANGARS, MILLION AIR HANGAR / TERMINAL, SET AVIATION VEHICLE MAINTENANCE FACILITY.
SIGNED BY:	REVISION NO.	DATE:	BY:	NOTES:

FEDERAL AVIATION ADMINISTRATION
 NEW YORK AIRPORTS DISTRICT OFFICE
 APPROVED BY: ORIGINAL SIGNED BY PHILIP BRITO
 PHILIP BRITO, MANAGER
 DATE: OCTOBER 02, 2003

THE PORT AUTHORITY
 OF NEW YORK AND NEW JERSEY
 APPROVED ORIGINAL SIGNED BY WILLIAM R. DECOTA
 DIRECTOR OF AVIATION
 NEW JERSEY DEPARTMENT OF TRANSPORTATION
 DIVISION OF AERONAUTICS
 APPROVED ORIGINAL SIGNED BY TOM THATCHER/ACP / PP
 DIRECTOR OF AERONAUTICS

THE PORT AUTHORITY
 OF NEW YORK AND NEW JERSEY
 AVIATION DEPARTMENT
 AVIATION PLANNING DIVISION
 TETERBORO AIRPORT
 AIRPORT LAYOUT PLAN
 0 300 600 900 1200
 TEB - 6014

Attachment E
USACE and NJDEP Permit Applications

USACE - Department of the Army – Section 404 Permit Application

Overnight Mail – UPS

April 18, 2013

Ms. Jodi, McDonald,
Chief Regulatory Branch
New York District, U.S. Army Corps of Engineers
26 Federal Plaza, Room 1937
New York, New York 10278-0090

**SUBJECT: TETERBORO AIRPORT: Runway 1 RSA Improvements and Patrol Road
Department of the Army – Section 404 Permit Application.**

Dear Ms. McDonald:

The Port Authority of New York & New Jersey (Port Authority) hereby submits a request for authorization to undertake construction activities to improve the Runway Safety Area (RSA) at the end of Runway 1 and provide a Patrol Road at Teterboro Airport (TEB), NJ. The project will disturb approximately 14.4 acres of pervious area located in a tidally influenced flood plain, of which approximately 4.11 acres are wetlands.

The purpose of this project is to increase public safety and to meet the Federal Aviation Administration (FAA) and congressional mandates for RSAs at all airports by 2015. As per FAA Advisory Circular 150/5300, the RSA will be a minimum of 1,000 ft in length and 500 ft in width and be centered on the runway such that it can support the aircraft rescue and firefighting equipment in case of an emergency, such as an aircraft overshooting the runway. At present, the project RSA area has vegetation, numerous depressions resulting in ponding issues, a grass swale, and a gravel road, which cannot be used to access the runway during emergencies.

To construct the RSA, an area of approximately 485,400 SF at end of Runway 1 will be excavated, filled, graded, and re-vegetated. A complete, detailed project description is included as part of the application. There will be no new impervious area and characteristics of the existing watershed will be preserved. Approximately 3.89 acres of wetlands would be disturbed due to this construction. (See attached Freshwater Wetland Disturbance Dwg. W001& W002.)

Additionally, the project involves construction of a new Patrol Road around the periphery of TEB using coarse aggregate material. The Patrol Road will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. Only a small section of Patrol Road will disturb wetland areas (0.22 acre). (See attached Freshwater Wetland Disturbance Dwg. W001 & W002.)

An alternatives analysis for the proposed project RSA Area at end of Runway 1 was prepared. Alternatives evaluated included the installation of an Engineered Material Arresting System (EMAS) and the “No Action” alternative, as well as the proposed project. The study indicated that installation of an EMAS at the end of Runway 1 would increase impervious areas in the Flood Hazard Area. Additionally, the EMAS option will impact only 0.6 acres less wetlands than the full RSA alternative.

THE PORT AUTHORITY OF NY & NJ

The loss of wetlands is unavoidable if the project's purpose is to be achieved. To mitigate for these impacts, the Port Authority will purchase 4.11 acres of credits from the Kane Mitigation Bank LLC.

The Port Authority will submit a "Land Use Regulation Application" for a Flood Hazard Area Individual permit, including the Section 401 Water Quality Certification, to the New Jersey Department of Environmental Protection (NJDEP) and a Soil Erosion and Sediment Control Plan to the Bergen County Soil Conservation District for their review and approval.

Attached for your review, please find a set of project drawings and photographs depicting the proposed construction of the RSA at end of Runway 1 and the Patrol Road.

Please contact Hema Patel, of my staff, with any questions or requests for additional information, so that the application be processed as expeditiously as possible. Ms. Patel can be reached at (973) 565-7568 or hpatel@panynj.gov.

Very truly yours,



Marc Helman
Supervisor Permits & Governmental Approvals
Environmental Engineering Unit

Attachments: ENG FORM 4345
Freshwater Wetland Disturbance Drawings
USGS Site Location Map
Site Photographs
Project Drawings
List of Property Owners with 200-feet (Borough of Teterboro & Borough of Moonachie)

CC: C. Mallery, USACE (w/o attachments)
J. Cannon, USACE

17. DIRECTIONS TO THE SITE

Route 17, to Route 46 West, to Teterboro Airport.

18. Nature of Activity (Description of project, include all features)

SEE ATTACHMENT – 1

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

SEE ATTACHMENT – 1

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

The RSA area at the end of Runway 1 at Teterboro Airport must be constructed to meet the FAA and Congressional mandates before 2015. The discharge is required to allow grading and meet FAA RSA grading requirements.

The Patrol Road will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways. The discharge is required to allow grading during installation of Patrol Road.

Mitigation: - To mitigate for wetland impacts of 4.11 acres, the Port Authority will purchase 4.11 mitigation credits from the Kane Mitigation Bank, LLC.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
-------------------------------	-------------------------------	-------------------------------

See Environmental Questionnaire

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres Total Wetland disturbance 4.11 acres (SEE ATTACHMENT – 1)

or

Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

SEE ATTACHMENT – 1

24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- See Attached

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
NJDEP	FHA, CZM, WQC				
NJDEP	5G3 Construction				
	Activity Stormwater				
BERGEN COUNTY	Soil Erosion Plan Cert				

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.


 SIGNATURE OF APPLICANT 3/21/13
 DATE


 SIGNATURE OF CONTACT 4 April 2013
 DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

TETERBORO AIRPORT
RUNWAY 1 RSA IMPROVEMENTS AND PATROL ROAD
ATTACHMENT – 1
PROJECT DESCRIPTION AND PURPOSE

DESCRIPTION OF PROJECT:

The Port Authority of NY and NJ is proposing to improve the Runway Safety Area (RSA) at the end of Runway 1 located at Teterboro Airport, NJ. Additionally, this project involves the construction of a Patrol Road to be located around the periphery of Teterboro Airport.

Construction work for Runway 1 RSA improvements and Patrol Road includes the following:

- Excavation of unsuitable soil and regrading of approximately 485,400 SF at the end of Runway 1.
- Installation of an appropriate geo-textile liner and clean structural fill in the RSA area and restoration of vegetation.
- Relocation of a grass swale along the east edge of the RSA to meet the existing swale.
- Construction of a Patrol Road (9 segments) consisting of highly pervious coarse aggregate material.

PROJECT PURPOSE:

1) ADDRESS PUBLIC SAFETY AND FEDERAL AVIATION ADMINISTRATION (FAA) REQUIREMENT: The purpose of the project is to address the FAA and congressional mandatory requirement of RSAs at all airports by 2015. As per FAA Advisory Circular 150/5300, the RSA will be a minimum of 1,000 ft in length and 500 ft in width and be centered on the runway such that it can support the aircraft rescue and firefighting equipment in case of an emergency. To construct this RSA, an area of approximately 485,400 SF of area at end of Runway 1 will be excavated, filled, graded and vegetated. There will be no new impervious area.

2) INCREASE EFFICIENCY OF AIRPORT OPERATIONS: The proposed project will involve construction of a new Patrol Road using coarse aggregate material. The Patrol Road will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways.

CURRENT SITE CONDITION:

Runway 1 RSA Area: The overrun area of Runway 1 at Teterboro currently does not comply with FAA requirements. FAA Advisory Circular 150/5300-13 requires the RSA to be a minimum of 1,000 feet in length and 500 feet in width such that it can support the aircraft rescue and firefighting equipment in case of emergency. At present, the project site has vegetation, numerous depressions resulting in ponding issues, a swale, and a gravel road. Stormwater run-off from this area is collected in the swale located adjacent to the gravel road. The swale does not drain an area of more than 50 acres and therefore, it is not considered a riparian zone. The drainage swale eventually connects to the ditch south of Route 46 eastbound. The site of the proposed RSA has approximately 3.89 acres of Jurisdictional freshwater wetlands with no exceptional resource value(see dwg W002).

Patrol Road: The existing site of the proposed Patrol Road consists of vegetated areas. Of the nine segments, only one (1) segment of the Patrol Road (12 ft wide and 350ft long) is located in the Jurisdictional Freshwater wetland area (see dwg W001). This wetland has an area of 0.22 acres.

SITE CONDITIONS AFTER PROPOSED WORK:

Runway 1 RSA Area: The overrun area, approximately 485,400SF, will be furnished with a geo-textile liner and clean structural fill (approx. 6370 CY), graded, and restored with appropriate, non-bird attractant vegetation. Due to the inherent characteristic of structural fill, the water will drain freely through the RSA area. The existing grass swale located in the RSA area will be relocated along the eastern edge of the RSA and meet the existing swale where it will connect to the ditch south of Route 46. The proposed safety improvements will preserve the characteristics of the existing watershed. There will be no new impervious area. Approximately 3.89 acres of wetland shall be disturbed due to this construction. Project plans are attached for your reference (see dwgs C001-C032).

Patrol Road: An approximately 8,000 feet long and 12 feet wide Patrol Road with highly permeable coarse aggregate material shall be constructed around the airport. There will be no increase in impervious area. However, Jurisdictional wetland area (0.22 acre) will be disturbed due to construction of a portion of Patrol Road at Teterboro Airport. Approximately 786 cy of permeable coarse aggregate material shall be used to construct the portion of Patrol Road in the Jurisdictional wetland area.

SURFACE AREA IN ACRES OF WETLANDS OR WETLAND DISTURBANCE AREA:

Runway 1 RAS Area		Patrol Roads	
Type of Wetland	Quantity (acre)	Type of Wetland	Quantity (acre)
Wetland YY	1.51	Wetland AB/AC/AD/AEWM	0.22
Wetland ZZ	0.12		
Wetland AT	0.11		
Wetland RR	2.15		
Total	3.89	Total	0.22
Overall Total Wetland disturbance = 4.11 acres			

DESCRIPTION OF AVOIDANCE, MINIMIZATION AND COMPENSATION:

An alternatives analysis for the proposed project grading the RSA Area at end of Runway 1 was conducted. Alternatives evaluated included the installation of an Engineered Material Arresting System (EMAS) and the "No Action" alternative. The study indicated that installation of an EMAS at the end of Runway 1 would increase impervious areas in wetlands and the Flood Hazard Area. Additionally, the EMAS option will impact almost the same amount of wetland as that of full RSA alternative. Thus, a more natural, lower cost option is selected for this project.

The loss of wetlands is unavoidable if the project's purpose is to be achieved. To mitigate for these impacts, the Port Authority will purchase 4.11 acres of mitigation credits from the Kane Mitigation Bank LLC.

CONSTRUCTION PLANS: Attached

TOTAL PROJECT AREA: 627,259 SF (14.4 acre)

TOTAL SOIL DISTURBANCE: 627259 SF (14.4 acre)

INCREASE IN IMPERVIOUS AREA: No increase in impervious area.

ENVIRONMENTAL QUESTIONNAIRE

This is intended to supplement ENG Form 4345, Application for Department of the Army Permit, or the Joint Application for Permit used in the State of New York. Please provide complete answers to all questions below which are relevant to your project. Any answers may be continued on separate sheet(s) of paper to be attached to this form.

PRIVACY ACT STATEMENT

The purpose of this form is to provide the Corps of Engineers with basic information regarding your project. This information will be used to facilitate evaluation of your permit application and for public dissemination as required by regulation. Failure to provide complete information may result in your application being declared incomplete for processing, thereby delaying processing of your application.

GENERAL--APPLICABLE TO ALL PROJECTS

1. Explain the need for, and purpose of, the proposed work.

SEE ATTACHED.

2. Provide the names and addresses of property owners adjacent to your work site (if not shown on the application form or project drawings).

ENCLOSED WITH THIS APPLICATION PACKAGE.

(Please note that depending upon the nature and extent of your project, you may be requested to provide the names and addresses of additional property owners proximate to your project site to ensure proper coordination.)

3. Photographs of the project site should be submitted. For projects in tidal areas, photographs of the waterway vicinity should be taken at low tide. Using a separate copy of your plan view, indicate the location and direction of each photograph as well as the date and time at which the photograph was taken. Provide a sufficient number of photographs so as to provide a clear understanding of conditions on and proximate to your project site.

PHOTOGRAPHS ENCLOSED.

4. Provide a copy of any environmental impact statement, or any other environmental report which was prepared for your project.

N/A

5. Provide a thorough discussion of alternatives to your proposal. This discussion should include, but not necessarily be limited to, the "no action" alternative and alternative(s) resulting in less disturbance to waters of the United States. For filling projects in waters of the United States, including wetlands, your alternatives discussion should demonstrate that there are no practicable alternatives to your proposed filling and that your project meets with current mitigation policy (i.e. avoidance, minimization and compensation).

SEE ATTACHED.

DREDGING PROJECTS

Answer the following if your project involves dredging.

1. Indicate the estimated volume of material to be dredged and the depth (below mean low water) to which dredging would occur. Would there be overdepth dredging?

N/A

2. You can apply for a ten-year permit for maintenance dredging. If you wish to apply for a ten-year permit, please provide the number of additional dredging events during the ten-year life of the permit and the amount of material to be removed during future events.

N/A

3. Indicate of your drawings the dewatering area (if applicable) and disposal site for the dredged material (except landfill sites). Submit a sufficient number of photographs of the dewatering and disposal sites as applicable so as to provide a clear indication of existing conditions. For ten-year maintenance dredging permits, indicate the dewatering/disposal sites for future dredging events, if known.

N/A

4. Describe the method of dredging (i.e. clamshell, dragline, etc.) and the expected duration of dredging.

N/A

5. Indicate the physical nature of the material to be dredged (i.e. sand, silt, clay, etc.) and provide estimated percentages of the various constituents if available. For beach nourishment projects, grain size analysis data is required.

N/A

6. Describe the method of dredged material containment (i.e. hay bales, embankment, bulkhead, etc.) and whether return flow from the dewatering/disposal site would reenter any waterway. Also indicate if there would be any barge overflow.

N/A

MOORING FACILITIES

Answer the following if your project includes the construction or rehabilitation of recreational mooring facilities.

1. It is generally recommended that any fixed piers and walk ramps be limited to four feet in width, and that floats be limited to eight feet in width and rest at least two feet above the waterway bottom at mean low water. Terminal floats at private, non-commercial facilities should be limited to 20 feet in length. If you do not believe your proposal can meet with these recommendations, please provide the reason(s).

N/A

2. Using your plan view, show to scale the location(s), position(s) and size(s) (including length, beam and draft) of vessel(s) to be moored at the proposed facility, including those of transient vessel(s) if known.

N/A

3. For commercial mooring sites such as marinas, indicate the capacity of the facility and indicate on the plan view the location(s) of any proposed fueling and/or sewage pumpout facilities. If pumpout facilities are not planned, please discuss the rationale below and indicate the distance to the nearest available pumpout station.

N/A

4. Indicate on your plan view the distance to adjacent marine structures, if any are proximate and show the locations and dimensions of such structures.

N/A

5. Discuss the need for wave protection at the proposed facility. Please be advised that if a permit is issued, you would be required to recognize that the mooring facility may be subject to wave action from wakes of passing vessels, whose operations would not be required to be modified. Issuance of a permit would not relieve you of ensuring the integrity of the authorized structure(s) and the United States would not be held responsible for damages to the structure(s) and vessel(s) moored thereto from wakes from passing vessels.

N/A

BULKHEADING/BANK STABILIZATION/FILLING ACTIVITIES

Answer the following if your project includes construction of bulkheading (also retaining walls and seawalls) with backfill, filling of waters/wetlands, or any other bank stabilization fills such as riprap, revetments, gabions, etc.

1. Indicate the total volume of fill (including backfill behind a structure such as a bulkhead) as well as the volume of fill to be placed into waters of the United States. The amount of fill in waters of the United States can be determined by calculating the amount of fill to be placed below the plane of spring high tide in tidal areas and below ordinary high water in non-tidal areas.

Fill into the wetland areas - Approximately 6370 cubic yards of structural fill at the end of Runway 1 for the improvement of RSA area, and approximately 786 cubic yards of permeable coarse aggregate material shall be used to construct the portion of Patrol Road. Wetland are to be impacted is 3.89 acres for the RSA and 0.22 acres for the Patrol Road.

2. Indicate the source(s) and type(s) of fill material.

See attached.

3. Indicate the method of fill placement (i.e. by hand, bulldozer, crane, etc.). Would any temporary fills be required in waterways or wetlands to provide access for construction equipment? If so, please indicate the area of such waters and/or wetlands to be filled, and show on the plan and sectional views.

Fill to be placed by backhoes and bulldozers. No temporary fill will be required.

The foregoing requests basic information on the most common types of projects requiring Department of the Army permits. It is intended to obviate or reduce the need for requesting additional information; however, additional information may be requested above and beyond what is requested in this form.

Please feel free to add any additional information regarding your project which you believe may facilitate our review.

NJDEP – Flood Hazard Area Individual Permit & Water Front Development Individual Permit
Applications



THE PORT AUTHORITY OF NY & NJ

UPS NEXT DAY AIR DELIVERY

Engineering Department

April 29, 2013

New Jersey Department of Environmental Protection
Division of Land Use Regulation
501 East State Street, Station Plaza Five, 2nd Floor
Trenton, NJ 08609

**SUBJECT: TETERBORO AIRPORT: RUNWAY 1 RSA IMPROVEMENTS AND PATROL ROAD
FLOOD HAZARD AREA INDIVIDUAL PERMIT & WATER FRONT DEVELOPMENT
INDIVIDUAL PERMIT/UPLAND**

To Whom It May Concern:

The Port Authority of New York & New Jersey (Port Authority) herewith submits an application (LURP-2 Form) for a Flood Hazard Area Individual Permit and to undertake construction activities to improve the Runway Safety Area (RSA) at the end of Runway 1 and provide a Patrol Road at Teterboro Airport (TEB), Borough of Teterboro and Moonachie, Bergen County, NJ. The project will disturb approximately 14.4 acres of pervious area located in a tidally influenced flood plain, of which approximately 4.11 acres are wetlands. The Wetland permit is applied accordingly with U.S. Army Corps of Engineers.

The purpose of this project is to increase public safety and to meet the Federal Aviation Administration (FAA) and congressional mandates for RSAs at all airports by 2015. As per FAA Advisory Circular 150/5300, the RSA will be a minimum of 1,000 ft in length and 500 ft in width and be centered on the runway such that it can support the aircraft rescue and firefighting equipment in case of an emergency, such as an aircraft overshooting the runway. At present, the project RSA area has vegetation, numerous depressions resulting in ponding issues, a grass swale, and a gravel road, which cannot be used to access the runway during emergencies. Additionally, constructing a Patrol Road around the periphery of TEB will allow airport operations and maintenance personnel to perform their inspection duties during aircraft operations without crossing active runways or taxiways.

The proposed construction of an RSA (approx. 485,400 SF) at end of Runway 1 and Patrol Road (approx. 91,475 SF) around the periphery of Teterboro Airport is located in the 100-year floodplain as delineated by the Federal Emergency Management Agency (FEMA) and in waterways that experience tidal flow. As this area is located within tidally influenced flood hazard area, the site is exempt from meeting the flood Hazard Area Control Act requirement for flood storage volume displacement as per N.J.A.C. 7:13-10.4a. In addition, the project is located outside the designated riparian zones.

*Two Gateway Center
Newark, NJ 07102*



THE PORT AUTHORITY OF NY & NJ

A Flood Hazard Area verification is required for this project area.

There will be no increase in impervious area resulting from the project. The project impacts will be minimized during the construction of the RSA by grading and restoring the previous area with non-bird attractant vegetation. The Patrol Road will be constructed with highly permeable coarse aggregate stones. The Port Authority anticipates starting construction immediately upon receipt of all necessary permits. The Port Authority requests an expedited review of this application to avoid any impact to overall airport operations.

Should you have any questions, please contact Hema Patel of my staff by e-mail at hpatel@panynj.gov or by telephone at (973) 565-7568.

Sincerely,



Robert Pruno, P.E.
Chief Environmental Engineer

Cc: J. Cannon, USACE (w/o attachments)

Enclosures:

1. LURP #2 Application Form with description (three copies)
2. USGS Site Location Map (three copies)
3. Municipal Tax Map (three copies)
4. FEMA Flood map (three copies)
5. Site Photographs (three copies)
6. Application Review Fee (\$3,500.00)
7. FHA Individual Permit Checklists
8. Engineering Drawings (6 sets, signed and sealed)
9. Engineering Report (one copy signed and sealed)
10. Environmental Report (3 copies)
11. Proof of Public Notification (three copies)
12. Certified List of Property Owners (three copies)
13. National Heritage Database data request (three copies)



State of New Jersey
Department of Environmental Protection
 Division of Land Use Regulation Application Form (LURP-2)
 501 E. State Street Mail Code 501-02A P.O. Box 420
 Trenton, NJ 08625-0420
 www.nj.gov/dep/landuse



PLEASE PRINT OR TYPE THE FOLLOWING: (Complete all sections unless otherwise noted)

1. **Applicant Name:** THE PORT AUTHORITY OF NEW YORK & NEW JERSEY (PANYNJ) Attn.: Marc Helman Email: mhelman@panynj.gov
 Address: 2 Gateway Center, 14th Floor Attn.: Marc Helman City: Newark
 State: NJ Zip: 07102 Daytime Phone: 973-565-7564 Ext.: _____ Cell Phone: _____

2. **Contact Name:** Same as Above Firm: Same as Above Email: Same as Above
 Address: Same as Above City: _____
 State: _____ Zip: _____ Daytime Phone: _____ Ext.: _____ Cell Phone: _____

3. **Property Owner Name:** The Port Authority of NY & NJ Attn. Susan M. Baer Email: sbaer@panynj.gov
 Address: 225 Park Avenue South, 9th Floor City: New York
 State: NY Zip: 10003 Daytime Phone: 212-235-3720

4. **Project Name:** Runway 1 RSA Improvements and Patrol Road Site Location (Street Address): Teterboro Airport (TEB) near US Route 46 West
 Zip: 07074 Municipality: Borough of Teterboro & Borough of Moonachie County: Bergen
 Block(s): 203 & 76 respectively Lot(s): 1 & 1.02 respectively
 N.A.D. 1983 State Plane Coordinates (feet) 6 digits only: E (x): 610873 N (y): 733471
 Nearest Waterway: Berry's Creek Watershed: Hackensack River Subwatershed: Hackensack River

5. **Fees:** Total Fee: \$3,500.00 * Project Cost: \$11,000,000.00 Check No: _____

6. **Project Description:** SEE ATTACHED
 Waiver Request ID #(s): _____

7. **Application(s) for:** Check all that apply (Please follow directions on page 5)

Application Type	Fee Amt	Amt Paid
Flood Hazard Area		
<input checked="" type="checkbox"/> FHA Verification	\$500.00	\$500.00
<input checked="" type="checkbox"/> FHA Individual Permit	\$1,000.00	\$1,000.00
<input type="checkbox"/> FHA Hardship Waiver		
<input type="checkbox"/> FHAGP1 / Chan Clean w/o Sed Removal	No Fee	No Fee
<input type="checkbox"/> FHAGP1 / Chan Clean w/Sed Removal	No Fee	No Fee
<input type="checkbox"/> FHAGP2A / Ag - Bank Restoration		
<input type="checkbox"/> FHAGP2B / Ag - Channel Cleaning		
<input type="checkbox"/> FHAGP2C / Ag - Road Crossing		
<input type="checkbox"/> FHAGP2D / Ag - Wetlands Restoration		
<input type="checkbox"/> FHAGP2E / Ag - Livestock Ford		
<input type="checkbox"/> FHAGP2F / Ag - Livestock Fence		
<input type="checkbox"/> FHAGP2G / Ag - Livestock Water Intake		

Application Type	Fee Amt	Amt Paid
<input type="checkbox"/> FHAGP3 / Bridge/Culvert Scour Protection		
<input type="checkbox"/> FHAGP4 / Stormwater Maintenance		
<input type="checkbox"/> FHAGP5 / Building Relocation		
<input type="checkbox"/> FHAGP6 / Rebuild Damaged Home	No Fee	No Fee
<input type="checkbox"/> FHAGP7 / Residential in Tidal FHA		
<input type="checkbox"/> FHAGP8 / Utility Crossing <50acres		
<input type="checkbox"/> FHAGP9 / Road Crossing <50acres		
<input type="checkbox"/> FHAGP10 / Stormwater Outfall <50acres		
<input type="checkbox"/> Revision of a GP, IP or Verification		
<input type="checkbox"/> Transfer of an Approval		
<input type="checkbox"/> FHA Ind Permit Equivalency/CERCLA		
Stormwater Review Fees		
<input checked="" type="checkbox"/> Fee for all Stormwater Reviews	\$2,000.00	\$2,000.00

Revised 12/01/2012

	Application Type	Fee Amt	Amt Paid
	Applicability Determination		
<input type="checkbox"/>	Coastal Jurisdictional Determination	No Fee	No Fee
<input type="checkbox"/>	Highlands Jurisdictional Determination	No Fee	No Fee
<input type="checkbox"/>	Flood Hazard Area Applicability	No Fee	No Fee
<input type="checkbox"/>	Executive Order 215	No Fee	No Fee
	CAFRA		
<input type="checkbox"/>	Individual Permit		
<input type="checkbox"/>	Exemption Request		
<input type="checkbox"/>	Permit Modification		
<input type="checkbox"/>	CAFGP5 / Amusement Pier Exp		
<input type="checkbox"/>	CAFGP6 / Beach/Dune Maintenance		
<input type="checkbox"/>	CAFGP7 / Voluntary Reconstruction		
<input type="checkbox"/>	CAFGP8 / New Single Family or Duplex		
<input type="checkbox"/>	CAFGP9 / Reconstruct Single Fam/Dup		
<input type="checkbox"/>	CAFGP10 / New Bulkhead/Fill Lagoon		
<input type="checkbox"/>	CAFGP11 / Revetment		
<input type="checkbox"/>	CAFGP12 / Gabions		
<input type="checkbox"/>	CAFGP13 / Support Facilities/ Marina		
<input type="checkbox"/>	CAFGP14 / Reconst Bulkhead A/MHWL		
<input type="checkbox"/>	CAFGP15 / Hazard Waste Clean-up		
<input type="checkbox"/>	CAFGP16 / Landfall of Utilities		
<input type="checkbox"/>	CAFGP17 / Recreat Facility Public Park		
<input type="checkbox"/>	CAFGP18/BulkheadConstruct/Fill upland		
<input type="checkbox"/>	CAFGP21 / Shoreline Stabilization		
<input type="checkbox"/>	CAFGP22 / Avian Nesting Structures		
<input type="checkbox"/>	CAFGP23 / Electrical Sub Facility		
<input type="checkbox"/>	CAFGP24 / Legalize Filling of Tidelands		
<input type="checkbox"/>	CAFGP25 / Construct Telecom Tower		
<input type="checkbox"/>	CAFGP26 / Tourism Ind Construction		
<input type="checkbox"/>	CAFGP27 / Geotechnical Borings		
<input type="checkbox"/>	CAFGP29 / Habitat Creation/Enhance		
<input type="checkbox"/>	CAFGP30 / 1 to 3 Turbines < 200 Feet		
<input type="checkbox"/>	CAFGP31 / Wind Turbines < 250 Feet		
<input type="checkbox"/>	Individual Permit Equivalency/CERCLA		
	Waterfront Development		
<input type="checkbox"/>	WDGP10 / New Bulkhead/Fill Lagoon		
<input type="checkbox"/>	WDGP14 / Reconstruct Bulkhead		
<input type="checkbox"/>	WDGP19/Dock/Piers, Boat Lifts Lagoon		
<input type="checkbox"/>	WDGP20 / Minor Maint Dredge Lagoon		
<input type="checkbox"/>	WDGP21 / Shoreline Stabilization		
<input type="checkbox"/>	Individual Permit/Upland		
<input type="checkbox"/>	Individual Permit/Inwater		
<input type="checkbox"/>	Zane Letter		
<input type="checkbox"/>	Modification		
<input type="checkbox"/>	Individual Permit Equivalency/CERCLA		
	Highlands		
<input type="checkbox"/>	Emergency Permit		
<input type="checkbox"/>	Pre-application Meeting		
<input type="checkbox"/>	Preservation Area Approval		
<input type="checkbox"/>	PAA with Waiver		
<input type="checkbox"/>	Resource Area Determination footprint		
<input type="checkbox"/>	Resource Area Determination <acre		
<input type="checkbox"/>	Resource Area Determination >acre		
<input type="checkbox"/>	HPAAGP 1/ Habitat Creation/Enhance		
<input type="checkbox"/>	HPAAGP 2 Bank Stabilization		
	Consistency Determination		
<input checked="" type="checkbox"/>	Water Quality Certificate	\$0.00	\$0.00
<input checked="" type="checkbox"/>	Federal Consistency	No Fee	No Fee
<input type="checkbox"/>	HMC Water Quality Certificate		

	Application Type	Fee Amt	Amt Paid
	Coastal/Tidal Wetlands		
<input type="checkbox"/>	Coastal/Tidal Wetlands Permit		
<input type="checkbox"/>	Coastal Wetland Permit Modification		
	Freshwater Wetlands		
<input type="checkbox"/>	FWGP1 / Main. & repair Exist Feature		
<input type="checkbox"/>	FWGP2 / Utility Crossing		
<input type="checkbox"/>	FWGP3 / Discharge of Return Water		
<input type="checkbox"/>	FWGP4 / Hazard Site Invest/Cleanup		
<input type="checkbox"/>	FWGP5 / Landfill Closure		
<input type="checkbox"/>	FWGP6 / Filling of NSWC		
<input type="checkbox"/>	FWGP6A /TA- Filling of NSWC		
<input type="checkbox"/>	FWGP7 / Fill ditch / swale		
<input type="checkbox"/>	FWGP8 / House Addition		
<input type="checkbox"/>	FWGP9 / Airport Sightline Clearing		
<input type="checkbox"/>	FWGP10A / Very Minor Road Crossing		
<input type="checkbox"/>	FWGP10B / Minor Road Crossing		
<input type="checkbox"/>	FWGP11 / Outfalls / Intakes		
<input type="checkbox"/>	FWGP12 / Survey / Investigation		
<input type="checkbox"/>	FWGP13 / Lake Dredging		
<input type="checkbox"/>	FWGP14 / Water Monitoring		
<input type="checkbox"/>	FWGP15 / Mosquito Control		
<input type="checkbox"/>	FWGP16 / Habitat Create / Enhance	No Fee	No Fee
<input type="checkbox"/>	FWGP17 / Trails / Boardwalks		
<input type="checkbox"/>	FWGP17A / Multiuse paths		
<input type="checkbox"/>	FWGP18 / Dam Repairs		
<input type="checkbox"/>	FWGP19 / Dock or Pier		
<input type="checkbox"/>	FWGP20 / Bank Stabilization		
<input type="checkbox"/>	FWGP21 / Above Ground Utility		
<input type="checkbox"/>	FWGP23 / Expand Cranberry		
<input type="checkbox"/>	FWGP24 / Spring Developments		
<input type="checkbox"/>	FWGP25 / Malfunction Septic System	No Fee	No Fee
<input type="checkbox"/>	FWGP26 / Channel / Stream Clean		
<input type="checkbox"/>	FWGP27 / Redevelop Disturbed Site		
<input type="checkbox"/>	FWGP Modification		
<input type="checkbox"/>	FWGP Extension		
<input type="checkbox"/>	Individual Wetlands Permit		
<input type="checkbox"/>	Individual Open Water Permit		
<input type="checkbox"/>	Individual Permit Mod. Major/Minor		
<input type="checkbox"/>	Individual Permit Extension		
<input type="checkbox"/>	Wetlands Exemption		
<input type="checkbox"/>	Permit Equivalency/CERCLA		
	Letter of Interpretation		
<input type="checkbox"/>	Presence Absence		
<input type="checkbox"/>	Presence Absence Footprint		
<input type="checkbox"/>	Delineation		
<input type="checkbox"/>	Verification		
<input type="checkbox"/>	Extension		
	Transition Area Waiver		
<input type="checkbox"/>	Averaging Plan		
<input type="checkbox"/>	Reduction		
<input type="checkbox"/>	Hardship Reduction		
<input type="checkbox"/>	Special Activity Stormwater		
<input type="checkbox"/>	Special Activity Linear Development		
<input type="checkbox"/>	Special Activity Redevelopment		
<input type="checkbox"/>	Special Activity Individual Permit		
<input type="checkbox"/>	Exemption		
<input type="checkbox"/>	Modification Major/Minor		
<input type="checkbox"/>	Extension		

Both the Applicant and Property owner's section must be filled out for all Land Use Regulation Applications

A. APPLICANT SIGNATURE

I certify under penalty of law that the information provided in this document is true and accurate. I am aware that there are significant civil and criminal penalties for submitting false or inaccurate information. (If corporate entity, print/type the name and title of person signing on behalf of the corporate entity.)



 Signature of Applicant/Owner

 3/21/13

 Date

 Peter J. Zipf, P.E., Chief Engineer

 Print Name

 233 Park Avenue South, 7th Floor, New York, NY 10003

 Print Address

 Signature of Applicant/Owner

 Date

 Print Name

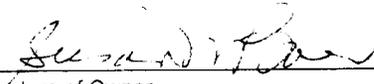
 Print Address

B. PROPERTY OWNER'S CERTIFICATION

I hereby certify that the undersigned is the owner of the property upon which the proposed work is to be done. This endorsement is certification that the owner grants permission for the conduct of the proposed activity. In addition, I hereby give unconditional written consent to allow access to the site by representatives or agents of the Department for the purpose of conducting a site inspection or survey of the project site.

In addition, the undersigned property owner hereby certifies:

1. Whether any work is to be done within an easement – Yes: No:
2. Whether any part of the entire project (e.g., pipeline, roadway, cable, transmission line, structure, etc.) will be located within property belonging to the State of New Jersey-Yes: No:
3. Whether any work is to be done on any property owned by any public agency that would be encumbered by Green Acres – Yes: No:
4. Whether any part of this project requires a Section 106(National Register of Historic Places) Determination as part of a federal permit or approval – Yes: No:



 Signature of Owner

 4/2/13

 Date

 Susan M. Baer, Director of Aivation

 Print Name

 233 Park Avenue South, 9th Floor, New York, NY 10003

 Print Address

 Signature of Owner

 Date

 Print Name

 Print Address

C. **APPLICANT'S AGENT**

NOTE: Notary seal is required for Flood Hazard Area (SEA) applications.

I N/A, the Applicant/Owner, authorize to act as my agent/representative in all matters pertaining to my application the following person:

Name _____

Occupation/Profession _____

(Signature of Applicant/Owner)

AGENT'S CERTIFICATION

Sworn before me this day of

I agree to serve as agent for the above-mentioned applicant

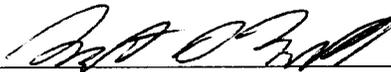
_____ 20 ____

(Signature of Agent)

Notary Public

D. **STATEMENT OF PREPARER OF PLANS, SPECIFICATIONS, SURVEYOR'S OR ENGINEER'S REPORT**

I hereby certify that the plans, specifications and engineer's report, if any, applicable to this project comply with the current rules and regulations of the New Jersey Department of Environmental Protection with the exceptions as noted. In addition, I certify the application is complete as per the appropriate checklist(s).



Signature

Scott Murrell, P.E.

Type: Name and Date

Chief Civil Engineer, Port Authority of NY & NJ

Position, Name of Firm

E. **STATEMENT OF PREPARER OF APPLICATION, REPORTS AND/OR SUPPORTING DOCUMENTS (other than engineering)**

I certify under penalty of law that I have personally examined the information submitted in the document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining and preparing the information, I believe that the information is true, accurate and complete in accordance with the appropriate checklist(s). I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment.



Signature

Robert Pruno, P.E.

Type: Name and Date

Chief Environmental Engineer, Port Authority of NY & NJ

Position, Name of Firm

Please note: In addition to the standard paper submission, an electronic copy of the entire application, including plans, may be submitted on CDROM to assist the Department in the review this application. Plans should be submitted as a CAD file or Shapefile, referenced in NJ state plane feet NAD83. Please do NOT send the electronic version via E-Mail.